CITY OF WALDPORT

Comprehensive Plan

GOALS & POLICIES

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GOALS & POLICIES

BACKGROUND

In 1973, the Oregon Legislature passed Senate Bill 100 - Oregon's Land Use Act. It created the Land Conservation and Development Commission (LCDC) responsible for: establishing overall standards or goals that provide common direction and consistency in local comprehensive plans throughout the state; and providing assistance and funding for the preparation and adoption of local comprehensive plans.

In 1975, the LCDC adopted fourteen goals covering such topics as housing, agricultural land, and the economy. Five additional goals became effective in 1977, including four that pertain specifically to Oregon's coastal area. It is these goals, known as Statewide Planning Goals and Guidelines, that form the basis for judging whether local plans meet the intent of the Oregon Land Use Act.

The primary responsibility for developing comprehensive plans rests with the local government. Until a local comprehensive plan is found to be in compliance with the Statewide Planning goals and Guidelines, local planning actions, such as rezonings, subdivision approvals and annexations, must be consistent with the purpose and intent of the Statewide Goals. After a local plan has been acknowledged as compliant with the Statewide Goals and Guidelines, local planning actions will be decided on the basis of the policies and standards as set forth in the local comprehensive plan.

The following is a brief summary of each Goal:

1. Citizen Involvement. To develop a citizen involvement program that gives citizens the opportunity to be involved in planning.

2. Land Use Planning. To write a comprehensive plan that can form the basis for future land-use decisions. To establish a consistent land use planning process (and policy framework) as a basis for all decisions and actions related to the use of land.

3. Agricultural Lands. To preserve agricultural lands.

4. Forest Lands. To conserve forest lands.

5. Open Space, Scenic and Historic Areas and Natural Resources. To identify and protect open space, scenic areas and natural resources.

6. Air, Water and Land Resource Quality. To maintain and improve the quality of the air, water and land resources.

7. Areas Subject to Natural Disasters and Hazards. To protect life and property from natural disasters and hazards.

8. Recreational Needs. To satisfy the recreational needs of citizens and visitors.

9. Economy of the State. To diversify and improve the economy of the state.

10. Housing. To meet the state's housing needs.

11. Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

12. Transportation. To plan for a safe, convenient and economic transportation system.

13. Energy Conservation. To conserve energy.

14. Urbanization. To provide for an orderly and efficient transition from rural to urban land use.

15. Willamette River Greenway. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River.

16. Estuarine Resources. To protect the unique environmental, economic and social values of each estuary and its associated wetlands.

17. Coastal Shorelands. To conserve, protect, and direct the future use of coastal shorelands.

18. Beaches and Dunes. To manage the use of the coastal beaches and to conserve and protect beach and dune areas.

19. Ocean Resources. To conserve the natural resources of the nearshore ocean and the continental shelf.

I. CITIZEN INVOLVEMENT

Goal

To provide an opportunity for citizens to be involved in all phases of the planning process.

Policies

1. The planning commission shall serve as the city's officially recognized committee for citizen involvement (CCI). The CCI shall be responsible for assisting the city with the development and implementation of a program that promotes and enhances citizen involvement in land-use planning.

2. Citizens participate in preparing and amending the comprehensive plan and land use regulations, and participating in public hearings and other forums on issues related to the growth and development of the city.

3. The facts upon which planning decisions are made, along with city planning policies and inventory materials, shall be public information and available at city hall.

II. LAND USE PLANNING, URBANIZATION AND INTERGOVERNMENTAL COORDINATION

Goals

1. To identify activities of land use which have an effect on the public health, safety and welfare.

2. To ensure orderly and efficient growth.

3. To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.

Policies

Comprehensive Plan

1. The Comprehensive Plan and referenced inventory information for the City of Waldport shall be made available for review at City Hall, the city library, and on the City's website.

2. To amend either the City's Comprehensive Plan or plan map, the Planning Commission and City Council shall establish that the amendment is consistent with the Statewide Planning goals adopted pursuant to ORS Chapter 197 and; shall make findings of fact as follows:
   a. There has been a substantial change in the character of the area since the plan was adopted which warrants a change; or
   b. That documentation exists that the original plan designation adopted for the area was made in error.

3. The Planning Commission shall periodically review the entire Comprehensive Plan and implementing ordinances

4. Comprehensive Plan map and text amendments may be initiated by the City Council, the Planning Commission, a property owner, or a resident of the City.

5. The adopted comprehensive plan text or map shall be revised by ordinance using the following procedure:
   a. All plan revisions shall be reviewed by the Planning Commission. A public hearing shall be conducted by the Planning Commission and a recommendation shall be made to the City Council.
   b. When adopted amendments have become final, they shall be incorporated into the comprehensive plan document.

Agency Coordination

6. The City of Waldport shall coordinate with Lincoln County and special districts on plans, public facility extensions and urban services delivery. Where necessary this will be done through intergovernmental agreement.

7. The City of Waldport shall work with all local, state and federal agencies or districts owning and managing property within the city to assure coordinated comprehensive planning.

8. Pursuant to federal consistency requirements of the Coastal Zone Management Act (Sec. 307) all state and federal permits for activities affecting land use within the city shall be reviewed by the City of Waldport for compliance with the comprehensive plan before the permit is granted.

9. The city shall maintain communication with local, state and federal agencies which may include the exchange of maps, data and other appropriate information.

10. During all comprehensive plan updates and revisions the city shall encourage the participation of affected local, state and federal agencies and districts.

III. AGRICULTURAL LANDS

Goal

To conserve agricultural lands.

Policies

1. The City of Waldport shall not include within its Urban Growth Boundary land that is well-suited for commercial agriculture until such time that the city's overall needs for growth and the lack of other suitable lands for such growth compel the city to do so.

2. The City of Waldport shall support and continue to allow use of land for urban agricultural purposes, i.e. community gardens.

IV. FOREST LANDS

Goal

To conserve forest lands.

Policies

1. Industrial forest lands (corporate or public ownership) as identified in the comprehensive plan inventory and located within the Urban Growth Boundary of the City of Waldport shall be conserved and employed for forest uses until such time that these lands are needed for urban uses and those urban uses cannot be accommodated elsewhere within the city or Urban Growth Area.

2. The City of Waldport shall cooperate with the Oregon Department of Forestry in regulating forest activity within the Urban Growth Boundary to encourage good forest land stewardship.

V. OPEN SPACE, NATURAL, SCENIC AND HISTORICAL RESOURCES

In conjunction with county, state and federal agencies as well as area residents and landowners, the City of Waldport shall work to protect and enhance its rich natural, scenic and historic resources. Forests, beaches and water areas, wetlands, air quality, fish and wildlife habitats, historical and archaeological sites, open space and scenic views all contribute to the high quality of the City's environment.

Goals

1. To conserve open space in the planning area.

2. To maintain a current inventory of important natural, scenic and historic resources.

3. To resolve conflicts between incompatible development activities and identified natural, scenic, and historic resources.

Policies

1. The City of Waldport has adopted a local wetlands and riparian inventory which is herein incorporated into the Waldport Comprehensive Plan. The Waldport Development Code includes a Significant Natural Resources Overlay Zone. The Overlay Zone is intended to provide protection for identified significant natural resources within the City of Waldport as designated under Statewide Planning Goal 5 Natural Resources and Goal 17 Coastal Shorelands. The Overlay Zone is intended to ensure reasonable economic use of property while protecting valuable natural resources within the City's Urban Growth Boundary and within the city limits. Significant wetlands and riparian areas provide valuable fish and wildlife habitat, including habitat for anadromous salmonids; improve water quality by regulating stream temperatures, trapping sediment, and stabilizing stream banks and shorelines; provide hydrologic control of floodwaters; and provide educational and recreational opportunities.

2. The City shall encourage orderly development of land through zoning, land use codes and the timing and placement of public improvements in order to conserve natural resources.

3. Additional public access to open space lands should be developed, especially to ocean beaches and the Alsea Bay, where practicable.

4. Retention of open space for recreational sites and facilities shall be

encouraged where practicable.

5. Publicly owned lands including street rights-of-way will be examined for their potential open space use before their disposition.

6. The City of Waldport supports the development and maintenance of the designated Oregon Coast Trail and Oregon Coast Bike Route.

7. The City encourages protection of significant archaeological and historic resources, consistent with the standards of the State Historic Preservation Office (SHPO) and federal laws.

8. Established trees contribute to the aesthetic and environmental quality of the City. Significant trees and groves of trees could be protected through a tree protection ordinance or other voluntary mechanisms to ensure their health and retention.

VI. AIR, WATER AND LAND RESOURCES QUALITY

Goal

To maintain and improve the quality of the Air, Water and Land Resources.

Policy

1. The City of Waldport supports and encourages state and federal agencies in continuing environmental evaluations of the Alsea Bay Spit and Bay areas, potential flood hazards to the City and other projects which maintain the health, welfare and safety of its citizens.

2. Discharges from the City's wastewater treatment plant shall be maintained in accordance with the D.E.Q. wastewater discharge permit.

3. All activities within the city which may affect air, land or water quality shall comply with applicable air, water and noise standards as established by the Department of Environmental Protection Agency.

4. The City recognizes the jurisdiction of the Water Resources Department (WRD) and the ongoing process of implementing minimum stream flow requirements. Upon notification of implementation requirements, the City shall review, and where appropriate, enact such amendments as required by law to insure consistency with WRD programs.

5. The City of Waldport shall investigate appropriate regulatory or incentive based programs to mitigate urban storm water impacts on water quality and aquatic habitat from new and existing development.

6. In the interest of public health and aesthetics, the City encourages the removal of animal waste on beaches, parks, streets and other public land.

VII. NATURAL HAZARDS

Goals

1. Through regulation of the location and type of development, the City of Waldport should encourage measures to help mitigate risks to persons and property with regard to natural disasters and hazards, such as landslides, fires, tsunamis and flooding.

2. The City of Waldport shall maintain a current inventory of natural hazards that affect land development within the UGB.

Hazard Policies

1. The City of Waldport should encourage measures to help mitigate risks to persons and property with regard to natural disasters and hazards. This Plan, the Development Code and other city ordinances include measures to reduce risks associated with the use and development of land in the City of Waldport.

2. Waldport shall require the provision of adequate safeguards before permitting development in identified areas of known or suspected natural hazards. The city shall maintain current mapping of known or suspected hazards based upon known data and the RNKR Associates, Environmental Hazards Inventory, Coastal Lincoln County, Oregon 1978. This data and mapping shall serve as an overlay to the official zoning maps of the city.

Geologic Hazards Policies

3. Geological formations throughout the city have wide-ranging characteristics with respect to suitability for development, owing to steep slopes, potential slide areas, weak foundation soils, and other factors. The city will maintain development regulations and guidelines so that geological hazards can be recognized and potential losses reduced accordingly.

Flood Hazard Policies

4. Waldport shall require development in designated flood hazard areas to comply with the requirements of the Federal Emergency Management Agency (FEMA).

Ocean, Bay and River Frontage Policies

5. There are natural hazards, i.e. erosion, flooding, and landslides, associated with ocean, bay and river frontage. Refer to Section XVII Coastal Shorelands and Section XVIII Beaches and Dunes for identification of ocean, bay and river frontage related goals and policies.

6. In order to protect dunes and other natural shoreland features, the City should promote the use of defined public access points.

VIII. RECREATION

Goals

1. Secure and develop park, open space, trail and recreational facilities that meet the needs of residents and respect the scenic, natural and cultural values of the Waldport community.

2. Support recreational programs that contribute to healthy lifestyles, create a sense of community, nurture personal growth and development, and offer opportunities for residents to make positive contributions to the quality of life in the Waldport community.

3. Support the economic vitality of the Waldport community through parks and recreation facilities and programs that are attractive to residents and visitors.

4. Maintain public investment in parks and recreational facilities and operate facilities and programs in the most cost efficient means possible consistent with community expectations of cleanliness, safety, and attractiveness.

Policies

1. City Plans. The City of Waldport has adopted a Waldport Parks Master Plan which is herein incorporated into the Waldport Comprehensive Plan. The Parks Master Plan identifies the community's park and recreation needs and desires, presents a comprehensive community vision for the future of Waldport parks and recreation, and establishes goals and a blueprint for action.

Goal 1 Policies

2. Consider the needs of all residents of the community – all ages, incomes, cultures and lifestyles – in the planning, development, and operations of park and recreation facilities.

3. Seek to involve all segments of the Waldport community in park and recreation planning.

4. Protect the significant natural features of the site and surrounding area when developing parks and recreation facilities.

5. Employ maintenance practices to conserve and enhance natural and biologic values of the park sites.

6. Collaborate and cooperate with other land managers and property owners to protect and restore healthy functioning ecosystems and watersheds.

7. Seek to acquire land for parks and recreational activities in advance of urban growth and development.

8. Seek cooperative and partnership relationships with the Port of Alsea, Lincoln County School District, State of Oregon Parks and Recreation Department, other state, federal and local agencies, businesses and citizen groups to provide a diversified system of trails and park-related services that offer opportunities for healthy and creative use of outdoor time.

9. Prepare master plans for parks prior to the development of the park.

10. Examine all City-owned property for park, open space or recreational value prior to change of use or relinquishing ownership.

11. Support the development of a multi-purpose community center that is a key component of the vitality of the Waldport community.

12. Create an integrated and connected network of parks and open spaces by providing trail linkages, easements and greenways. Coordinate and support implementation of the transportation plan for bicycle and pedestrian paths, to develop connections with national, state, county and local parks and open space.

13. Seek compatibility between parks open spaces and recreational facilities and adjacent land uses.

14. Improve visibility of and access to information about parks, open spaces and recreation opportunities for both residents and visitors.

15. Develop additional access to public open space lands, especially to the ocean beaches, Alsea Bay, and National Forest lands.

Goal 2 Policies

16. Seek to partner with other entities to offer programs that interpret the area's natural processes, ecology, and history.

17. Enhance use of the Community Center by all segments of the community.

18. Promote and encourage youth recreation programs that meet the needs of the area's young people.

19. Evaluate needs and encourage coordination to avoid duplication of services and to keep services consistent with current needs and trends.

Goal 3 Policies

20. Support the Port of Alsea in the implementation of the Port of Alsea Interpretive Master Plan.

21. Encourage and promote events such as tournaments and other sports and recreation events that attract visitors or users from outside the area.

22. Provide, either directly or through partnerships or involvement of others, parks, open space and recreation amenities that support the residential growth envisioned by the Waldport Comprehensive Plan.

Goal 4 Policies

23. Design park and recreation facilities to minimize energy consumption and maintenance costs while still meeting user needs.

24. Establish and utilize a process for programming preventative maintenance and capital improvements.

25. Seek federal, state, and private funding and volunteer assistance to keep park and recreational facility development and program costs as affordable as possible.

26. Collaborate with others to pool resources and jointly raise capital.

27. Retain programs allowing for donations for park amenities such as memorials.

28. Expand efforts to secure adequate funding through traditional financing mechanisms such as bond and serial levies.

29. Explore opportunities for non-residents to financially support operation and maintenance.

30. Weigh improvement and expansion decisions against the ability to manage and maintain.

IX. ECONOMY

Goals

1. To provide adequate opportunities throughout the city for a variety of economic activities vital to the health, welfare, and prosperity of Waldport's citizens.

2. To support and encourage the creation of new and the expansion of existing industrial and commercial activities within the city and its Urban Growth Boundary.

3. To recognize the environmental and developmental constraints in locating new industrial and commercial activities.

Policies

1. The City of Waldport shall designate suitable lands for the creation and expansion of existing industrial and commercial activities; and shall support and encourage the efficient use of areas currently designated or developed for commercial use.

2. The City of Waldport shall encourage the location of industrial activities in those areas suited to and capable of supporting those activities and land uses.

3. The City of Waldport shall support and encourage the establishment of programs for the education and training of Lincoln County citizens in the performance of jobs typically needed and those jobs expected to be needed in Waldport.

4. The City of Waldport should seek means by which to widely advertise the attributes and amenities available in Waldport for increased industrial, commercial, recreational, and residential activity.

5. The City encourages and supports the economic development activities of the Port of Alsea in the advertisement, promotion and development of Port facilities, where consistent with the provisions and limitations of this plan, Development Code requirements and other City Plans or Policies.

6. The City of Waldport shall permit home-based businesses that are compatible with the zoning and residential neighborhood character where they are located.

7. The City of Waldport shall encourage activities that improve the visual character of commercial and industrial areas such as the undergrounding of utilities, building façade maintenance and improvement, and landscaping.

8. The City of Waldport should periodically undertake an economic opportunity analysis pursuant to statewide Goal 9. The analysis will influence decision making regarding the availability of community and industrial lands to meet the anticipated needs of south Lincoln County.

X. HOUSING

Goals

1. To recognize housing needs in the community.

2. To encourage construction of affordable residential housing for low to moderate income households.

3. To make information available regarding home rehabilitation loan and grant funds to homeowners and renters, especially those of low to moderate incomes.

4. To encourage construction and remodel of energy efficient residential housing.

5. Promote 'green' building, i.e. designing, constructing and using materials that reduce the overall impact on human health and the natural environment.

Policies

1. The City of Waldport shall allow, through planning and zoning, for a full range of housing types, location and densities.

2. The City of Waldport shall support Lincoln County and other governmental agencies in developing a housing assistance and referral program.

3. The City of Waldport shall periodically undertake residential buildable land inventory, housing needs analysis, and residential land needs analysis consistent with Statewide Planning Goal 10, OAR 660, division 8, and the need housing statutes in ORS Chapter 197.

XI. PUBLIC FACILITIES AND SERVICES

Goal

To provide for adequate, functional, accessible and aesthetic public facilities and services consistent with the planned level of development. Public facilities and services include but are not limited to water, sewer, storm drainage, other utilities, solid waste, public safety, streets, parks, library, community center, and public restrooms.

Policies

A. City Water, Sewer, and Storm Drainage Facilities and Services

1. The City of Waldport shall develop, adopt and maintain public facilities plans for the area within its UGB consistent with Statewide Planning Goal 11 and OAR 660, division 11.

   The City of Waldport has adopted a Water Master Plan and Wastewater Collection System Master Plan which are herein incorporated into the Waldport Comprehensive Plan. The purpose of the Water Master Plan is to furnish the City of Waldport with a comprehensive planning document which provides engineering analysis and planning guidance for the successful management of its water system.

   The Wastewater Collection System Master Plan evaluates the existing system, identifies current deficiencies, estimates current and projected flows, and recommends improvements.

2. In the interest of orderly development, the City shall update and maintain current mapping of all utility location, depth, size, capacity, etc. The service lines and facilities to be mapped include water, sewer, and storm drainage.

3. The City of Waldport shall manage both the municipal water and wastewater treatment systems in accordance with all applicable state and federal standards.

4. The City of Waldport shall require that plans for the control of surface water drainage be included with all requests for subdivisions, partitions and planned unit developments.

5. The City of Waldport should maintain an efficient maintenance program to control long-term costs and to establish the most efficient operation of public services.

B. Public Facilities and Services Within and Outside the Waldport Urban Growth Boundary

6. Development outside of existing corporate boundaries, but within the Urban Growth Boundary of Waldport, shall be provided with appropriate levels and types of public facilities and services to support anticipated growth. The City of Waldport will extend water services to such development if a written commitment to annex has been secured. Sanitary sewer services are only provided to properties within the city limits.

7. Urban density development shall be encouraged and promoted in areas already served by water, sewer and other public facilities and services.

8. Plans for the extension of public services and facilities to urbanizable lands shall take into consideration service needs within the City of Waldport, the cost and timing required for necessary capital improvements.

9. The City of Waldport shall provide public services and facilities to areas outside of the Urban Growth Boundary only as provided in the Statewide Goal 11 rules in OAR 660-011-0060.

C. Collaboration With Other Agencies

10. The City of Waldport shall coordinate with the Central Oregon Coast Fire & Rescue District (COCFRD) in the implementation of the Emergency Disaster Plan prepared by COCFRD. The objectives of the Emergency Disaster Plan are to incorporate and coordinate all facilities and personnel of the District into an efficient organization capable of reacting adequately and promptly in the face of disaster, and to conduct such operations as the nature of the disaster requires, whether during a local emergency or to assist other jurisdictions should they need help.

    The City of Waldport shall cooperate in the relocation of the COCFRD facility outside the tsunami inundation zone.

11. The City of Waldport shall coordinate with the Southwest Lincoln County Water District and the Seal Rock Water District to ensure adequate water service is provided throughout the city.

12. The City of Waldport shall coordinate with applicable public and private entities to ensure adequate solid waste and recycle transfer sites and services are provided throughout the city.

13. The City of Waldport shall coordinate with other utility agencies to ensure adequate services, e.g. power, natural gas, and communications, are provided throughout the city.

14. The City of Waldport shall rely on the Lincoln County School District and Oregon Coast Community College for the provision of public education. The City supports all efforts to enhance and improve educational facilities in Lincoln County, and supports the development of additional Lincoln County School facilities within Waldport. The City of Waldport shall be supportive of the relocation of the Waldport High School outside the tsunami inundation zone.

15. The City of Waldport shall be supportive of the Port of Alsea including the implementation of the Interpretive Master Plan for the Port of Alsea.

D. Public Streets, Parks, Library, Community Center, Utilities, and Restrooms

16. Public streets are a key element of Public Facilities and Services in the Waldport planning area. Refer to Section XII Transportation for identification of public street related goals and policies.

17. Parks are a key element of Public Facilities and Services in the Waldport planning area. Refer to Section VIII Recreation for identification of park related goals and policies.

18. The City of Waldport shall promote enhancement of the Waldport Public Library facilities and services.

19. The City of Waldport shall promote community services including the continued use of the Waldport Community Center and associated services for the elderly, youth and other groups.

20. The City of Waldport shall encourage and support opportunities to locate all overhead utilities underground.

21. The City of Waldport shall investigate the feasibility and desirability of increasing the number of public restrooms.

E. Transmission Towers

21. The City of Waldport should develop and adopt regulations for the placement of transmission towers to provide adequate services while minimizing adverse impacts on surrounding property owners and residents.

XII. TRANSPORTATION

Goal

Achieve an efficient, safe, convenient and economically viable transportation system. The system includes streets, public transit, bicycle, and pedestrian facilities.

Policies

1. City Plans. The City of Waldport has adopted a Waldport Transportation System Plan and Waldport Parks Master Plan which are herein incorporated into the Waldport Comprehensive Plan. A primary objective of the Transportation System Plan is to provide for street connectivity, bicycle and pedestrian needs; decrease dependence on the private automobile; and provide pleasing transportation routes which promote safety by reducing conflicts between pedestrian/bicycles and automobiles. The Parks Master Plan includes proposed trail corridors as well as trail and pathway standards.

2. Improvements to Existing Transportation Facilities. The City of Waldport shall continue to improve and maintain existing city transportation facilities that are unsafe and/or inadequate.

3. Oregon Department of Transportation (ODOT). The City of Waldport shall collaborate with ODOT to identify and implement transportation improvements to Highway 101 (Pacific Coast Highway) and Highway 34 (Alsea Highway).

4. Lincoln County. The City of Waldport shall collaborate with Lincoln County to identify and implement transportation improvements to Crestline Drive south of Range Drive.

5. New Collector Street. With future development the City of Waldport shall consider new or improved east-west oriented collector streets, i.e. south of Range Drive connecting Highway 101 to Crestline Drive.

6. Transportation Connectivity. The City of Waldport encourages future development to provide public street and bicycle/pedestrian connections to existing transportation facilities and adjacent properties. The City of Waldport encourages community connectivity through development of public streets and bicycle/pedestrian facilities. The City discourages gated communities when connectivity is needed between destinations, neighborhoods, and other public places.

7. Street Standards. All new and reconstructed streets shall be constructed to City of Waldport street standards.

8. Access Management. The City of Waldport shall require new development to minimize direct access points onto arterials and collectors by encouraging new local streets that access arterials and collectors, and by encouraging the utilization of common driveways.

9. Pedestrian/Bicycle System. The City of Waldport shall be supportive of a connected pedestrian/bicycle system throughout Waldport and the surrounding area.

10. Public Pedestrian/Bicycle Access. The City of Waldport shall improve public pedestrian and bicycle access to the bay and ocean beaches and other natural resource areas where practicable; and require future development to provide public pedestrian/bicycle access to natural resources and adjacent properties.

11. Public Transit. The City of Waldport is supportive of increased public transit service throughout Waldport and between Waldport and other cities.

12. Water Trails. The City of Waldport supports the Port of Alsea in the establishment of designated water trails.

13. Critical Facilities. The City of Waldport shall collaborate with other agencies to locate critical facilities, e.g. fire stations, schools, clinics, and water rescue in safe and accessible locations.

14. Energy Conservation. The City of Waldport encourages energy conserving transportation modes.

XIII. ENERGY CONSERVATION

Goal

To promote and encourage energy conservation and the use of sustainable and renewable energy throughout the City of Waldport planning area.

Policies

1. The City of Waldport should maintain energy conservation standards for all buildings to meet or exceed the international building code.

2. The City of Waldport should consider ways to conserve energy in its public buildings and vehicles.

3. The City of Waldport should promote the use of existing energy conservation programs in the area of housing. (See Housing Section Inventory)

4. The City of Waldport should plan for the location of multi-family housing areas in close proximity with commercial uses.

5. The need for convenient commercial uses and utilization of existing commercial buildings shall be promoted throughout the urbanizable area of Waldport.

6. The City of Waldport should support the use of alternative sustainable and renewable energy resources, e.g. solar, wind, and wave energy for residential and commercial buildings.

7. The City of Waldport should encourage the use of energy efficient ~~housing~~ site and building design~~s~~.

8. The City of Waldport shall promote recycling programs and facilities.

9. The City of Waldport shall promote the education and use of extended life cycle products that contribute to energy conservation.

10. The City of Waldport shall develop a bicycle and pedestrian access and facilities plan that will encourage bicycle and foot traffic from the city's residential areas to commercial, educational, and recreational areas.

11. The City of Waldport should promote the use of public transit, park-n-ride, and other programs to reduce reliance on automobiles and therefore conserve energy.

12. The City of Waldport should promote development of facilities for alternatively powered vehicles.

13. In the interest of conserving energy, the City of Waldport should promote the production and distribution of locally produced food and other products through the use of community gardens, farmers markets, cooperative food buying, and other programs.

XIV. URBANIZATION

Goal

To provide for an orderly and efficient transition from rural to urban land use.

Policies

1. The City of Waldport shall maintain and, when needed, amend its urban growth boundary (UGB). Changes to the UGB shall be based on Statewide Planning Goal 14, ORS 197.298, and OAR 660, division 24.

2. Developments within urban growth boundaries, but outside of city limits shall be allowed only when the property owner has agreed to accept and pay for (now or at some future date at the discretion of the service provider) service extension, installation, and hook-up fees at levels equal to those required within the city. Public facilities (water, sewer and streets) design shall be approved by the City of Waldport, special district or other private service provider prior to final approval.

3. Land use decisions within the City's urban growth boundary but outside city limits shall be coordinated with Lincoln County. The City will make timely recommendations to the County, consistent with City and County agreements and policies regarding urbanization.

4. Within Waldport's Urban Growth Boundary and city limits, subdivisions and partitions shall be platted for urban densities consistent with the City's plan designation for the affected property.

5. Land within the Urban Growth Boundary but outside Waldport's city limits shall retain Lincoln County rural zoning. At the time urban public services become available and land is annexed, a City of Waldport zoning designation shall be applied.

6. Lincoln County shall be given an opportunity to comment on proposed annexations when Waldport has provided a description of the proposed area for annexation.

XV. WILLAMETTE RIVER GREENWAY

Goal

N/A *(Reference to this Statewide Goal will be maintained so that the City's 19 Goals are consistent with the 19 Statewide Goals.)*

XVI. ESTUARINE RESOURCES

Goal

To recognize and protect the unique economic, social and environmental values of the Alsea River Estuary.

Policy

1. The City of Waldport strives to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of the Alsea Bay estuary.

2. The City of Waldport, Port of Alsea and Lincoln County have adopted an estuary management plan of the Alsea Bay. The City will cooperate with the Port of Alsea and Lincoln County in implementing the Estuarine Management Plan. Future amendments of the plan will also be coordinated with the Port of Alsea and Lincoln County and jointly adopted where necessary.

XVII. COASTAL SHORELAND

Goals

1. To recognize the value of coastal shorelands and protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources, and recreation and aesthetics.

2. To manage the shoreland areas without adverse impact to adjacent coastal waters.

3. To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Waldport's coastal shorelands.

Policies

1. The shoreland boundary includes the following areas:

    a. Lands contiguous with the ocean and estuary;

    b. Lands within 100 feet of the of the mean higher high water line along the ocean shore and within 50 feet of the mean higher high water line along the estuary;

    c. Lands which are subject to ocean and estuary flooding;

    d. Areas of geologic instability which may affect or may be affected by adjacent coastal waters;

    e. Natural or man-made riparian resources, especially vegetation necessary to stabilize the shoreline and to maintain water quality and temperature necessary for the maintenance of fish habitat and spawning areas.

    f. Identified headlands;

    g. Identified areas of exceptional scenic or aesthetic qualities including lands within the state park system;

    h. Identified areas of significant shoreland and wetland biological habitats.

    i. Areas necessary for water-dependent and water-related uses, including areas of recreational importance which utilize coastal water or riparian resources, areas appropriate for navigation and port facilities, and areas having characteristics suitable for aquaculture.

2. The City of Waldport shall allow coastal shoreland uses according to the following general priorities (from highest to lowest):
   a. Uses which maintain the integrity of estuaries and coastal waters;
   b. Water-dependent uses;
   c. Water-related uses;
   d. Non-dependent, non-related uses which retain flexibility of future use and do not prematurely or inalterably commit shorelands to more intensive uses;
   e. Development, including nondependent, nonrelated uses, in urban areas compatible with existing or committed uses;
   f. Nondependent, nonrelated uses which cause a permanent or long-term change in the features of coastal shorelands only upon a demonstration of public need.

3. Shorelands identified in the inventory include major marshes, significant wildlife habitat, headlands, and areas having exceptional aesthetic resources or historic and archaeological sites.

4. The City of Waldport recognizes that shoreland policies and estuarine policies need to be closely coordinated. Shoreland uses shall be compatible with the management unit designation on contiguous estuarine areas.

5. The City of Waldport shall require the maintenance and, where appropriate, restoration of riparian vegetation in coastal shoreland areas, consistent with water-dependent uses.

6. The City of Waldport shall promote, where appropriate, the establishment of new and expanded riparian vegetation in coastal shoreland areas.

7. The City of Waldport shall protect shorelands which are especially suited for water-dependent development from uses which would commit those shorelands to non-water dependent uses.

8. The City should provide public access to the ocean and estuarine shores by improving existing access locations and acquiring land and easements as practicable.

9. The City should investigate a diverse range of beach access types (pedestrian, official vehicular, view) and a range of amenities (parks, walkways/boardwalks, street ends) while maintaining a balance between resource protection and human use.

XVIII. BEACHES AND DUNES

Goals

1. To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas.

2. To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Policies

1. To ensure that development will be designed to minimize adverse environmental effects, the City of Waldport will require that construction in dune areas be designed to minimize vegetation removal and exposure of stable areas to erosion.

2. The City shall, in conjunction with applicable County, State and Federal agencies, prohibit residential, commercial and industrial buildings or development on beaches.

3. The City shall identify appropriate sites for emergency and public access to the beach.

XIX. OCEAN RESOURCES

Goal

To conserve marine resources for the purpose of providing long-term ecological, economic and social value and benefits to future generations.

Policies

1. The City of Waldport will cooperate with all local, state and federal agencies which have planning, permit or review authority over coastal land and waters and whose policies and regulations therefore have a corresponding effect on coastal land and water use plans and implementing ordinances.

2. The City of Waldport will ~~work~~ coordinate with Lincoln County and appropriate local, state and federal agencies charged with assessing on shore impacts of outer continental shelf oil and gas development, marine fisheries development, energy development/wave energy, aquaculture development, and marine reserves.

3. The City of Waldport shall coordinate its on-shore planning efforts with state and federal agency plans for the development of ocean resources.

CITY OF WALDPORT

Comprehensive Plan

INVENTORY

ADOPTED August 1982
UPDATED January 1991
UPDATED March 2010

This project was partially funded by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration, and the Ocean and Coastal Management Program, Department of Land Conservation and Development.

CITY OF WALDPORT

COMPREHENSIVE PLAN

INVENTORY

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INTRODUCTION

Setting

The City of Waldport is located at the mouth of the Alsea River on the western flank of the Oregon Coast Range. The city, situated in the southern portion of Lincoln County, gains access to the Willamette Valley via Highway 34. Highway 101, the single highway linking the western coastal areas of Oregon, provides access from Waldport to points north and south.

Climate

The climate of the City of Waldport is moist, marine and temperate. Annual precipitation ranges from 60 to 90 inches. Approximately 80% of the annual rainfall occurs between October and March. Most precipitation occurs from winter storms often lasting several days.

The average January temperature for Waldport is in the low 40's and in August the mid 50's. Low temperatures have been known to reach near 0 degrees F although highly uncommon and high temperatures seldom exceed 90 degrees F in the immediate coastal zone. Prevailing winds from the northwest are characteristic of the summer months. Winter storms and prevailing winter winds blow from the southwest. Snowfall is rare and limited to several inches along the coast while the average frost free growing season is 250 days.

Topography

The City developed first on the south side of the Alsea Bay on the relatively flat and somewhat flood prone alluvial river terraces and beach sand formation. From the mouth of the Alsea River upstream to approximately river mile 3.5, the river cuts through marine sedimentary terrace formations representing ancient beaches. These terraces overlay older marine sedimentary formations of Alsea siltstone that show evidence of wave cut benches. The marine terraces, or ancient beaches are found, from near sea level to over 200' south of Waldport, and form the low hills and bluffs surrounding the Alsea Bay.

Severe slopes are encountered all along the bluff edge from Yaquina John Point north and east to Lint and McKinney Sloughs and following the streams south as they dissect the marine terrace.

Gentle to moderate slopes are characteristic of much of the marine terrace formulation extending from the ocean beach east to Lint Creek.

POPULATION

Waldport‟s population increased from 1,274 in 1980 to 2,050 in 2000. This was a 61% increase over 20 years with an average annual increase of 39 people and approximately 2.3%. The estimated population and growth rate of Waldport from 1980 through 2008 is listed in Table 1:

Table 1. Population Growth (1980 - 2008)

Year	Population	Percent Change		Year	Population	Percent Change
1980	1274	--		1990	1595	-4.78
1981	1315	3.21		2000	2050	28.53**
1982	1360	3.42		2001	2060	0.49
1983	1530	12.50		2002	2060	0.00
1984	1545	0.98		2003	2060	0.00
1985	1590	2.90		2004	2060	0.00
1986	1570	-1.25		2005	2060	0.00
1987	1610	2.54		2006	2110	2.43
1988	1670	3.72		2007	2130	0.95
1989	1675	0.29		2008	2145	0.70

* 1980, 1990 and 2000 population is based on U.S. Census data, while all other years are estimates from the Portland State University Population Research Center.

** Percent population change over a ten year period (1990 to 2000)

In order to assure that sufficient urbanizable lands are available for continued growth, the City shall continue to use the data from the U.S. Census and the Portland State University Population Research Center.

ECONOMY

The earliest white settlement of the Alsea Bay area occurred in 1860 at Devil's Bend, or what is now known as Bayview.

The land rush of the 1860's was a second "Gold Fever", initiated by President Lincoln's signing of the Homestead Act of 1862. Land opened for homesteading meant simply free land to those who could get to it and file the first bonafide claim with the General Land Office of the federal government. Unfortunately, the surviving native Indian population of Alsi's (Yakonen for "peace"), were neither presumed the owners of record nor consulted in the land transactions being accomplished at the time through the provisions of the Homestead Act.

David Ruble, having purchased squatters right to 40 acres of sand spit from Lint Starr in 1879, platted the first town site in what is today known as "Old Town". Ruble's intended name for the town's first post office, Fairhaven, was confused with a Colonel Wustrow's application for a post office site to be established on the north side of the Alsea Bay. Ruble's application was returned bearing both Fairhaven and Waldport. The first official Waldport postmark appeared in 1881, the post office being located in the cabin of Lint Starr, off South Mill Street, with Marion Ruble serving as the first postmaster. In the same year, and in 1882, the community sponsored its first non-denominational church.

Development of the Waldport town site began in earnest with the opening of the first of several saw mills in the early 1880's. Prior to 1880, all lumber used in Alsea River and Bay Area construction was milled near the present town of Alsea and floated down river on the spring floods.

1886 marked construction of the first salmon cannery which was located on the north side of the bay. Night seining was the principal method employed in the salmon fishery. Limited cannery capacity (all fish caught had to be processed the same day due to the lack of refrigeration) contributed to great waste of the resource, and the commercial fishery was considered depleted by 1956, a period of 70 years. The development of canneries provided important business for the early sawmills and coastal schooner shipping enterprise. The earliest recorded crossing of the Alsea Baymouth Bar with an export product was in 1872. The cargo aboard the "Lizzie", constructed in Tidewater the same year, was wild cherry wood destined for San Francisco to be used in furniture manufacturing.

In 1883, only four buildings had been constructed on the Waldport townsite. However, by 1887, the first hotel had been built and by the year 1900, the Alsea Port District area had an unofficial population of nearly 600 persons, 100 or more of whom were living in the town of Waldport.

While the principal industries of early Waldport centered on the abundant timber and salmon resources of the Alsea River Basin, subsistence agriculture played an important part. Dairy farming along the floodplain of the Alsea provided many families with their only "cash crop", the cream being transported to Waldport for processing.

From the early days of development, the character of the city has gradually changed. As the salmon resource was depleted, and the seemingly inexhaustible timber resource was cut further from the city, the local economy suffered. The city has witnessed recent rapid growth; however, the population makeup has changed. Many of the new arrivals have been drawn to the area for its scenic and small town qualities. The retirement age population group has grown all along the Oregon Coast in recent years, and this is also true of Waldport.

The creamery is gone, the canneries are gone, the mills are ~~mostly~~ gone, and today and tomorrow's growth will be dependent on a different set of factors and circumstances. New technology, fewer workers in basic industries, increased service industries, and expansion of commercial and tourist related businesses are the current trends.

The City"s economic resources are primarily associated with the tourism and recreation industry, i.e. travelers seeking the natural beauty and natural resources of the Oregon coast. The city also has a service-based industry that provides services for the local residents of Waldport and the surrounding area.

Approximately 160 of the 171 acre industrial zoned land in Waldport is located off Crestline Drive in the southern portion of the city. A significant portion of the industrial zoned land is currently vacant. Approximately 27 of the 160 acres off Crestline Drive is currently developed with a mix of light industrial and storage uses, and a solid waste transfer station. The eastern half of the industrial land near Crestline Drive is generally flat and suitable for development of light industrial uses. The western portion of this industrial zoned land has some steep sloping areas that will be more difficult to develop.

ZONING AND LAND USE

In 2009 Waldport had approximately 1,850 acres within the city limits. The following table provides total acreage by zoning classification.

Zoning	Total Acreage
Residential Zone R-1	707
Residential Zone R-2	74
Residential Zone R-3	139
Residential Zone R-4	19
Retail Commercial Zone C-1	80
Downtown District Zone D-D	38
General Commercial zone C-2	45
Planned Industrial Zone I-P	171
Marine Waterway Zone M-W and Planned Marine and Recreation Zone M-P	288
Public Facilities Zone P-F	125
Rural Residential RR-2 (Lincoln County zoning – land inside city limits, outside urban growth boundary	164
TOTAL	**1,850**

Single family dwellings are the predominant residential use in Waldport. There are a limited number of multi-family dwellings in R-2, R-3, R-4, commercial and downtown district zones.

Commercial uses are primarily located along the Highway 101 and Highway 34 frontages and in Old Town.

Industrial uses are located in the 160 acre Waldport Industrial Park located on Crestline Drive in the southern portion of the city. Some industrial uses are also located on Highway 34, east of Lint Slough.

HOUSING

Single family residential dwellings are the predominant residential use in Waldport. The following table provides a breakdown of the different types of housing units in Waldport. Over the past ten years, Waldport has averaged approximately 11 new housing units per year.

2009 Waldport Housing Units

Type of Housing Unit	# of Units*	% of Total Units*
Single Family	866	72%
2-Family	23	2%
Multi-family	147	12%
Mobile Home	162	14%
Total	1,198	100%

* Approximate numbers and percentages

In 2009 there were numerous vacant building sites that more than satisfy growth needs for the next 20 years. As growth occurs, the city shall periodically conduct a buildable lands inventory to assure the city is able to accommodate growth over a 20 year period and therefore is consistent with statewide goals.

PUBLIC FACILITIES AND SERVICES

Water System

A Water Master Plan was completed for the City in 2002. The purpose of the Water Master Plan is to furnish the City of Waldport with a comprehensive planning document which provides engineering analysis and planning guidance for the successful management of its water system through 2022. The following information about the Waldport water system is summarized from the July 2002 Water Master Plan prepared by The Dyer Partnership.

Historically, the City of Waldport has relied upon surface water from tributary streams to the Alsea River to supply raw water to the municipal water system. The City does not own or operate any wells at this time. Due to the area"s underlying geology, groundwater is not available in quantities sufficient to supply a municipal water system.

The City removes raw water from Weist and Eckman Creeks. The city also holds a water right on Southworth Creek (formerly known as Darkey Creek) although it is not currently utilized as an active water source. Weist, Eckman and Southworth Creeks are tributaries of the Alsea River. These three creeks are located south of the Alsea River and Eckman Lake. Raw water transmission systems transport water from the creeks to the water treatment plant.

Once water is treated at the water treatment plant it is delivered to the distribution system via two main transmission pipelines. The City of Waldport water system serves the majority of the Waldport city limits. There are two exceptions to this. A large portion of the south/southwest part of the city is served by the Southwest Lincoln County Water District. The Alsea Highlands residential development located north of the Hwy. 101 bridge is within the Seal Rock Water District.

Waldport has ample water capacity to serve the area in the future. Water from Southworth Creek will not be needed for several years. The combined Weist/Eckman/Southworth Creek water sources provide capacity to adequately serve the Waldport water service area at least through 2050.

Wastewater Collection System

A Wastewater Collection System Master Plan was completed for the City in 2000. The Master Plan evaluated the existing collection system condition and capacity, and provided a recommended plan to enable the City to meet the present and future wastewater facility demands and requirements. The following information about the Waldport wastewater collection system is summarized from the May 2000 Wastewater Collection Master Plan prepared by The Dyer Partnership.

The original wastewater system in Waldport was constructed in 1951 in the lower elevations of the city, and in the commercial district and older residential areas of the City. Extensions to the original conveyance system have been constructed over time. City sewer services were provided to Yaquina John Point in 1992 and to the Ocean Hills Subdivision in 1993. A new treatment facility was constructed in 1993. The Waldport wastewater conveyance system consists of over 51,000 lineal feet of mainline gravity pipe and over 16,000 lineal feet of pressure piping. Several upgrades to the treatment facility and conveyance system have occurred. In the mid-2000s the South Waldport Sewer Improvement project improved existing pump stations and force mains, and increased the hydraulic capacity of the existing sewer conveyance system to accommodate future growth within the city and potential service expansion outside the city limits.

The City wastewater system serves the majority of the city. Those areas within the city currently not served by the wastewater system include the area east of Lint Slough, the industrial park area located at the south end of the city, and the Alsea Highlands development located north of the Highway 101 bridge. In 2007 a wastewater line was constructed under Lint Slough to serve the McKinley Marina RV Park. This line has capacity to be extended and serve additional east Waldport areas in the future.

Storm Drainage

A Storm Water Master Plan was completed for the City in 1999. The Master Plan provides guidance for implementing storm water infrastructure improvements throughout the city. The Master Plan addresses storm water facilities and needs in the „lowland" areas of Waldport, i.e. downtown, Old Town, and the Starr Street area. The following information about the Waldport storm water system is summarized from the December 1999 Storm Water Master Plan prepared by The Dyer Partnership.

Waldport"s „lowland" area is relatively flat and provides limited natural drainage. Consequently, storm drainage facilities are needed to transfer storm water from Waldport"s „lowland" area to Alsea Bay. Existing storm drainage facilities consist of a pipe network, catch basins, small ditches, and pump station.

Several sub-basin areas drain to Red Ditch and a few sub-basins in Old Town drain directly to Alsea Bay. The Storm Water Master Plan identifies deficiencies and recommendations for new facilities including storm drain lines, new ditchlines, catch basins, manholes, and pump station.

Solid Waste

Solid Waste disposal is provided in the Waldport area by Dahl Disposal on a franchise basis. The current solid waste disposal site, located in the area designated for planned-

industrial use will continue to be used, subject to DEQ approval. The landfill site has been discontinued and a transfer station is currently used to collect and transfer solid waste.

Fire and Rescue

The Central Oregon Coast Fire & Rescue District (COCFRD) provides emergency services for Waldport and the surrounding area. Emergency services include medical, fire, motor vehicle crashes, water and surf rescue and other emergency responses. COCFRD was established in 2000. The main fire station is located in Waldport at 145 E. Alsea Highway. COCFRD is a combination department that consists of volunteer firefighters, emergency medical technicians, and full-time career firefighter-emergency medical technicians.

Police Protection

The City of Waldport contracts with Lincoln County for law enforcement services within the city limits. Lincoln County Sheriff Services include enforcement and investigation of traffic law, criminal law, and the city code; court appearances, transportation of arrested persons, records and evidence keeping, and participation with interagency law enforcement groups. A minimum of 80 hours per week of service is provided to the City of Waldport. Deputies provide routine patrol services on a random schedule 20 hours per day, and provide complaint call coverage 24 hours per day.

The Oregon State Police provide patrol service throughout Lincoln County primarily associated with the highway system and traffic and accident control.

Schools

Waldport area schools are part of the county-wide district. The Lincoln County School District maintains elementary, junior high and high school facilities to serve the residents of the Waldport area.

Constructed in 1997, Crestview Heights School serves grades K – 8 for Waldport and surrounding area students. Crestview Heights School is located at 2750 Crestline Drive in Waldport. In 2009 a total of 416 students attended the school.

Waldport High School provides school service for grades 9 – 12 for Waldport and surrounding area students. Waldport High School was constructed in 1959 and is located at the southwest corner of Alsea Highway and Crestline Drive. In 2009 a total of 255 students attended the high school.

Lincoln County School District has developed a master plan to build a new high school

at the 2750 Crestline Drive site where Crestview Heights School is currently located.

Oregon Coast Community College built a new facility on Crestline Drive near the Crestview Heights School in 2009.

Health Services

The Samaritan Waldport Clinic is located in downtown Waldport at 150 Highway 101. The nearest hospital is Samaritan Pacific Communities Hospital in Newport. Lincoln County Health & Human Services Department provides services throughout the county including public health, mental health counseling, addictions counseling, primary care, rehabilitation services, environmental health, and vital records.

Energy and Communications

The City of Waldport is served with electrical power by Central Lincoln PUD. Telephone communications are provided by Pioneer Telephone Cooperative. Cable service is provided by Alsea River Cable.

TRANSPORTATION

Policies

City Plans. The City of Waldport has adopted a Waldport Transportation System Plan, Yaquina John Point Land Use and Transportation Plan, and Waldport Parks Master Plan which are herein incorporated into the Waldport Comprehensive Plan. A primary objective of the Transportation System Plan is to provide for street connectivity, bicycle and pedestrian needs; decrease dependence on the private automobile; and provide pleasing transportation routes which promote safety by reducing conflicts between pedestrian/bicycles and automobiles. The Yaquina John Point Land Use and Transportation Plan refines both land use and transportation policies and objectives for the Yaquina John Point area, providing more specific direction for this area than that contained in the Comprehensive Plan or Transportation System Plan. The Parks Master Plan includes proposed trail corridors as well as trail and pathway standards.

Street System

Waldport has developed as a two-tier city defined by the "old" Waldport with downtown commercial and residential uses located in the lowland areas adjacent to the bay and ocean; and the newer, developing residential and industrial uses located in the upland area. The street system is the most dominant component of the transportation system. The street system is made up of three types of streets – arterial streets (principal highways), collector streets, and local streets.

Arterial Streets

U.S. Highway 101(Pacific Coast Highway) and State Highway 34 (Alsea Highway) are the designated arterial streets in Waldport and provide the primary access to Waldport. Highway 101 provides the north-south connection and Highway 34 provides access from the east. Highways 101 and 34 are under the jurisdiction of the Oregon Department of Transportation (ODOT).

Collector Streets

Collector streets collect traffic from local streets and channel it to the arterial streets and other destinations. Conversely, collector streets provide access from arterial streets to local streets within residential and commercial neighborhoods.

Within Waldport there are three designated collector streets.

Crestline Drive is the primary collector street accessing residential, public and industrial uses in the upland area. Crestline Drive is a north-south oriented street from Highway 34 south to the city limits. South of Waldport, Crestline Drive becomes Wakonda Beach Road which connects to Highway 101.

Range Drive is an east-west oriented street in the south part of Waldport that provides a major street connection between Highway 101 and Crestline Drive.

Cedar Street is a north-south oriented collector street from Highway 34 north to Crestline Drive.

Local Streets

Local streets provide access to adjacent land and access to higher classified streets. Streets in Waldport that are not designated as arterial or collector streets are local streets.

The City of Waldport, organized as Lincoln County Road District #3 has the responsibility for maintenance and construction of streets within the City limits which are dedicated for public use and are not:

a. Part of the Oregon State Highway system;

b. State Parks system;

c. Port of Alsea;

d. Roads not publicly dedicated serving private developments.

Road District #3 conforms to the area within the incorporated City. The needs for road maintenance and construction projects and a portion of the cost of street lighting are determined on an annual basis and a budget is approved by the City of Waldport.

Public Transit

Lincoln County Transit provides public transportation in Waldport and throughout Lincoln County. The public bus transportation is available in Waldport Monday through Saturday. In Waldport public transit stations are provided at the following locations:

Northbound	Southbound
Range Drive & Hwy. 101	Waldport Post Office
Crestview Golf Club	Ray‟s Market
Espresso 101	Waldport Library
Waldport Post Office	Alsea Bay Market
Ray‟s Market	Crestview Golf Club
Waldport Library	

Rail

There is no railroad transportation from Waldport.

Air

In Lincoln County, commercial air service is available at the Newport Airport. Daily commercial flights are provided between Newport and Portland. A private airport is located just south of Waldport off of Wakonda Beach Road.

Water

The Alsea Bay, River, and Estuary do not have ocean bar improvements, and users are limited to boating and fishing within the estuary. In addition, the Alsea River Water Trail Guide of the lower Alsea River and Estuary was established for non-motorized boaters

by the Port of Alsea, with assistance from the National Park Service Rivers, Trails and Conservation Assistance Program.

Bicycle Facilities

Existing bicycle facilities are identified below.

- U.S. Highway 101 is a designated bicycle route. Through downtown Waldport, U.S. Highway 101 generally consists of four travel lanes with shared bicycle lanes. South of downtown, U.S. Highway 101 is a two-lane road with shoulder bicycle lanes.
- State Highway 34 through Waldport generally consists of two travel lanes, a center turn lane, and shared bicycle lanes.
- Crestline Drive, south of Range Drive, is a county maintained road and consists of two travel lanes and 5‟ shoulder bicycle lanes.
- Cedar Street, south of Starr Street has a 3‟ shoulder bicycle lane on the west and south side.
- Broadway Street has 5‟ bicycle lanes on both sides.
- Local streets throughout Waldport have shared travel/bicycle lanes.

Pedestrian Facilities

Existing pedestrian facilities are identified below.

- U.S. Highway 101, through downtown from the Alsea Bridge south to Maple and Starr Streets, has continuous sidewalks on both sides of the street.
- State Highway 34 has six foot continuous sidewalks from Hwy. 101 east to Crestline and Mill Streets.
- Cedar Street has a 5‟ sidewalk on the west and north sides between Highway 34 and Crestline Drive.
- Streets in the Old Town section of Waldport, north of Hwy. 34, have limited sections of sidewalk ranging from four to six feet and consisting of concrete and concrete aggregate. Sidewalks are often on one side only and do not provide a continuous pedestrian system. Some sidewalks are in poor condition. There are several unimproved public rights-of-way (end of streets) in Old Town that provide potential pedestrian access to the Alsea Bay beach.
- Hemlock Street, west of Hwy. 101 and across from Hwy. 34, has sidewalks on both sides of the street.
- North of Range Drive, Double Eagle Drive and Ironwood Drive have four foot wide sidewalks.
- Within Township 13, a gated subdivision accessed off Crestline Drive, Ball Boulevard, Lundy Lane, and Rolph Court have four foot wide sidewalks.
- A pedestrian beach access is located off Waziyata Avenue.
- The beach, along the Alsea Bay, from the Alsea Bridge northeast to the Port of Alsea, provides pedestrian access.

- The beach, along Alsea Bay, from the Alsea Bridge south, provides pedestrian access at low tide. When accessible, this portion of the beach provides pedestrian access for approximately seven miles south to Yachats.
- The Woodland Corridor (undeveloped land between the lowland and upland areas) has unimproved pathways that currently provide limited pedestrian access. Most of these unimproved trails are within utility easements and there are some topographic constraints associated with portions of the pathways.
- Additional unimproved trails provide pedestrian access and have potential for future improvements and designation as part of a connected pedestrian system in Waldport, e.g. Lint Slough trail and Waldport Heights-to-City Water Reservoir trail.

ENERGY CONSERVATION

In evaluating its needs and determining policies to guide its development through the planning period, the City of Waldport has consistently considered energy impacts of its decisions. For example, orderly and planned extension of public facilities and services will help to eliminate energy-wasteful sprawl. By planning for development of scenic trails connecting recreation and open space areas, the City will encourage the use of pedestrian and bicycle opportunities. The City also encourages the participation in available weatherization and rehabilitation programs which will reduce residential energy consumption.

RECREATION

The following recreation inventory is paraphrased from the 2005 Waldport Parks and Recreation Master Plan.

Waldport has four parks that are considered mini-parks. Crestline Park is a community/neighborhood park. The City also owns the Waldport Community Center and the site of the Alsi Historical Museum.

The Port of Alsea and the State of Oregon have water-oriented facilities that are available to Waldport residents and visitors. The Oregon Parks and Recreation Department also operates the Alsea Bay Bridge Interpretive Center. Other facilities include sports fields and gyms associated with the Crestview Heights School and Waldport High School, and the privately owned 9-hole Crestview Golf Club.

In addition to parks and recreation facilities, there are several camping opportunities provided by the U.S. Forest Service, Lincoln County and the Oregon Parks and Recreation Department within a 7-mile radius of Waldport. Access to the Oregon coastline has been largely preserved by the State of Oregon. The Oregon Parks and Recreation Department provides parks that offer easy and frequent beach access, camping, picnicking and public facilities.

The following table provides an inventory of recreation lands, features, and amenities.

Waldport Recreation Facilities			
Mini-Parks			
Park	**Location**	**Features/Amenities**	**Ownership**
Meridian Park (.08 ac)	Corner of Alsea Hwy., Spring St. & Alder St.	Seating, landscaping	City of Waldport
Keady Wayside (.7 ac)	West side of Hwy. 101 @ Maple St.	Access to beach, picnic tables, benches, telescope, kiosk	City of Waldport
Veterans Park (.05 ac)	Northeast corner of Alsea Hwy. and Broadway St.	Veterans memorial	City of Waldport
Robinson Park (.5 ac)	North end of Old Town, west of Broadway St.	Beach access, picnic table	Port of Alsea
Neighborhood/Community Parks			
Park	**Location**	**Features/Amenities**	**Ownership**
Crestline Park (5.83 ac)	1400 S. Crestline Dr.	Skate park, playground, restrooms, trails	City of Waldport
Crestview Heights School	2750 S. Crestline Dr.	Gym, playground, baseball field and soccer field	Lincoln County School District

Regional Facilities/Parks (within 7 miles of Waldport)			
Park	**Location**	**Features/Amenities**	**Ownership**
Governor Patterson Memorial Recreation Site	1770 SW Hwy. 101. 1 mile south of downtown Waldport	Ocean beaches, picnic tables, restrooms	Oregon Parks & Recreation Dept.
W.B. Nelson State Recreation Site	Eckman Lake Alsea Hwy. 2.5 miles east of downtown	Fishing dock, boat launch	Oregon Parks & Recreation Dept.
Driftwood Beach State Park	Hwy. 101 2.6 miles north	Beach access, picnic tables, restrooms	Oregon Parks & Recreation Dept.
Beachside State Park	Hwy. 101 3.5 miles south	Camping, beach access picnic tables, restrooms	Oregon Parks & Recreation Dept.
Tillicum Beach (USFS)	Hwy. 101 4.5 miles south	Camping, beach access picnic tables, restrooms	USFS
Seal Rock State Wayside	Hwy. 101 5 miles north	Tidepools, ocean views, beach access, picnic tables, hiking	Oregon Parks & Recreation Dept.
Ona Beach State Park	Hwy. 101 7 miles north	Beach access picnic tables, boating	Oregon Parks & Recreation Dept.
Specialized Facilities			
Park	**Location**	**Features/Amenities**	**Ownership**
Waldport Community Center	265 NW Alsea Hwy.	Meetings, kitchen, outdoor grill	City of Waldport
Alsi Historical Museum	945 NE Broadway St.	Historical museum	City of Waldport
Port of Alsea	North end of Old Town	Boat launch, marina and dock, picnic area, restrooms	Port of Alsea
Alsea Bay Interpretive Center and North wayside	West side of Hwy. 101, just south of the bridge	Information and education center for Alsea Bridge and area attractions, beach access, restrooms	Oregon Parks & Recreation Dept.
Kendall Fields	Starr Street	2 softball/little league fields, concession stand, restrooms	Lincoln County School District
Crestview Golf Club	1680 S. Crestline Dr.	9 hole golf course	Private
Trails			
Park	**Location/Features**		
Oregon Coast Trail	Extends along Hwy. 101 from the north end of the bridge south to Patterson Memorial State Park then south on the beach. This is part of the Oregon Coast Trail that extends along the entire coast from the Washington to California border.		
Lint Slough Trail	This trail needs to be re-established along the west side of Lint Slough and across the south end of the slough to national forest lands.		

Crestline Park Trails	Trails within Crestline Park connecting to an unimproved trail network in the Woodland Corridor west of the park.
Alsea Bay Shoreline Trail	This is an informal beach path from the Port of Alsea/Robinson Park to Keady Wayside; with low tide access to Yaquina John Point and the beach south of Waldport.
Woodland Corridor Trail	Unimproved trails linking the lowland area at Kendall Fields to the upland area at Crestline Park.

URBAN GROWTH

Statewide goals and statutes state the need to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries (UGB), to ensure efficient use of land, and to provide for livable communities. Waldport should demonstrate, through its comprehensive plan, that there are sufficient buildable lands within the UGB to accommodate estimated housing needs for 20 years.

Future development should be consistent with the supply of buildable land and the ability of the city to provide services to the new development. The demand for growth is indicated by the projected increases in population (year-round and seasonal), need for housing, economic needs and opportunities and recreational needs. The supply of buildable land is limited to vacant land that can be served by water and sewage treatment systems and that can be developed without adversely affecting natural resources or increasing the risk of loss of property and life due to natural hazards.

At this time, there appears to be sufficient vacant land in the Waldport planning area to accommodate the projected increases in population and housing needs. Whether this land is buildable and whether it provides sufficient choice for a variety of housing types and locations will be determined by the housing market and the planning policies adopted by the city.

NATURAL SCENIC AND HISTORIC RESOURCES

Forest Lands

All forest lands within the Waldport City limits and the Urban Growth Boundary are of at least minimal suitability for the production of commercial tree species. The City of Waldport does not regulate commercial forestry within the Urban Growth Boundary. Commercial forestry is regulated by the Oregon Forest Practices Act. Intensive management of forest lands for commercial forest uses is not compatible in areas within the city limits or urban growth area where residential, commercial and recreational uses occur.

In determining future urban land needs, the City of Waldport has taken into consideration, among other factors, forest site-class productivity and the existence of urban uses. None of the lands within the Urban Growth Boundary are being intensively managed for commercial forestry, having been logged at a time prior to the enactment of the Oregon Forest Practices Act and the requirement for commercial species restocking.

Open Space

Open space serves a functional role in the overall plan for an area. Open space is not just vacant land; rather it is land which serves a specific purpose as open space. Agricultural land, forest land, parks and wildlife habitats are all examples of lands which serve a functional role as open space.

Areas currently designated for open space uses in the Waldport planning area are identified in the Recreation section of this Inventory and in the Waldport Parks Master Plan.

Mineral and Aggregate Resources

According to the publication Environmental Geology of Lincoln County (Bulletin 81, Oregon Department of Geology and Mineral Industries), there are no known deposits of minerals or aggregate resources in the Waldport planning area.

Energy Sources

There are no known major energy sources (e.g. hydroelectric sites, petroleum reserves) in the Waldport planning area. There is potential for alternative energy sources in the Waldport area, i.e. wind and wave energy. Existing and anticipated uses in the planning area will pose no conflict with the development of such projects.

Fish and Wildlife Habitats

Significant habitats in the Waldport planning area include the Alsea Bay estuary and associated wetlands and riparian areas. These habitat areas are all subject to the requirements of Statewide Goal 16 and/or 17. Detailed inventory information for the areas is contained in the plan section on estuarine resources and coastal shorelands.

Ecologically and Scientifically Significant Natural Areas

The only identified significant area is the Alsea Bay which is identified as an Important Birding Area by the National Audubon Society and as a High Priority Estuary Habitat by The Nature Conservancy.

Outstanding Scenic Views

In addition to being important as a recreational resource and as fish and wildlife habitat, Alsea Bay also provides outstanding scenic values. These values are important not only to the local community, but also to its many visitors from all parts of the state and nation. Many of the scenic qualities of the city and the surrounding area are associated directly or indirectly with the bay. Future use and development in the bay will be governed by the relevant Goal 16 portions of the city and county comprehensive plan. None of the existing or planned uses in the bay will conflict with the area's scenic values.

Water Areas, Wetlands and Groundwater Resources

The major water resource in the Waldport planning area is Alsea Bay. The bay includes important habitat for fish, wildlife and marine species as well as extensive areas of tidal wetlands. The City of Waldport completed a Local Wetlands Inventory in 1999 that identifies significant riparian resources and wetlands. The Waldport Development Code includes a Significant Natural Resources Overlay Zone that provides protection of identified significant natural resources.

Wilderness Areas

No wilderness areas are present within the Waldport planning area.

Historic Sites and Structures

The historic heritage of the Waldport area is reflected in many of the names of local cultural and geographic features. There are a number of historic sites and buildings in the Waldport vicinity related to the history of the south county area, but according to the Oregon National Register no historic registered properties are located within the Waldport planning area.

The original Alsea Bay Bridge was listed as a national historic structure. The Alsea Bay bridge replaced the Alsea Bay ferry and was one of a series of coastal bridges built in the 1930's to complete the Coast Highway (U.S. 101). The bridge was completed in June, 1936. The bridge became deteriorated and unrepairable, and was removed and replaced by a new bridge in 1991.

Potential and Approved Oregon Recreation Trails

The Oregon Department of Transportation has proposed specific routes for two recreation trails in the Waldport planning area. The Oregon Coast Bicycle Route primarily utilizes the existing U.S. Highway 101 right-of-way. The Oregon Coast Hiking Trail in Waldport is located along the Alsea Bay Bridge then continues south along the bay and ocean beaches. An inventory of existing and planned trails is identified in the Recreation section of this Inventory and in the Waldport Parks Master Plan.

Potential Wild and Scenic Waterways

The entire length of the Alsea River has been identified in both the State Department of Transportation Scenic Waterway Inventory and federal Wild and Scenic Waterway Program as meriting study as a potential scenic waterway. Uses currently provided for in the planning area will not conflict with future consideration of the river's scenic potential.

Air, Land and Water Quality

The Waldport area, like most of Lincoln County, has excellent air quality. Oceanic influence, topography and favorable prevailing winds combine to maintain good ventilation. Also, the low population and absence of industrial development result in few if any air quality problems. Occasionally smoke from slash burning in the surrounding forest is noticeable, although this is a temporary and relatively rare condition.

The quality of land in terms of disposal of solid waste will be maintained through the county-wide solid waste district. Lincoln County is presently without an acceptable (per state environmental quality standards) sanitary landfill site. Solid waste disposal is provided through a private franchise agreement.

The quality of water in the creeks, river and bay in the Waldport area is generally good.

There are no known existing or potential sources of noise pollution in the Waldport planning area.

AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

Waldport is an area subject to natural disasters and hazards. These are, principally, slides, flooding (both ocean and stream), and shoreline erosion.

The Waldport Development Code includes regulations for development of coastal shorelands, natural hazard areas, and flood hazard areas. Waldport participates in the National Flood Insurance Program.

Coastal Erosion

Marine terraces occupy most of the coastal land in the Waldport area. Marine terraces parallel the beaches of Lincoln County and extend inland from the coast as much as a mile in some places. The terrace sediments and overlying old dune sands exposed in sea cliffs are subject to undercutting by storm waves, and landslides are common. The Waldport area is susceptible to erosion characterized in the RNKR *Environmental Hazard Inventory of Coastal Lincoln County, 1978* study as varying from slight to moderate; severe in the sand spit area north of Alsea Bay (Bayshore).

Landslides

Landslides occur when the forces acting upon the soil become greater than the forces holding the soil in place. This can happen in a number of ways: erosion can undermine a slope, excessive rainfall can increase the weight of the material on a slope, weathering can decrease soil strength, and human alteration of the slope can affect the balance of forces on a slope. Landslides can occur rapidly, involving large amounts of material, and cause widespread destruction to property; or they can move slowly, causing gradual changes in the land surfaces. Development of these unstable slopes should occur only after adequate geologic and engineering studies are completed for each home site. Approximately 1/3 of Waldport's land area is characterized by slopes of 10-25%. Scattered pockets exceed 26%.

Significant landslides occurred in 1996 and 2009 on the hillside east of Cedar Street and south of Willow Street.

Flooding

The Waldport planning area is subject to ocean and stream flooding. Stream flooding is an annual problem in Lincoln County and often occurs more than once a year, most likely during the November to February heavy precipitation period. Ocean flooding is unpredictable and may occur at any time during the year. The common cause of flooding is wind that keeps the water piled up against the coast to produce storm waves and additive waves. Another cause of ocean flooding is the tsunami, a sea wave

generated by seismic activity on the ocean floor.

Tsunamis

The Waldport planning area is subject to tsunamis. The tsunami hazard zone generally includes the downtown and Old Town areas, and shorelands adjacent to the Pacific Ocean, Alsea Bay and River, Lint Slough, and Eckman Lake. The Central Oregon Coast Fire & Rescue District has prepared an Emergency Disaster Plan that addresses actions and operations in the case of a tsunami. A Waldport tsunami evacuation map is available at Waldport City Hall.

High Groundwater

Much of Waldport is characterized by seasonable high groundwater. This refers to near-surface groundwater which can present a problem to land development and engineering construction. In areas where the water table has seasonal fluctuations, the maximum water elevations should be considered in the planning and design of engineering structures.

Beaches and Dunes

Much of the City of Waldport is identified by the RNKR study (and indicated on RNKR Hazard Map) as older stabilized dunes. This classification is applied to older sand dunes of any form which possess both a deep, well-developed soil and moderately cemented underlying sand. Forests most commonly occur here, although natural grass areas may be found as well.

A portion of the identified area is subject to flooding. No groundwater resources are known to exist in the area. This dune type presents an attractive site for residential development and recreational activities, and in fact, most of Waldport's early residential development has occurred in this area.

COASTAL SHORELANDS

Lands Which Limit, Control or are Directly Affected by Hydraulic Action of Coastal Water Bodies.

The City of Waldport has identified lands which limit, control or are affected by the hydraulic action of coastal water bodies through the delineation of the 100-year floodway and flood fringe along the Alsea Bay and the HUD designated Velocity Ocean (V) flooding zone and Shallow Ocean (AO) flooding zone along the ocean shoreland. These areas are indicated on the FIRM maps published by the Federal Flood Insurance Program. The Boundary generally is defined by the flood zone as described above, and extends inland along the ocean to Highway 101 and inland from Lint Slough to include all areas of riparian vegetation.

Shoreland Areas of Geologic Instability

Areas of geologic instability and other shoreland environmental hazards have been identified by the RNKR Associates study Environmental Hazard Inventory of Coastal Lincoln County. This study includes a text which outlines the nature and extent of coastal hazards in the planning area and also provides mapping of hazard areas at the scale of 1" = 400'.

Hazard information for shoreland areas not covered by the RNKR report is provided by DOGAMI Bulletin '81 Environmental Geology of Lincoln County.

Areas of Exceptional Scenic and Aesthetic Quality

Through an analysis of information from several sources, including the OCC&DC report Visual Resource Analysis of the Oregon Coastal Zone, investigations by city staff and input from local citizens and advisory groups, the following sites in the Waldport planning area have been identified as being of exceptional scenic and aesthetic quality:

1. Keady Wayside: This scenic turnout and parking area provides a view of the mouth of the Alsea Bay and access to the beach along the Highway 101 seawall.

2. Patterson State Park: This is a developed recreation area south of the existing city limits which provides day-use facilities in a scenic oceanfront setting. The area also provides views of and access to a long stretch of scenic ocean beach south of Alsea Bay.

These areas are designated Open and Public on the City's Comprehensive Plan, and zoned P-F.

Coastal Headlands

According to the publications Visual Resource Analysis of the Oregon Coastal Zone (OCC&DC, 1974) there are no coastal headlands located within the Waldport planning area.

Significant Shoreland and Wetland Biological Habitat

The City of Waldport completed a Local Wetlands Inventory in 1999 that identifies significant riparian resources and wetlands. The Waldport Development Code includes a Significant Natural Resources Overlay Zone that provides protection of identified significant natural resources.

Riparian Vegetation

Riparian vegetation is natural or semi-natural vegetation found on the bank of a river, coastal lake, creek, spring, seep or other body of water, usually composed of trees and shrubs.

Riparian vegetation provide important functions in estuarine, shoreland and upland ecosystems. The functions of riparian vegetation within the larger ecosystem are many, including:

1. Fish and Wildlife Habitat: Because of a combination of available water, soil moisture, vegetation and nutrient availability, riparian vegetation provides excellent habitat for a wide variety of wildlife and enhances adjacent fish habitat.

2. Erosion Control: Vegetation is necessary to prevent erosion of stream banks and other water bodies. Root systems help stabilize soil and retain nutrients to aid in the growth of more plants.

3. Contribution to the Aquatic System: Riparian vegetation also contributes to the large aquatic ecosystem. Where vegetation dies it may enter the aquatic food web as detritus, particulate organic material, and eventually become food for fishes.

The extent and abundance of riparian vegetation along the bay, streams, the coastline and other water bodies in the Waldport area varies in size. The width can vary from a single narrow fringe of willows or a single row of trees along a waterway, up to a width of 40-50 feet along a major river such as the Alsea.

Areas Necessary for Water Dependent and Water Related Uses

Shoreland areas have been inventoried to identify lands suitable and needed for water dependent and water related uses. Lands were evaluated to determine their suitability based on their proximity to navigable water, the resource capabilities of the adjacent coastal water body, the presence of suitable back up area, and the potential to provide for recreational access to coastal waters or riparian areas.

The following sites have been identified in the planning area:

1. Port of Alsea Docks: This small strip of port owned land lies adjacent to the existing recreational docks in "old town" Waldport. It provides some back up area for development in association with the port's recreational marina and dock facility, and is zoned M-P in the city's zoning map.

2. McKinley Marina Property: This is a narrow section of land which fronts on the mouth of Lint Slough. Some facilities are present in the form of docks and pilings, and additional aquatic area development would be appropriate, according to Goal 16 designations for this area, and the M-P zone designations.

   The adjacent land area with frontage on the slough can provide needed back up area for water dependent and related marina facilities.

3. Keady Wayside: This is a small turnout area off of Highway 101 in the seawall area. It provides public access to the beach along the south shore of lower Alsea Bay.

4. Governor Patterson Park: This developed state park south of the city limits provides coastal recreation opportunities and public access to a long stretch of ocean beach south of Alsea Bay.

CITY OF WALDPORT

Transportation System Plan

Section IV Update

ADOPTED 1999
UPDATED 2010

This 2010 Section IV Update was partially funded by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration, and the Ocean and Coastal Management Program, Department of Land Conservation and Development.

IV. TRANSPORTATION SYSTEM PLAN

The purpose of the Transportation System Plan is to guide the development of a safe, convenient and efficient transportation system that promotes economic prosperity and livability for all City residents.

As required by the Transportation Planning Rule (TPR), the City of Waldport proposes to adopt standards and policies in this Transportation System Plan (TSP) that comply with the requirements to provide a multi-modal approach to solving transportation issues. The TPR identifies the specifications required of jurisdictions based on their population. For most urban areas, the TPR requires an alternative analysis to compare various new project options versus an alternative that proposes to build only existing funded and committed projects. Many of the alternatives have goals such as an increase in mode split share and reduced vehicle miles traveled (VMT). These goals are measurable in many urban areas or areas with a Metropolitan Planning Organization (MPO), but not in small communities or rural areas. The logical alternative choices in rural areas would be to:

- Pursue an alternative that programs only the identified projects in current City capital improvement plans and gradually shifts funding from new capital projects to more preservation and maintenance. Over time, capital improvements to address traffic and safety problem areas will proceed on a prioritized basis. The long-term effect is that preservation and maintenance of the existing system becomes a higher priority than relieving congestion and solving safety issues. This is often referred to as the "no build" alternative.
- Adopt a 'build" alternative, which tries to keep pace with anticipated growth by focusing funding on building capacity-enhancing and safety oriented projects, while also attempting to maintain the existing road network.
- Adopt a combination alternative, as recommended in this TSP, which includes a mixture of new projects to enhance roadway capacity, improve safety while also maximizing preservation and maintenance. The alternative also shifts emphasis to non-auto modes as much as is practical to meet the intent of the TPR.

This Plan balances the need to reduce the reliance on single occupant vehicles given the community's needs, geography and demographics, with the need to solve safety and operational problems. At the same time, the system needs a significant effort in maintenance over the next twenty years to preserve the investment already made by the community.

This Plan contains brief descriptions of required transportation facilities including listing of policies and recommended transportation projects that cover the following areas:

- Coordination and Implementation of the Transportation System Plan;
- Streets Plan Element;
- Public Transportation Plan;
- Bicycle / Pedestrian Plan;
- Air/Rail/Water/Pipeline Plan;
- Transportation System and Demand Management Plan (TSM & TDM).
- The Plan also provides identification of potential implementation mechanisms and a spreadsheet that prioritizes projects according to high, medium, or low; identifies cost implications, and potential implementing agencies/entities.

TRANSPORTATION POLICIES AND IMPLEMENTING STRATEGIES

Based on the requirements of the Transportation Planning Rule (TPR), the Waldport Transportation System Plan is intended to be the document that periodically analyze, prepare and plan for the transportation needs of Waldport residents and visitors. Toward this end, the following goals and policies are intended to assist in the implementation of the Waldport Transportation System Plan, and thereby meet the requirements of the TPR.

Goal

Achieve an efficient, safe, convenient and economically viable transportation system. The system includes streets, public transit, bicycle, pedestrian and water facilities.

Policies

1. City Plans. The City of Waldport has adopted a Waldport Transportation System Plan and Waldport Parks Master Plan which are herein incorporated into the Waldport Comprehensive Plan. A primary objective of the Transportation System Plan is to provide for street connectivity, bicycle and pedestrian needs; decrease dependence on the private automobile; and provide pleasing transportation routes which promote safety by reducing conflicts between pedestrian/bicycles and automobiles. The Parks Master Plan includes proposed trail corridors as well as trail and pathway standards.

2. Improvements to Existing Transportation Facilities. The City of Waldport shall continue to make improvements to existing transportation facilities that are unsafe and/or inadequate.

3. Maintenance. The City of Waldport shall continue to maintain existing transportation facilities.

4. Oregon Department of Transportation (ODOT). The City of Waldport shall collaborate with ODOT to identify and implement transportation improvements to Highway 101 (Pacific Coast Highway) and Highway 34 (Alsea Highway).

5. Lincoln County. The City of Waldport shall collaborate with Lincoln County to identify and implement transportation improvements to Crestline Drive south of Range Drive.

6. New Collector Street. With future development the City of Waldport shall consider new or improved east-west oriented collector streets, i.e. south of Range Drive connecting Highway 101 to Crestline Drive.

7. Transportation Connectivity. The City of Waldport shall require future development to provide public street and bicycle/pedestrian connections to existing transportation facilities and adjacent properties. The City of Waldport encourages community connectivity through development of public streets and bicycle/pedestrian facilities, and discourages gated communities.

8. Street Standards. All new and reconstructed streets shall be constructed to City of Waldport street standards.

9. Access Management. The City of Waldport shall require new development to minimize direct access points onto arterials and collectors by encouraging the new local streets that access arterials and collectors, and by encouraging the utilization of common driveways.

10. Pedestrian/Bicycle System. The City of Waldport shall be supportive of a connected pedestrian/bicycle system throughout Waldport and the surrounding area.

11. Public Pedestrian/Bicycle Access. The City of Waldport should improve and increase public pedestrian and bicycle access to the bay and ocean beaches and other natural resource areas; and require future development to provide public pedestrian/bicycle access to natural resources and adjacent properties.

12. Public Transit. The City of Waldport is supportive of increased public transit service throughout Waldport and between Waldport and other cities.

13. Water Trails. The City of Waldport shall support the Port of Alsea in the establishment of designated water trails.

14. Critical Facilities. The City of Waldport shall collaborate with other agencies to locate critical facilities, e.g. fire stations, schools, clinics, and water rescue in safe and accessible locations.

15. Energy Conservation. The City of Waldport shall encourage energy conserving transportation modes.

STREETS PLAN ELEMENT

The findings in this TSP conclude that the existing street network within and connecting Waldport is adequate to serve the City needs over the next twenty years. Exceptions to this are transportation-related needs associated with new development. Given that the central and northern portions of the Waldport Urban Growth Boundary are primarily developed, new streets that will be created will primarily be the result of developing residential, commercial, and industrial zoned land located in the southern half of Waldport. These new roads will primarily be local streets that will be approved as part of land use development applications. The exception to this may be the recommended new collector street connection(s) between Highway 101 and Crestline Drive in the southern part of the City.

The majority of street-related projects will consist of:
- Safety-related improvements;
- Upgrades to provide multi-modal transportation facilities, and
- Maintenance and repair.

Safety, maintenance, and repair should be actively pursued to maintain the integrity of the system and not jeopardize current conditions. Pedestrian, bicycle, and transit modes of transportation typically require wider, smoother roadways. These improvements also benefit automobile and truck traffic by making the roads safer and more efficient. Providing pedestrian and bicycle facilities, as well as transit modes of transportation, within the street system promote the Oregon Transportation Plan policy of encouraging alternatives to the auto.

This Street Plan Element is divided into the following subsections:
- Functional Street Classification
- Street Design Standards
- Access Management Plan
- Truck Route Plan
- Recommended Street Projects

FUNCTIONAL STREET CLASSIFICATION

Functional street classification describes how the public street system should operate. Streets are grouped by their similar characteristics in providing mobility and/or land access. Within the City, there are three general street classifications including principal arterials, minor collectors, and local streets.

Principal Arterials

The primary function of a primary arterial is to provide for trips passing through a community and connecting regional centers. Principal arterials in Waldport include:
- U.S. Highway 101 - the north-south oriented highway that parallels the Oregon coastline
- State Highway 34 - the east-west oriented highway that connects to Highway 101 in downtown Waldport and parallels the Alsea River. Highway 34 connects to Philomath and Corvallis approximately 55 miles to the east.

Minor Collectors

Minor collector streets channel traffic from local streets to major collectors and arterial streets, and provide property access. The primary difference between minor and major collectors is that minor collectors provide property access whereas major collectors provide limited property access. Minor collectors in Waldport include:
- Crestline Drive - channels traffic to Highway 34 and to Highway 101 via Wakonda Beach Road.
- Range Drive - channels traffic between Highway 101 and Crestline Drive.
- Cedar Street - channels traffic between Highway 34 and Crestline Drive.

Each of these collector streets provides direct access to local streets as well as to private property.

Local Streets

Local streets provide direct access to individual properties. The remaining streets in Waldport, not identified as arterials or collectors, are considered local streets. Local streets can be further classified as local commercial and local residential streets according to the adjacent land uses.

STREET DESIGN STANDARDS

Street design standards are provisions for the construction of roads. Street design standards are developed for each type of functional classification, i.e. arterials, collectors, and local streets. Waldport street design standards are identified in the in the Waldport Development Code as follows:

Type of Street	Right-of-Way Width	Surface Width
1. Collector streets and all business streets other than arterials:	60' - 80' +	36' - 48' +
2. Local streets in residential areas:	56’ ++	28’ ++
3. Cul-de-sacs:	50'	28'
4. Circular ends of cul-de-sacs:	90' +++	70' +++
5. Hammerheads:	++++	++++

Notes:

\+ The City may require a width within the limits shown based upon adjacent physical conditions, safety of the public and the traffic needs of the community. The standard street section for collector and business streets is two 16-22’ travel lanes, 2’ curb and gutter, 5’ sidewalk and 7’ utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission.

++ The standard street section for local streets is two 14’ travel lanes, 2’ curb and gutter, 5’ sidewalk, and 7’ utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission.

+++ Measured by diameter of circle constituting circular end.

++++ Hammerheads will be of such width and length as to allow for adequate turn-a-round of all emergency vehicles as determined by the Public Works Director and in consultation with the Central Oregon Coast Fire and Rescue District.

ACCESS MANAGEMENT PLAN

Streets accommodate two types of traffic: local travel and through traffic. Arterial streets are intended for through movement of traffic while local streets are designed to give direct access to the abutting properties. Collector streets provide a link between the local and arterial streets, balancing accessibility and function.

Without access management, arterial streets can become overused for short distance trips and local access to property. Land use changes along arterials also contribute to increased trip generation and traffic conflicts, as businesses normally desire to locate on high traffic arterials. The lack of adequate access management and insufficient coordination of land use development, property division, and access review can contribute to the deterioration of both the arterial and collector road network. Partial access control, which is often found on major arterials and highways, is provided by limiting or prohibiting driveway access, left turn movements, and cross

traffic at intersections. These limitations increase the capacity of an arterial to carry through traffic at the desired speeds without requiring the additions of more travel lanes. Coordination, planning, and proper policies can help avoid these problems and costly solutions. A general description of access conditions on Hwy. 101 and Hwy. 34 is provided below.

Highway 101- Downtown (Alsea Bridge to Keady Wayside)
Access management of Hwy. 101 through downtown was updated and implemented in the Downtown Highway 101 project which was completed in 2008. The project included a pavement overlay, new sidewalks, curbs, curb extensions, crosswalks, signal modernization, revised on-street parking, street lights, and landscaping. The project also included an assessment and revisions to access off Highway 101, i.e. side streets and driveways.

Highway 101 – Keady Wayside to Ocean Hills Drive
A primary transportation issue in Waldport is the existing two-lane section of Highway 101 that extends approximately one mile from downtown south to Ocean Hills Drive. This highway corridor will experience increased commercial and residential development in the coming years. Additionally, this highway corridor is the connection between downtown Waldport and the largest undeveloped area (475 acres) of Waldport. Development within the corridor and south of the corridor will result in a significant increase in traffic in the coming years.

The existing two-lane highway lacks turn lanes, bicycle and pedestrian facilities, and access management. There are existing safety concerns when left-turning vehicles are stopped in the travel lane waiting for oncoming traffic to pass. There are inadequate sight distances for motorists pulling on to the highway. The lack of access management contributes to unsafe conditions. The lack of bicycle and pedestrian facilities also creates an unsafe condition. Storm drain improvements are currently limited along this stretch of highway.

This highway corridor lacks local street connectivity from the east – where the majority of the growth and development will occur. The City and ODOT need to plan how this highway corridor will properly function in the future, i.e. alternative travel lane configurations such as the need for center turn lanes, right turn refuge lanes, local street connectivity, access management, sight distance issues, bicycle and pedestrian facilities, and storm drainage improvements.

Highway 34
In the one-block section of Highway 34 immediately east of US 101 (between Highway 101 and Verbena Street), parking and the number and location of driveway accesses to businesses conflicts with the efficient operation of the intersection and highways. Consideration should be give to consolidating and/or removing access and reconfiguring parking if these properties redevelop.

Collector Streets
Crestline Drive, Range Drive and Cedar Street (south of Hwy. 34) are currently the only streets that connect Highway 101 and Highway 34 with Waldport's upland area. These three streets originally served as local streets for initial residential development in the upland area. The original residential upland development occurred fronting and providing direct access to Crestline Drive, Range Drive, and Cedar Street. Over time, additional upland development occurred. This resulted in local streets that accessed Crestline Drive, Range Drive, and Cedar Street, thereby making these three streets collector streets since they were (are) the only connections to the arterials.

Additional development will occur in the upland area of Waldport which will place an increased burden on the three collector streets. Therefore, it is prudent to establish an access management system for collector streets to ensure the quality and function of the collector street system is maintained.

Direct property access to collector streets should be limited to infill development in those specific areas where direct access has occurred, e.g. the west side of Crestline Drive between Range Drive and Green Drive, the east side of Crestline Drive north of Range Drive, and the eastern part of Range Drive. That is, where a single tax lot cannot be developed without direct access to a collector street, an exception can be made to allow direct collector street access. Surrounding development should access collector streets via local streets. Local streets should be spaced at no less than 300 feet on collectors.

TRUCK ROUTE PLAN

Truck traffic is generally confined to industrial and commercial areas. State highways serve the majority of truck traffic and are most suitable for truck use. This is true in Waldport where Highway 101 and Highway 34 serve a majority of truck traffic.

Range Drive and Crestline Drive provide access for trucks accessing the limited commercial and industrial development in the upland area. As the industrial zoned area continues to develop~~ment~~ Range Drive and Crestline Drive will experience additional truck traffic unless a new collector road is constructed. If constructed, a new Highway 101 - Crestline Drive connection will need to provide a more convenient access to the industrial development in order to alleviate truck traffic on Range Drive and Crestline Drive. If the new collector road is constructed, consideration should be given to limiting truck traffic on Range Drive and Crestline Drive since these streets primarily service residential uses. The City should monitor the need and opportunity to construct a new road and limit truck traffic on Range Drive and Crestline Drive as growth and development of south Waldport occurs.

RECOMMENDED STREET PLAN PROJECTS

A. Street Maintenance (High Priority)

Improve and maintain existing streets as needed, i.e. potholes, paving, striping, and identification signs.

B. Pavement Striping Improvements (High Priority)

Crosswalk, bicycle lane, and fog line improvements to provide better demarcation and vision for motorists.

C. Monitor, Enforce, and Reduce Speeding (High Priority)

Monitor, enforce and reduce speeding on streets as necessary.

Standards methods for reducing speed include reducing maximum speed limit, enforcement signs, pavement striping, traffic speed detectors, etc. Traffic calming and reduced speeds can also occur through "gateway" improvements, i.e. landscaping, community entry/welcome signs, etc.

D. Range Drive Improvements (High Priority)

Widen, eliminate or mitigate curves and sight distance inadequacies, and provide pedestrian/bicycle facilities.

E. Crestline Drive Improvements (High Priority)

Continuous pedestrian/bicycle facilities are needed on Crestline Drive between Highway 34 and the elementary school. Bicycle lanes and pedestrian pathways are preferred on both sides of the street, however, they need to at least be continuous on one side. A sidewalk has been constructed on the west side of Crestline Drive along the Crestline Park frontage. The northern portion of Crestline Drive (north of Cedar Street) needs improved pedestrian facilities however there are constraints due to the steep hill and curves.

F. Maintain Access To Amenities And To Undeveloped Land (High Priority)

Maintain public access to amenities and to improve connectivity. This includes prohibiting street vacations where they provide access to amenities, i.e. the bay, or provide better connectivity to adjacent land.

G. Circulation Connectivity with New Development (High Priority)

Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be

constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.

H. Access Improvements With Redevelopment (High Priority)
When redevelopment occurs, ensure adequate and safe access occurs, i.e. ingress and egress issues near intersections.

I. Ensure Transportation Facilities and Services Accommodate Special Needs (High Priority)
Ensure transportation facilities are in accordance with Americans with Disability Act standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.

J. Hwy. 34 Lint Slough Bridge Improvement
ODOT plans to upgrade the Hwy. 34 Lint Slough Bridge in 2011.

K. New East-West Road in South Waldport Connecting Hwy. 101 and Crestline Drive (Medium Priority)
A new east-west road(s) connecting Highway 101 and Crestline Drive would serve the developing industrial area and reduce truck traffic on Range Drive and Crestline Drive. It would also serve the developing residential zoned land and the Crestview Heights School, particularly for traffic approaching this area from Highway 101, south of the City. Potential locations include:

- West from Crestline Drive through the industrial zoned land and through land currently located outside the Urban Growth Boundary. This would necessitate an exception to the statewide goal of prohibiting development of new roads outside urban growth boundaries;
- Extend Seabrook Lane east and south, connecting to Crestline Drive south of the Golf Course, i.e. Green Dr.
- East from Highway 101 near the existing weigh station connecting to Crestline Drive south of the Golf Course.

L. Highway 34 Improvements – Hwy. 101 to Crestline Drive (Medium Priority)
Center turn lane, landscaped medians, sidewalks, curb extensions, parking improvement, and landscaping/ street furniture.

M. Highway 101 – Keady Wayside to Ocean Hills Drive Corridor Plan (Medium Priority)
Develop and implement a highway corridor plan to ensure that this section of Highway 101 will properly function in the future, i.e. alternative travel lane configurations such as the need for center turn lanes, right turn refuge lanes, local street connectivity, access management, sight distance issues, bicycle and pedestrian facilities, and storm drainage improvements.

N. Improve the Inadequate Sight Distance at the Curve at Hwy. 34 and Waldport Heights Drive (Low Priority)
Improve the inadequate sight distance at Highway 34 and Waldport heights Drive.

PUBLIC TRANSPORTATION ELEMENT

The need for public transportation in Waldport is an intercity system that provides services to Newport, Lincoln City, and the Willamette Valley. Currently, there is a bus/van weekday service that provides both a.m. and p.m. trips to Newport and Lincoln City. Although this existing service appears adequate to accommodate existing weekday demand, there is a perception that many Waldport citizens are not aware of the existing service. In addition, there appears to be a need for weekend, early morning, and evening public transportation services.

Public transportation services need to accommodate the elderly and transit disadvantaged.

PUBLIC TRANSPORTATION PROJECTS

O. Increase Public Transportation Service (Low Priority)

Encourage increased public transit (bus and van) service between Waldport and other cities, i.e. Newport, Lincoln City, Corvallis, Salem, and Portland. Improved public transit service and increased ridership can occur through alternative mechanisms:

- Increasing public awareness of the existing service that currently runs four times a day during the week;
- Increasing public transportation trips to include weekend, early morning, and evening services;
- Physical public transportation-related improvements within Waldport, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations; and attractive bus/van shelters with routing and scheduling information.

PEDESTRIAN AND BIKEWAY SYSTEM ELEMENT

There are two types of pedestrian/bicycle facilities - those associated with the street system and off-street multi-modal pathways. Pedestrian/bicycle facilities associated with the street system are preferred because of funding, maintenance, and safety issues. However, in Waldport it is appropriate to create a pedestrian/bikeway system that incorporates both on-street and off-street facilities. The need for off-street multi-modal pathways is due to the need to provide connections between the upland and lowland areas of the City, the topographic constraints of connecting the upland and lowland areas, and the opportunities for multi-modal pathways through existing utility easements and parkland.

The planned interconnected pedestrian/bicycle system throughout Waldport will provide connections between the lowland and upland areas; connect destinations (activity centers); and provide connections and "loops" for recreational bicyclists, walkers and runners.

On-Street Pedestrian/Bicycle Facilities

Based on need and street characteristics, all streets open for public use shall be considered for the potential to improve bicycling and walking. Facilities should safely accommodate the majority of users. Streets designed to accommodate cyclists with moderate skills will meet the needs of most riders with special consideration given to close proximity to school areas where facilities designed specifically for children should be provided. Streets designed to accommodate young, elderly, and disabled pedestrians serve all users well.

Pedestrian/bicycle facilities are considered in the development of street design standards according to functional classifications. The following pedestrian/bicycle facilities are appropriate on the street system in Waldport.

Bicycle Lanes and Sidewalks

Principal arterial design standards through an urban area include the provision for designated bicycle lanes with a minimum 6-foot width, and 6-foot wide sidewalks. This is appropriate on Highway 101 and Highway 34.

Shoulder Bikeways

Collector streets (Crestline Drive, Range Drive, and Cedar Street) typically would have shoulder bikeways. Shoulder bikeways are paved shoulders that are adjacent but typically differentiated from the travel lane by a stripe. Paved shoulders are typically 4-6 feet wide according to average daily vehicle traffic (ADT). A four foot paved shoulder is appropriate on streets with an ADT of 400 or less. Shoulder bikeways can also serve pedestrians.

In Waldport, shoulder bikeways are recommended for Crestline Drive and Range Drive. In addition, separate pedestrian facilities (sidewalks or pathways) are recommended on or adjacent to these two streets.

Shared Roadways
Shared roadways are appropriate on local streets that do not experience high traffic volumes, i.e. less than 250 ADT. Shared roadways are simply the streets pavement width as constructed and provide for shared motor vehicle, bicycle, and pedestrian usage. Local residential streets in Waldport have shared facilities, although many local residential streets have also have sidewalks. Sidewalks are appropriate on local commercial streets in Waldport.

Off-Street Multi-Modal Pathways
Off-street pathways can be paved or unpaved. If unpaved, the surface material should be packed hard enough to be usable by wheelchairs and bicycles. Recycled pavement grindings provide a suitable material and they are usually inexpensive and easy to grade.

Though originally conceived to provide a facility for bicyclists separated from motor-vehicle traffic, paths often see greater use by pedestrians, joggers, and skaters, and sometimes equestrians. The planning and design of multi-use paths must therefore take into account the various skills, experience and characteristics of these different users. Additionally, a primary consideration to designing and constructing the multi-modal pathways in Waldport will be the topography and trying to maintain grades that pedestrians, cyclists, and disabled people can use.

Well-planned and designed multi-use paths can provide good pedestrian and bicycle mobility. They can have their own alignment along drainageways and greenways, and may be components of a community trail system.

Paths can serve both commuter and recreational pedestrians and cyclists. Many inexperienced cyclists fear motor vehicle traffic and will not ride on streets until they gain experience and confidence. A separated path provides a learning ground for potential bicycle commuters and can attract experienced cyclists who prefer an aesthetic ride. Key components to successful paths include:

- Connection to land uses, such as downtown and commercial areas, schools, parks, and other community destinations;
- Well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges, and warning signs for both motor vehicles and path users;
- Shorter trip lengths than the road network, with connections between dead-end streets or cul-de-sacs; or as short-cuts through open spaces;
- Visibility: proximity to housing and businesses increases safety. Despite fears of some property owners, paths have not attracted crime into adjacent neighborhoods;
- Good design, by providing adequate width and sight distance, and avoiding problems such as poor drainage, blind corners, and steep slopes; and
- Proper maintenance, with regular sweeping and repairs. The separation from motor vehicle traffic can reduce some maintenance requirements, such as sweeping the debris that accumulates on roads.
- Continuous separation from traffic, by locating paths along a river or a greenbelt with few street or driveway crossings;
- Scenic qualities, offering an aesthetic experience that attracts cyclists and pedestrians;

The topographical change between Waldport's lowland and upland creates a challenge in providing a safe, well-connected pedestrian/bikeway system. Limited street connections between the lowland and upland provide limited pedestrian/bikeway opportunities. The steepness of these collector roads also creates challenging ped/bike sections. Because of these limitations it is appropriate to consider off-street multi-modal pathways that will assist in providing a connected pedestrian/bikeway system.

Much of the land between the lowland and upland is steep, heavily wooded, and therefore will remain as open space. The City visualizes this undevelopable area as an open space amenity that becomes part of the parks and open space system. The park lands, combined with existing utility easements, provide opportunities to link the

lowland and upland areas with pedestrian/bicycle facilities. In addition, most of the streets that terminate near the park land and utility easements have unimproved trail connections. This includes View Drive, Greenwood Way, Brentwood Drive, and Park Drive. This connection is the shortest and most direct route between the lowland and upland areas.

There are additional opportunities to provide a connected pedestrian/bicycle system through off-street pathways. These opportunities are identified and described below as transportation projects.

PEDESTRIAN AND BICYCLE TRANSPORTATION PROJECTS

P. Arterial and Collector Street Bicycle/Pedestrian Facilities (High Priority)
Provide continuous pedestrian/bicycle facilities on major streets, i.e. Highway 101, Highway 34, Crestline Drive, Range Drive, and (lower) Cedar Drive.

Q. Connected Community-wide Pedestrian/Bicycle System

Q1. Woodland Corridor Trail (High Priority)
Crestline Drive to the ball fields (Kendall Fields) through existing utility easements and two public park parcels located off Crestline Drive, View Drive, Greenwood Way, Brentwood Drive and Park Drive.

Q2. Crestview Heights School – Range Drive Connection (High Priority)
Crestview Heights School to Range Drive via the west side of the golf course.

Q3. Lint Slough Loop (High Priority)
An east Waldport loop including a pathway along the slough.

Q4. Crestline Drive – Waldport High School Connection (Medium Priority)
Pedestrian access between Crestline Drive and Waldport High School. There is an existing partial, unimproved pedestrian connection. This connection would likely require right-of-way acquisition or an easement through private property. Due to topographic constraints, this connection would likely be pedestrian-only.

Q5. Norwood Drive – Range Drive Connections (Medium Priority)
Connections between residential developments, i.e. from Norwood Drive and Dolores Drive to Kelsie Way and Forest Parkway, along Pacific View Drive, etc. These ped/bike connections would typically occur through the land use application process where the City will require connections concurrent with land development.

Q6. Kelsie Lane – Highway 101 Connection (Low Priority)
An east-west oriented pathway connection. There is an existing unimproved pathway along this route.

Q7. East Waldport Trail (Low Priority)
A trail connecting Waldport Heights to the City Water Plant to Lint Slough.

AIR, RAIL, WATER, AND PIPELINE SYSTEM ELEMENT

Air and rail transportation planning are currently not applicable in Waldport.

Water-borne transportation planning is applicable to the Alsea River and Bay, and the Pacific Ocean. The Port of Alsea provides a major facility for boaters, and will continue to be the primary facility for water transportation. Alsea Bay and the Port of Alsea are primarily used for commercial and recreational fishing, and not as a facility for transport of freight or destination of ocean going vessels.

The Port of Alsea, with assistance from the National Park Service Rivers, Trails and Conservation Assistance Program, completed the Alsea River Water Trail Guide of the lower Alsea river and estuary for non-motorized boaters.

Pipelines currently carry power transmission lines, cable television, telephone, water and sewage. Natural gas is not currently available in Waldport. The City encourages the continued use of pipelines to carry goods across City boundaries and for distribution within the City.

TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT ELEMENT

TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) improvements focus on optimizing the carrying capacity of streets by alleviating congestion and reducing accidents. Examples of TSM strategies include:

- Minimizing the number of access points
- Channelization of turning movements
- Creation of continuous turning and merging lanes
- Raised medians
- Signalization

An important aspect of TSM is that public agencies work closely with affected businesses to fully evaluate impacts from changes to access. In addition, TSM must account equally for the needs of all modes of travel, particularly that bike, pedestrian, and transit movements and safety are not compromised in exchange for improving roadway capacity.

Several TSM strategies are incorporated in this Plan and identified in the Transportation Projects. Examples include access management, intersection improvements, and turn lane improvements.

TRANSPORTATION DEMAND MANAGEMENT

Unlike TSM strategies, which focus on physical changes, Transportation Demand Management (TDM) measures target driver behavior, mode choice and employers to lower the traffic demands on the roads, especially during the peak travel times of the day. Examples of TDM strategies include:

- Alternative or flexible work schedules
- Ridesharing/carpooling
- Transit use
- Bicycling/walking
- Parking management
- Working at home/telecommuting (teleworking)

Transportation Demand Management (TDM) measures identify opportunities to reduce the impact of trips generated by various land uses, particularly during peak travel hours. TDM techniques typically seek to reduce reliance on single-occupancy vehicle trips and promote the use of alternative travel modes by persons accessing a given area or facility. The Oregon Transportation Planning Rule encourages the evaluation of TDM measures as part of the TSP development process.

TDM strategies often focus on major employers or other sources of traffic that can be influenced through measures such as scheduling changes, or alternative transit opportunities such as carpools and buses. Oftentimes, financial disincentives are included in programs to generate revenue that can be used to support other elements of an overall TDM program. The success of fee parking and other commonly used disincentives is dependent on the environment in which a given employer is located.

Given the small population of Waldport, the TDM measures available to the city are limited in scope as compared to larger metropolitan areas. Typical TDM measures such as fee parking are not practical in a community where employee-paid parking does not exist. Although no major employers are located within the city, residents can still be encouraged to carpool when appropriate. Provision of sidewalks and bicycle lanes will at least provide the community's residents with viable alternative travel modes for some local travel. Development patterns that encourage non-auto-oriented travel should be promoted.

POTENTIAL IMPLEMENTATION MECHANISMS

WALDPORT ROAD DISTRICT

Special Road District #3 of Lincoln County (Waldport Road District) was established in 1918 to improve streets within the Waldport city limits. The Waldport Road District assesses, levies and collects taxes on all taxable real property. The permanent tax rate is $0.6960 per $1000 of assessed value. The Waldport Road District provides an ongoing source of funding for street improvements, therefore the City has not pursued other sources of funding to date for street maintenance and improvements, i.e. transportation system development charges, local gas tax, etc.

FUNDING OPTIONS

State grant programs are available for transportation projects that are funded and administered through the Oregon Department of Transportation (ODOT). ODOT grant programs include, but are not limited to, Transportation Enhancement funds, Bicycle and Pedestrian Program grants, and the Special Small City Allotment Program grants.

WALDPORT TRANSPORTATION PROJECT LIST					
#	**Project**	**Priority**	**Cost Implications**	**Constraints**	**Potential Implementing Agencies/Entities**
A.	**STREET MAINTENANCE**				
	Improve and maintain existing streets	High	--	Limited funding	City, County, ODOT, Road District
B.	PAVEMENT STRIPING IMPROVEMENTS				
	Crosswalk, bicycle lane, and fog line improvements	High	--	Limited funding	City, County, ODOT, Road District
C.	MONITOR, ENFORCE AND REDUCE SPEEDING				
	Monitor, enforce and reduce speeding	High	Funding for increased enforcement	--	City, ODOT
D.	RANGE DRIVE IMPROVEMENTS				
	Widening, pedestrian/bike facilities, curve and sight distance improvements	High	Potential land acquisition near curves to improve sight distance	Topography; sight distance at curves	City, State and Federal Grants, Urban Renewal District #2
E.	CRESTLINE DRIVE IMPROVEMENTS				
	Continuous pedestrian/bike facilities and safety improvements at the hill/curves section	High	Potential land acquisition for hill/curve improvements	Topography; sight distance at curves; ADA compliance at hill	City, County, Urban Renewal District #2
F.	**MAINTAIN ACCESS TO AMENITIES AND TO UNDEVELOPED LAND**				
	Maintain public access to amenities and to improve connectivity.	High	--	--	City of Waldport
G.	**NEW DEVELOPMENT - CONNECTIONS TO EXISTING TRANSPORTATION SYSTEM**				
	Require new development to provide connections to the existing transportation system	High	--	Topography	City, Developers
H.	**REDEVELOPMENT – ACCESS IMPROVEMENTS**				
	Ensure adequate and safe access occurs with redevelopment	High	--	Timing of redevelopment	City, County, ODOT, Property owners/developers
I.	**ENSURE TRANSPORTATION FACILITIES AND SERVICES ACCOMMODATE SPECIAL NEEDS**				
	Ensure transportation facilities are in accordance with Americans with Disability Act (ADA) standards wherever possible, and public transportation services accommodate	High	--	Topography	City, County, ODOT

	special needs, i.e. disabled, elderly.				
#	**Project**	**Priority**	**Cost Implications**	**Constraints**	**Potential Implementation Mechanisms**
J.	**HIGHWAY 34 LINT SLOUGH BRIDGE IMPROVEMENT**				
	Bridge upgrade	High	Funded – construction scheduled for 2011	--	ODOT
K.	**NEW EAST-WEST ROAD IN SOUTH WALDPORT**				
	New road(s) connecting Highway 101 and Crestline Drive.	Medium	--	Statewide Goal exception if outside UGB	City, County, ODOT, Developers, Urban Renewal District #2
L.	**HIGHWAY 34 IMPROVEMENTS – HWY. 101 TO CRESTLINE DRIVE**				
	Center turn lane, landscaped medians, sidewalks, curb extensions, parking improvements, and landscaping/street furniture	Medium	--	Limited funding	City, ODOT, State and Federal Grants
M.	**HIGHWAY 101 – KEADY WAYSIDE TO OCEAN HILLS DRIVE CORRIDOR PLAN**				
	Develop and implement a corridor plan to ensure Hwy. 101 properly functions in the future.	Medium	--	--	ODOT
N.	**HIGHWAY 34 SIGHT DISTANCE IMPROVEMENT**				
	Improve the inadequate sight distance at Highway 34 and Waldport Heights Drive.	Low	Potential land acquisition	Physical features – topography	ODOT
O.	**PUBLIC TRANSPORTATION**				
	Increase public transportation (bus and van service between Waldport and other cities)	~~High~~ ***Low***	--	--	City, County, Private Entities
P.	**CONNECTED COMMUNITY-WIDE PEDESTRIAN/BICYCLE SYSTEM**				
	Provide continuous pedestrian/bicycle facilities on arterials and collector streets	High	--	Limited funding	ODOT, State and Federal Grants

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
Q.	**CONNECTED COMMUNITY-WIDE PEDESTRIAN/BICYCLE SYSTEM**				
Q1	Woodland Corridor	High	--	Easements and/or acquisition are required for portion of the trail that are on private property.	City, County, State, Federal Grants, Urban Renewal District #2
Q2	Crestview Heights School – Range Drive Connection	High	--	Topography, ADA compliance Easements and/or acquisition are required for portion of the trail that are on private property.	State and Federal Grants, City, Job Corps, Volunteers, Urban Renewal District #2
Q3	Lint Slough	High	--	--	State and Federal Grants, City, Job Corps, Volunteers
Q4	Crestline Drive - High School Connection	Medium	Potential land acquisition	Public access, topography, ADA compliance	State and Federal Grants, City, Job Corps, Volunteers
Q6	Kelsie Way – Highway 101 Connection	Low	--	Public access, topography	State and Federal Grants, Oregon State Parks, City, Job Corps, Volunteers
Q7	East Waldport Trail – Waldport Heights to City Water Plant to Lint Slough	Low	--	Environmental issues, physical feature limitations - wetlands, trees, topography	State and Federal Grants, U.S. Forest Service, City, Job Corps, Volunteers

ODOT/DLCD Transportation & Growth Management Program

Waldport Yaquina John Point Land Use and Transportation Final Preferred Plan

Adopted June 14, 2012

Prepared for:

City of Waldport

Prepared by:

Angelo Planning Group

Kittelson & Associates

The Waldport Yaquina John Point Land Use and Transportation Plan was prepared by Angelo Planning Group and Kittelson & Associates in partnership with the City of Waldport and the Oregon Department of Transportation.

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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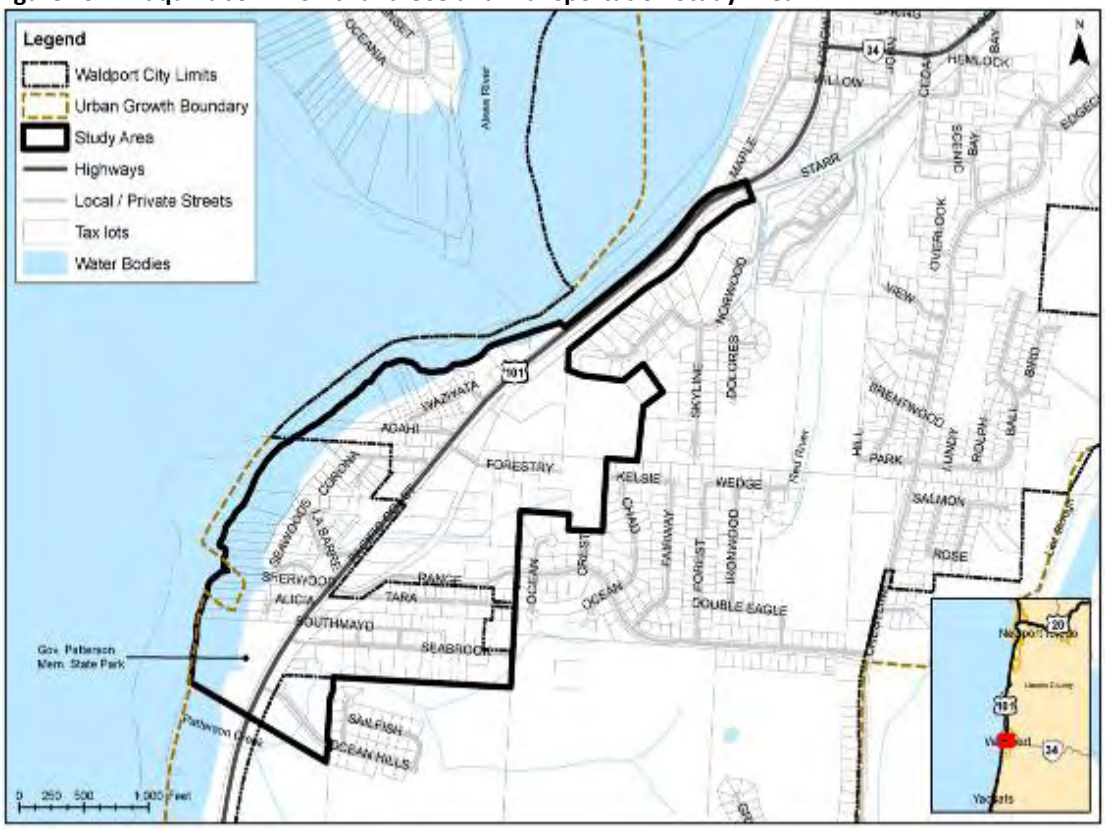
Appendices & Exhibits

Executive Summary

Background

The Yaquina John Point Study Area encompasses about 150 acres in west Waldport, south of downtown and adjacent to the Pacific Ocean and Alsea Bay (see Figure ES-1). The Yaquina John Point Land Use and Transportation Plan (Plan) identifies needed transportation improvements and desired future land uses for this area, which is situated between a large undeveloped area in south Waldport and the downtown. While much of the Study Area is within current City limits, there are also large areas that are in unincorporated Lincoln County, including a large area west of US 101 and a residential area south of Range Drive.

Figure ES-1: Yaquina John Point Land Use and Transportation Study Area



Sources: Lincoln County, City of Waldport, State of Oregon July 2011

Planning Process

The Plan was developed in consultation with the project's Advisory Committee (AC), state and local agency representatives, and the public. The consultant team researched background conditions in the area, developed initial alternatives, evaluated and sought feedback on those alternatives, and developed the Preferred Plan.

Outreach during the planning process consisted of advisory committee meetings, stakeholder interviews, open houses and public meetings, and website updates. The consultant team collaborated with an advisory committee representing organizations such as the Waldport Planning Commission, the Waldport City Council, the Waldport Urban Renewal Agency, the Port of Alsea Commission, the Oregon

Department of Transportation, and the Oregon Department of Land Conservation and Development. Three advisory committee meetings and two open houses were held between July and December 2011. Interviews with stakeholders including realty interests, area property and business owners, and City officials were conducted early in the process (July 2011) as well.

A joint Planning Commission/City Council work session was conducted on March 8, 2012. The Planning Commission held a public hearing on April 23, 2012 and made a unanimous recommendation for adoption of the Plan with one suggested change: add a policy in support of transit service within the Study Area. The City Council held its public hearing on May 10, 2012 and took action on the plan on June 14, 2012. The City Council added the policy recommended by the planning commission and adopted the Plan.

Policy Framework

Adopted state and local plans were reviewed to establish a policy framework for the project. Key local documents included the City Transportation System Plan, Comprehensive Plan, Development Code, Parks Master Plan, the Lincoln County Transportation System Plan, Comprehensive Plan, and Zoning Code. State documents included the Oregon Transportation Plan, the Oregon Highway Plan, the Oregon Bicycle and Pedestrian Plan, the Transportation Planning Rule, the Access Management Rule, and the Pacific Coast Scenic Byway Corridor Management Plan for US 101 in Oregon.

The policy framework provides the parameters within which the Yaquina John Point Land Use and Transportation Plan must be developed. Alternately, these regulations can be the subject of changes identified during the planning process in order to ensure consistency between the Yaquina John Point Land Use and Transportation Plan and existing state and local regulations.

Existing Conditions Summary

Land Use

Existing land uses within the Study Area include single family homes, several apartment buildings, a mobile home park, a few small retail stores, a handful of real estate offices, a ranger station with U.S. Forest Service offices, a state park, two churches, an auto storage / towing company, a mini-storage facility with RV storage, and quite a few undeveloped properties. Many important shopping, employment, educational, and recreation destinations serving the Study Area are located in other parts of the City, including downtown, Waldport High School, Oregon Coast Community College, and the port.

Transportation

The existing transportation system generally performs adequately, and the following issues were identified:

- The local street network in the Study Area is relatively disconnected. This creates greater reliance on US 101 and hampers emergency access and egress.
- Driveways along US 101 do not comply with ODOT access spacing guidelines, thereby potentially inhibiting the throughput of this statewide facility.
- Many streets in the Study Area lack ADA accessibility.
- There is limited transit service to the Study Area, principally because of the low densities of development.

- All Study Area intersections operate well within ODOT and City mobility standards.
- This section of US 101 operates safely, as compared with similar highways.
- There are potential physical, environmental and utility issues associated with the completion of the street and pathway network in the Study Area.

Future Conditions

Land Use Designations

The land within the Study Area is currently zoned for a mix of uses including single-family residential (R-1 in both the City and the County), commercial (C-1 and C-2 in the City and C-T in Lincoln County), and public facilities (P-F in Lincoln County for the State Park). In both the City and County the predominant use allowed in the R-1 Residential zone is single family residential, though some supporting institutional uses are allowed conditionally. The C-1 zone allows a wide range of uses including single family residential, multi-family, office, hotels and motels, restaurants, retail, and commercial services. The C-2 zone allows an even wider range of uses, including those in the C-1 zone plus some heavy commercial / light industrial uses such as vehicle, boat, and heavy machinery service, storage, rental or repair; lumber or building materials sales or storage; and woodworking and metalworking. The County's C-T zone is similar to the City's C-1 zone except that the mix of retail uses and services is more limited.

Development Potential

The Study Area contains a total of roughly 36 acres of undeveloped land (excluding land that is protected from development, such as state parks and protected wetlands). There are also some redevelopment opportunities within the Study Area where existing land uses may transition over time to different or more intensive uses. However, there are some development constraints affecting the Study Area, including topography, wetlands, and public facilities. The projected new development over the next 25 years (based on population growth rates, historic growth trends, projected demand, and buildable area) includes roughly 36 new single-family homes and 6 multi-family units; 2,300 square feet of retail/service commercial; 2,500 square feet of office; 11,000 square feet of light industrial; and 4 hotel/motel rooms. The largest development opportunities in the Waldport UGB lie southeast of the Study Area, where there is potential for substantial mixed use development.

Transportation System Operations

General traffic growth and land development in the study area is expected to result in an increase of about 60 percent more trips on many streets in the study area. Even with this additional traffic, all Study Area intersections are projected to operate acceptably within the standards set by ODOT and the City of Waldport through the year 2035. The existing and planned street system currently operates well within acceptable standards for vehicular movements within and through the City. There are elements of the system that can be further improved, including:

- Extending local streets into new developing areas, and providing additional street connections to minimize out-of-direction travel;
- Providing safer and better connected circulation for pedestrian and bicycle modes;
- Enhancing safety and protection for pedestrians and bicyclists in the seawall section of US 101; and,

- Enhancing access control on US 101 to minimize vehicular conflicts and improve operations of the highway.

Alternatives Analysis

Land Use

Three key land use issues/opportunities were identified through research of existing conditions and consultation with stakeholders and City staff:

- Reducing the potential for incompatible uses especially in the C-2 zoning district or between commercial/industrial uses and residential uses.
- Opportunities to create a southern "gateway" to the City of Waldport.
- Provide for a variety of housing types and supportive uses.

Initial land use alternatives were developed to address these issues/opportunities. The initial alternatives included map amendments to change the zoning designations applied to specific parcels or groups of parcels; amendments to the list of uses allowed in the General Commercial (C-2) zone; design standards to address compatibility of commercial uses with adjacent residential districts; and design standards to enhance the appearance of the Study Area as a gateway to the downtown along US 101.

Based on input from state agency representatives, the AC and the public, a Draft Preferred Alternative was developed that included the following land use components:

- Five targeted zone/plan designation changes (two inside City limits and three for parcels outside City limits that would apply upon annexation).
- An overlay zone for the Study Area that included design standards to enhance compatibility of uses in commercial zones with adjacent residential districts; design standards for aesthetics of properties fronting on US 101; and restrictions on light industrial uses within the overlay.

The Preferred Land Use Plan has been refined based on comments on the Draft Preferred Alternative.

Transportation

There were a total of 48 transportation alternatives considered in five different elements of the plan, including US 101 Seawall section treatments, US 101 South section treatments, US 101 Access Management Policies and Standards, Local street connections, and pedestrian/bicycle pathways.

On US 101 in the Seawall section, the existing cross-section does not meet ODOT Highway Design standards, due to physical constraints. Seven alternatives were developed to either reconfigure the existing space or expand the highway width to better accommodate the needs of all travel modes. The US 101 South section is not as physically constrained, and six alternatives were evaluated to improve intersection operations and bicycle and pedestrian safety.

Local streets were identified to improve accessibility as properties develop, as were pathways and trails to provide better connections for bicyclists and pedestrians.

The 48 alternatives were carefully evaluated and input was solicited from the AC and general public. This process resulted in the dismissal of many alternatives, and a set of refined multi-modal projects are incorporated into the Preferred Transportation Plan.

Preferred Land Use Plan

Zone Changes

One property within City limits (north of the US Forest Service property) is proposed for a zone change, from C-2 to Residential Zone R-4. In addition, appropriate City zoning was identified for properties outside City limits within the Study Area. For the most part, the recommended future zoning designations follow logically from the existing Lincoln County zoning and the adopted Comprehensive Plan designations. However, three properties along US 101 – the undeveloped parcel north of LaBarre Drive, the undeveloped parcel north of Alicia Lane, and the parcel developed with a single-family home south of Alicia Lane - are proposed for multi-family residential zoning rather than the current (and default future) commercial zoning.

Waldport South Overlay Zone

The Preferred Land Use Plan creates a new overlay zone for the Study Area, focused on the areas currently zoned for commercial uses. The overlay zone will be implemented through a new chapter adopted into Municipal Code Title 16, Waldport's Development Code. The area in which the overlay zone and the design standards apply is shown in Figure ES-2.

Within the overlay zone, many of the heavy commercial / light industrial uses allowed outright in the C-2 zone are designated as conditional uses; two are prohibited entirely. Conditional uses require review by the city's Planning Commission, which creates an opportunity to ensure compatibility with adjacent uses and to address quality of life concerns including noise, parking, site layout, hours of operation, etc.

As an additional measure to ensure compatibility between commercial uses and abutting residential districts, the overlay zone includes special design standards that apply generally within 100 feet of a residential district. These standards prohibit outdoor storage and commercial or industrial activities within 100 feet of a residential district and require landscaping to provide visual screening along property lines shared with residential zones.

In response to the broad desire to improve the appearance of development along US 101 in the Study Area and create a more attractive gateway to the downtown, the overlay zone also includes design standards to enhance the appearance of new development fronting on US 101. New development fronting on US 101 must locate the building near the road or limit the amount of parking near the road; provide extra screening between parking and the street; orient entrances towards the front or side of the lot; and provide a safe and convenient pedestrian walkway from the street to the entrance. The overlay also includes provisions addressing driveways to improve the safety and comfort of bicycle and pedestrian travel on US 101.

Preferred Transportation Plan

The Preferred Transportation Plan addresses existing and projected capacity, safety, and connectivity needs within and through the Study Area for all travel modes. Figure ES-3 shows the planned transportation improvements. Due to the relatively high cost of the long-term plan for the US 101 Seawall section, interim plans were developed to maximize use of the existing cross-section. This interim plan includes the first phase of the Bridgeview Trail on the terrace above the highway to the east. In the long-term, the Plan calls for travel lanes and shoulders to be widened to meet ODOT Highway Design standards and the Bridgeview multi-use path to be further improved and extended to meet ADA standards.

In the US 101 South section, the Plan calls for sidewalks separated from the highway and crosswalks with median islands and flashing beacons to provide safer routes for pedestrians, as well as a center left turn lane from Waziyata Avenue to Patterson State Park. As properties develop on US 101, strategies have been established to consolidate and eliminate driveways that may inhibit highway capacity.

Over 1.6 miles of local streets are planned to better connect upland areas with those along the highway. The new streets are intended to provide a more connected, convenient network to serve all modes of transport. Key planned streets include:

- *An alley on the old railroad corridor, behind the properties east of US 101, from Range Drive to the new Forestry Way-Kelsie Lane extension to accommodate local access;*
- *An extension of Kelsie Lane from the neighborhood in the upper level of the Study Area to connect with US 101 directly opposite Corona Court; and*
- *Local connections within the residential areas and to newly developable areas south of the Study Area.*

These streets would be funded primarily by local development through which they serve; however, the streets that benefit the greater public may be partially city or ODOT funded.

About 1¼ miles of pathways are planned to provide safe connections between key activities and scenic recreational opportunities for urban hikers. In addition, existing beach access trails should be improved and signed.

Total transportation improvement costs are estimated at $9.5 million, about 50% of which is expected to be funded by future private development. Of the remaining $4.7 million, over half (56%) would be the responsibility of ODOT, with City funding expected to be about $2.0 million. Projects have been phased over time in recognition of limited funding.

Figure ES-2

Waldport South (W-S) Overlay Zone Boundaries and Applicability of Design Standards

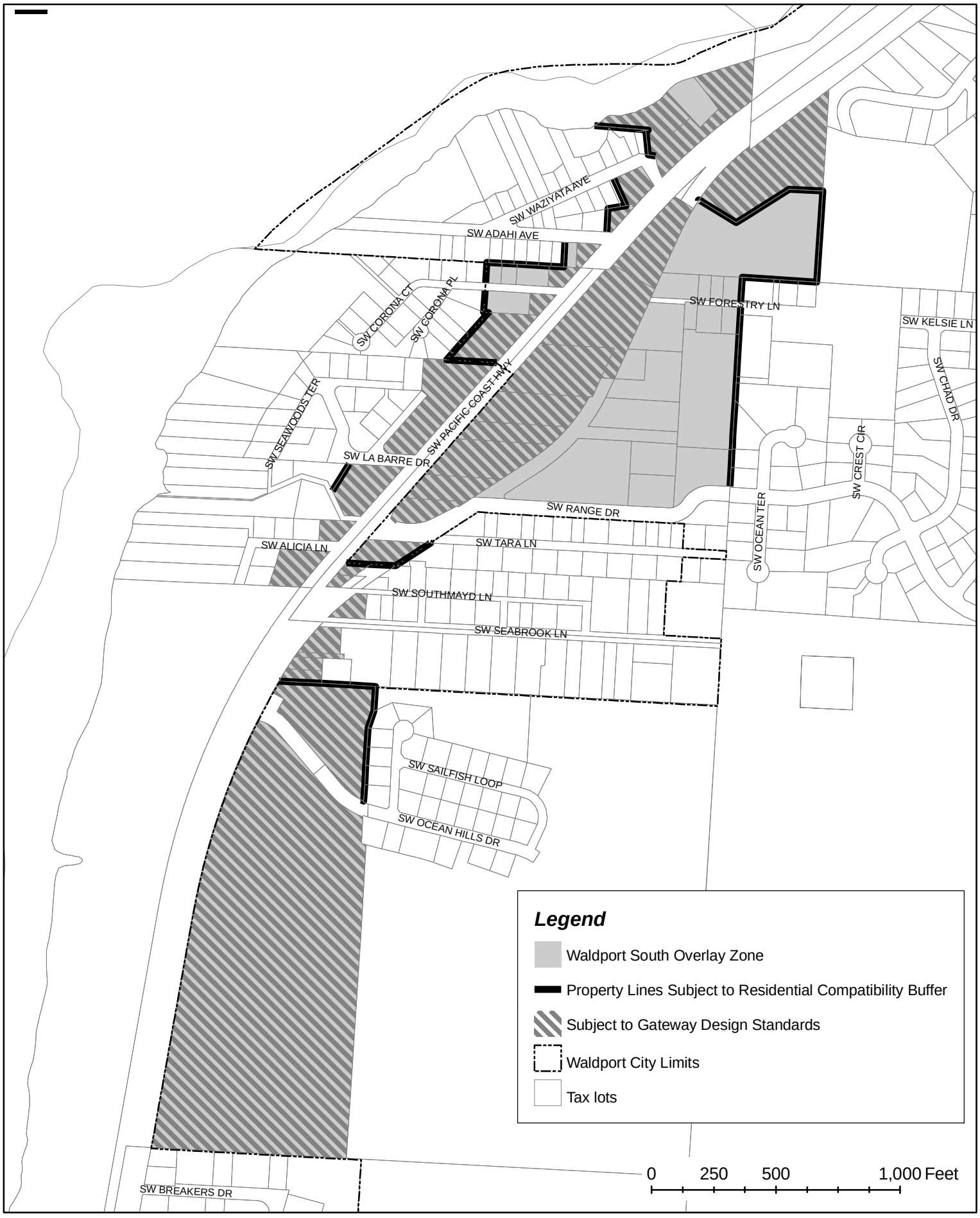
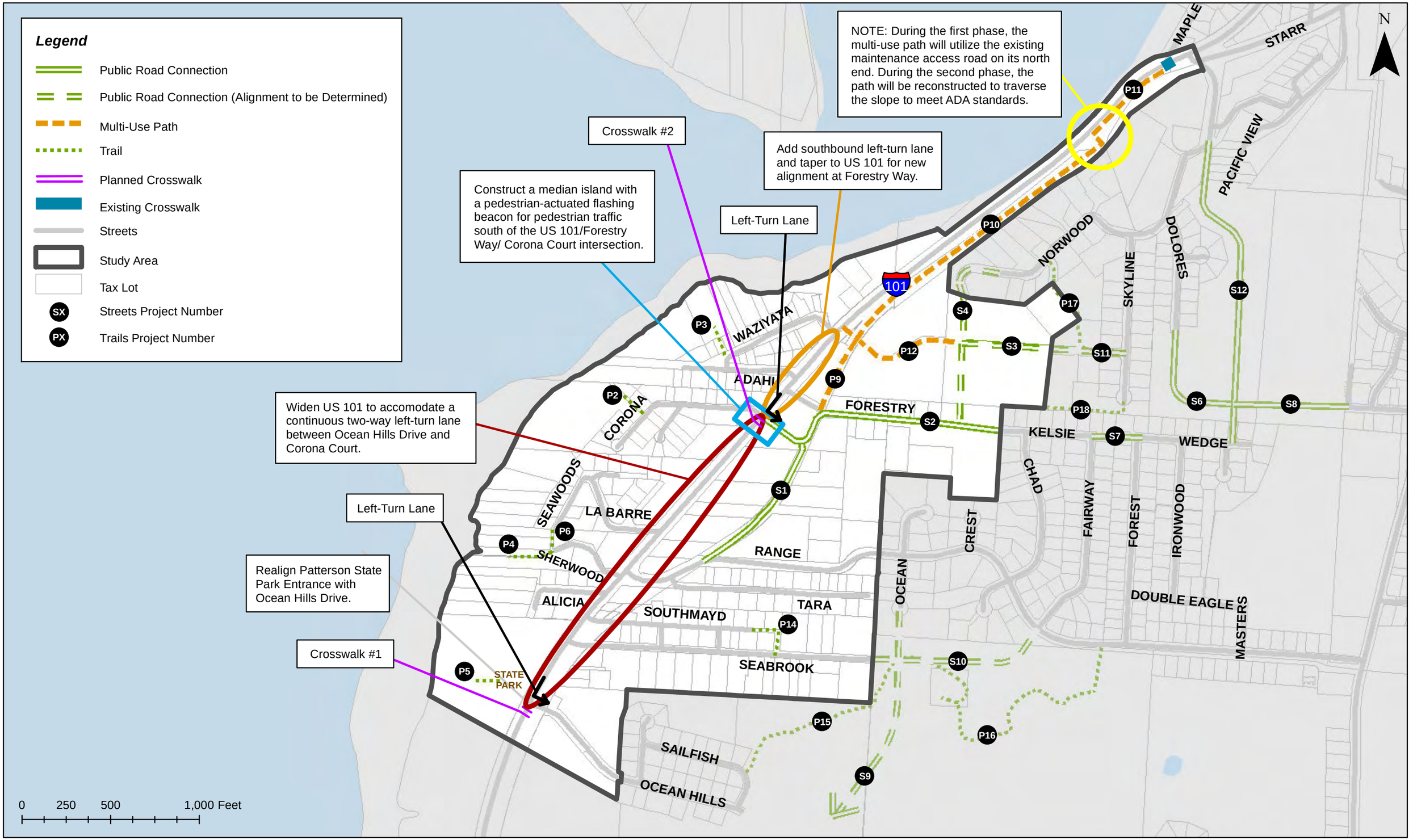


Figure ES-3: Preferred Transportation Plan



Prepared January 2012

1. Introduction

Project Background and Purpose

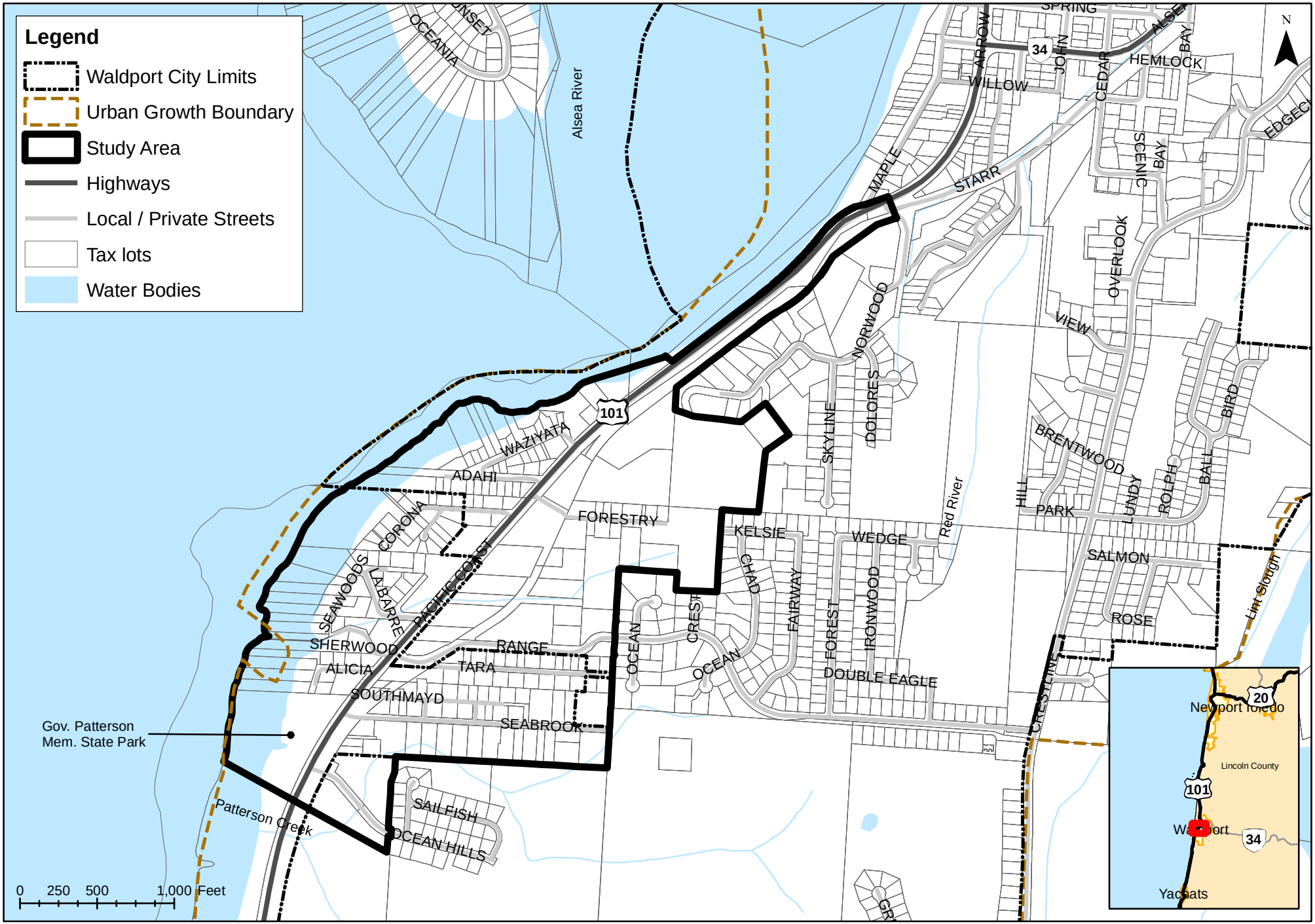
The Yaquina John Point Study Area encompasses about 150 acres in west Waldport, south of downtown and adjacent to the Pacific Ocean and Alsea Bay (see Figure 1-1). The Study Area is situated between a large undeveloped area in south Waldport and the downtown. Public sewer has recently become available to south Waldport and is being extended to parts of the Study Area that did not previously have service. In recent years, the City has received land use applications and inquiries regarding development for various properties along the US 101 corridor within the Study Area and for the more than 475 acres that was previously planned as the Naples Golf and Beach Resort (a project which has since been abandoned). Traffic studies for some of these proposed developments indicated that US 101 improvements will be needed as development occurs. While individual development projects may not trigger the need for US 101 improvements, multiple projects eventually will. In addition, the City's adopted Transportation System Plan (TSP) identifies the need to develop a US 101 corridor plan through the Study Area. This document provides that plan.

Another important goal of this project was to address land use and zoning issues within the Study Area. The current zoning in the Study Area is a mix of single-family residential and various commercial zones. The project evaluated the current zoning as well as potential alternatives, including appropriate zoning designations for Study Area properties within the Urban Growth Boundary but currently outside City limits that will be annexed in the future.

Project Objectives	
✓	A US 101 plan that will adequately accommodate future traffic and adjacent land uses, i.e. travel lanes, turn lanes, bicycle and pedestrian facilities, parking, access and landscaping.
✓	A feasible conceptual plan for pedestrian and bicyclist travel improvements along the Seawall between Yaquina John Point and downtown Waldport that addresses travel safety and, to the extent practicable, enhances the experience of such travel.
✓	A local street system that will provide enhanced connectivity, reduce vehicle miles traveled, and improve access to and from US 101.
✓	A connected system of pedestrian and bicycle facilities.
✓	A land use plan that will guide future growth and mitigate conflicts among different land uses.
✓	Appropriate zoning designations for all properties within the Study Area.

Figure 1-1

Yaquina John Point Land Use and Transportation Study Area



Sources: Lincoln County, City of Waldport, State of Oregon

July 2011

Planning Process and Community Involvement

The Final Preferred Plan was developed through meetings with the project's Advisory Committee (AC), state and local agency representatives, and the public. The Project Team initially researched and documented background conditions in the Study Area, and reviewed these with the AC and key local stakeholders on July 20, 2011. Based on this information, the Project Team developed initial alternatives for land use and transportation within the Study Area. These initial alternatives were screened for technical feasibility and compliance with state policy by state agency representatives at a meeting on September 6, 2011. Those alternatives that were found to be potentially feasible were presented to the AC and the public for review and comment at meetings on September 26, 2011. The feedback obtained during those meetings informed and shaped the development of the Draft Preferred Plan, which was reviewed and discussed by the AC and the public at meetings on December 5, 2011. Input from those meetings led to refinement of the Preferred Plan.

A joint Planning Commission/City Council work session was conducted on March 8, 2012. The Planning Commission held a public hearing on April 23, 2012 and made a unanimous recommendation for adoption of the Plan with one suggested change: add a policy in support of transit service within the Study Area. The City Council held its public hearing on May 10, 2012 and took action on the plan on June 14, 2012. The City Council added the policy recommended by the planning commission and adopted the Plan.

2. Policy Framework Overview

Plan Requirements

Implementation of the Yaquina John Point Land Use and Transportation Plan will require modifications to the City of Waldport's planning and regulatory documents, including the City's Transportation System Plan (TSP), Development Code, and Comprehensive Plan. Modifications to these documents to implement the Plan are included as attachments to the Plan, but must be formally adopted by the City in order to take effect.[1]

Policy Guidance by Topic Area

This section summarizes relevant state and local policies by topic area and describes how they affect planning for land use and transportation within the Study Area. This section describes the *existing* policy framework within which the Plan was developed; some changes to local plans and policies that will implement the Plan have been identified through the planning process. These are described in Sections 6 and 7.

Access Management

Access management is the systematic implementation and control of the locations, spacing, design, and operations of driveways and street connections to a roadway, with the intent of preserving the transportation system investment, and guarding against deteriorations in safety and increased congestion. Well deployed access management strategies can greatly improve travel conditions for the motoring public, pedestrians and bicycles. Eliminating the number of access points on roadways reduces the number of potential interruptions and conflict points between pedestrians, bicyclists, transit vehicles and cars.

Oregon Administrative Rule (OAR) 734-051 provides access management standards for state facilities that address when approaches to state roadway facilities are regulated, spacing standards for approaches to state highways, and when and how access management plans should be prepared. The *Oregon Highway Plan* (OHP) identifies US 101 in the Study Area as a Statewide Highway, not a freight route, and a Non-Designated Urban Highway (meaning that it runs through an urban area and does not carry any special land use designations). This has implications for access management on the facility. Non-Designated Urban Highways are intended to balance moving through-traffic with providing access to abutting properties. OAR 734-051 was recently updated (December 2011), and temporary administrative rules are in effect. Section 734-051-4020 of the temporary administrative rule provides standards and criteria for private approaches (e.g. driveways).

Lincoln County's TSP includes a recommendation to adopt access management standards that reflect state standards into the development code; however, while other recommended text amendments from the TSP are reflected in the current version of the Lincoln County Code, this section is not included. The City's TSP includes policies supporting access management on arterials (including US 101) and collectors (including Range Drive); however, these policies are not implemented through the development code, and neither the TSP nor the development code includes access spacing standards. Street Plan Project H

[1] Conforming amendments are included as attachments in adoption-ready language; however, the City may choose to modify the policy and/or code language prior to adoption without amending the Plan itself.

in the City TSP calls for improvements to access at the time of redevelopment, but there is currently no corresponding language in the City's development code to implement this action.

Roadway Design

The state *Highway Design Manual* generally guides roadway design standards for state facilities such as US 101. There is a process for applying for exceptions to these standards for stretches of roadway where other designs may be more appropriate. This Plan identifies conceptual designs for US 101 in the Study Area; in some areas the conceptual designs are non-standard, and would require a design exception.[2] Local street design is regulated by the 1999/2009 City TSP and the City development code through a table that addresses right-of-way and surface width and notes that describe the standard cross-section for various types of streets.

Bicycle and Pedestrian Facilities

High-level policy support for improving bicycle and pedestrian facilities along state highways is contained in OTP Policies 1.1 (Integrated Multimodal System) and 1.2 (Equity, Efficiency and Travel Choices). In addition, the 1997 *Pacific Coast Scenic Byway Corridor Plan* and City Comprehensive Plan Open Space policies support development and enhancement of the Oregon Coast Trail and Oregon Coast Bike Route through Waldport. A variety of City policies and code provisions support bicycle and pedestrian projects and increasing access and connectivity for walking and biking.

The 1995 *Oregon Bicycle and Pedestrian Plan* includes guidance on the type of bicycle facilities that are appropriate to different roadway conditions, such as dedicated bicycle facilities on higher traffic and higher speed roadways or where children may use them as part of a Safe Routes to School program, and shared roadways for low traffic, low speed roadways. It also notes that a multi-use path may be appropriate where street connections are unavailable or substantial out-of-direction travel is required, and that bike facilities should connect residential neighborhoods to schools, retail centers, and employment areas. (Additional detail on the types of bicycle facilities is included in Section 3 beginning on page 15.) A.1. Action 1 of the *Oregon Bicycle and Pedestrian Plan* establishes the conditions for when and how bicycle and facility improvements will be provided along state facilities (in some cases these facilities may be provided on local streets that provide a better alternative to the highway). The design of these facilities is covered in the *Highway Design Manual*, discussed above.

The City TSP describes the type of bicycle and pedestrian facilities that are appropriate on the street system in Waldport, including bicycle lanes and sidewalks (6-foot-wide facilities, appropriate for arterials in the City such as US 101), shoulder bikeways (also for pedestrians, four to six feet, on collectors such as Range Drive), and shared roadways (on local streets). These facilities are compatible with the standards in the County TSP, which addresses shoulder bikeways and calls for four to six feet. Section 16.100.100 of the City's development code identifies required roadway right-of-way and paved surface widths for various types of streets. These standards are expressed as ranges; the City may require a width within the limits based upon adjacent physical conditions, safety of the public and the traffic needs of the community. The standard street section for collector and business streets is two 16-22' travel lanes (including the paved shoulder), 2' curb and gutter, 5' sidewalk and 7' utility strip.

[2] This plan does not provide the documentation needed to support design exceptions. Such documentation will need to be developed during construction-level design of any highway improvements that do not meet design standards.

Beach Access and Trails

Numerous City Comprehensive Plan policies, including those related to Open Space, Recreation, Transportation, and Coastal Shorelands, call for increased and improved beach access. Natural Hazard policies support public beach access but in a "defined" way so as to limit impact and exposure to natural resource and hazard areas. The existing City TSP does not call out specific beach access projects for the Study Area.

The City Parks Master Plan includes clear standards for trails. It establishes policies promoting more trails on City-owned land and to provide more access to water and open spaces, but does not identify specific trail projects for the Study Area. As noted above, the 1997 Pacific Coast Scenic Byway Corridor Plan and City Comprehensive Plan Open Space policies support development and enhancement of the Oregon Coast Trail, which runs along US 101 through the northern portion of the Study Area, and along the beach through the southern portion of the Study Area.

Mobility / Safety

OTP Goal 5 (Safety and Security) provides state-level support for safety policies and projects at the local level. The Oregon Highway Plan (OHP) establishes clear mobility standards for state facilities such as US 101 in Waldport. The County has adopted ODOT mobility standards in its TSP. County code also includes requirements for traffic impact studies. The City TSP and code do not include specific mobility standards or traffic impact study requirements.

Land Use

High-level state policies (including the Transportation Planning Rule and Policy 1B of the OHP) call for integrating land use and transportation planning. Other state policies (such as Policy 4.3 of the OTP) support compact communities with a variety of uses to support use of alternative modes and reduce vehicle miles traveled. City Comprehensive Plan policies provide general guidance for land use in the City and Study Area, including policies calling for more, but "suitable", industrial and commercial development as well as a range of housing types. The City C-1 and C-2 zoning and County C-T zoning in the study area are very permissive zones, allowing a variety of commercial, residential, and, in some cases, light industrial uses, while the residential zones (R-1 in both the City and the County) allow for relatively compact single-family neighborhoods where urban services are available. Additional information about existing City zoning and proposed changes is included in Sections 4 and 6.

Connectivity

State transportation policies, including Strategies 1.2.2, 1.3.2, and 2.1.4 of the 2006 OTP and Action 1B.5 of the OHP, support the development of connected networks of local, arterial, and collector streets to improve local traffic movements and preserve state highways for intercity transportation. City and County code both include general provisions and requirements for vehicle and pedestrian circulation and connectivity within and through development sites. The City TSP Street Plan Projects F and G call for improvements to connectivity for undeveloped land and new development. Other street and pedestrian/bicycle plan projects included in the existing TSP will improve connections in the City, including a new east-west connection between Crestline Drive and US 101, a new east-west connection between Kelsie Lane and US 101, and new north-south connections between Norwood Drive and Range Drive in the Study Area vicinity.

Functional Classification

A roadway's functional classification determines its role in the transportation system, as well as its width, right-of-way dedications, driveway (access) spacing requirements, and types of pedestrian and bicycle facilities provided. City and ODOT roadway classifications relevant to the Study Area are described in Section 3 beginning on page 11.

Signage

Signs within ODOT right-of-way are regulated by ODOT's Right of Way section within the Highway Division. Signs on private property are governed by Chapter 16.76 of the City's development code. In addition, signs on private property that are visible from the highway are regulated by state law (Oregon Revised Statutes Chapter 377). Advertising signs that are not associated with the business conducted on-site are prohibited along US 101 both by local and state regulations.

3. Existing Conditions

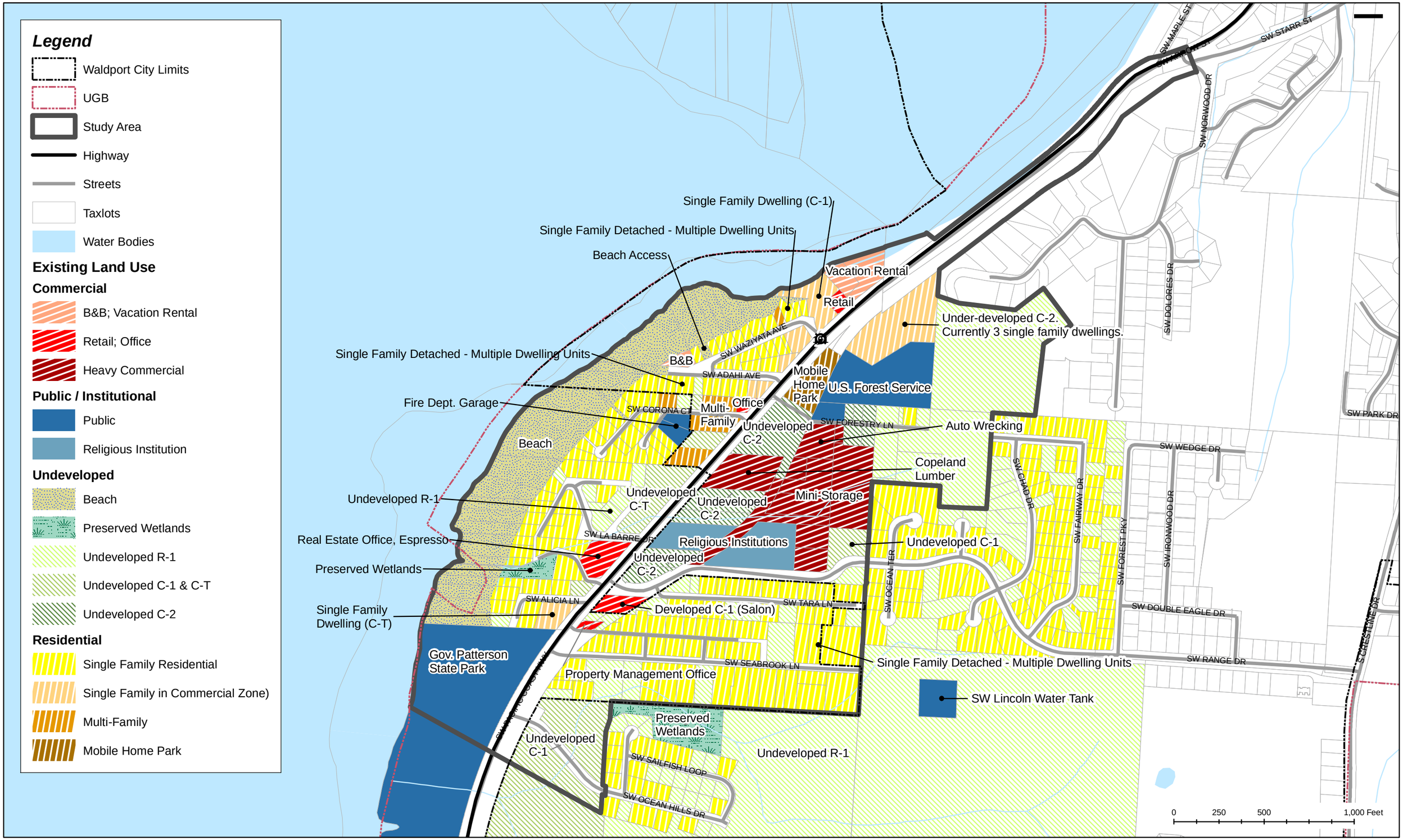
Land Use

Existing land uses within the Study Area include single family homes, several apartment buildings, a mobile home park, a few small retail stores, a handful of real estate offices, a ranger station with U.S. Forest Service offices, a state park, two churches, an auto storage / towing company, a mini-storage facility with RV storage, and quite a few undeveloped properties. Existing land uses are shown on Figure 3-1: Existing Study Area Land Uses.

Many important shopping, employment, educational, and recreation destinations serving the Study Area are located in other parts of the City. These include downtown, Waldport High School, Oregon Coast Community College, and the port, as shown on Figure 3-2: Pedestrian Destinations.

Figure 3-1

Existing Land Use

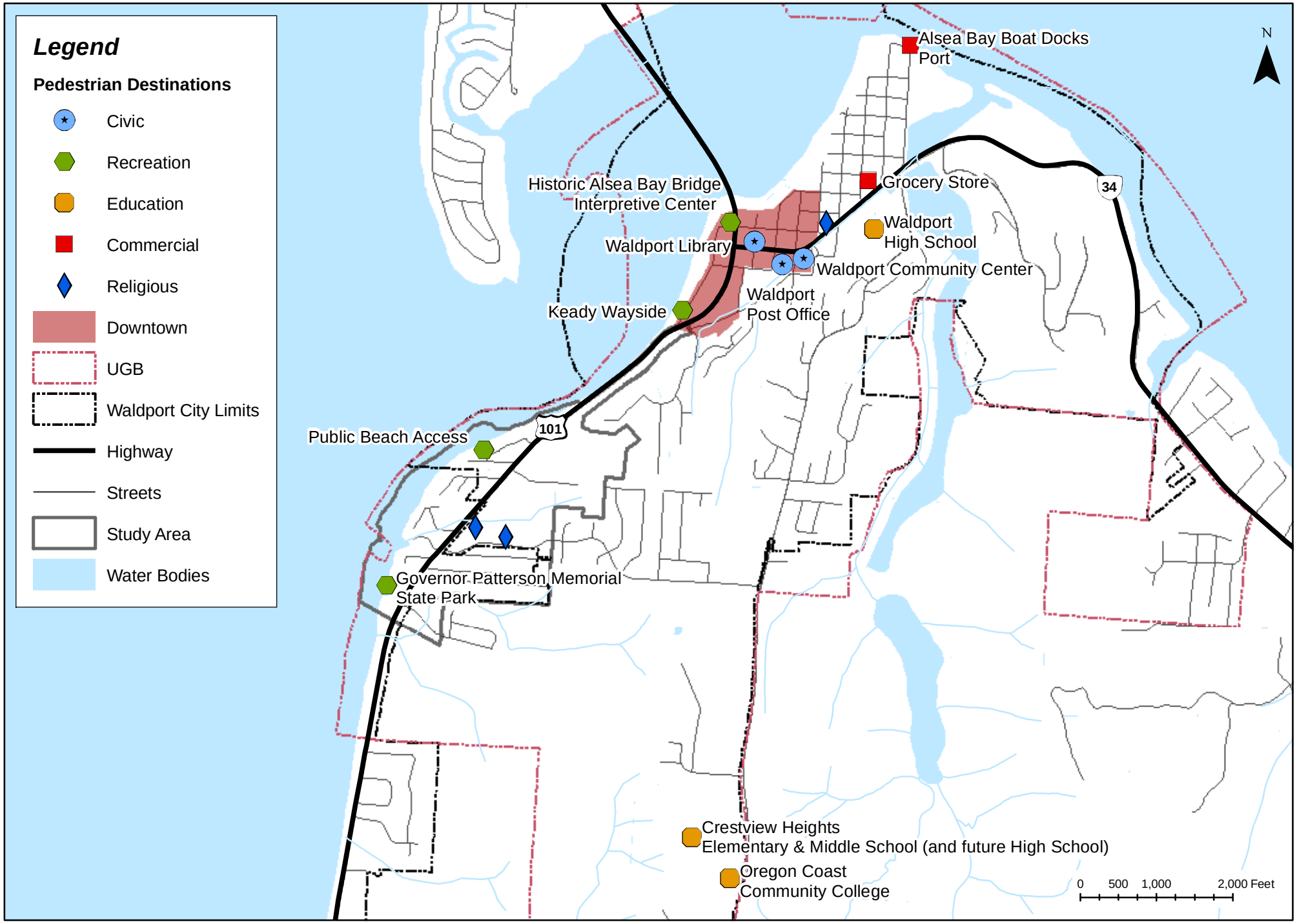


Sources: Lincoln County (Aerial Photo: 2009; Taxlots, Street Names: May 2011); State of Oregon (State Highways: 2009; UGB, Water Bodies: 2010); City of Waldport (City Limits: May 2011). Existing Land Use information compiled from City, Field Survey, and Assessor's Database (May 2011).

Prepared June 2011

Figure 3-2

Pedestrian Destinations



Sources: Lincoln County (Streets: May 2011); State of Oregon (State Highways: 2009; UGB, Water Bodies: 2010); City of Waldport (City Limits: May 2011).

Prepared June 2011

Transportation

This section describes the current classifications, physical conditions, performance and operational deficiencies of the Study Area's transportation system. Automobile, freight, pedestrian, bicycle, and public transportation modes are each addressed.

Street Condition and Functional Classification

Highways and streets are the primary means of mobility for Waldport's citizens, serving the majority of trips over multiple modes. Pedestrians, bicyclists and motorists all utilize public roads for the vast majority of their trips. US 101 is under the authority of ODOT. The remaining Study Area streets are under City, County, or private jurisdiction. Each jurisdiction has the authority to designate allowable traffic loads, permitted speeds, and access on their respective facilities.

Roadway Functional Classification

As noted above, a roadway's functional classification determines its role in the transportation system, as well as its width, right-of-way dedications, driveway (access) spacing requirements, and types of pedestrian and bicycle facilities provided. The functional classification is typically established by the City based on the following hierarchy:

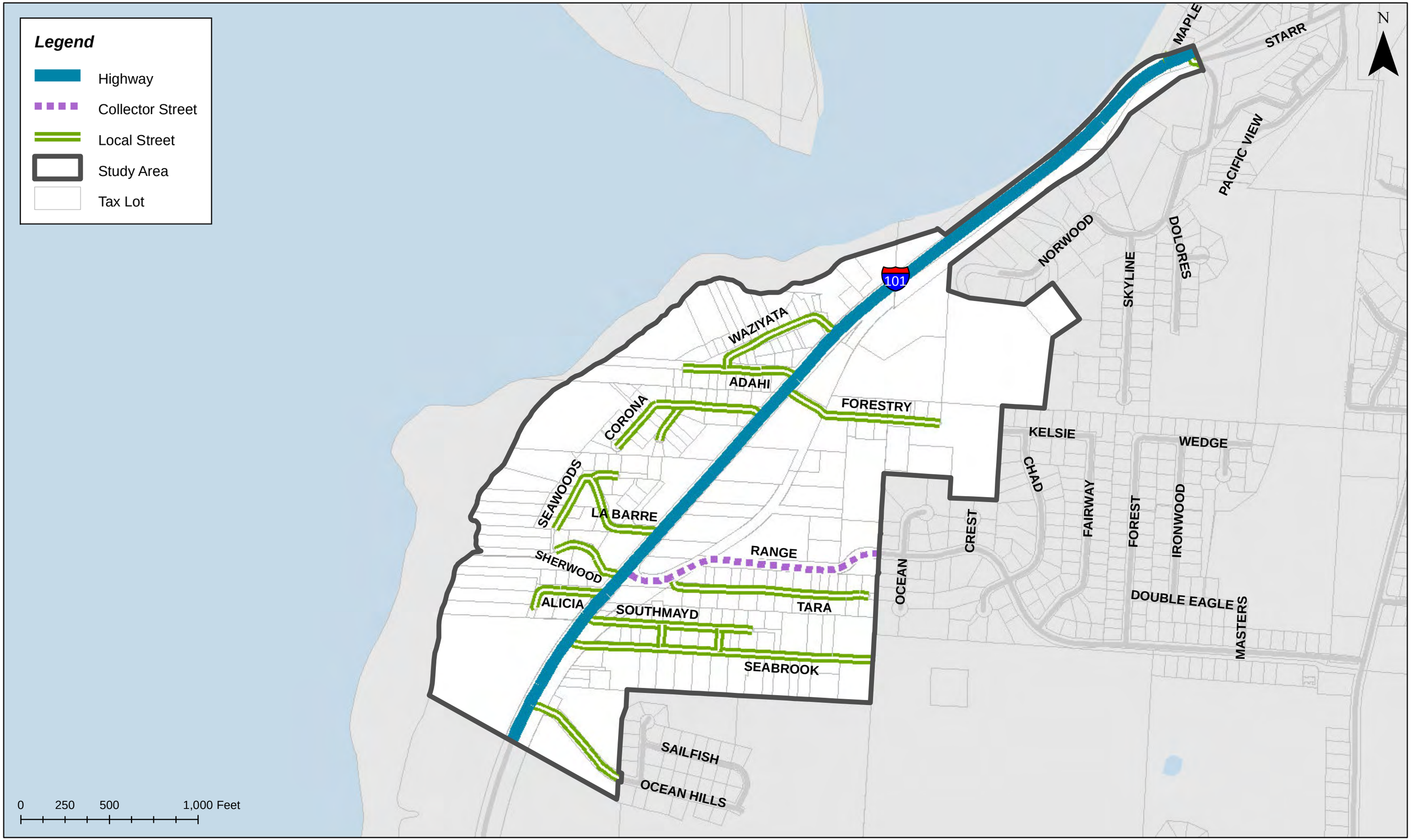
> *Highways* – ODOT facilities (described below) are all arterials by function.
>
> *Arterials* are intended to serve high volumes of traffic, particularly through traffic, at relatively high speeds. They also serve truck movements and typically emphasize traffic movement over local land access.
>
> *Collectors* serve traffic from the local street system and distribute it to the arterial street system. These roadways provide a balance between traffic movement and land access, and should be designed as best to facilitate traffic circulation throughout the City.
>
> *Local* streets provide land access and carry locally generated traffic at relatively low speeds to the collector street system. Local streets should provide connectivity through neighborhoods, but should be designed to discourage cut-through vehicular traffic.

The existing Waldport functional classifications within the Study Area, as designated in the 1999 TSP, are shown in Figure 3-3: Roadway Functional Classifications.

ODOT has a separate classification system for its highways that guides the planning, management, and investment for state highways. ODOT's categories, from highest to lowest, are *Interstate*, *Statewide*, *Regional*, and *District* highways. As noted previously, the *Oregon Highway Plan* (OHP) classifies US 101 as a *Statewide Highway* on the National Highway System (NHS). The OHP defines *Statewide Highways* on the NHS as follows:

> Statewide Highways (NHS) typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.

Figure 3-3: Roadway Functional Classifications



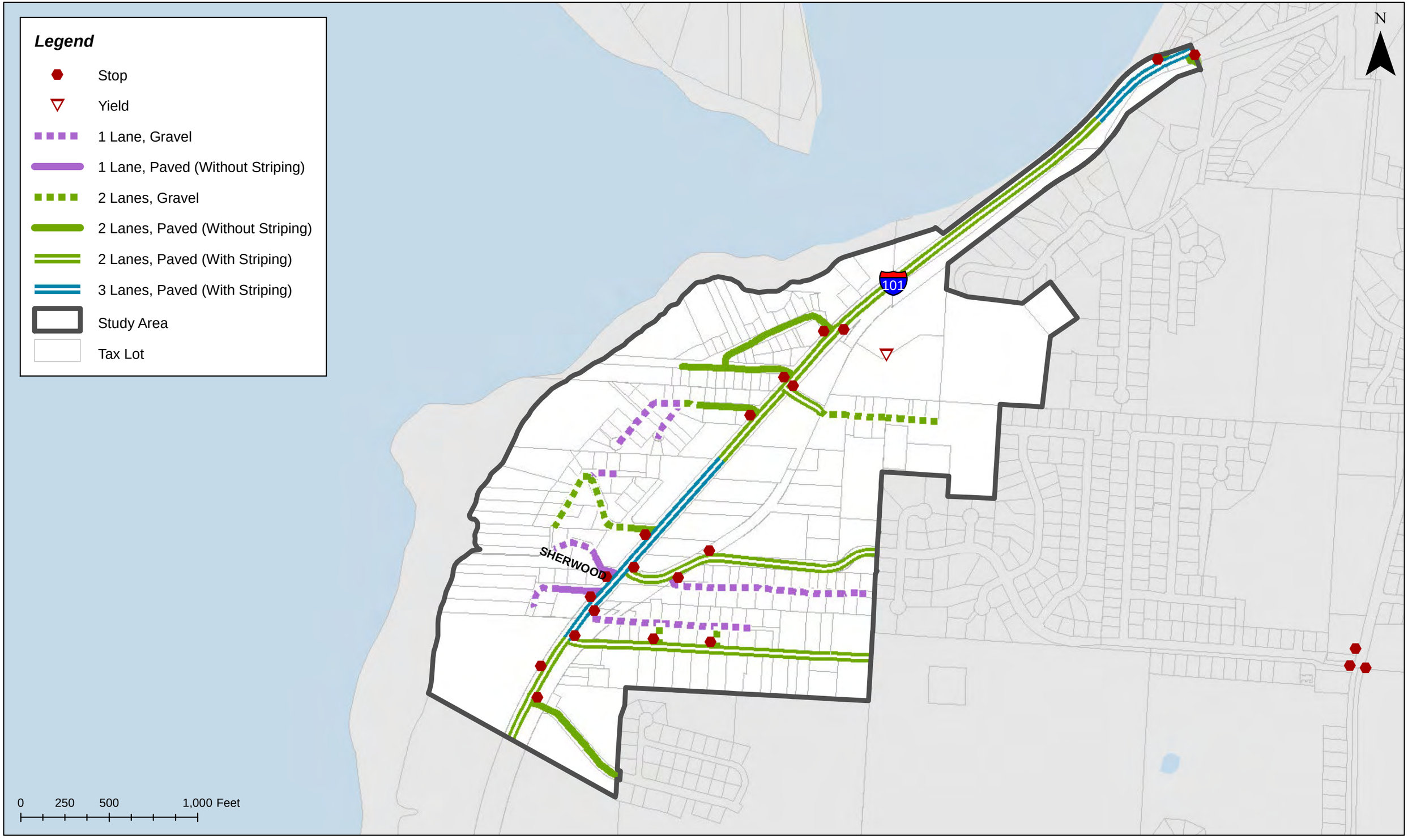
Sources: City of Waldport

Prepared June 2011

Roadway Condition, Width, and Lanes

The City provided an assessment of the current condition and characteristics of each roadway within the Study Area. Roadway condition, with respect to whether streets are gravel, paved, or striped, is shown in Figure 3-4: Existing Roadway Condition, Width, and Traffic Controls, which also shows the number of lanes of each street in the Study Area and existing traffic controls on Study Area streets. As shown, the highway and Range Drive are 2-3 lanes, and most local streets are two lanes, with some low volume local streets being only one lane. All side streets intersecting with US 101 are stop-controlled. In addition, at some intersections of two local streets, the higher-order street has priority over the subsidiary street, as enforced through stop and yield signs.

Figure 3-4: Existing Roadway Condition, Width, and Traffic Controls



Sources: Data Collected by Consultant Team May 2011

Prepared June 2011

Bicycle, Pedestrian and Transit Facilities

Bicycle System

The 1995 *Oregon Bicycle and Pedestrian Plan* identifies four basic bikeway designs:

- Shared roadway – Bicycles and vehicles share the same roadway area under this classification. The shared roadway facility is best used where there is minimal vehicle traffic to conflict with bicycle traffic.
- Shoulder bikeways – This bicycle facility consists of roadways with paved shoulders to accommodate bicycle traffic.
- Bike lanes – Separate lane adjacent to the vehicle travel lane for the exclusive use of bicyclists are considered bike lanes.
- Multi-use path – A facility separated from the roadway by open space or a barrier that is typically used by pedestrians, joggers, skaters, and bicyclists.

Key guidance provided by the *Oregon Bicycle and Pedestrian Plan* includes:

- Dedicated bicycle facilities should be provided along major streets where automobile traffic speeds are significantly higher than bicycle speeds.
    - Allowing bicycle traffic to mix with automobile traffic is acceptable where the average daily traffic (ADT) on a roadway is less than 3,000 vehicles per day and vehicular speeds are low.
    - Lower volume roadways should be considered for bike shoulders or lanes if anticipated to be used by children as part of any potential future Safe Routes to School program.
- Bicycle facilities should connect residential neighborhoods to schools, retail centers, and employment areas.
- In areas where no street connection currently exists or where substantial out-of-direction travel would otherwise be required, a multi-use path may be appropriate to provide adequate facilities for bicyclists.

Figure 3-5: Existing Pedestrian, Bicycle and Transit Facilities shows the bicycle facilities in the Study Area, which are limited to six-foot shoulder bikeways (such as those shown in the photo below) in the US 101 South section and narrower shoulder bikeways in the US 101 Seawall section (as noted in Figure 3-5).

US 101 Shoulder Bikeway

All other streets in the Study Area do not have designated bicycle facilities; hence, bicyclists are required to share the traveled way with motorists on these streets (see image below). With the exception of Range Drive, all local streets in the Study Area have posted travel speeds of 25 miles per hour or less and carry less than 3,000 vehicles per day. Per the guidance of the *Oregon Bicycle and Pedestrian Plan*, it is acceptable for bicyclists to share the traveled way with motorists on these streets.

Local Street Shared Lane

Pedestrian System

Figure 3-5 also shows the pedestrian facilities in the Study Area. As shown, only Ocean Hills Drive (outside the gates of the Ocean Hills subdivision) has sidewalks (see photo below, left). The remainder of the streets in the Study Area require that pedestrians walk on the traveled way.

Ocean Hills Drive Sidewalks

On US 101, pedestrians may walk on the shoulder bikeway (see photo below, left), except in the section along the Seawall. The section of US 101 along the seawall is an especially constrained section as people walking and cycling must travel within the same space as motor vehicle traffic (see photo below, right). There is limited space for pedestrian and bicycle facilities due to the existing steep hillside on the east side and seawall to the west. There are no crosswalks across US 101 in the Study Area.

Pedestrians on US 101 Shoulder

Pedestrians on US 101 Seawall Section

As illustrated by Figure 3-2: Pedestrian Destinations, US 101 is the most direct route for much of the study area to reach key destinations in and around downtown Waldport, including Waldport High School. During field observations, youth were seen walking on the shoulder of US 101 at the seawall on their way to school. Range Drive, which has no sidewalks and narrow shoulders, provides an important connection to Crestview Heights Elementary and Middle School, which is also the site of a future High School.

There is an extensive, albeit relatively discontinuous, system of pedestrian pathways in the Study Area. Many of these paths are informal trails through private properties.

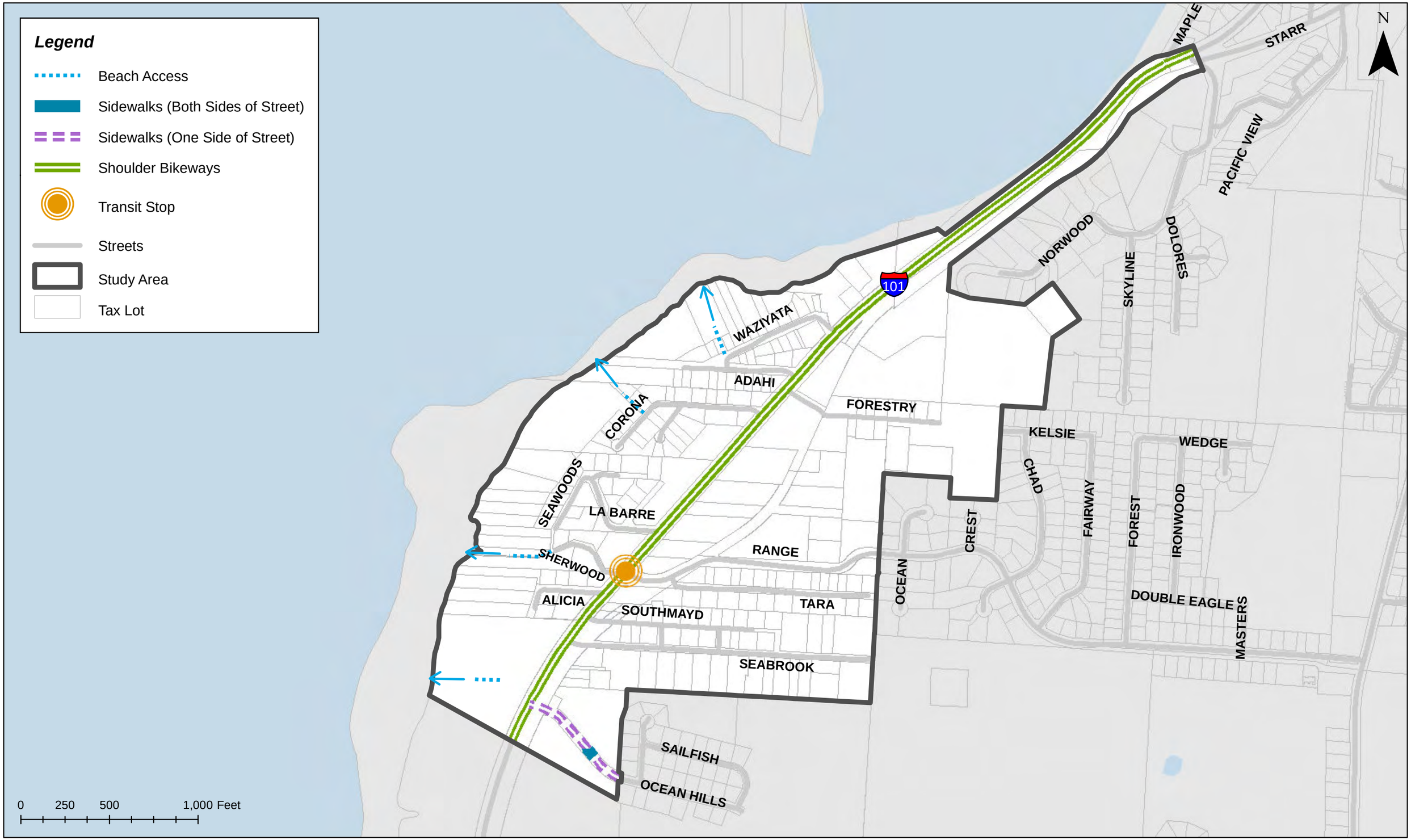
Within the Study Area, there are currently five pathways providing pedestrian access to the beach (see Figure 3-5: Existing Pedestrian, Bicycle and Transit Facilities for locations). The beach pathways vary widely in terms of width, grade, and ease of access, and are typically not ADA accessible (see photo below). However, the beach paths are all accessible for typical able-bodied walkers.

Beach Access Point at Corona

Transit Facilities

The Lincoln County Transit *Yachats to Newpor*t (Northbound) bus serves the Study Area, and stops on US 101 at the Range Drive intersection when passengers are present. (Figure 3-5 shows the bus stop location.) Riders can also pre-arrange to be picked up/dropped off at other safe locations. Currently, this route runs four times daily, Monday through Saturday. According to Fred Collazo, Operations Supervisor, this route carries 55-56 one-way trips on a typical day, with 1-3 trips per day boarding and alighting within the Waldport study area. There are no current plans to expand service, nor are there plans to cut service on this route. The importance of transit service to the community of having transit service available within and through the Study Area was emphasized by both the Planning Commission and City Council during the joint work session and public hearings. Decisions about transit service are made by Lincoln County Transit, with input from local jurisdictions. Waldport has the opportunity to work with Lincoln County Transit when service levels are under consideration and to assure that bus stops are located at safe and convenient places.

Figure 3-5: Existing Pedestrian, Bicycle and Transit Facilities



Sources: City of Waldport, Lincoln County Transit, Data Collected by Consultant Team May 2011

Prepared June 2011

Roadway Physical, Operating, and Safety Characteristics

US 101 Cross-Section

US 101 has varying cross-sections through the Study Area. Figure 3-6: US 101 Cross-section Milepost References shows the milepost (MP) references for the various cross-sections that are illustrated in Figure 3-7: US 101 Existing Cross-Sections by Milepost. Table 3-1 has the specific dimensions of each cross-section illustrated in the figures. As shown in these materials, US 101 – particularly in the seawall section – has insufficient width to adequately facilitate the vehicular, bicycle, and pedestrian needs that are placed on it on a daily basis.

US 101 Access

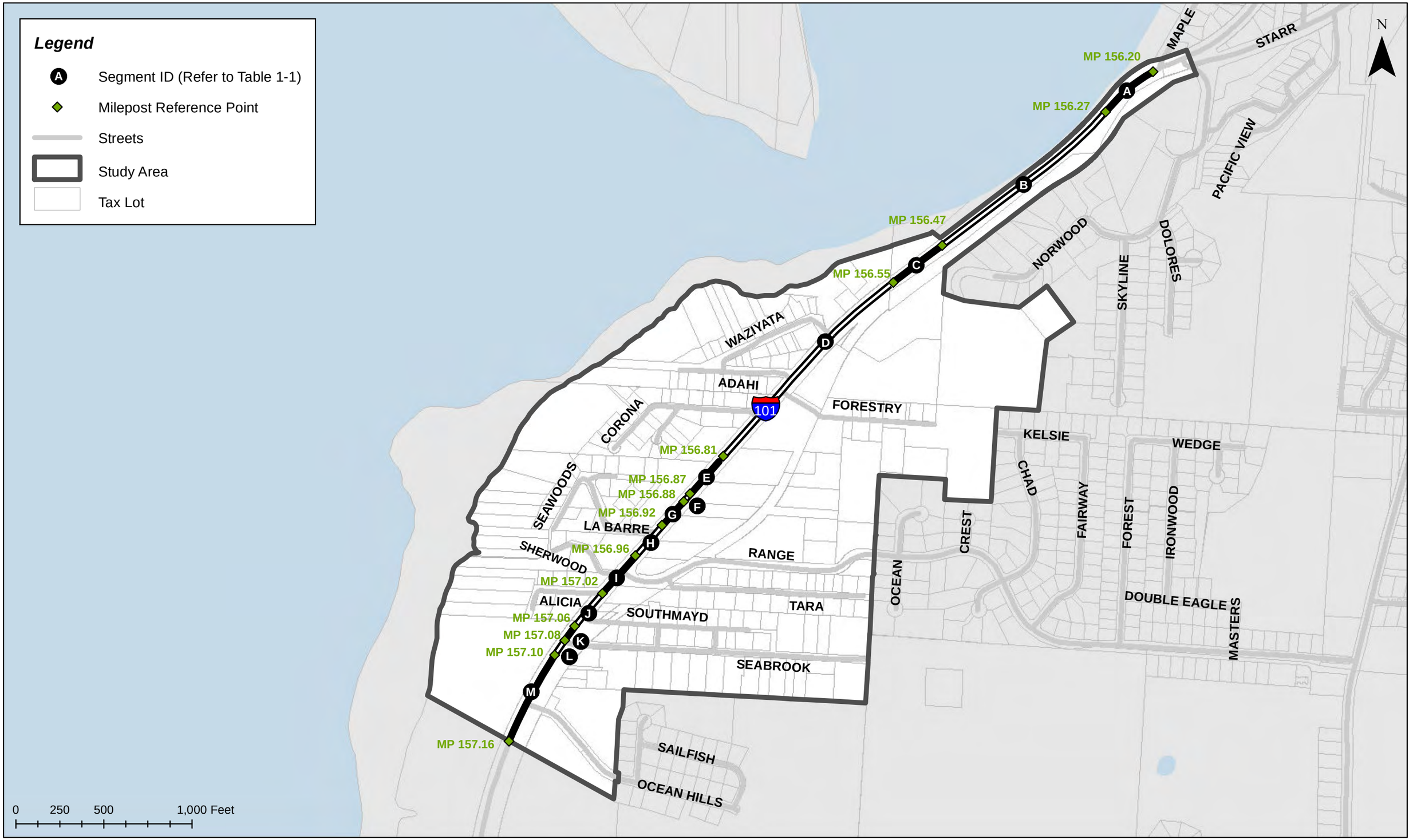
US 101 in the Study Area has a relatively high degree of local access, either via public local streets or via private driveways to residences and businesses. Figure 3-8: Existing US 101 Access Locations shows the specific access locations. There are 27 public and private accesses along this one-mile section of US 101. Table 3-2 contains information on the width, condition, location, and type of each access.

As noted in Section 2, access spacing standards for state highways have recently been updated. The applicable spacing standard is determined based on the classification of the highway segment, its posted speed limit, its location relative to urban areas, and its average daily traffic volume. As noted previously, US 101 through Waldport is a Statewide Highway. It is not a freight route and it is not an expressway. This section of US 101 has a posted speed of 35 MPH beginning at the seawall and extending to approximately MP 156.83 (see Figure 3-6 for location of milepost references). South of this location, the posted speed is 45 MPH. The study area is entirely within the Waldport UGB. The traffic volume in 2009 at Patterson Creek Bridge (south of the study area) was approximately 5500 vehicles. Based on these characteristics, the current spacing standards are:

- Within the 35 MPH section: 500 feet.
- Within the 45 MPH section: 800 feet.

These are the standards that will be applied to new access permits on US 101 in the Study Area, with additional City requirements (see subsequent section).

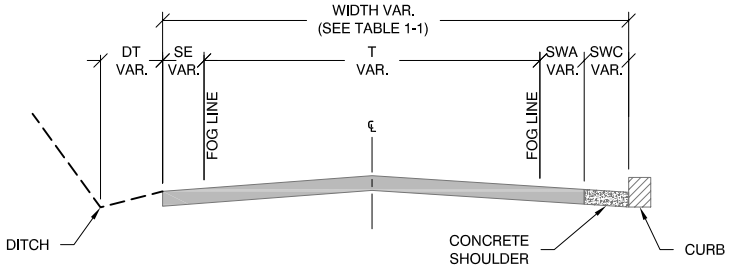
Figure 3-6: US 101 Cross-section Milepost References



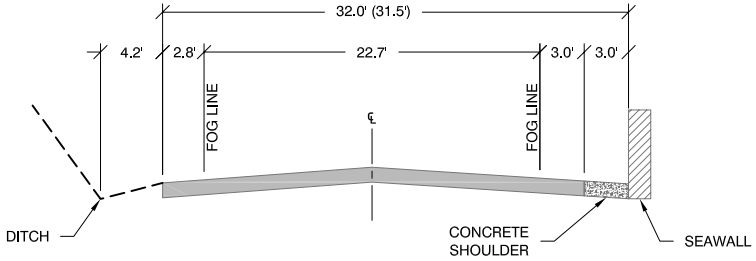
Sources: Oregon Department of Transportation, Data Collected by Consultant Team May 2011

Prepared June 2011

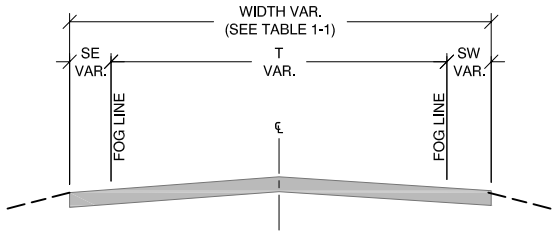
Figure 3-7: US 101 Existing Cross-Sections by Milepost



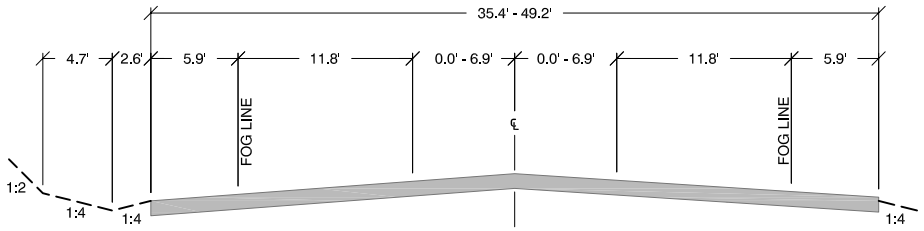
M.P. 156.20 TO M.P. 156.27
M.P. 156.47 TO M.P. 156.55



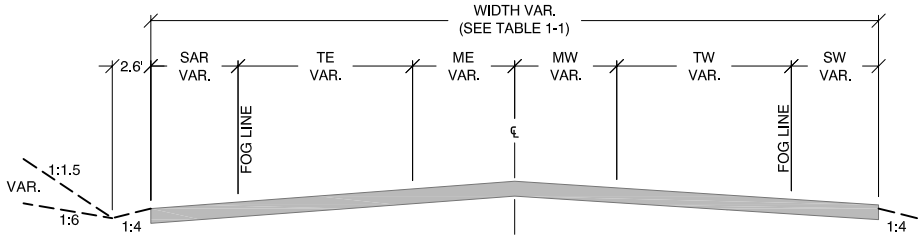
M.P. 156.27 TO M.P. 156.47



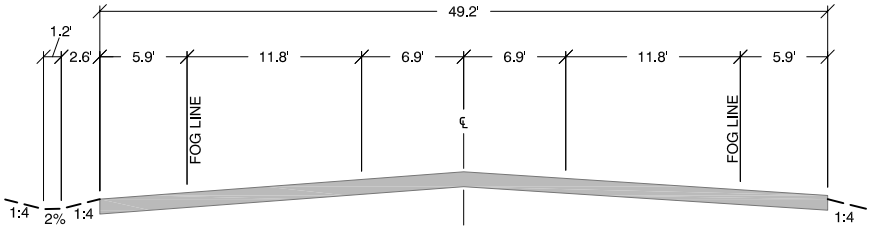
M.P. 156.55 TO M.P. 156.81
M.P. 157.10 TO M.P. 157.16



M.P. 156.81 TO M.P. 156.87



M.P. 156.87 TO M.P. 156.92
M.P. 156.96 TO M.P. 157.10



M.P. 156.92 TO M.P. 156.96

LEGEND

DT = EAST DITCH
SE = EAST SHOULDER (ASPHALT)
TE = EAST TRAVEL LANE
ME = EAST MEDIAN
MW = WEST MEDIAN
TW = WEST TRAVEL LANE
SWA = WEST SHOULDER (ASPHALT)
SWC = WEST SHOULDER (CONCRETE)

US 101 CROSS-SECTION ILLUSTRATIONS
WALDPORT, OREGON

Table 3-1: US 101 Cross Section Dimensions

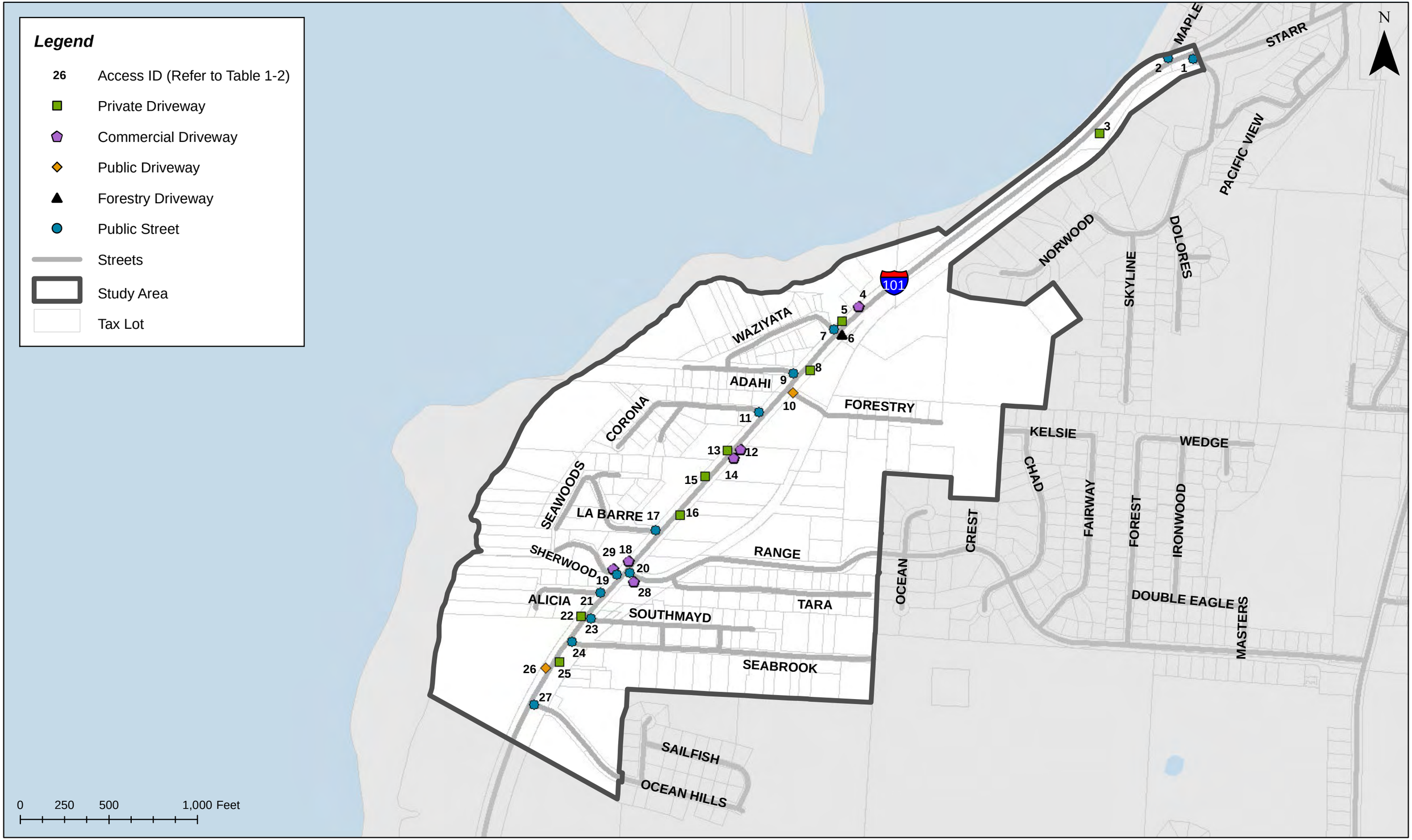
*Section Element (Refer to Figure 3-7)				Ditch Slope*	DT*	SE*	TE*	ME*	MW*	TW*	SWA*	SWC*	
ID	Begin. MP	Ending MP	Total Width (SE – SW) Feet	East Ditch (Slope)	East Ditch (Feet)	East Shoulder (Asphalt) (Feet)	East Travel Lane (Feet)	East Median (Feet)	West Median (Feet)	West Travel Lane (Feet)	West Shoulder (Asphalt) (Feet)	West Shoulder (Concrete) (Feet)	Notes
A	156.20	156.27	36.0	-	-	-	-	-	-	-	-	-	Curb (West)
B	156.27	156.47	32.0 [31.5][1]	-	[4.2]	[2.8]	[22.7]				[3.0]	[3.0]	Seawall (West)
C	156.47	156.55	[25.5]	-	[2.6]	[2.2]	[21.0]				[2.3]	- [2]	Curb (West)
D	156.55	156.81	35.3 [33.7]	-	-	[5.4]	[24.0]				[4.3]	-	
E	156.81	156.87	35.4 - 49.2	1:2	7.3	5.9	11.8	0.0 - 6.9	0.0 - 6.9	11.8	5.9	-	Taper Section
F	156.87	156.88	35.4 - 49.2	1:1.5	2.6	5.9	11.8	0.0 - 6.9	0.0 - 6.9	11.8	5.9	-	Taper Section
G	156.88	156.92	49.2	1:1.5	2.6	5.9	11.8	6.9	6.9	11.8	5.9	-	
H	156.92	156.96	49.2	1:4	3.8	5.9	11.8	6.9	6.9	11.8	5.9	-	
I	156.96	157.02	49.2	1:1.5	2.6	5.9	11.8	6.9	6.9	11.8	5.9	-	Taper Section
J	157.02	157.06	49.2 - 39.2	1:1.5	2.6	5.9	11.8	6.9 - 1.9	6.9 - 1.9	11.8	5.9	-	Taper Section
K	157.06	157.08	39.2 - 40.3	1:1.5	2.6	5.9 - 10.8	11.8	1.9 - 0.0	1.9 - 0.0	11.8	5.9	-	Taper Section
L	157.08	157.10	40.3 - 39.3	1:1.5	2.6	10.8	11.8	0.0	0.0	11.8	5.9 - 4.9	-	
M	157.10	157.16	40.1	-	-	-	-	-	-	-	-	-	

[1]Brackets indicate measurements that were taken in the field.

[2]West concrete shoulders do not exist in Sections C – M of US 101.

*These abbreviations are used on Figure 3-7: US 101 Existing Cross-Sections by Milepost.

Figure 3-8: Existing US 101 Access Locations



Sources: Oregon Department of Transportation, Data Collected by Consultant Team May 2011

Prepared June 2011

Table 3-2: Existing US 101 Access Characteristics

ID (Refer to Figure 3-8)	Milepost	Access Width (Feet)	Access Condition	Roadway Side of US 101	Access Type
1	156.17	120	Paved	East	Starr Street
2	156.19	80	Paved	West	SW Maple Street
3	156.30	14	Gravel	East	Residential Driveway
4	156.60	130	Paved	West	Commercial Driveway[3]
5	156.63	20	Paved	West	Residential Driveway
6	156.64	28	Paved	East	Forestry Driveway
7	156.64	24	Paved	West	SW Waziyata Avenue
8	156.69	76	Paved	East	Residential Driveway
9	156.71	20	Paved	West	SW Adahi Avenue
10	156.72	22	Paved	East	W Forest Way
11	156.76	42	Paved	West	SW Corona Court
12	156.80	62	Paved	East	Commercial Driveway[4]
13	156.81	18	Paved	West	Residential Driveway
14	156.81	38	Paved	East	Commercial Driveway[5]
15	156.85	84	Paved	West	Residential Driveway
16	156.91	34	Paved	East	Residential Driveway
17	156.93	30	Paved	West	La Barre Drive
18	156.95	66	Paved	West	Commercial Driveway[6]
19	156.99	24	Paved	West	Sherwood Lane
20	156.99	100	Paved	East	SW Range Drive
21	157.02	32	Paved	West	SW Alicia Lane
22	157.05	34	Paved	West	Residential Driveway
23	157.05	24	Paved	East	SW Southmayd Lane
24	157.08	28	Paved	East	SW Seabrook Lane
25	157.10	24	Paved	East	Residential Driveway
26	157.11	74	Paved	West	Public Driveway
27	157.16	76	Paved	East	Ocean Hills Drive
Driveways on Side Street Immediately Adjacent to US 101:					
28	NA	36	Paved	N/A	Commercial Driveway[7]
29	NA	18	Paved	N/A	Commercial Driveway[8]

[3] Hilltop Market driveway
[4] Copeland Lumber driveway
[5] St. Luke's Episcopal Church driveway
[6] Specialty retail shops/office driveway
[7] Family Tree Collectibles store driveway. Driveway located on Range at intersection of US 101/Range Drive.
[8] Motel driveway. Driveway located on Sherwood at intersection of US 101/Sherwood Lane.

Existing Traffic Operations

The existing conditions analysis in the current City TSP is based on population data from 1998 and employment data from 1996. Because the City is experiencing growth pressure from both land development and the increasing summer recreational season tourist traffic, the Plan was based on an updated analysis of existing traffic operations, which is summarized in this section.

This section reports the existing traffic operations for the six Study Area intersections. The following intersections have been selected for inclusion in this analysis.

ODOT operated and maintained intersections:

- US 101/Maple Street
- US 101/Adahi Avenue
- US 101/Forestry Way
- US 101/Range Drive
- US 101/Ocean Hills Drive

City of Waldport operated and maintained intersection:

- Range Drive/Crestline Drive

Traffic Counts

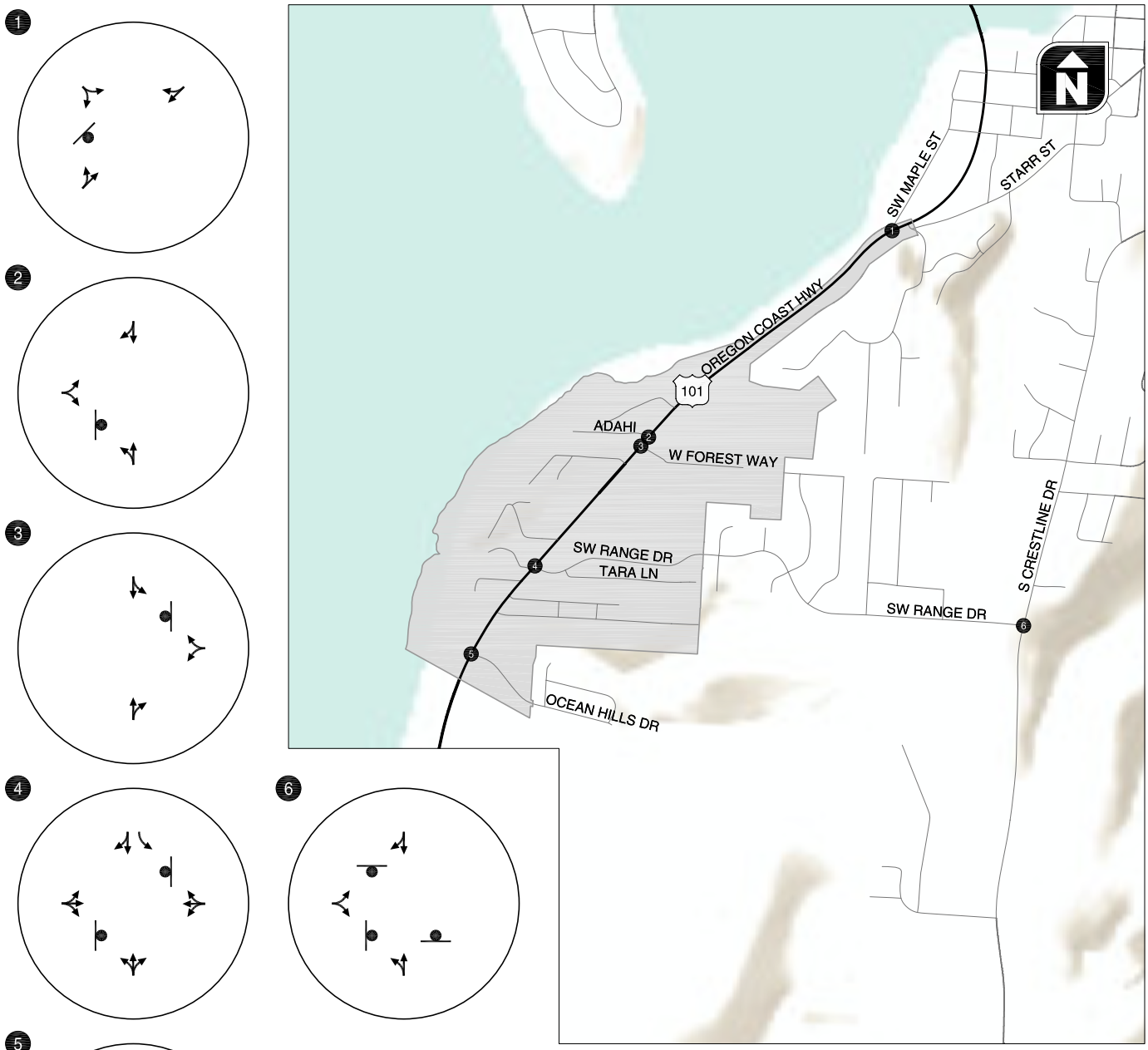
Traffic counts at six key Study Area intersections were conducted by ODOT on Friday, October 22, 2010. Counts were taken over a 16-hour period at three of the intersections and over a 4-hour period at the other three intersections. Based on an examination of the traffic count data, the weekday p.m. peak hour occurred between 4:00 and 5:00 p.m. Traffic count information is available in the technical documentation for this report provided in Volume 2.

Average daily traffic volumes during August conditions are currently in the range of 8,000 to 10,000 in the section of US 101 within the Study Area.

Peak Hour Traffic and Intersection Controls

Traffic operations analyses were conducted for the six study intersections. In order to assess reasonable worst case conditions for intersections in the Study Area, 30th highest hourly volumes (30HV) were estimated using a seasonal adjustment factor. The 30th highest hourly volumes essentially represent travel conditions during the peak summer recreational season of August. In recognition that the traffic counts were conducted in October, traffic volumes for all study intersections were factored by 1.33 to represent the 30HV. The methodology employed to determine this seasonal adjustment factor is described in a "Methods Memo" included in Appendix A. Figure 3-9 shows the lane configurations and traffic control devices at the six study intersections.

Figure 3-9: Existing Lane Configurations & Traffic Control Devices



LEGEND

- STOP SIGN

EXISTING LANE CONFIGURATIONS & TRAFFIC CONTROL DEVICES WALDPORT, OREGON

Traffic Operations Standards

US 101 Mobility Standards

ODOT uses volume-to-capacity ratio standards to assess intersection operations. Table 6 of the *Oregon Highway Plan* provides maximum volume-to-capacity ratios for all signalized and unsignalized intersections outside the Portland Metro area. All the highway intersections in the Study Area are along US 101, a Statewide Highway. These intersections are inside the Waldport Urban Growth Boundary. Waldport is not part of any metropolitan planning organization. The applicable minimum required performance standards are shown in Table 3-3 and reflect the posted speed limit and traffic control at the intersection (whether the intersection is signalized or unsignalized).

Table 3-3: Summary of ODOT Intersection Performance Standards

Intersection	Traffic Control[1]	Posted Speed Limit (mph)	OHP Mobility Standard
US 101/ Maple Street	TWSC	25	V/C ≤ 0.95 [2]
US 101/ Forestry Way-Adahi Ave	TWSC	45	V/C ≤ 0.80
US 101/ Range Drive	TWSC	45	V/C ≤ 0.80
US 101/ Ocean Hills Drive	TWSC	45	V/C ≤ 0.80

[1]TWSC: Two-way stop-controlled (unsignalized)

[2]Mobility standard based on this section within an STA (Special Transportation Area)

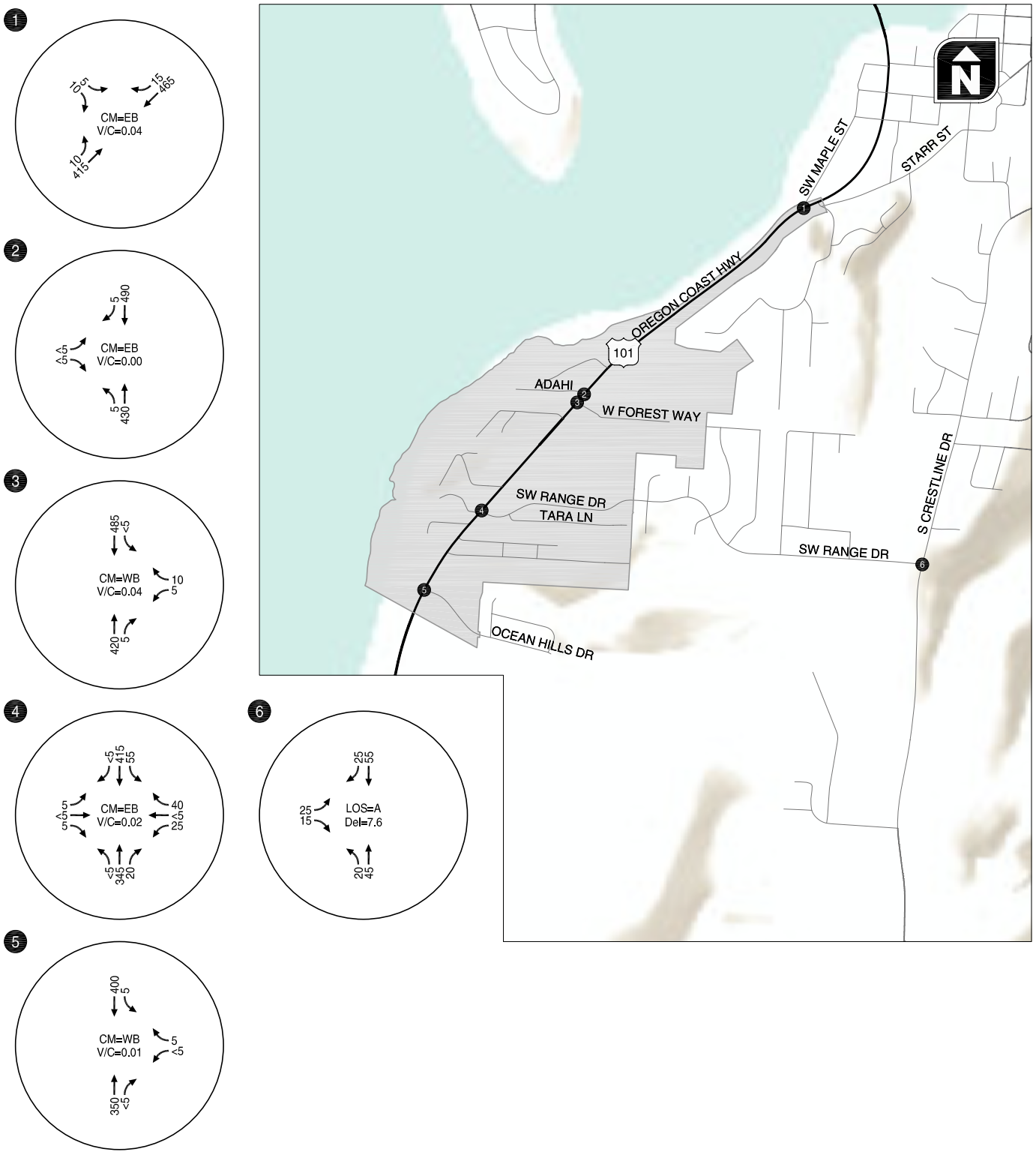
Waldport Operations Standards

The City's TSP notes that: "The City of Waldport does not have specific LOS standards for intersection operations. Typically, local jurisdictions in Oregon consider LOS E or better to be the standard for unsignalized intersections. At signalized intersections, LOS D or better is a typical standard for acceptable operations." (An explanation of LOS is provided in Appendix B.)

Traffic Operations Analysis Results

Figure 3-10 shows the existing weekday p.m. peak hour traffic operations at the six study intersections. Based on the operating standards shown in Table 3-3 above, all study intersections currently operate within allowable standards. Synchro (traffic model) output is available in the technical documentation that accompanies this report and is provided in Volume 2.

Figure 3-10: Existing Traffic Operations



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

EXISTING TRAFFIC OPERATIONS
WEEKDAY PM PEAK HOUR
WALDPORT, OREGON

Crash History on US 101

Intersection and roadway segment safety were assessed based on the ODOT Safety Priority Index System (SPIS) and review of crash data provided by ODOT. The SPIS is a method developed by ODOT for identifying hazardous locations on state highways through consideration of crash frequency, crash rate, and crash severity. The review determined that the section of US 101 through the Study Area is ***not*** included on the SPIS as a high crash section (based on the SPIS listing, as provided by ODOT in 2011).

Segment Crash Data Analysis

ODOT provided detailed crash data covering all reported crashes along the one-mile study section of US 101 for the five-year period from January 1, 2005 to December 31, 2009. The data were analyzed to determine crash rates for this roadway segment in terms of crashes per million vehicle miles traveled (MVM). Crash data obtained from ODOT is summarized in Table 3-4 by type and severity of crashes. ODOT crash reports are available in the technical documentation that accompanies this report and is provided in Volume 2.

Table 3-4: Segment Crash History (January 1, 2005 through December 31, 2009)

Time Period	Accident Severity			Accident Type			Total	Crash Rate[2] (Per MVM[3])
	PDO[1]	Injury	Fatal	Rear-end	Turning	Sideswipe Other		
2005	5	-	-	3	-	2	5	0.41
2006	-	2	-	2	-	-	2	0.16
2007	2	4	-	5	1	-	6	0.49
2008	1	-	-	-	1	-	1	0.08
2009	-	-	-	-	-	-	0	0.00
5-Year	8	6	0	10	2	2	14	0.23

[1] PDO – property damage only

[2] Crash Rate = (total crashes) / MVM

[3] MVM – million vehicle miles traveled (5 years x 365 days/year x 1 mile x daily entering vehicles / 1,000,000) (daily entering vehicles = 10 x peak hour volume)

There were 14 crashes reported along US 101 within the Study Area over the five-year analysis period. Seventy-one percent of the crashes were rear-end crashes, and 57 percent resulted in a PDO crash. There were no fatal crashes reported in the Study Area along US 101 from 2005 to 2009. The five-year average crash rate for the Study Area is considerably lower than the statewide average. The crash rates for this section of US 101 are all at or below 0.49 crashes/MVM for the five years, with a five-year average crash rate of 0.23 crashes/MVM. By comparison, the 2009 statewide average on similar urban non-freeways (among state highways) is 2.04 crashes/MVM.

General Observations and Transportation Deficiencies

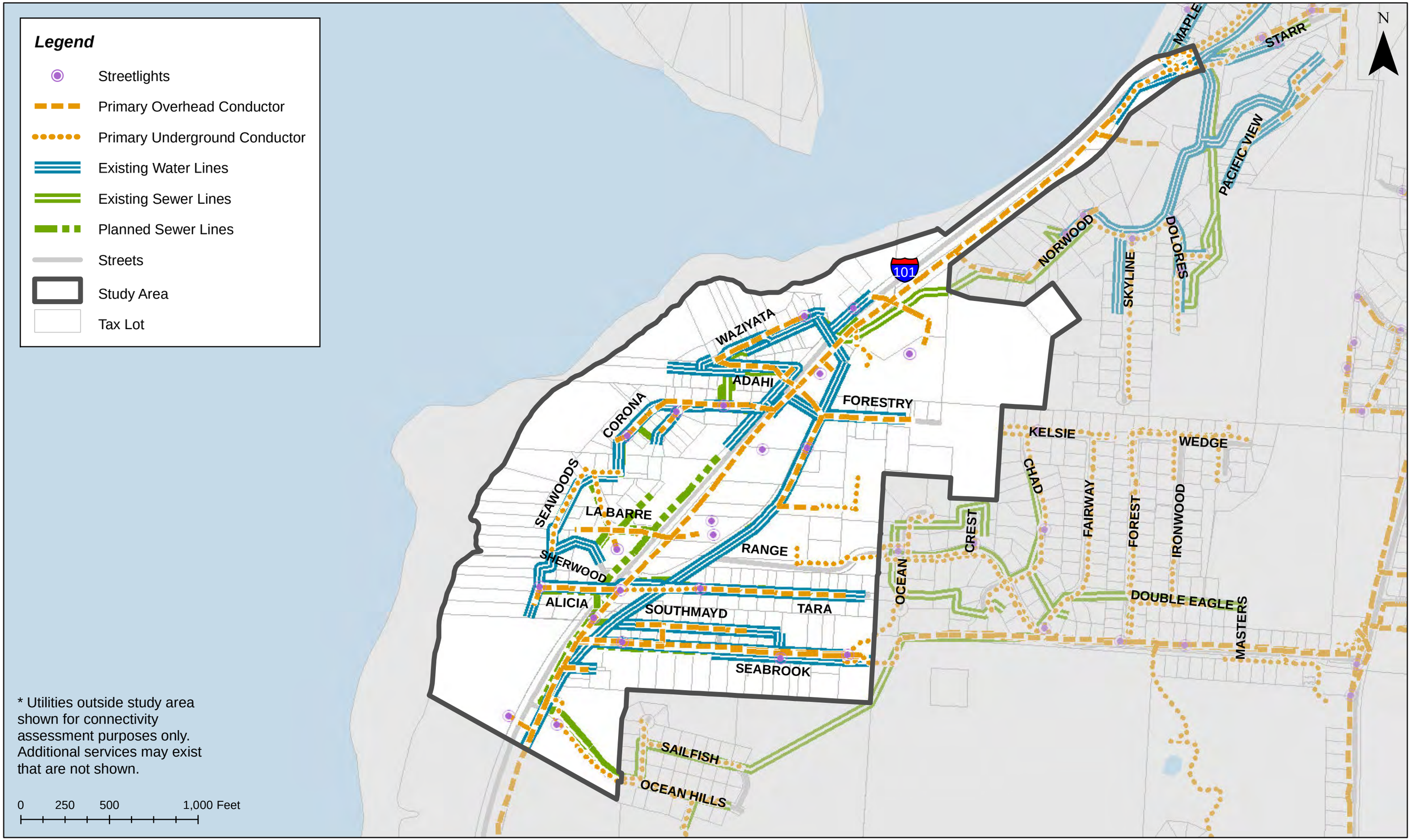
The following issues were identified through review of existing transportation conditions in consultation with the City of Waldport and the Project Management Team (PMT):

- The local street network in the Study Area is relatively disconnected. This creates greater reliance on US 101 and hampers emergency access and egress.
- Driveways along US 101 do not comply with ODOT access spacing guidelines, thereby potentially inhibiting the throughput of this statewide facility.
- Many streets in the Study Area lack ADA accessibility.
- There is limited transit service to the Study Area, principally because of the low densities of development.
- All Study Area intersections operate well within ODOT and City mobility standards.
- This section of US 101 operates safely, as compared with similar highways.
- There are potential physical, environmental and utility issues associated with the completion of the street and pathway network in the Study Area.

Utilities

Utilities were inventoried in the Study Area, in order to understand the potential infrastructure to support future development. Figure 3-11 shows the existing and proposed water, sewer, and electrical power lines in the Study Area.

Figure 3-11: Existing and Planned Utilities



Sources: City of Waldport, South West Lincoln County Water District, Central Lincoln PUD

Prepared June 2011

4. Future Conditions

Land Use

Zoning & Comprehensive Plan Designations

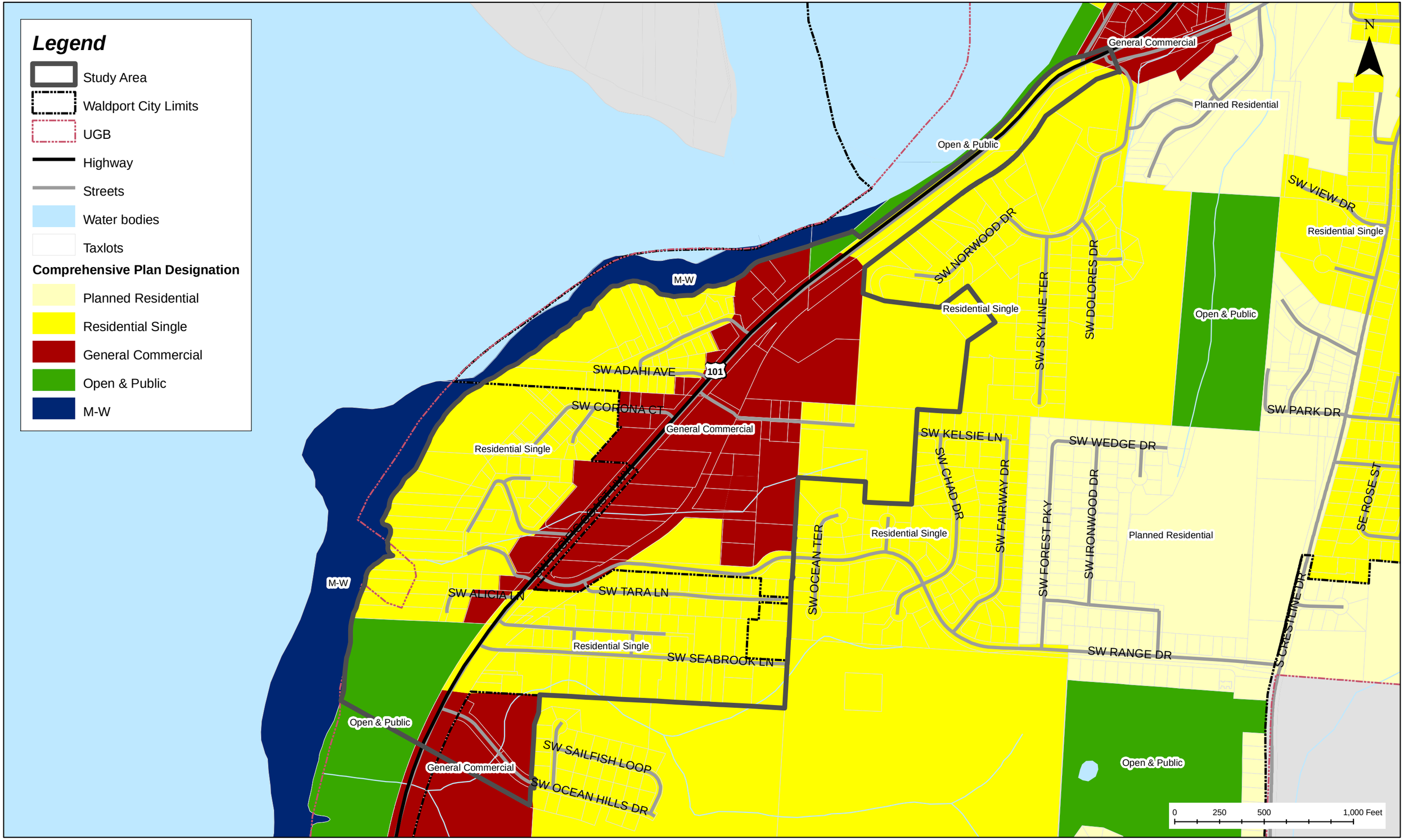
Current comprehensive plan and zoning designations are shown on Figure 4-1 and Figure 4-2, respectively. The City's comprehensive plan does not elaborate on the intentions of the various land use designations shown on the comprehensive plan map; however, the zoning designations currently applied within the Waldport Yaquina John Point Land Use and Transportation Plan Study Area are described briefly below:

- R-1 (City and County) – In both the City and County the predominant use allowed in the R-1 Residential zone is single family residential, though some supporting institutional uses are allowed conditionally. The minimum lot area is six thousand (6,000) square feet for a one family dwelling with public water and sewer; fifteen thousand (15,000) square feet for properties with public water only.
- C-1 (City) – This Commercial zone allows a wide range of uses including single family residential (at the same density as R-1), multi-family (at a density of one unit per 1,250 sf for a lot served by both public water and public sewer), office, hotels and motels, restaurants, retail, and commercial services. Some additional uses of a light industrial nature are allowed conditionally, including boat service, storage, rental or repair; woodworking shop; lumber or building materials sales or storage; contractors storage, repair or sales shop; and processing and packaging of non-explosive chemical materials and non-environmentally hazardous materials.
- C-2 (City) – This Commercial zone allows a wide range of uses including single family residential (at the same density as R-1), multi-family (no maximum density), office, hotels and motels, restaurants, retail, commercial services, and light industrial uses. Allowed light industrial uses include vehicle, boat, and heavy machinery service, storage, rental or repair; cabinetry and woodworking; lumber or building materials sales or storage; contractor storage, repair or sales shop; welding and metalworking; tire retreading; truck terminals and freight depots; food and beverage processing, packing, or storage; cold storage; and feed or seed stores.
- C-T (County) – This Tourist Commercial zone is similar to the City's C-1 zone except that the mix of retail uses and services is more limited. For example, automobile repair garages are conditional rather than permitted uses, and the conditional uses from the C-1 zone that border on light industrial (such as boat or marine equipment sales, service, storage, rental or repair; woodworking shop; lumber or building materials sales or storage; contractors storage, repair or sales shop; and processing and packaging of non-explosive chemical materials and non-environmentally hazardous materials) are not permitted. However, single family residential, multi-family, office, hotel/motels, and restaurants are all permitted uses.
- P-F (County) – Within the Study Area the Public Facilities zone is only applied to Gov. Patterson Memorial State Park.

The property in the Study Area that is currently outside of City limits lies within the City's urban growth boundary (UGB) and will likely be annexed to the City at some point in the future. Intended City zoning designations for these areas are identified in Section 6.

Figure 4-1

Comprehensive Plan Designations

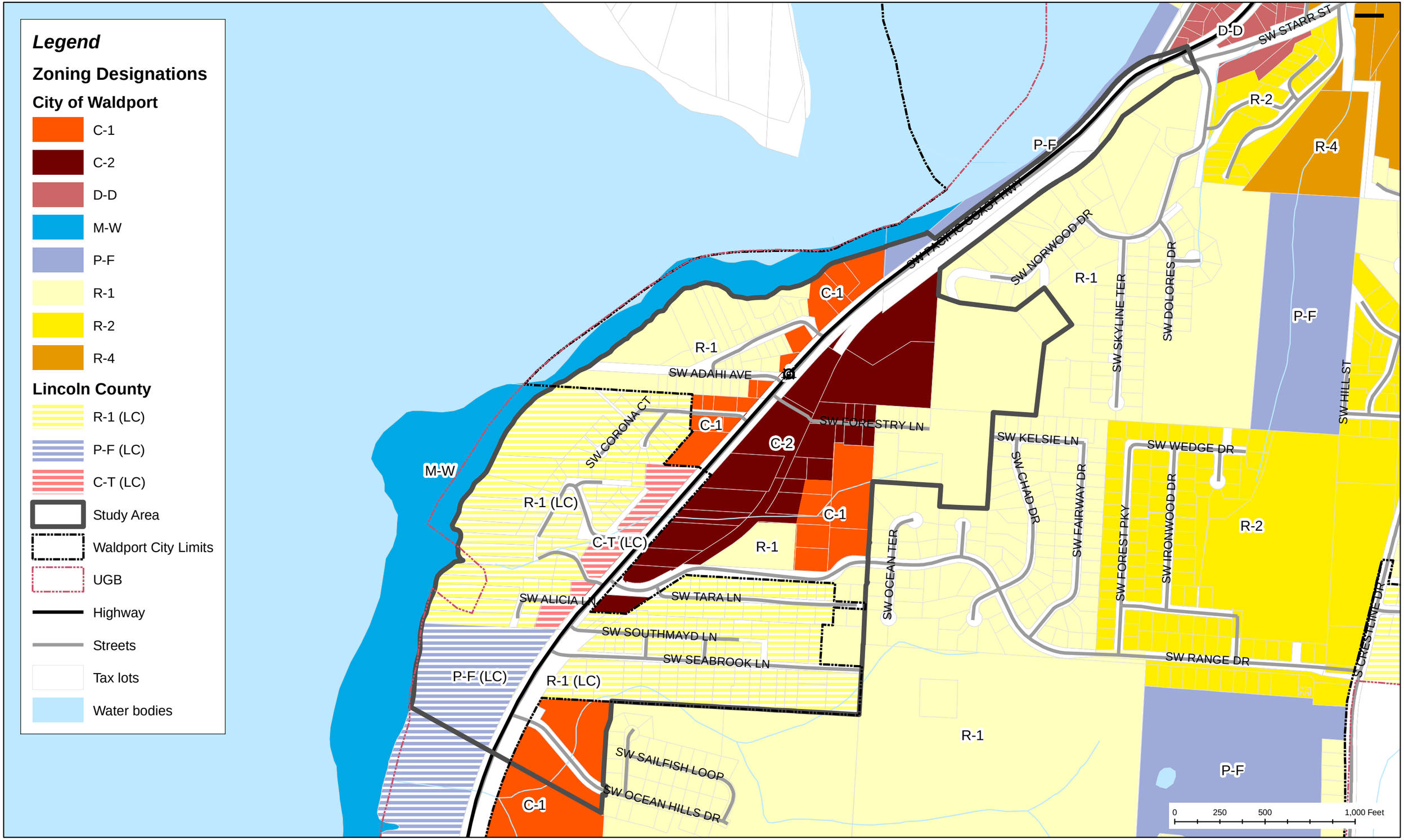


Sources: Lincoln County (Taxlots, Street Names: May 2011); State of Oregon (State Highways: 2009; UGB, Water Bodies: 2010); City of Waldport (City Limits, Comprehensive Plan Designations: May 2011).

Prepared June 2011

Figure 4-2

Zoning Designations



Sources: Lincoln County (Taxlots, Street Names: May 2011); State of Oregon (State Highways: 2009; UGB, Water Bodies: 2010); City of Waldport (City Limits, Zoning: May 2011).

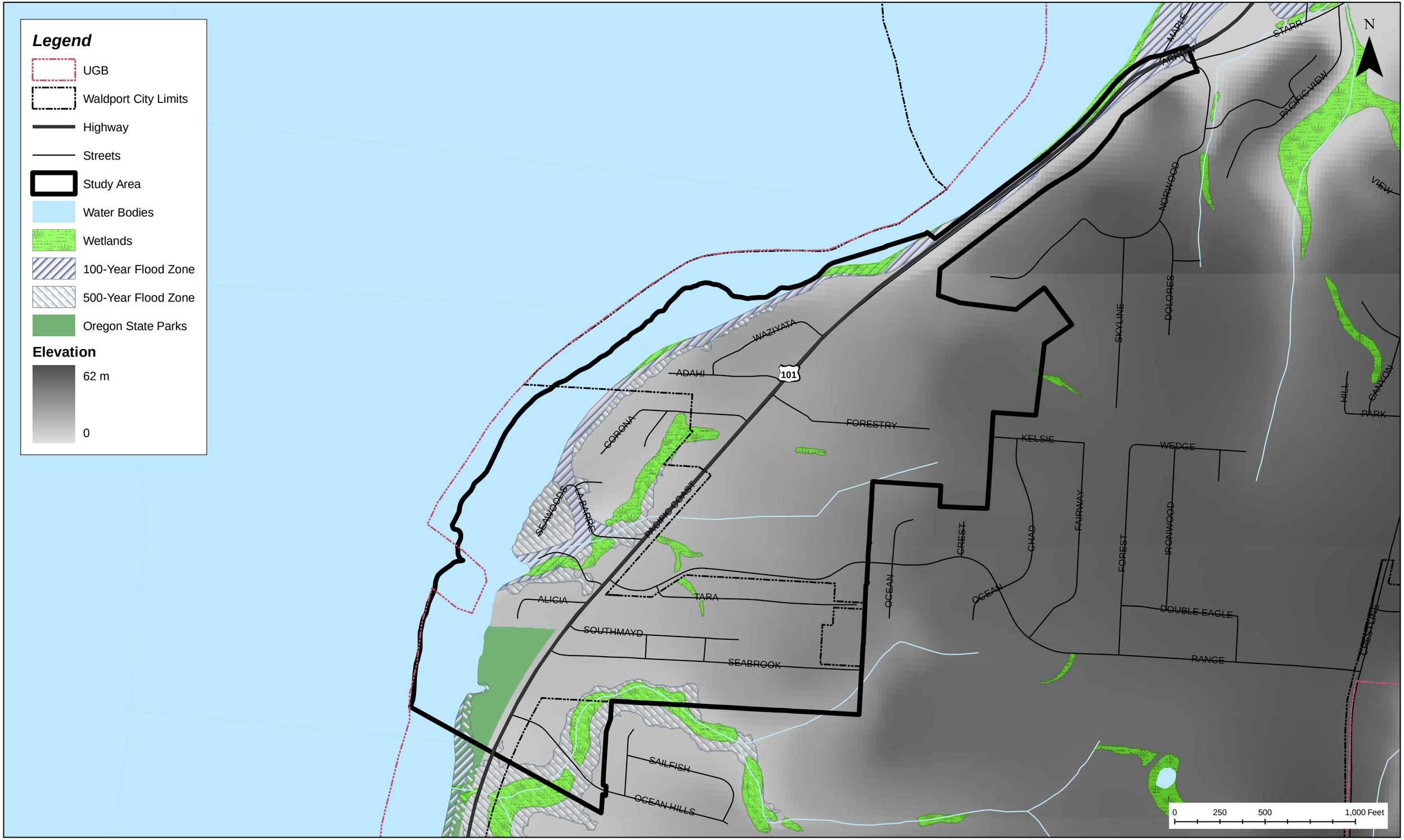
Prepared June 2011

(Re)Development Potential and Development Constraints

The Study Area contains a total of roughly 36 acres of undeveloped land (excluding land that is protected from development, such as state parks and protected wetlands). There are also some redevelopment opportunities within the Study Area where existing land uses may transition over time to different or more intensive uses. Planned utility extensions will provide services to most of the Study Area, as shown on Figure 3-11: Existing and Planned Utilities on page 31. However, there are some development constraints affecting the Study Area, including topography, wetlands, and public facilities. Topography in the Study Area generally slopes upward from the shoreline to the hills to the east of the Study Area, as shown on Figure 4-3. At the northern end of the Study Area, US 101 passes through an area with a fairly steep slope from the hillside down to the ocean. A seawall separates the beach from the highway. There are also smaller areas where localized slopes create challenges for development, including several of the properties fronting on the west side of US 101 outside City limits. These properties are generally also constrained by wetlands, stream corridors, and/or floodplains, as shown on Figure 4-3.

Figure 4-3

Study Area Environmental Constraints



Sources: Lincoln County (Streets: May 2011); State of Oregon (State Highways: 2009; UGB, Water Bodies: 2010; Wetlands); City of Waldport (City Limits: May 2011); USGS (Elevation Data: 2011); FEMA (Flood Hazards: 2011).

Prepared June 2011

The total additional development capacity of the Study Area was estimated both at "build out" (ultimate level of development allowed by zoning) and over the 25-year period covered by the Plan. During the 25-year period covered by this study, not all of the potentially developable or redevelopable land will be utilized. The projected new development over the next 25 years is based on population growth rates, historic growth trends, and projected demand. Table 4-1 summarizes build out capacity and projected demand through 2035 by land use. The methodology used to estimate development potential at build out and over the next 25 years is described in Appendix C; additional analysis of redevelopment potential for specific Study Area properties is included in Appendix D.

Table 4-1: Study Area Development Potential

Land Use	Build Out Potential (New Development)	2035 Projected New Development
New SF (DU)	145*	36*
Developable Commercial Land (acres)	23	3.1
Retail / Service Commercial (sf)	36,888	2,300
Office (sf)	24,450	2,500
Light Ind (sf)	44,067	11,000
Hotel / Motel (rooms)	117	4
Multi-family / Condo (DU)	149	6

*Includes 16 dwelling units on existing lots in the Ocean Hills subdivision, which is outside the Study Area but takes access to US 101 through the Study Area.

While there are small and medium-sized developable and redevelopable areas within the Study Area, the largest development opportunities in the Waldport UGB lie southeast of the Study Area; development in this area will have a significant impact on the Study Area. A brief summary of the major development opportunities south of the Study Area is presented below; a more detailed analysis is included in Appendix C.

A project called the Naples Golf & Beach Resort was proposed for roughly 475 acres south of the Study Area. The project was to include approximately 1245 housing units (including a mix of single-family and multi-family); support facilities such as day care and houses of worship; 50,000 square feet of retail; a 138-room hotel; and a golf course / country club. While this project has since been abandoned, the uses that may eventually be built on the land in question are likely to be similar to those proposed. However, due to changes in ownership, the configuration and extent of such development will likely be different from that originally proposed. Based on existing ownership patterns and previously submitted plans, the only development in this area that is likely to directly affect the Study Area would be on the two commercially zoned properties on either side of Ocean Hills Drive, which might develop with:

- 50,000 square feet of retail and/or office uses
- 50 condos on upper stories above the commercial uses
- A 120 to 138 room hotel
- Up to 200 single family homes (likely mostly vacation homes)

These assumptions were used to develop future traffic projections for the Study Area, as described below.

Transportation System

Transportation Infrastructure Improvements

The existing City of Waldport TSP does not include planned improvements to transportation infrastructure in the Study Area, with the exception of Range Drive. Range Drive is planned to be widened to include bike lanes from Crestline Drive to US 101.

ODOT has no existing planned projects within the Study Area.

Transportation improvements included in this Plan are identified in Section 7.

Future Transportation System Operations

Oregon's Transportation Planning Rule (TPR) requires communities to develop a 20-year transportation plan to support future land use and economic development. This section presents year 2035 forecast transportation conditions for the Study Area. The 2035 analysis was used to inform the identification and evaluation of transportation system options.

Traffic Forecasting Methodology

The year 2035 traffic volumes were developed according to the methodology described in the 2006 ODOT *Analysis Procedures Manual*. This type of analysis combines growth in regional traffic volumes along US 101 with growth in local traffic volumes associated with the projected development of available land within the City (development assumptions are described on page 35).

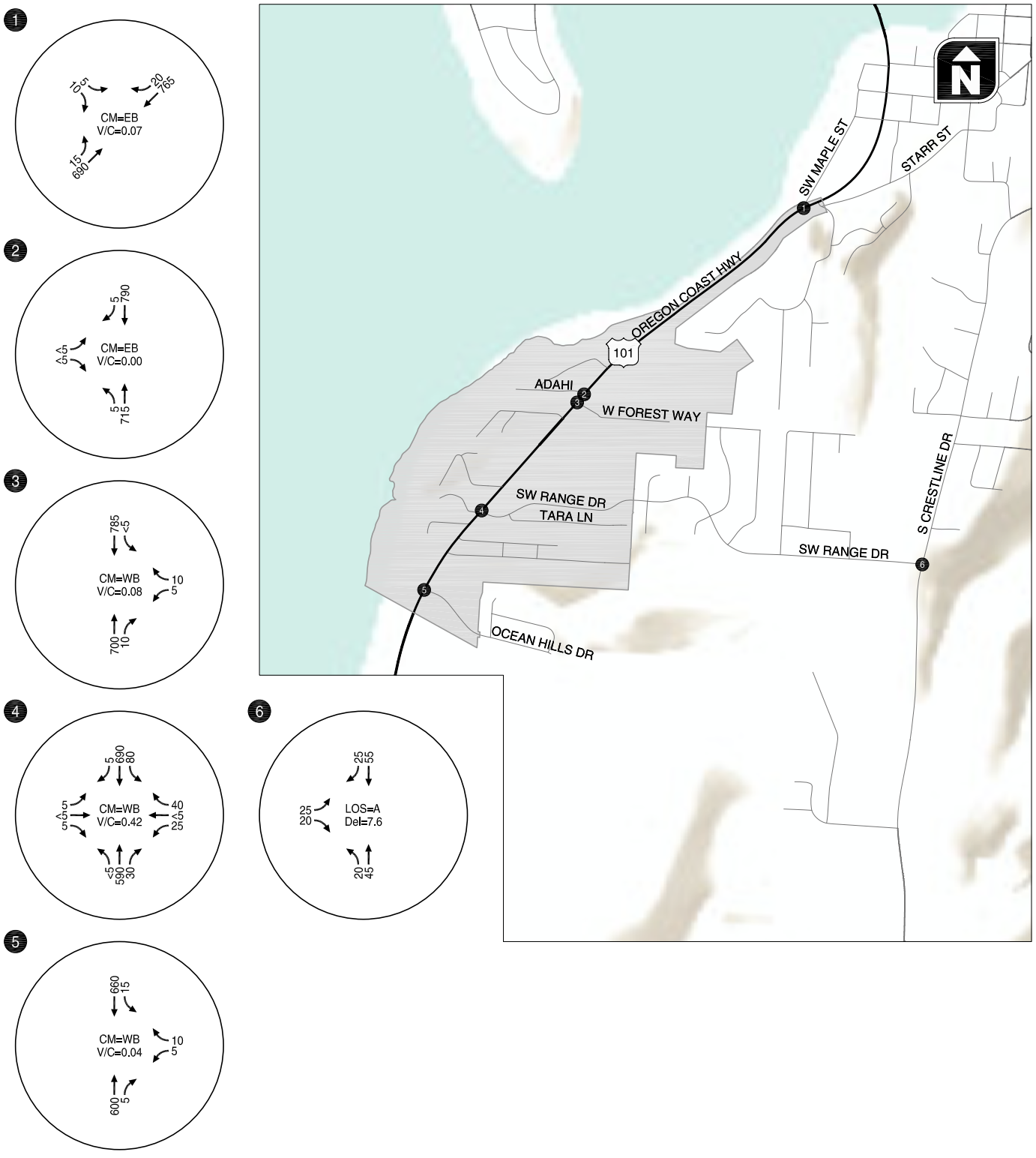
A growth factor of 1.35 was first applied to the existing through traffic volumes along US 101, as detailed in the "Methods Memo" in Appendix A. Trips associated with local household and employment growth were then estimated and added based on land use assumptions described previously. Estimates of weekday p.m. peak hour vehicle traffic generation ("trip ends") for each land use were based on the standard reference *Trip Generation*, *8th Edition*, published by the Institute of Transportation Engineers, which relies on empirical observations at similar land uses nationwide.

The table in Appendix E summarizes the estimated trip generation for each transportation analysis zone (TAZ). The trips generated from the TAZs were distributed using the assumption that 55 percent of motorists travel to and from north of the Study Area and that 45 percent travel to and from south of the Study Area. The distribution for the trips generated from the potential development south of the Study Area (the area of the former Naples Golf & Beach Resort) was assumed to be 50 percent traveling to and from north of the Study Area and 50 percent traveling to and from south of the Study Area. Therefore, only 50 percent of the trips from potential development in that area are expected to affect Study Area intersections.

Traffic Operations Results

Figure 4-4: 2035 Traffic Volumes and Operations shows the 2035 future traffic operations results, including the US 101 growth and new household and employment growth. Even with the additional traffic, all Study Area intersections are projected to operate acceptably within the standards set by ODOT and the City of Waldport through the year 2035. Synchro (traffic model) output is available in technical documentation that accompanies this report and is provided in Volume 2.

Figure 4-4: 2035 Traffic Volumes and Operations



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2035 FUTURE TRAFFIC OPERATIONS
WEEKDAY PM PEAK HOUR
WALDPORT, OREGON

Summary

The existing and planned street system currently operates well within acceptable standards for vehicular movements within and through the City. There are elements of the system that can be further improved, including:

- Extending local streets into new developing areas, and providing additional street connections to minimize out-of-direction travel;
- Providing safer and better connected circulation for pedestrian and bicycle modes;
- Enhancing safety and protection for pedestrians and bicyclists in the seawall section of US 101;
- Enhancing access control on US 101 to minimize vehicular conflicts and improve operations of the highway.

5. Alternatives Analysis

Land Use Alternatives

Three key land use issues/opportunities were identified through research of existing conditions and consultation with stakeholders and City staff:

- **Reducing the potential for incompatible uses especially in the C-2 zoning district or between commercial/industrial uses and residential uses.** The potential for incompatible land uses within the study area has been identified as a concern by the community. The area bounded by US 101 (west), Forest Lane (north), Range Drive (south) and Ocean Terrace (east) is mostly zoned C-2 (General Commercial); however, the area also includes C-1 (Retail Commercial) and R-1 (Single Family Residential) zoning (see Figure 4-2: Zoning Designations). This area is currently developed with a wide range of land uses, including a lumber/hardware store, auto storage and towing service, mini-storage, churches, and single family dwellings (see Figure 3-1: Existing Study Area Land Uses). While the diversity of land uses does not necessarily create incompatibilities, there are a few exceptions. The most noticeable potential incompatibility is an auto storage and towing service located near single family residential dwellings on the south side of Forestry Lane. With the wide range of land uses permitted in the C-2 zone, this mix of land uses and potential incompatible land uses could increase as properties develop/redevelop.
- **Opportunities to create a southern "gateway" to the City of Waldport.** While stakeholders indicated that the Yaquina John Point area is not like the downtown and should not be developed to look like it, they expressed support for the idea of creating a sense of arrival to the downtown when passing through the Study Area.
- **Provide for a variety of housing types and supportive uses.** Several local stakeholders identified a need for multi-family housing for low-income residents and seniors and for complementary uses to allow people to age in place.

Initial land use alternatives were developed to address these issues/opportunities. The initial alternatives included:

- map amendments to change the zoning designations applied to specific parcels or groups of parcels;
- amendments to the list of uses allowed in the General Commercial (C-2) zone either to limit new residential uses or limit new heavy commercial / light industrial uses;
- design standards to address compatibility of commercial uses with adjacent residential districts; and
- design standards to enhance the appearance of the Study Area as a gateway to the downtown along US 101.

The initial alternatives were evaluated based on the following criteria:

- Compatibility of adjacent uses with each other;
- Compatibility of planned uses with planned transportation improvements;
- Creates an attractive gateway to downtown;
- Supports existing businesses & institutions; and

- Creation of non-conforming uses.

The initial alternatives were presented to state agency representatives, the AC and the public at the meetings in September. None of the initial alternatives were found to be problematic by the state agency representatives. There was broad support from both the AC and the public for design standards to address compatibility and aesthetics, and support from some members of the public (though not the AC members) for either map amendments or amendments to allowed uses that would favor residential uses in the Study Area over new heavy commercial / light industrial uses.

Based on this input, a Draft Preferred Alternative was developed that included the following land use components:

- Five targeted zone/plan designation changes (two inside City limits and three for parcels outside City limits that would apply upon annexation) where the impacts to existing property owners would be minimized.
- An overlay zone for the Study Area that included design standards to enhance compatibility of uses in commercial zones with adjacent residential districts; design standards for aesthetics of properties fronting on US 101; and restrictions on light industrial uses within the overlay.

Input from the AC and the public on the Draft Preferred Plan indicated support for most of the Plan components. The public showed mixed feelings about one of the proposed zone changes, which was eliminated from the Plan. The Advisory Committee suggested several minor modifications to the implementing code language which have been reflected in the language included in Exhibit 1, but supported the approach of the Preferred Plan.

Transportation Alternatives

There were a total of 48 transportation alternatives considered in five different elements of the plan, including US 101 Seawall section treatments, US 101 South section treatments, US 101 Access Management Policies and Standards, Local street connections, and pedestrian/bicycle pathways. Table B1 describes the alternatives that were considered in two technical memoranda entitled Waldport Yaquina John Point Area Transportation Alternatives Analysis – *Task 3.1 for Review at the September 6th Interagency Meeting* and *Task 3.1 for Review at the September 26th Advisory Committee Meeting*.

The table describes the rationale for the dismissed alternatives. Of the 48 alternatives considered, 31 were recommended for inclusion in the plan.

Table 5-1: Disposition of Alternatives Considered for the Preferred Transportation Plan

Category	Alt No.	Alternative	Disposition	Rationale
US 101 Seawall	1	Existing Condition – Keep As-is	Discarded	Does not meet ODOT minimum standards for travel lanes, bike or ped path widths
	2	Narrow travel lanes to allow widening NB bikelane to 4 feet. Due to insufficient width, leave the 400-foot segment (MP 156.47-156.55) called the "curbed section" as-is.	Recommended for Intermediate Phase	Does not meet ODOT minimum standards for travel lanes, bike or ped path widths, but marginally improves safety for northbound bicyclists while maintaining marginally acceptable-width travel lanes for motorists in the north portion of this section
	3	Standard travel lanes and shoulder bikelanes (with retaining wall), Bridgeview multi-use path on powerline easement	Recommended for Long-term	
	A-1	Fill Ditch, with bike lanes both sides	Discarded	Not feasible, because surface drainage from slope would wash onto roadway. Would require additional 4-foot cut into slope, thereby requiring retaining wall and increasing construction cost to prohibitive levels
	A-2	Fill ditch, with multi-use path (separated by traffic barrier) and narrow travel lanes	Discarded	Use of barrier would result in encroachment on required minimum width for freight movements on US 101
	A-3	Cantilever bike/pedestrian path	Discarded	Infeasible, due to: 1) high cost, 2) structural issues, and 3) encroachment on City/State Parks land
	A-4	Fill ditch, with Bridgeview multi-use paths (seawall path separated by traffic barrier) and on powerline easement	Discarded	Use of barrier would result in encroachment on required minimum width for freight movements on US 101. Also, not feasible because surface drainage from slope would wash onto roadway. Would require additional 4-foot cut into slope, thereby requiring retaining wall and increasing construction cost to prohibitive levels

Category	Alt No.	Alternative	Disposition	Rationale
US 101 South	1	Existing Condition – Keep As-is	Discarded	Does not provide protected space for pedestrians from vehicular traffic; given increased urban uses in this area, protection for pedestrians is required
	2	Separated sidewalks on both sides	Recommended	
	3	Widen shoulder bikeways	Discarded	Does not provide protected space for pedestrians from vehicular traffic
	4	Multi-use path on west side only	Discarded	Does not protect pedestrian movements on east side, where there are many existing and future pedestrian-generators
	A-2	Different pavement type/color on shoulder bikeways	Discarded	Would have limited effectiveness, because it does not create a physical protection to pedestrians. Also, would be inconsistent treatment for this ODOT Coast highway route
	A-3	Sidewalks, adjacent to roadway, on one or both sides	Discarded	Creates surface drainage problems, unless underground drainage is installed, thereby rendering alternative infeasible
US 101 Access Spacing Standards and Policy	1	Abide by ODOT Access Spacing Standards	Recommended	
	2	Construct a “Backage Road” on abandoned rail right-of-way	Recommended	
	3	City adopts additional Access Management standards	Recommended	
	A-1	Keep access as-is	Dismissed	The City needs a policy to address a condition on US 101 in which accesses are currently inadequately spaced resulting in potentially unsafe conditions
	A-5	Treat each individual land parcel and side street access on its own merits	Dismissed	Not practical, because City/ODOT need a policy that can be applied uniformly across all land uses and access requests

Category	Alt No.	Alternative	Disposition	Rationale
Local Street Access and Connectivity	S1	Alley from Range Dr to New Kelsie-Forestry Connection	Partially recommended	The northern portion – from Range Dr to New Kelsie-Forestry Connection was recommended. The southern portion – from Southmayd to Range was discarded due to projected limited use and substantial local land use impacts
	S2	Kelsie-Forestry Extension to 101	Recommended	
	S3	Norwood to Skyline Connection	Recommended	
	S4	Norwood Extension	Recommended	
	S5	Southmayd to Seabrook Conn.	Dismissed	Redundant (and not necessary) link that would have limited effectiveness with substantial local land use impact
	S6	Dolores Extension to Pacific View	Recommended	
	S7	Kelsie to Wedge Connection	Dismissed	Substantial local land use impact. Also, connection would increase traffic on Kelsie-Forestry Way connection- to US 101 beyond intended local street function (it would function as a collector street, which would be inconsistent with adjacent residential uses
	S8	Wedge Connection to Hill	Recommended	
	S9	Ocean Extension	Recommended	
	S10	Seabrook to Range Connection	Recommended	
	S11	Norwood to Skyline Connection	Recommended	
	S12	Wedge to Norwood Connection	Recommended	
Public Pathways	P1	Corona South Beach Access	Dismissed	Redundant (and not necessary), and has significant land use impacts
	P2	Corona North Beach Access	Recommended	

Category	Alt No.	Alternative	Disposition	Rationale
	P3	Waziyata Beach Access	Recommended	
	P4	Sherwood Beach Access	Recommended	
	P5	State Park Beach Access	Recommended	
	P6	Seawoods to Sherwood Trail	Recommended	
	P7	Southmayd to Forestry trail	Dismissed	Limited use on portion of trail between Southmayd and Range; recommended as an alley instead in section between Range and Forestry
	P8		Recommended	Combined into P9
	P9	Bridgeview South Trail	Recommended	
	P10	Bridgeview North Trail	Recommended	
	P11	Shoulder bikeway on 101 North	Recommended	
	P12	Forest Service Multi-use Path	Recommended	
	P13	Range to Tara trail	Dismissed	Significant land use impacts that do not warrant trail, given alternate routes
	P14	Southmayd to Seabrook trail	Recommended	
	P15	Sailfish to Seabrook trail	Recommended	
	P16	Seabrook to Range nature trail	Recommended	
	P17	Skyline to Norwood nature trail	Recommended	
	P18	Skyline trail	Recommended	

6. Preferred Land Use Plan

Proposed Zone Changes

One property within City limits is proposed for a zone change, from C-2 to Residential Zone R-4. In addition, appropriate City zoning was identified for properties outside City limits within the Study Area. For the most part, the recommended future zoning designations follow logically from the existing Lincoln County zoning and the adopted Comprehensive Plan designations. However, three properties along US 101 are recommended for multi-family residential zoning rather than the current (and default future) commercial zoning. These changes are recommended as a way to reduce strip commercial development along US 101 in the Study Area and ensure a supply of land for multi-family development.[9] They are also based on the size and/or development constraints of the properties in question, which make them more suitable to multi-family development than to commercial. This recommendation will not be implemented as part of this plan; rather, the City will work with the County to implement this recommendation through a change to the Comprehensive Plan designation for these properties, or this recommendation will be implemented when the properties are annexed. The proposed changes are shown on Figure 6-1, and the rationale for each is documented in Table 6-1 below.

Table 6-1: Reasoning for Proposed Zone Changes

Map reference #	Proposed change	Reasoning
1	C-2 to R-4	This property is developed with three existing SF homes. It has limited visibility from US 101, and potential sight distance issues, making it less appropriate for commercial development. In addition, the property owner has expressed support for the proposed change to residential zoning.
2	C-T (LC) to R-4 (City)	This parcel is currently vacant, and has potential wetlands and topographic development constraints. Currently, its only access is via US 101 or through wetlands to La Barre Drive; however, there is a planned street (also on wetlands) at the back of the property. There is a possible development opportunity with lot to the north (which is currently developed with multi-family residential uses), which could lead to shared access with that property.
3	C-T (LC) to R-3 (City)	This parcel is small and currently vacant. It has access onto Alicia Lane as well as frontage (but no existing driveway) on US 101. Because of its small size and proximity to existing single family homes, this parcel would be more suitable for residential uses than commercial uses.
4	C-T (LC) to R-3 (City)	This parcel is currently developed with a single family home. There is existing access onto both US 101 and Alicia Lane. Because of its size and proximity to existing single family homes, this parcel would be more suitable for residential uses than commercial uses.

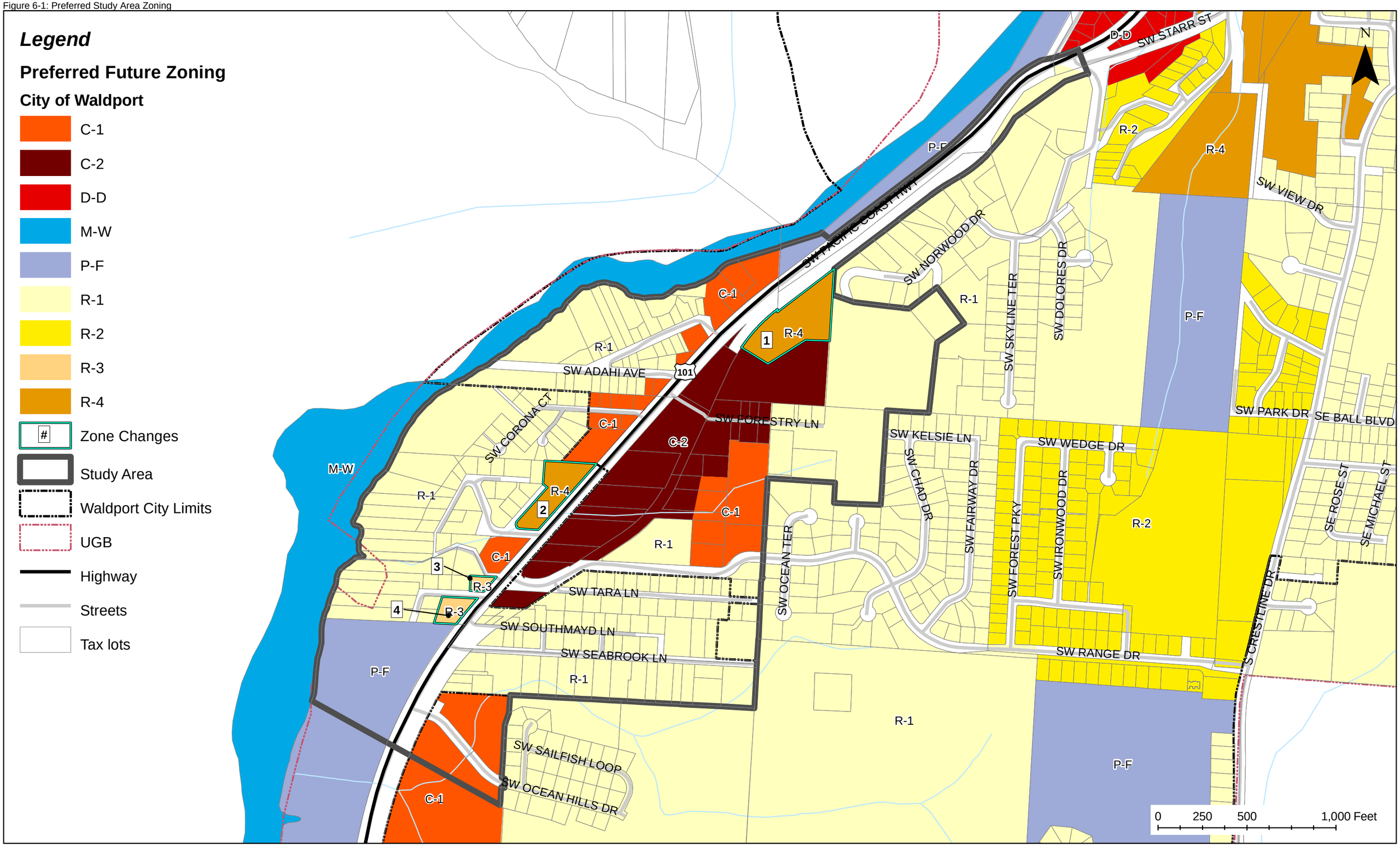
LC = Lincoln County

[9] While multi-family residential development is allowed outright in the city's C-1 and C-2 zones as well as the county's C-T zone, none of the land in the Study Area is currently zoned specifically for multi-family residential use. Restricting the few properties noted in Table 6-1 to residential use may help encourage a continued supply of multi-family housing in the area.

The areas outside City limits that currently have a Lincoln County zoning designation of Residential Zone R-1, as shown on Figure 4-2: Zoning Designations, are predominantly developed as single family residential. Given this fact, and considering that the land uses permitted in the current County's Residential Zone R-1 are very similar to the City's Residential Zone R-1 (i.e. single family residential use), the City's R-1 zone is recommended upon annexation to maintain neighborhood stability.

The State Park currently has a Lincoln County zoning designation of Public Facilities Zone P-F. When the park is annexed it should have a City zoning classification of Public Facilities Zone P-F.

Figure 6-1: Preferred Study Area Zoning



Sources: Lincoln County (Taxlots, Street Names: May 2011); State of Oregon (State Highways: 2009; UGB: 2010); City of Waldport (City Limits, Zoning: May 2011).

Prepared February 2012

Waldport South Overlay Zone

The Preferred Land Use Plan creates a new overlay zone for the Study Area, focused on the areas currently zoned for commercial uses (the proposed boundaries of the overlay zone are shown on Figure 6-2 on page 52). The overlay zone addresses modifications to allowed uses and design standards. These modifications would not apply to the rest of the City; however, the Plan recommends that the City consider applying some of the modifications more broadly in the future.[10]

The overlay zone will be implemented through a new chapter adopted into Municipal Code Title 16, Waldport's Development Code. Implementing language for this new chapter is included in Attachment A.

Allowed Land Uses

In response to concerns about the heavy commercial / light industrial uses allowed outright in the C-2 zone, the Preferred Land Use Plan designates many of these uses as conditional uses within the Study Area. In addition, two uses are prohibited entirely. Uses that will become conditional uses in the Study Area include:

- Vehicle, boat, and heavy machinery sales, service, storage, rental and repair
- Cabinetry and woodworking
- Welding and metalworking
- Wholesale and warehousing
- Drive-throughs and car washes
- Lumber or building materials sales and storage
- Laboratories
- Outdoor recreation uses
- Food and beverage processing, packing, or storage; cold storage; and feed or seed stores
- Shop, storage, or repair for plumbing, heating, electrical or paint contractors

Conditional uses require review by the city's Planning Commission, which creates an opportunity to ensure compatibility with adjacent uses and to address quality of life concerns including noise, parking, site layout, hours of operation, etc. The Preferred Land Use Plan also requires that, in order to be granted permission to locate within the Study Area, the uses listed above must demonstrate to the Planning Commission that they will be compatible with any adjacent residential districts.

[10] The Advisory Committee and City staff expressed a desire to apply the changes to allowed uses described above to all land zoned C-2 within the City. The implementing ordinances associated with the Preferred Land Use Plan do not reflect this approach, because to modify zoning City-wide would be beyond the scope of this planning process. However, the Plan does support the City's desire to apply these changes more broadly and recommends that the City consider implementing those changes through modifications to the C-2 base zone (and conforming modifications to the overlay zone to prevent duplication).

The two uses that will be prohibited within the overlay zone are tire retreading and truck terminals or freight depots.

All of the affected uses are either prohibited or conditional in the City's Planned Industrial (IP) zone; as a result, there is currently an incentive for these uses to locate in the C-2 zone instead to avoid the special permitting process. The Preferred Land Use Plan makes both zones equally permissive/restrictive for these uses.

Design Standards for Compatibility

As an additional measure to ensure compatibility between commercial uses and abutting residential districts, the overlay zone includes special design standards that apply generally within 100 feet of a residential district. The area in which these standards apply is shown on Figure 6-2 on page 52. These standards prohibit outdoor storage and commercial or industrial activities generally within 100 feet of a residential district and require landscaping to provide visual screening along property lines shared with residential zones. The standards apply in addition the new landscaping standards for commercial zones that have recently been adopted by the City.

Gateway Design Standards

In response to the broad desire to improve the appearance of development along US 101 in the Study Area and create a more attractive gateway to the downtown, the Preferred Land Use plan includes design standards intended to enhance the appearance of new development fronting on US 101. One goal of these standards is to make the environment more comfortable, safe, and interesting for pedestrians. This will be especially relevant once sidewalks are installed along the highway, as identified in the Preferred Transportation Plan, described in Section 7. The plan also includes provisions addressing driveways to improve the safety and comfort of bicycle and pedestrian travel on US 101. The properties within the overlay zone that will be subject to these standards are indicated on Figure 6-2 on page 52.

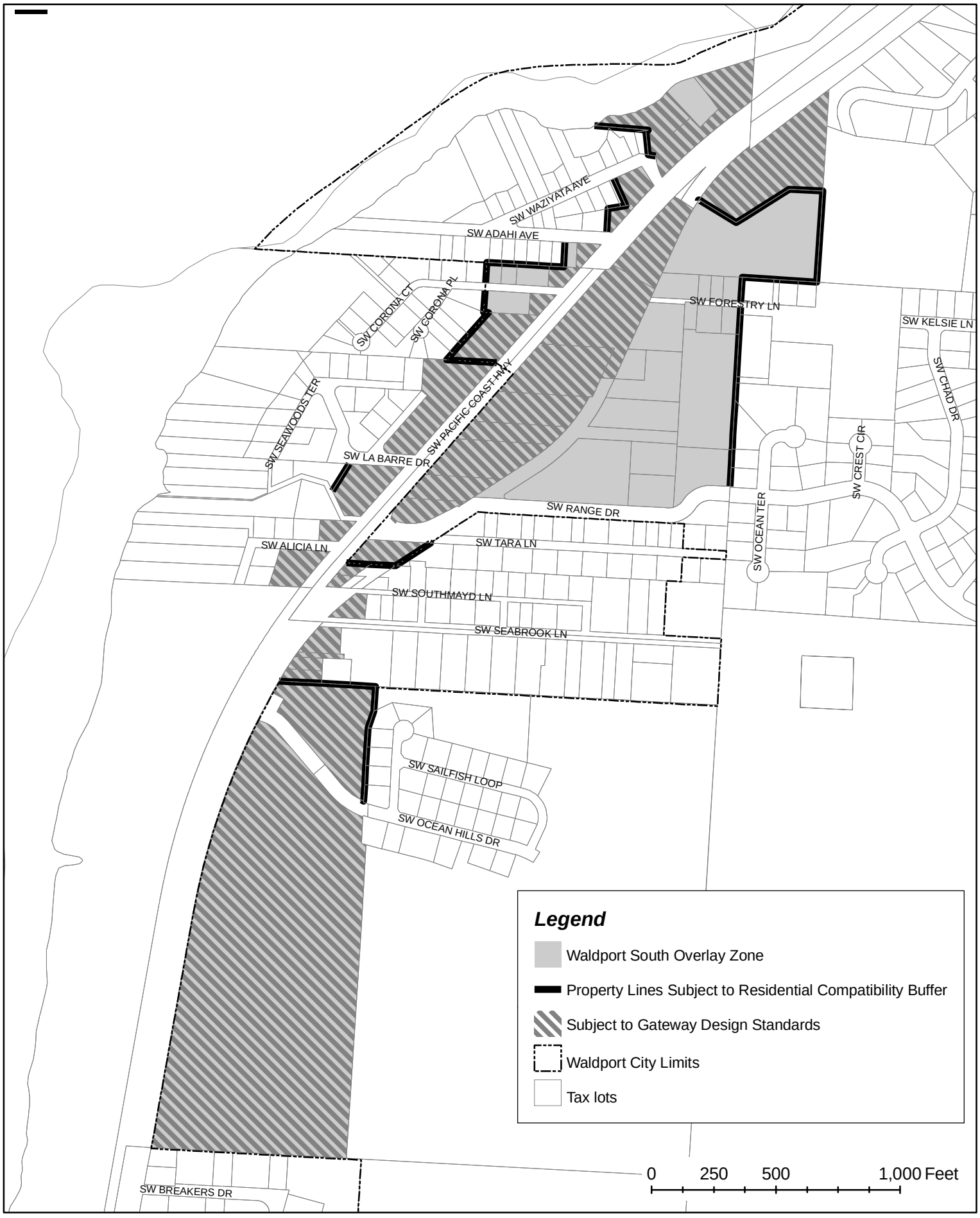
In order to achieve a more pedestrian-friendly environment, the Preferred Land Use Plan applies one of two standards to encourage new development to locate buildings closer to the street and minimize the amount of parking adjacent to the sidewalk. New development on properties fronting on US 101 in the Study area will be required to either locate the building near the road (specifically, to have at least 50% of the front of the building located within 20 feet of the front of the property) or to limit off-street parking along the front property line to 50% of the street frontage. These requirements make it more likely that new development will be built with the building pulled towards the street and the parking to the side or behind.

If a parking area is developed adjacent to the highway, additional landscaping and screening will be required in order to mitigate the impact to passing pedestrians. If buildings are located close to the street, they will be required to provide windows along the ground floor and to vary the look of the building walls facing the street in order to prevent buildings with blank walls, provide a more visually interesting pedestrian environment, and enhance the aesthetics of the corridor.

In addition, new buildings will be required to orient their main entrances towards the front or side of the lot and provide a safe and convenient pedestrian walkway from the street. This ensures that pedestrians have a safe route to access the building and are not be required to walk around to the rear of the building in order to enter.

Figure 6-2

Waldport South (W-S) Overlay Zone Boundaries and Applicability of Design Standards



7. Preferred Transportation Plan

Overview

The elements of the Preferred Transportation Plan include:

- US 101 Improvement Plan in the Seawall and South (of Seawall) sections
  - Street cross-sections
  - Pedestrian and bicycle facility improvements
  - Access managements
- Local Circulation Plan
  - Local street plan
  - Bicycle and pedestrian network
  - Transit policy
- Implementation Measures
  - Short, medium, and long range actions
  - Cost Estimates
  - Funding Strategies

Planning level cost estimates were generated for each project in the Preferred Transportation Plan; the Preferred Transportation Plan is intended to be implementable based on the city and ODOT's financial constraints.

US 101 Improvement Plan

Multi-modal improvements and access management policies were developed for two sections of US 101 within the Study Area. The northern section, about 0.28 mile in length, is referred to as the "seawall section", and is defined from mileposts 156.27 to 156.55. The southern section, about 0.66 mile in length, is referred to as the "south section" and is defined from mileposts 156.55 to 157.21. Each of these roadway segments is discussed in detail below. All trail and pathway improvements planned for the US 101 corridor have been included in this section, including some trails that are parallel to but off the highway and provide benefit to travelers in the corridor.

US 101 Seawall Section

The seawall highway cross-section, with a current paved width of between 25½ and 32 feet, does not meet ODOT Highway Design Manual standards (substandard travel lanes and shoulders) due to physical constraints including a seawall to the west and a steep slope on the east. Travel speeds in this section are 35 miles per hour (mph) in the northern portion, transitioning to 45 mph in the southern portion.

Figure 7-1 shows the preferred cross-section for US 101 in the seawall segment. As shown, the preferred long-term cross-section includes two 12-foot wide motor vehicle travel lanes, a six- to eight-foot shoulder multi-use path on the west side and a four- to six-foot bike lane on the east side. This would require construction of a retaining wall and provision for drainage. Drainage needs in this section, whether via underground pipe or surface drainage ditch, will be resolved during the design process. Due to the disparity of travel speeds of the multiple modes using this corridor and its narrow width, the plan calls for this section be restriped for "NO PASSING".

The powerline corridor (located on the former railroad right-of-way that is now part of the US 101 right-of-way on the east side of the highway) is expected to accommodate pedestrians and northbound

bicyclists, as shown at the bottom of Figure 7-1. The powerline corridor is on a graded shelf approximately 20-25 feet above the level of the highway. In the long-term future, the powerline multi-use path would traverse down the slope at a grade compliant with provisions in the American with Disabilities Act (ADA) to US 101.[11] The powerline multi-use path will be henceforth called the Bridgeview Path.

The 10-foot wide Bridgeview multi-use path follows a very gentle grade and could serve as a convenient alternative to US 101 for non-auto modes. Initially, the north terminus of this pathway is expected to use the maintenance road to access US 101, due to the relatively high cost (estimated at $174,000) of traversing the pathway down to highway grade. The long-term phase includes the path traversing the hillside at ADA-compliant grades.

The city and ODOT will likely not have immediate funding to construct the long-term plan for the US 101 Seawall section. Thus, an intermediate and less costly plan was developed. The intermediate plan uses the existing paved cross-section of 32 feet, and through restriping the travel lanes from 11½ feet to 11 feet, would allow widening the northbound shoulder to four feet in all but the southern 400-foot portion of the Seawall section.

The "curbed" portion of the Seawall section (from MP 156.47 to 156.55) does not have a concrete rail, and is narrower than the 32-foot paved width to the north. This curbed portion has about 25½ feet of paved width, with 10½-foot travel lanes and about 2 to 2½-foot shoulders on each side (see photo, next page). Due to the narrow width of this section, the provision of 11-foot travel lanes and a wider northbound bike lane would only occur with the long-term plan. This paved section is bounded by a curb on its west edge, west of which is a two-foot earthen path. Based on field observations, it may be possible to widen the pedestrian path on the west side by as much as three feet in conjunction with construction of a guard rail. However, a review of ODOT's historic construction documents reveals that there is inadequate information to establish the type and structural strength of subsurface materials on the west side of the highway. Hence, it will require substantial analysis to determine whether a sidewalk or crash-worthy guard rail could be installed. The feasibility of this improvement should be evaluated through structural analysis of the concrete slab base.

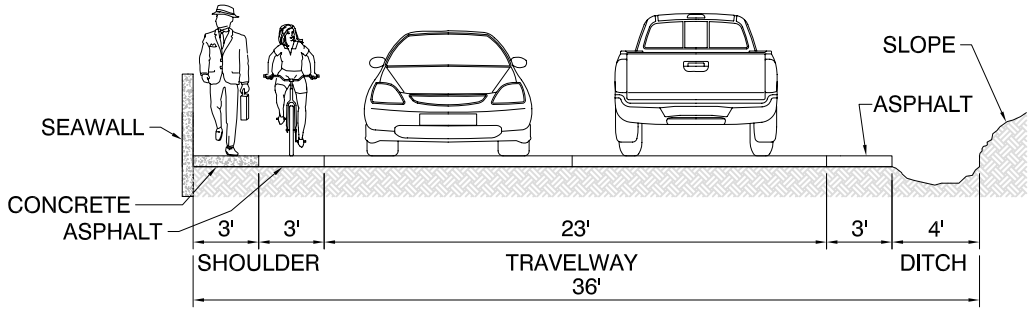
[11] Under the proposed ADA guidelines, an accessible trail would meet these minimum technical provisions:

- Clear tread width: 36" minimum
- Tread Obstacles: 2" high maximum (up to 3" high where running and cross slopes are 5% or less)
- Cross Slope: 5% max.
- Running slope (trail grade) meets one or more of the following:
  - is 5% or less.
  - is up to 8.33% for no more than 200'. Resting intervals provided no more than 200' apart.
  - is up to 10% for no more than 30'. Resting intervals provided no more than 30' apart.
  - up to 12.5% for no more than 10'. Resting intervals provided no more than 10' apart.
- No more than 30% of the total trail length may exceed a running slope of 8.33%.
- Passing Space: provided at least every 1000' where trail width is less than 6'
- Signs: shall be provided indicating the length of the accessible trail segment.

For purposes of estimating costs, the multi-use path was assumed to be 8% grade for 330 feet, with a ten-foot level landing mid-way.

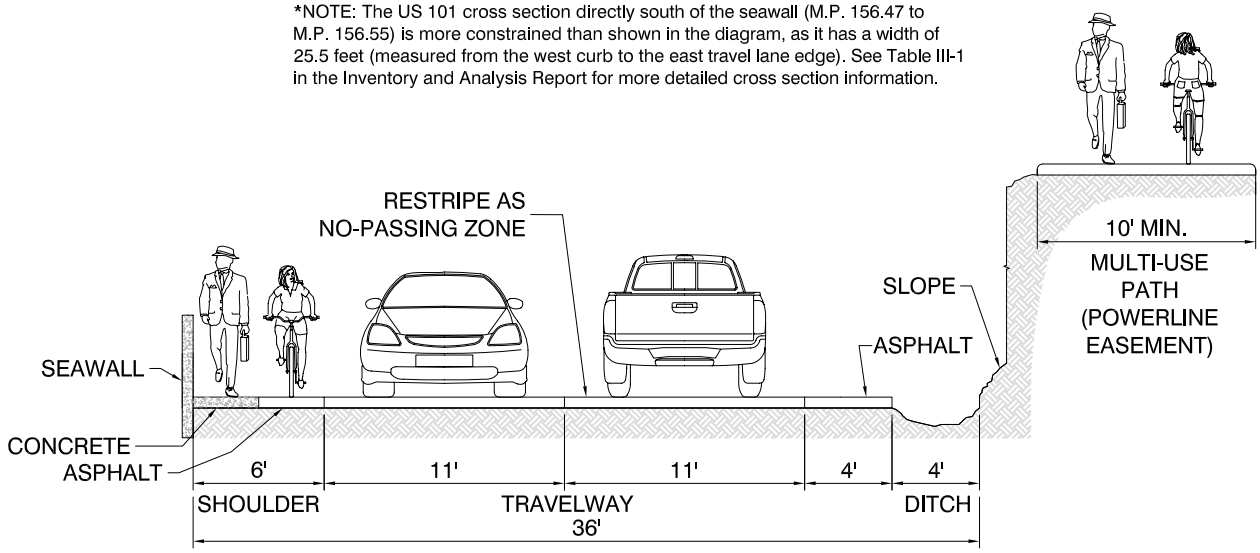
US 101 Seawall – curbed section

Figure 7-1: Existing and Preferred US 101 Seawall Cross-Sections



EXISTING CONDITION*

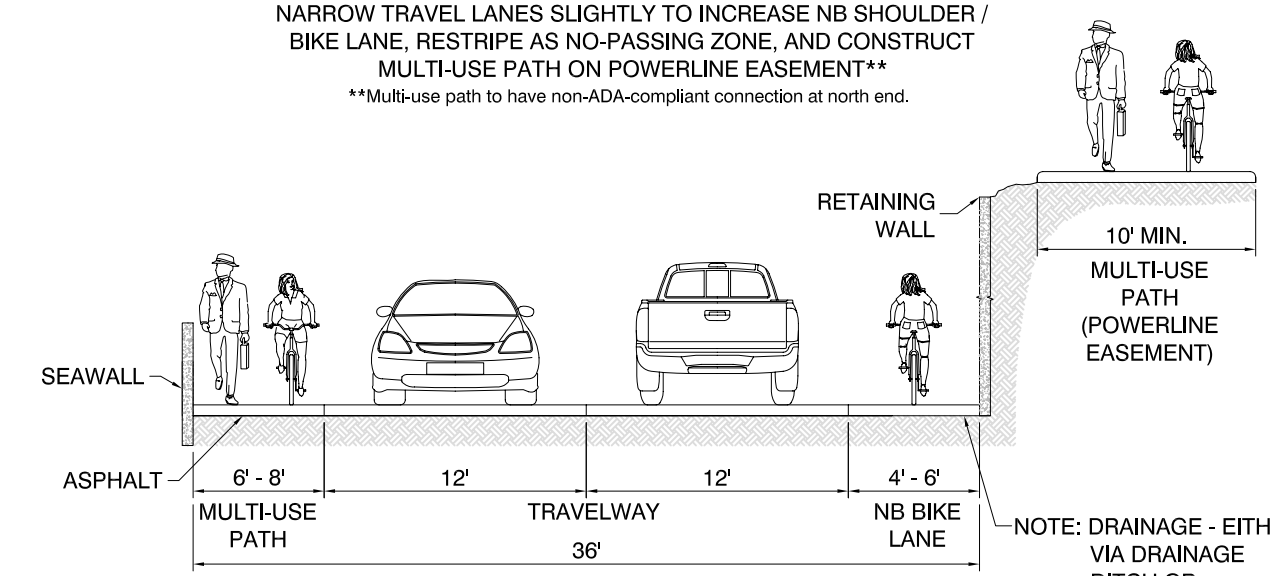
*NOTE: The US 101 cross section directly south of the seawall (M.P. 156.47 to M.P. 156.55) is more constrained than shown in the diagram, as it has a width of 25.5 feet (measured from the west curb to the east travel lane edge). See Table III-1 in the Inventory and Analysis Report for more detailed cross section information.



INTERMEDIATE-TERM PREFERRED ALTERNATIVE

NARROW TRAVEL LANES SLIGHTLY TO INCREASE NB SHOULDER / BIKE LANE, RESTRIPE AS NO-PASSING ZONE, AND CONSTRUCT MULTI-USE PATH ON POWERLINE EASEMENT**

**Multi-use path to have non-ADA-compliant connection at north end.



LONG-TERM PREFERRED ALTERNATIVE

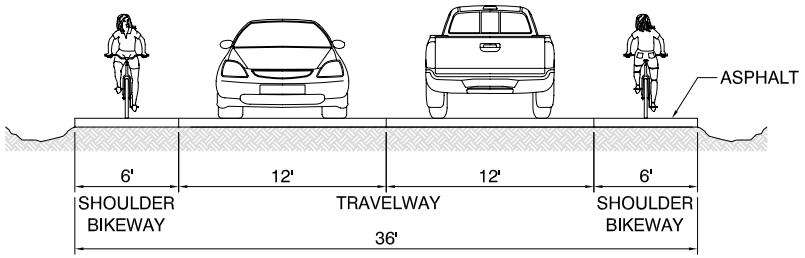
WIDE TRAVEL LANES AND BIKE LANES
MULTI-USE PATH ON POWERLINE EASEMENT WITH ADA-COMPLIANT CONNECTION ON NORTH END

EXISTING AND PREFERRED FUTURE US 101 SEAWALL CROSS SECTIONS (M.P. 156.27 TO M.P. 156.55) WALDPORT, OREGON

US 101 South Section

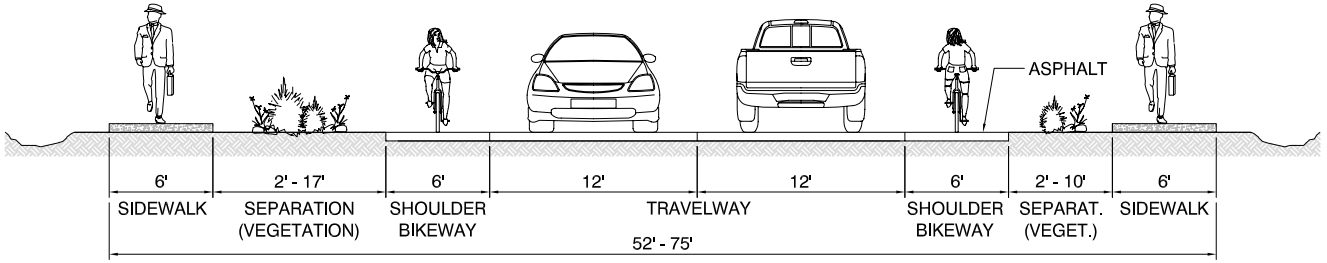
Figure 7-2 shows the preferred cross-section for the US 101 South section. As shown, the existing 36-foot paved section would be augmented with 6-foot sidewalks separated from the motor vehicle travel lanes and shoulder bike lanes by a vegetated strip. The right-of-way available along US 101 can accommodate a vegetated strip varying in width between 2 and 17 feet.

Figure 7-2: Existing and Preferred US 101 South Section Cross-Sections

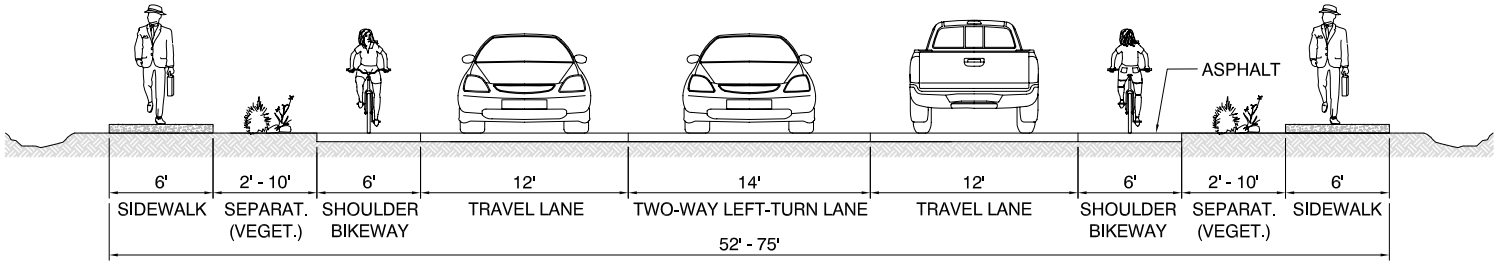


EXISTING CONDITION*

*NOTE: The US 101 cross section south of the seawall (M.P. 156.55 to M.P. 157.16) varies in width as a result of the left-turn lane provided at Range Road. The east shoulder remains wider than 6 feet and the west shoulder remains wider than 5 feet throughout the study area. See Table III-1 in the Inventory and Analysis Report for more detailed cross section information.



PREFERRED ALTERNATIVE
SEPARATED SIDEWALKS ON BOTH SIDES OF US 101
NO CENTER LEFT-TURN LANE



PREFERRED ALTERNATIVE
SEPARATED SIDEWALKS ON BOTH SIDES OF US 101
WITH CENTER LEFT-TURN LANE

EXISTING AND PREFERRED FUTURE US 101 SOUTH SECTION CROSS SECTIONS (M.P. 156.55 TO M.P. 157.16) WALDPORT, OREGON

The US 101 South section currently has a southbound left turn lane at Range Drive. As described later in this report, the Plan calls for Kelsie Lane to be extended from its western terminus to connect with US 101 directly opposite Corona Court. Based on the results of the traffic analysis, a southbound left turn lane would be warranted on US 101 at this new local street intersection. In addition, at build-out of the Ocean Hills subdivision, the Ocean Hill Drive intersection will also warrant a left turn lane for southbound movements on US 101. (Left turn lane volumes and warrants are included in the technical documentation that accompanies this report and is provided in Volume 2). In addition, the Patterson State Park driveway will be relocated southward to align directly opposite Ocean Hills Drive should development occur on the commercial property between the subdivision and the highway with access to Ocean Hills Drive, or if the Ocean Hills subdivision develops beyond 34 dwellings. This widening should be constructed to ODOT standards.

In recognition that the proposed Kelsie Lane intersection is about 2,100 feet north of Range Drive, the plan calls for a two-way left turn lane on US 101 from Ocean Hills Drive to Adahi Avenue. This lane would serve left turns at Ocean Hills, Seabrook, Southmayd, Alicia, Sherwood, LaBarre, Forestry, Adahi, and driveways located along its length. In addition to the left turn lane that already exists at the Range Drive intersection, left turn lanes on US 101 will only be warranted at the Kelsie Lane and Ocean Hills Drive intersections (and not at the other local streets in this section). However, the plan includes this section of US 101 being widened with a continuous center left turn lane, because it would benefit left turns made at the other local streets and because there is insufficient room between the intersections to allow separate turn lanes to be constructed. Figure 7-2 shows the cross-section of this three-lane section of US 101, and Figure 7-4 shows the preferred US 101 improvements combined with planned local streets discussed in a later section.

Table 7-1 shows the improvements planned for US 101 in the Study Area.

Table 7-1: Transportation Plan - US 101 Improvements

101 Seawall Intermediate Phase	Widen northbound bike lane by restriping (northern portion only[1]). Restripe existing paved section, only concurrent with repaving, providing narrower travel lanes and wider northbound shoulder	State Highway	1,050’	$3,000	ODOT
101 Seawall Bridgeview Multi-use path Intermediate Phase (P10)	Bridgeview multi-use path on east side of US 101 from North Forest Service Drive to North Terminus (maintenance road), includes bridge over creek and uses existing powerline corridor maintenance road for access to 101	Multi-use Path	1,850’	$247,000	City / ODOT
101 Seawall Long-term Phase	Widen travel lanes, shoulder/bikelanes to ODOT standards, build retaining wall	State Highway	1,450’	$890,000	ODOT
101 Seawall Bridgeview Multi-use Path Long-term Phase (P10)	Bridgeview multi-use trail on east side traversing down slope to US 101 at maintenance road intersection (includes 6’ retaining walls)	Multi-use Path	330’	$174,000	City / ODOT

101 Seawall Shoulder bikeway on US 101 east shoulder from maintenance road to Maple (P11)	Widen shoulder to 8' on east side of US 101 from powerline easement maintenance road intersection to Maple Street	Shoulder Bikeway	580'	$50,000	ODOT
101 South Highway	Provide separated 6' sidewalks both sides for full section and construct continuous two-direction left turn lane from Adahi Avenue to Range Drive, and from Range Drive to Ocean Hills Drive.	State Highway	3,200'	$1,263,000	ODOT / Develop-ment[2]
101 South Multi-use Path Parallel to 101 on East Side (P9)	Provide multi-use path from Forestry Way-Kelsie Lane to North Forest Service Drive (10' asphalt path with 2' gravel shoulders each side)	Multi-use Path	450'	$27,000	City / ODOT
101 South Highway	Realign Patterson State Park Entrance and Ocean Hills Drive	State Highway	NA	$20,000	Develop-ment
101 South (PX1)	Provide protected pedestrian crossing of US 101 at Ocean Hills/Patterson State Park Entrance by widening highway, constructing center median island, pedestrian-actuated flashing beacon, and striped crosswalk.	State Highway	NA	$25,000	ODOT
101 South (PX2)	Protected pedestrian crossing of US 101 immediately south of realigned Forestry Way-Kelsie Lane extension intersection to include constructing center median island, pedestrian-actuated flashing beacon, and striped crosswalk.	State Highway	NA	$25,000	ODOT
TOTAL				**$2,724,000**	

Notes:

101 = US 101 project

[1] Southern (curb section) portion remains as-is, because there is inadequate width to accommodate this intermediate improvement in this 400-foot south portion of the seawall section.

[2] A relatively small proportion of this project facilitates left turn movements into private developments on US 101, and accordingly, some funding may be provided by those benefitting private developments. In addition, sidewalks may be provided as part of private development in some places. In any case, the majority of funding would come from ODOT.

Access Management Plan for US 101

Access management techniques and strategies help to preserve the transportation system investment and guard against deteriorations in safety and increased congestion by balancing the need for land access while preserving the safe and efficient movement of traffic.

ODOT access spacing policy regulates access to US 101. For US 101 within the Study Area, this Transportation Plan prescribes provisions that apply in addition to ODOT standards. Current spacing standards require a minimum spacing of 800 feet and 500 feet for the 45 and 35 mph sections, respectively.[12]

There are many existing access locations that currently do not meet ODOT standards. Increased access spacing should be provided as redevelopment occurs, or as a part of highway construction projects. Local access management standards and policies can also augment State standards on US 101 if the local standards are more restrictive than the State standards.

Implementation Language

The Plan calls for the city of Waldport to adopt local access management standards and policies for US 101 in the Study Area as provisions in the city's development code, as described below. (These access management measures are reflected in the language for the overlay zone in Exhibit 1.) Access management guidelines for properties abutting US 101 are as follows:

- Driveways onto US 101 (including multiple driveways on the same property) that meet ODOT's access spacing standards are permitted (subject to obtaining an access permit from ODOT).
- If spacing standards cannot be met, the following alternatives should be used where possible:
    - Developments with frontage on another street should locate their driveway(s) on the lower functional classified roadway.
    - Effort should be made to consolidate access points with neighboring properties through shared driveways and/or cross-access easements.
    - Temporary conditional access to US 101 may be granted when other alternatives are not available or adequate at time of development, with a non-remonstrance agreement that the property owner will not object to the eventual elimination of the temporary access. When shared access with abutting parcels can be established, temporary accesses will be eliminated.
- Access driveways should be located to avoid or minimize conflicts with opposing driveways.
- All non-residential properties abutting US 101 should be designed to allow for cross-access to abutting non-residential properties.

Figure 7-3 illustrates the application of cross-over easements and conditional access permits over time to achieve the desired access management objectives. The individual steps are described in Table 7-2,

[12] The driveway access spacing is measured from center-to-center of each driveway to the upstream or downstream driveway or intersection on one side of the roadway.

following Figure 7-3. As illustrated in the figure and supporting table, using these guidelines, driveways located along US 101 will eventually move in the overall direction of the access spacing standards as development and redevelopment occurs along US 101.

Figure 7-3: Example of Cross-over Easement / Indenture / Consolidation / Conditional Access Process

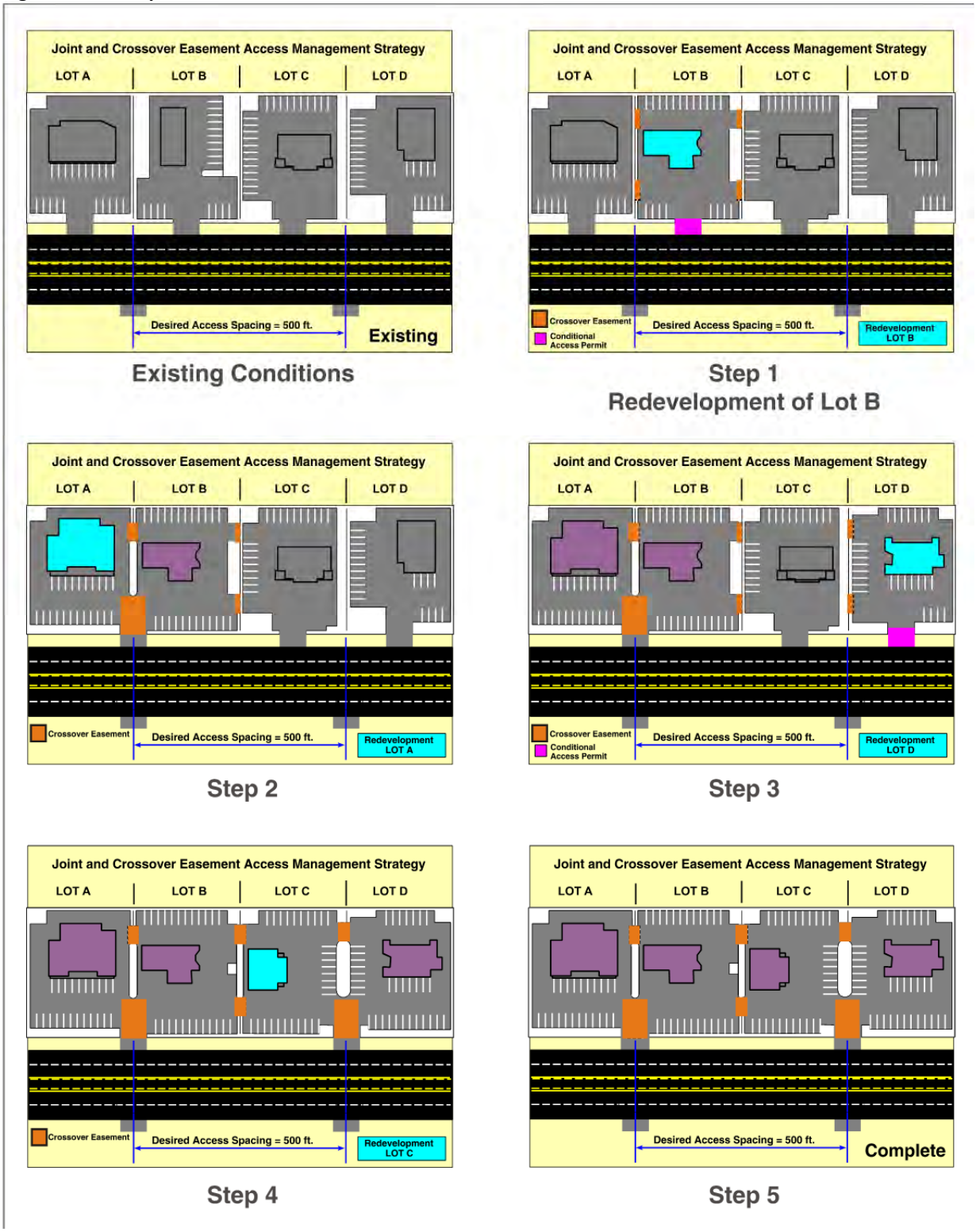


Table 7-2: Example of Crossover Easement/Indenture/Consolidation - Conditional Access Process

Step	Process
Existing	Currently Lots A, B, C, and D have site-access driveways that neither meet the access spacing criteria nor align with driveways or access points on the opposite side of the roadway. Under these conditions motorists may be exposed to potential conflicting left turns with opposing traffic. Additionally, the number of side-street (or site-access driveway) intersections may reduce the operation and safety of the roadway.
1	REDEVELOPMENT OF LOT B – At the time that Lot B redevelops, the city would review the proposed site plan and ensure that the site could provide for future crossover or consolidated access with adjacent commercially-zoned properties (A and C). The city would determine that Lot B does not have alternative access, nor can the available lot frontage provide an access point that meets the access spacing criteria set forth for segment of roadway. Next, the city would issue conditional land use permits for the development with the requirements to provide crossover easements with Lots A and C when those properties redevelop, and to not remonstrate against the removal/relocation of the temporary conditional access point when an alternative, shared access becomes available. ODOT would grant a conditional access permit to the lot.
2	REDEVELOPMENT OF LOT A – At the time Lot A redevelops, the city would undertake the same review process as with the redevelopment of Lot B (see Step 1); however, under this scenario the city would use the non-remonstrance agreement previously obtained from Lot B to require Lot B to provide a cross-over easement that would allow consolidation of the access points to Lots A and B. The city would require Lot B to relocate the conditional access to align with the opposing access point and provide an efficient access to both Lots A and B. The consolidation of site-access driveways for Lots A and B would not only reduce the number of driveways accessing the roadway, but will also eliminate the conflicting left-turn movements the roadway by the alignment with the opposing access point.
3	REDEVELOPMENT OF LOT D – The redevelopment of Lot D would be handled in same manner as the redevelopment of Lot B (see Step 1)
4	REDEVELOPMENT OF LOT C – The redevelopment of Lot C would be reviewed to ensure that the site would accommodate crossover and/or consolidated access. Using crossover agreements with Lots B and D, Lot C would share a consolidated access point with Lot D and would also have the shared site-access driveway of Lots A and B as an alternative frontage access. By using the crossover agreement and conditional access permit process, the city is able to eliminate another access point and provide alignment with the opposing access points.
5	COMPLETE – After Lots A, B, C, and D redevelop, the number of access points would be reduced and aligned, and the remaining access points would meet the access spacing standard.

Local Circulation Plan

The Study Area has natural features including steep slopes, creeks, undeveloped properties, and unstable soils that have resulted in discontinuities among facilities for various travel modes. The following sections describe local streets and bicycle and pedestrian network improvements to address existing and anticipate future deficiencies.

Many of the new construction projects are categorized as "development funded," meaning that those projects would be constructed based on needs related to future land developments and are likely to be constructed by development as frontage improvements or subdivision requirements. Funds for construction of these projects will likely be generated from the private developments each would serve, as opposed to city or ODOT capital improvement funds. As such, implementation timing and phasing is unknown and is likely to be incremental in nature.

Local street plan

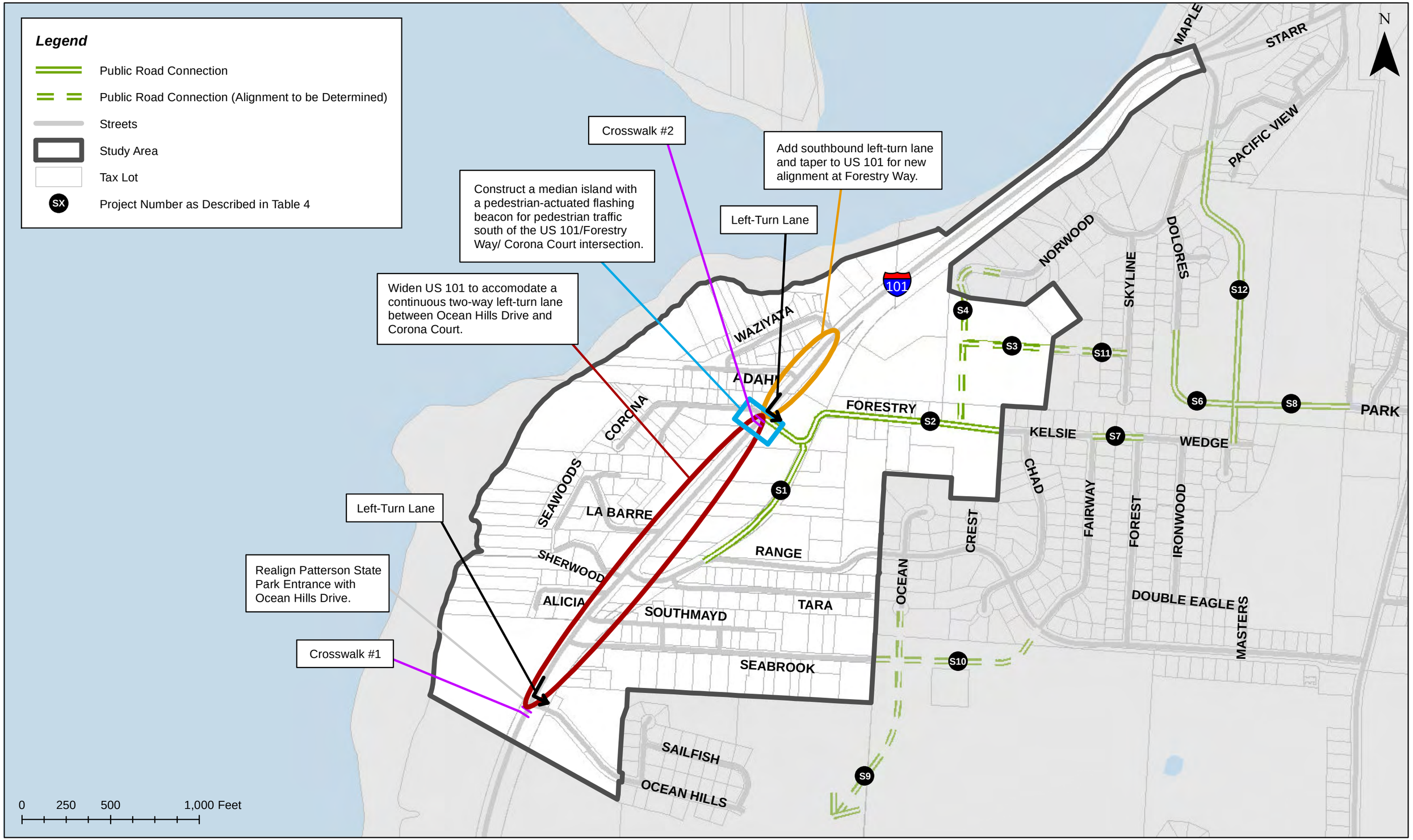
There are over 1.6 miles of future local streets and alleys included in the Transportation Plan. The local streets are shown in Figure 7-4: Preferred US 101 Improvements and Local Streets. Table 7-3 describes each of the planned local street improvements. The new streets are intended to provide a more connected, convenient network to serve all modes of transport. Key streets include:

- *An alley on the old railroad corridor, behind the properties east of US 101, from Range Drive to the new Forestry Way-Kelsie Lane extension.* This alley, 20 feet in width, would provide secondary access to US 101-fronting properties, thereby reducing congestion on the highway. This alley is not intended for primary access, and would serve as alternative access and may be used for deliveries. The alley should be designated "20 mph" and could serve pedestrian and bicycle movements. Figure 7-5 shows the cross-section of the alley backage road.
- *An extension of Kelsie Lane from the neighborhood in the upper level of the Study Area, via Forestry Way to intersect with US 101 directly opposite Corona Court.* This would provide a much needed alternate route from the hilltop neighborhood to US 101, thereby reducing reliance on Range Drive.[13]
- *Local connections within the residential areas and to newly developable areas south of the Study Area*, thereby providing a more convenient, efficient transportation network for all modes.

These streets would be funded primarily by local development through which they serve; however, the streets that benefit the greater public may be partially city or ODOT funded.

[13] This alignment was identified in the TSP as a planned trail connection. This Plan has identified it for a full roadway improvement, superseding the planned trail identified in the TSP.

Figure 7-4: Preferred US 101 Improvements and Local Streets



Prepared October 2011

Table 7-3: Draft Preferred Transportation Plan - Local Streets and Alleys

Project Number	Name	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By…
S1	Alley from Range Drive to New Kelsie-Forestry Way Connection	Provides a 20' alley "backage road" for adjacent property access (thereby reducing congestion on US 101) and to serve as a local north-south bicycle and pedestrian connection.	Alley	850'	$245,000	City
S2	Kelsie Lane-Forestry Way Extension to US 101*	Extends Kelsie Lane from its current western terminus westward via Forestry Way to intersect with US 101 directly opposite Corona Court. This is the portion of this connection inside the Study Area.	Local Street	1,500'	$1,080,000	City
S3	Norwood Drive to Skyline Terrace Connection*	Provides a connection from Norwood Drive Extension (S4) to Skyline Terrace (via S11).	Local Street	500'	$360,000	Development
S4	Norwood Drive Extension*	Provides a new north-south connection from the south terminus of Norwood Drive to the new Forestry Way-Kelsie Way extension.	Local Street	1,100'	$792,000	Development
S6	Dolores Drive Extension to New Wedge Drive to Norwood Connection*	Extends Dolores Drive from its current terminus south and east to connect to a new north-south street between Norwood Drive and Wedge Drive.	Local Street	700'	$504,000	Development
S7	Wedge Drive Connection from Fairway to Forest	Connects Wedge Drive from its eastern terminus west of Fairway Drive to Forest Parkway	Local Street	150'	$108,000	Development
S8	Park Drive Extension*	Extends Park Drive westward to Wedge Drive to-Norwood Drive extension (S12).	Local Street	650'	$468,000	City
S9	Ocean Terrace Extension	Extends Ocean Terrace southward to vacant undeveloped land to south.	Local Street	1,000' **	$720,000	Development
S10	Seabrook Lane Extension to Range Drive	Extends Seabrook Lane eastward to connect with Range Drive opposite Fairway Drive.	Local Street	1,000'	$720,000	Development

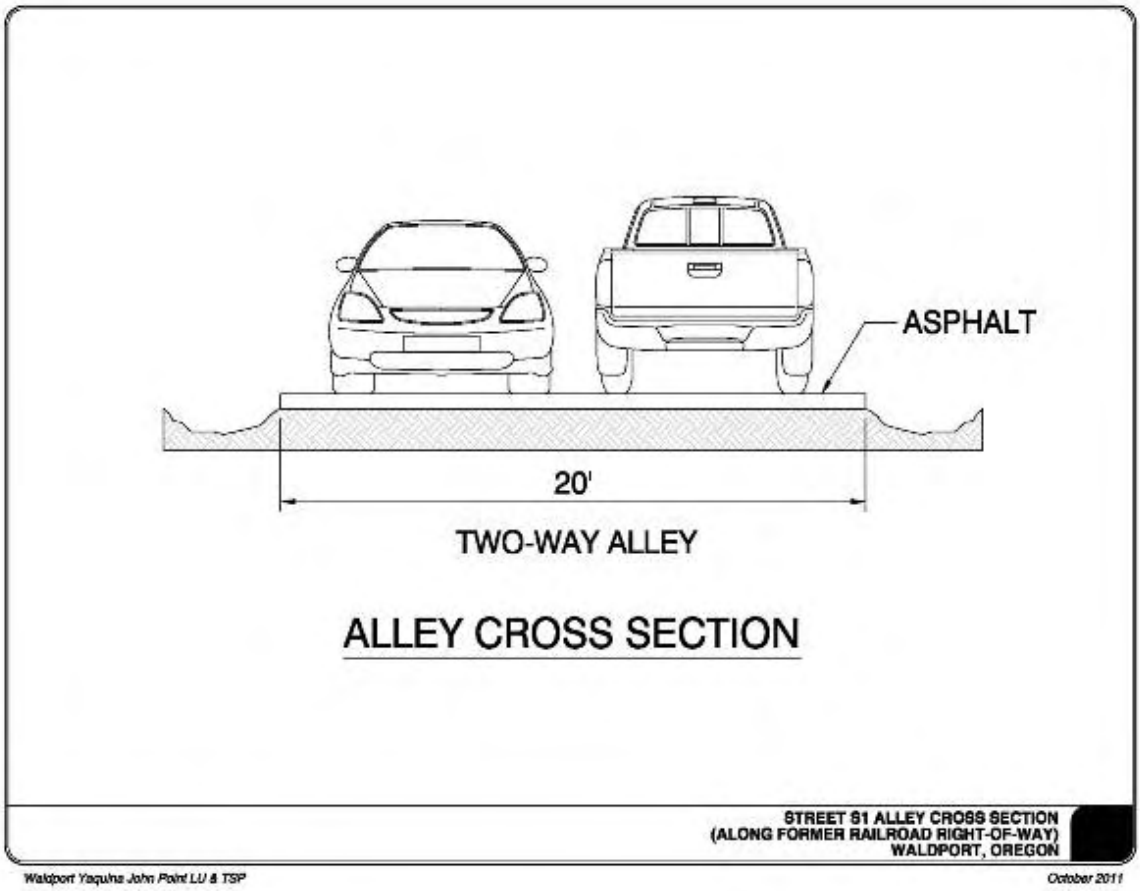
Project Number	Name	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By…
S11	Norwood Drive to Skyline Terrace Connection*	Provides the eastern portion of the connection from Norwood Drive Extension (S3) to Skyline Terrace. This is the portion of this connection outside the Study Area.	Local Street	400’	$288,000	Development
S12	Wedge Drive to Norwood Connection	Provides connection from Wedge Drive to Norwood Drive.	Local Street	1,550’	$1,116,000	Development
	TOTAL			**5,000’**	**$6,401,000**	

Note: S = street project

* This connection was identified in the TSP as a planned trail connection. This Plan has identified it for a full roadway improvement, superseding the planned trail identified in the TSP at this location.

** The length of this connection is unknown and depends upon future development. For purposes of estimating cost, it was assumed to be 1,000 feet long.

Figure 7-5: Planned Street #S1 Alley Cross-Section



Bicycle and pedestrian network

Table 7-4 shows the local pathways and trails planned for the Study Area. There are about ¼ miles of local pathways and trails planned for the area. Many of these facilities currently exist, and this plan identifies improvements to provide consistency for public use. Figure 7-6 shows the planned pathways and trails. Key facilities identified:

- *Beach trails:* improve these trails to 3-8 feet wide with soft surface material (wood chips, gravel, earth, or other), with 1-2 foot gravel shoulders. Also, provide signs at each end of the trail ("BEACH ACCESS" or "STREET ACCESS").[14]
- *Nature trails that connect neighborhoods and scenic areas*: There are many trails that exist in and just outside the study area, that are planned for improvement to trail standards.

Table 7-4: Transportation Plan - Local Pathways and Trails

Project Number	Name	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By…
P2	Corona Beach Access	Improve/sign existing access trail to beach from Corona Court.	Trail	150'	$8,500	City
P3	Waziyata Beach Access	Improve/sign existing access trail to beach from Waziyata Avenue.	Trail	150'	$8,500	City
P4	Sherwood Beach Access	Improve/sign existing access trail to beach from Sherwood Lane.	Trail	250'	$14,500	City
P5	State Park Beach Access	Improve/sign existing access trail to beach from state park.	Trail	150'	$9,000	State Parks
P6	Seawoods Terrace to Sherwood Lane Trail Connection	Improve/sign existing trail from Seawoods Terrace to Sherwood Lane.	Trail	150'	$8,500	City
P12	Forest Service North Multi-use path to US 101	Construct multi-use path to connect with Norwood Drive extension (S4) to US 101 slightly north of Waziyata	Multi-use Path	750'	$72,000	City
P14	Southmayd Lane to Seabrook Lane Trail	Improve existing trail on city easement from eastern terminus of Southmayd Lane to SeabrookLane.	Trail	300'	$17,500	City

[14] These signs should be coordinated with existing signage in the corridor to reduce visual clutter and provide clear direction for motorists, cyclists, and pedestrians. Any new signs within the right-of-way will be subject to approval by ODOT.

Project Number	Name	Description	Functional Designation	Length	Cost (2011 Dollars)	Funded By…
P15	Sailfish Loop to Seabrook Lane Nature Trail	Improve/sign existing nature trail from Sailfish Loop to Seabrook Lane Trail.	Trail	1,150’	$66,000	Development
P16	Seabrook Laneto Range Drive Nature Trail	Improve/sign existing nature trail from Seabrook Lane to Range Drive.	Trail	2,200’	$126,500	Development
P17	Skyline Drive to Norwood Drive Nature Trail	Improve/sign existing nature trail from Skyline Drive to Norwood Drive.	Trail	750'	$43,000	Development
P18	Skyline Drive Trail	Improve existing nature trail from Skyline Drive south terminus to 500’ westward.	Trail	500’	$29,000	Development
	TOTAL			**6,500’**	**$403,000**	

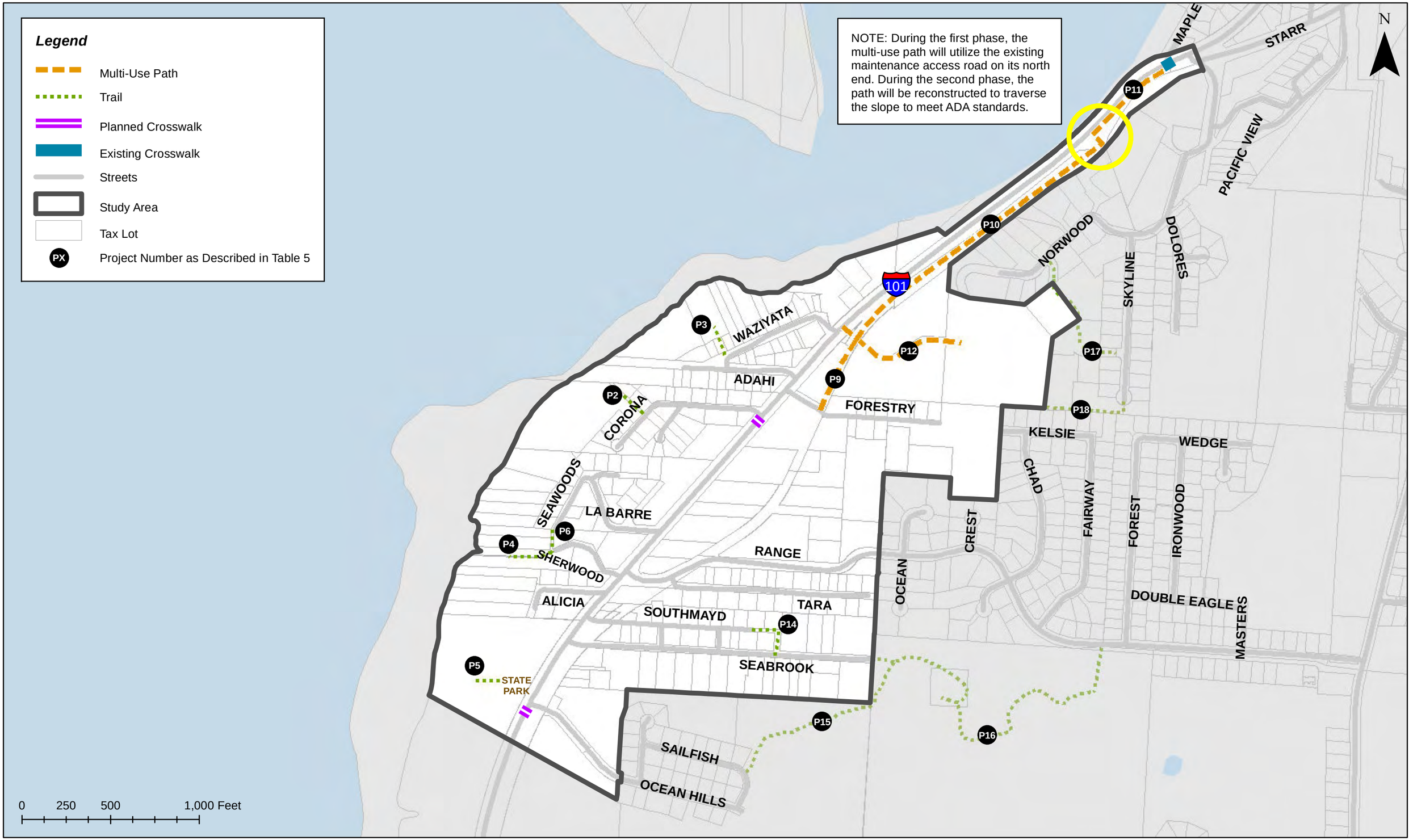
Note: P = pathway project

Costs for trails include improvement to trail standards as 3-8 feet wide with soft surface material (wood chips, gravel, earth, or other), with 1-2 foot gravel shoulders. In many cases, the City will elect to retain natural surface, thereby reducing cost. Thus, these cost estimates may be higher than actual costs.

Transit Policy

Currently, the Lincoln County Transit Yachats to Newport (Northbound) bus serves the Study Area, and stops on US 101 at the Range Drive intersection when passengers are present. Riders can also pre-arrange to be picked up/dropped off at other safe locations. This route runs four times daily, Monday through Saturday. While not the transit provider, the City of Waldport supports continued public transit service to and though the study area and will work with Lincoln County Transit to help ensure the provision of safe and efficient transit stops within the study area.

Figure 7-6: Preferred Public Pathways



Prepared October 2011

Implementation Measures

This section explores estimated project costs, priorities and available funding revenues, and a suggested strategy for staging the planned transportation projects over the planning horizon. The city and ODOT will need flexibility to respond to changes in funding sources and project priorities as private development activities create opportunities and funding sources such as grants evolve.

Short, medium, and long range actions

Based on a review of the projects identified in the Study Area, their staging is subject principally to the state of the economy (which affects the rate of new development), and by the availability of state improvement funds. The city could accelerate this funding model significantly if it chooses to initiate new funding sources for the Study Area. Potential new funding options are identified in the Funding Strategies section.

Cost Estimates

Combining the cost elements presented in Tables 2, 4, and 5 above, Table 7-5 presents a summary of estimated transportation improvement costs. Of the $9,548,000 estimated transportation improvement costs in the Study Area, almost $5 million (51%) are likely to be the responsibility of future private development. Of the remaining $4,656,000, over half (56%) are the responsibility of ODOT, with the city responsible for virtually all of the remainder.

Table 7-5: Total Planning Level Draft Preferred Transportation Plan Improvement Costs

Project Type	Public Agency Funding				Private Development Funding
	ODOT	City	State Parks	Total	
Capital Improvement Projects					
US 101 Corridor	$2,624,000[1, 2]	$100,000[1]	$0	$2,724,000	$20,000[2, 3]
Local Street	$0	$1,793,000	$0	$1,793,000	$4,608,000
Local Pathways / Trails	$0	$130,000	$9,000	$139,000	$264,000
Total	**$2,624,000**	**$2,023,000**	**$9,000**	**$4,656,000**	**$4,892,000**

Note: Development funded projects are excluded from totals because these projects are not expected to use capital improvement dollars.

[1] Cost of multi-use paths parallel to US 101 (P9, P10 and P11) assumed to be funded 80% by ODOT and 20% by City.

[2] Private development could be responsible for part of the cost of improvements on ODOT facilities. This may include facilities that benefit a private development, including sidewalks, turn lanes, signals, etc. For purposes of this analysis, it has been assumed that only those improvements on ODOT facilities that are explicitly identified for private funding (see note 3 below) are funded by development.

[3] Realignment of Patterson State Park Entrance to Ocean Hills Drive assumed to be funded by private development in conjunction with future development.

Funding Strategies

The Waldport Transportation System Plan, adopted in February 12, 2010, identifies sources available to fund transportation projects in the city. These funding sources include a road tax administered by the Waldport Road District (of $0.6960 per $1000 of assessed value). According to the TSP:

"The Waldport Road District provides an ongoing source of funding for street improvements, therefore the City has not pursued other sources of funding to date for street maintenance and improvements, i.e. transportation system development charges, local gas tax, etc."

In addition to the city's road tax, State grant programs are available for transportation projects that are funded and administered through the Oregon Department of Transportation (ODOT). Grant programs administered by ODOT include, but are not limited to, Transportation Enhancement funds, Bicycle and Pedestrian Program grants, and the Special Small City Allotment Program grants. Projects on US 101 may be eligible for funding through the National Scenic Byway Discretionary Program because US 101 is the Pacific Coast Highway National Scenic Byway. The highway became a National Scenic Highway in 1998 and an All-American Road in 2002. In addition, the federal *Safe Routes to School* program assists communities to fund transportation projects and programs to provide safe routes for students to reach school.

The city's TSP identifies various funding sources, most of which are still available today. These funding sources should be considered for each of the projects identified in the plan. In addition, there are potential funding sources that the city could initiate for the Study Area, including:

Street LID Assessments

The city and local property owners could form one or more Local Improvement District agreements to fund selected street projects. Under a local improvement district (LID), a street or other transportation improvement is built and the adjacent properties that benefit are assessed a fee to pay for the improvement. The city could form LIDs for specific projects, or groups of projects, where benefitting property owners agree to pay for new projects such as streets, pathways, or sidewalks.

System Development Charges

The city could initiate a System Development Charge (SDC), either city-wide or for the Study Area, to be assessed on new development to pay for projects to triggered by growth. For many cities, this funding source has proven to augment other available funding sources to allow construction of needed projects.

Development Improvements

Developments affecting traffic conditions on state highways may be required to contribute funding for measures to mitigate traffic impacts caused by the development, including provision of turn lanes, traffic signals, and other traffic control measures. Development projects may also be required to install sidewalks along the street frontage.

Funding for State Projects

Based on historical precedence and the outlook for future funding, the following assumptions appear reasonable for State funding in the Study Area:

- ODOT will continue to be responsible for maintenance of US 101.
- ODOT is primarily responsible for improvements to US 101, including provision of additional capacity, sidewalks, and bicycle lanes, as warranted by traffic conditions, development, and population growth in Waldport.
- ODOT will fund improvements to highways and highway intersections that are determined by ODOT to be necessary to address safety, including turn lanes and other traffic control measures and in relation to other statewide priorities and available funding. (The Phase 1 strategy for the US 101 Seawall section will not change the "curb section" due to insufficient width.)

The city of Waldport should continue to pursue funding available from grant programs administered by ODOT and other Federal and State agencies. The city should identify needed projects that are consistent with the funding criteria of these grant programs and prioritize projects for grant applications based on the city's need for the project and the likely competitiveness of the project based on past grant awards.

Funding Projects in the Study Area

The city should coordinate carefully with ODOT to identify available state funding sources for the US 101 projects. The city will compete statewide for these funds, and it is difficult to predict how successful the city will be in acquiring ODOT funds.

For the Seawall section projects on US 101, the city and ODOT should implement the Phase 1 strategy first (restripe the highway in conjunction with repaving). Changing the highway into a "no-pass" section should improve highway safety. While shoulder widths in the curbed section would not be changed (due to limited available width), widening the shoulder through the seawall section would improve safety for northbound bicyclists. Moreover, the city should seek funds to complete the Phase 1 improvements on the Bridgeview multi-use pathway, and over time, seek funds to complete Phase 2 in the Seawall section. This section should be the city's highest priority, and improving safety for pedestrians and bicyclists (e.g. providing children safe routes away from the highway) may provide rationale for acquiring state Safe Routes to School funds.

With respect to city-funded projects, which amount to $1,793,000 for local streets and $130,000 for pathways and trails, the city should consider an LID or Special SDC to fund the local streets.

- For the railroad corridor backage road (cost: $245,000), the city may choose to form an LID and assess adjacent property owners based on their projected traffic demand on the new facility.
- For the Kelsie Lane-Forestry Way Extension to US 101 (cost: $1,080,000), this new local street is expected to benefit new development and existing development with improved access to US 101. Accordingly, an LID with benefitting property owners may be an equitable method of sharing the cost.

In the case of either of the two local street improvements discussed above, they are not required immediately and would be required at the time that the Range Drive intersection reaches capacity or experiences safety deficiencies. Nevertheless, these projects would improve mobility in the Study Area, and thus their priority may be greater as housing demand grows. The city may choose to monitor the operation of the US 101/Range Drive intersection to ensure its safe and efficient operation, and may choose to reevaluate funding of these two projects if that intersection operation approaches capacity or safety thresholds.

For the pathways and trails, the city's cost share is an estimated $130,000. The city may choose to seek grants to fund these projects, and should prioritize the projects accordingly. Many of the trails would improve Safe Routes to School (e.g. #15, 16, 17, and 18, and #12 if the Kelsie-Forestry local street connection is not made), and thus, federal and state funds may be sought under this grant source. Another potential grant program may apply to beach trails, which could potentially funded under the Oregon Recreational Trails (non-motorized) Grant program.

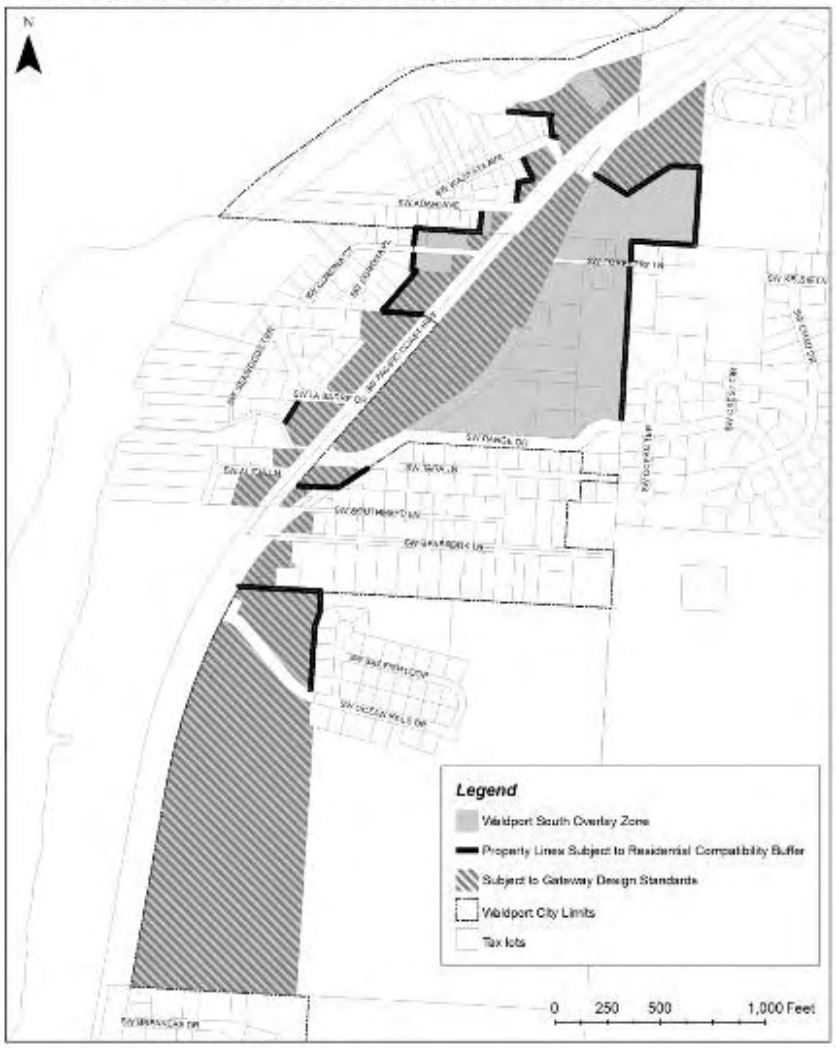
Exhibit 1
Implementing Plan and Code Amendments

Comprehensive Plan Amendments	*Commentary*
XII. TRANSPORTATION	
Policies 1. City Plans. The City of Waldport has adopted a Waldport Transportation System Plan, Yaquina John Point Land Use and Transportation Plan, and Waldport Parks Master Plan which are herein incorporated into the Waldport Comprehensive Plan. A primary objective of the Transportation System Plan is to provide for street connectivity, bicycle and pedestrian needs; decrease dependence on the private automobile; and provide pleasing transportation routes which promote safety by reducing conflicts between pedestrian/bicycles and automobiles. The Yaquina John Point Land Use and Transportation Plan refines both land use and transportation policies and objectives for the Yaquina John Point area, providing more specific direction for this area than that contained in the Comprehensive Plan or Transportation System Plan. The Parks Master Plan includes proposed trail corridors as well as trail and pathway standards.	The double-underlined text is intended to reflect how the city could incorporate the plan into existing policy documents upon adoption.

Code Amendments	*Commentary*
16.08.060 Zone descriptions. … N. Waldport-South Overlay Zone W-S. The Waldport South overlay zone is intended to address compatibility of commercial and light industrial uses with adjacent residential zones and to improve the appearance of the Waldport South area as a gateway to downtown Waldport. …	*Adds the new overlay zone to the introductory zone descriptions section.*
NEW SECTION **Chapter 16.62** **WALDPORT SOUTH OVERLAY ZONE W-S**	*This section creates the proposed new overlay zone. The text is all new; it is not shown underlined for ease of reading.* *The chapter number was selected to fall in an existing gap, after the C-S overlay. The overlay zone name would have been South Waldport Overlay Zone, but SW designation is already in*

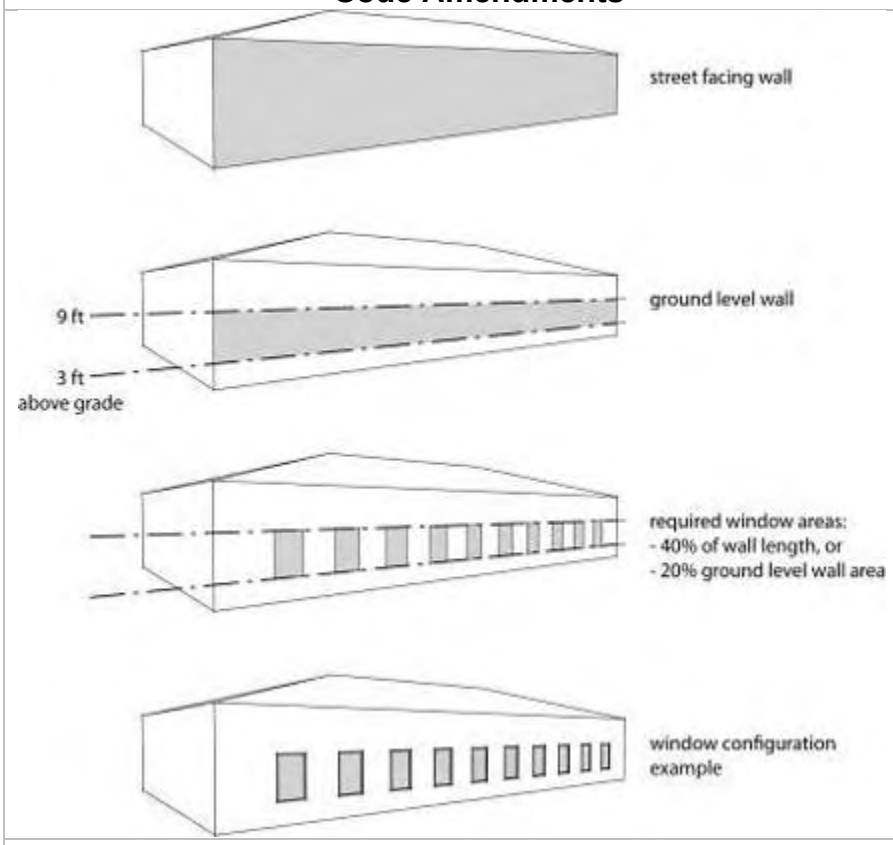
Code Amendments	*Commentary*
	use.
16.62.010 Purpose	
The Waldport South (WS) overlay zone is intended to address compatibility of commercial and light industrial uses with adjacent residential zones and to improve the appearance of the Waldport South area as a gateway to downtown Waldport.	
16.62.020 Conditional uses permitted.	
Within the W-S overlay zone, the following uses and their accessory uses may be conditionally permitted where permitted outright in the underlying base zone, subject to the applicable provisions of Chapters 16.72, 16.76, 16.80, 16.84 and 16.96 of this title. Uses permitted conditionally in the base zone shall not be subject to this section. A. A use permitted in the base zone with drive-in service facilities such as an automobile service station or a drive‑in restaurant; B. Automobile, truck or trailer sales, service, storage, rental or repair; C. Boat or marine equipment sales, service, storage, rental or repair; D. Cabinet or similar woodworking shop; E. Cold storage or ice processing plant; F. Feed or seed store; G. Implement, machinery or heavy equipment sales, service, storage or rental; H. Laboratory or equipment; I. Lumber or building materials sales and storage; J. Machine, welding, sheet metal, or similar metal working shop; K. Outdoor commercial amusement or recreation establishment such as miniature golf course or drive-in theater, but not including uses such as race track or automobile speedway; L. Plumbing, heating, electrical or paint contractors storage, repair or sales shop; M. Processing, packing or storage of food or beverage, excluding those products involving distillation, fermentation, rendering of fats or oils, or slaughtering; N. Upholstery shop; O. Warehouse or storage area; P. Wholesale establishment; and Q. Car wash.	*Many uses are allowed outright in the C-2 zone that may not be compatible with adjacent residential. The overlay makes these uses conditional where they are currently permitted outright (if they are not permitted in the base zone, they remain prohibited). This impacts areas zoned C-2 within the overlay.* *City staff and the Advisory Committee have expressed a desire to implement these changes directly within the C-2 zone so that they would apply city-wide. This approach is consistent with the intent of the Plan and the Overlay zone; however it goes beyond the scope of this planning project. The city may choose to revise the implementing ordinances prior to adoption to accomplish this.*
16.62.025 Uses specifically prohibited.	
Within the W-S overlay zone, in addition to all uses not specifically listed as permitted or conditional in the base zone, the following uses	*These uses were identified by the Advisory Committee as inappropriate for the overlay*

Code Amendments	*Commentary*
are prohibited. A. Tire retreading or vulcanizing; B. Truck terminal, freight depot;	*district. There are no existing uses in these categories within the overlay zone area.*
16.62.030 Conditional Use Approval Criteria A. Applicability. This section applies to applications for conditional use within the WS overlay zone. B. Approval criteria. In addition to the requirements and standards governing conditional uses established in Chapter 16.84, when determining whether to approve, approve with conditions, or deny an application for conditional use, the planning commission shall take into consideration the compatibility of the proposed use with adjacent residential districts.	*The goal of this section is to ensure that compatibility of a conditional use with the adjacent residential districts is taken into consideration when the Planning Commission considers conditional use applications within the overlay zone.*
16.62.040 Residential Compatibility Design Standards	
A. Applicability. At the time a building is erected, enlarged, substantially improved, or the use is changed to the point of requiring additional approval from the City, the standards of this section shall apply in portions of the WS overlay that lie within 100 feet of a lot line indicated as being subject to the residential compatibility buffer on Figure 16.62-1. These standards do not apply to residential uses, including dwellings, residential homes, residential facilities, and manufactured homes.	*"Substantial improvement" is defined as any repair, reconstruction or improvement of a structure which exceeds fifty percent (50%) or more of the true cash value of the structure.* *Residential uses are exempt from these standards.*
B. Outdoor commercial and industrial uses. The following commercial and industrial uses are prohibited unless located entirely within an enclosed building:	*This section restricts outdoor commercial and industrial activities and storage within 100 feet of residential districts.*
1. Processing, packaging, assembly, or production of goods, including woodworking and metalworking.	
2. Repair and related activities.	
3. Display of goods for wholesale or retail sale.	
4. Storage of materials, equipment, or supplies other than passenger vehicles.	
C. Setback landscaping. The area within the minimum setback standards of the applicable zone shall be landscaped with a combination of trees and shrubs to provide continuous visual screening from abutting residential districts. Ground cover plants and non-plant ground covers may be used between trees and shrubs, but shall not be considered to contribute to the visual screening. Parking is not allowed in a required yard abutting a residential district.	*Creates more specific landscaping standards for the required setback area abutting a residential district than are proposed in the general commercial landscaping standards.*

Code Amendments	*Commentary*
16.62.050 Gateway Design Standards	
A. Applicability. At the time a building is erected, enlarged, substantially improved, or the use is changed to the point of requiring additional approval from the City, the standards of this section shall apply on property within the WS overlay zone that abuts US 101 as shown on Figure 16.21-1 below. These standards do not apply to uses permitted outright in the R-2 zone. Figure 16.62-1 ***Waldport South (W-S) Overlay Zone Boundaries and Applicability of Design Standards***  	*"Substantial improvement" is defined as any repair, reconstruction or improvement of a structure which exceeds fifty percent (50%) or more of the true cash value of the structure.*
B. Site Configuration. Development abutting US 101 shall provide an environment that is comfortable, safe, and interesting for pedestrians. The site configuration standard is met when one of the following criteria is met:	*Language draws on the DD zone (16.30.050)*
1. At least (50) fifty percent of the front building elevation (façade) is placed no more than 20 feet back from the	

Code Amendments	*Commentary*
property line that abuts US 101.	
2. When located abutting US 101, off street parking shall be limited to 50 percent of the US 101 street frontage.	
C. Pedestrian Entrances. Buildings shall provide for safe and convenient pedestrian access to buildings, based on the standards in subsections 1-4, below.	
1. Buildings shall have their primary entrance(s) oriented to (facing) the street or a side yard. Primary entrances shall not face the rear yard. a. For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, the "primary building entrance" is the main employee entrance. b. For residential buildings the "primary entrance" is the front door to the dwelling unit or, for residential buildings that do not have separate exterior entrances for each unit, the "primary building entrance" may be a lobby, courtyard, or breezeway that serves as a common entrance for more than one dwelling.	*Adapted from DD zone (16.30.050.B). Definitions of primary entrance adapted from the Model Code.*
2. All buildings shall provide safe, convenient and reasonably direct pedestrian walkways between the nearest primary building entrance and all abutting streets. A pedestrian walkway shall be considered reasonably direct if it does not deviate unnecessarily from a straight line or does not involve a significant amount of out-of-direction travel for likely users.	*Adapted from the Model Code.*
3. Where there are multiple buildings on a site, pedestrian walkways shall connect all building entrances to one another.	*Adapted from the Model Code.*
4. Pedestrian walkways shall conform to all of the following standards: a. Where pedestrian walkways are parallel and adjacent to a driveway or street (public or private), they shall be raised 6 inches and curbed, or separated from the driveway/street by a 5-foot minimum strip with bollards, landscaping, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps. b. Where pedestrian walkways cross a parking area, driveway, or street, they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping (thermo-plastic or similar durable application). c. Surfaces for all required pedestrian walkways shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least 5 feet wide, and shall conform to ADA requirements.	*Adapted from the Model Code.*
D. Parking/Maneuvering Area Screening. All parking or vehicle	*This assumes that the*

Code Amendments	*Commentary*
maneuvering areas in yards abutting US 101, in addition to meeting all other standards of the Waldport Development Code, shall provide, a landscaped area a minimum of 6 feet in depth between the property line abutting US 101 and the parking area. This landscaped area shall be planted with trees, shrubs, and/or ground cover as follows: 1. If an evergreen hedge has been provided to satisfy 16.28.030.5.c, the remainder of the landscaped area shall be planted with groundcover. 2. If a decorative wall (masonry or similar quality material) with openings; arcade, trellis, or similar partially opaque structure has been provided to satisfy 16.28.030.5.c, trees shall be planted within the landscaped area at the minimum recommended spacing for the species.	*proposed commercial landscape standards are adopted as currently written, and references the section of the draft amendments related to parking area screening.*
E. Building Design Standards. Building façades shall be designed to provide visual interest for pedestrians and an attractive gateway to downtown for travelers along US 101. Non-residential buildings shall meet all of the following criteria; residential buildings shall be exempt from subsection 1 below.	
1. Fenestration. All building façades oriented towards or within a 90 degree angle of a lot line adjoining Highway 101 and located within 70 feet of a lot line adjoining Highway 101 shall incorporate ground floor windows meeting the following standards:	
a. Required Window Areas. Windows must be a minimum of forty (40) percent of the length or twenty (20) percent of the ground level wall area. Ground level walls include all exterior walls from three feet above finished grade up to nine feet above the finished grade.	*Adapted from City of Happy Valley design standards*

Code Amendments	*Commentary*
	
b. Qualifying Window Features. Required window areas must either be windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than three feet above the adjacent exterior grade.	*Adapted from City of Happy Valley design standards*
2. Building Façade Design. All building façades oriented towards or within a 90 degree angle of a lot line adjoining US 101 and located within 70 feet of a lot line adjoining US 101 that exceed forty (40) feet in length shall incorporate features to vary the look of the façade at intervals not to exceed forty (40) feet. Such features may include variable planes; projections; bays; dormers; setbacks; canopies; awnings; parapets; and/or changes in the roof line, materials, color, or textures.	*Adapted from Happy Valley design standards*
3. Where an applicant can demonstrate that a building that would otherwise be subject to the standards above will not be visible from Highway 101 due to obstruction by other buildings, topography, or other permanent site features (not including vegetation), the applicant may request an exception from subsections 1 and 2 above through the normal review process.	*Creates a way for applicants to avoid the standards for buildings that will not be visible from the highway.*
16.62.050 Access Management Standards.	

Code Amendments	*Commentary*
A. Applicability. In order to provide for safe multi-modal operations on US 101, the following standards shall apply to all applications for development that create a new, or modify an existing, vehicular access (driveway) to US 101:	*The purpose of this section is to strengthen access management regulations at the local level so that with redevelopment, access spacing and safety in the corridor will improve.*
1. Driveways to US 101 shall be separated from other driveways and street intersections in accordance with ODOT's spacing standards except as described in sub-section 2 below.	*Where a property can meet ODOT spacing standards, they may take access to US 101 and are not subject to the requirements of sub-section 2 (sub-sections 3 and 4 still apply).*
2. Where the spacing standards in sub-section 1 would preclude access to US 101 from a particular property, the following standards shall apply, unless the Fire Chief determines that fire and life safety considerations require otherwise:	*For a development that cannot meet spacing standards, this section requires access to be provided in an alternative way if feasible.*
a. Where access to a corner lot can reasonably be provided from a local street, the subject site shall have access to the local street and shall not have access to US 101. Access to a local street shall be considered reasonable unless environmental or other physical site characteristics render access to the local street impracticable.	*Local street access is one alternative to US 101 access – where available and reasonable, local street access is instead of access to US 101.*
b. Where access to US 101 can reasonably be shared with an abutting property, access shall be provided via a shared driveway or cross-access easements to an existing driveway on the abutting property; separate access to US 101 shall not be provided on the subject property. Shared access shall be considered reasonable where the physical configuration of the abutting property allows for shared access, the uses are not incompatible, and the owner of the abutting property is willing to provide an easement.	*Shared access with a neighboring property is another alternative to US 101. Where this is an option, it is required instead of a separate access to US 101.*
c. Where access cannot be provided in accordance with subsection (a) or (b), temporary conditional access to US 101 may be granted, provided that the owner of the subject property signs a non-remonstrance agreement to remove the temporary conditional access at such time as shared access via an abutting property becomes available.	*For properties that currently do not have access options other than US 101, the access to US 101 is temporary until an alternative or shared access becomes available.*
3. Non-residential development abutting US 101 shall be designed to allow for shared access with abutting commercially zoned properties as specified below.	*Regardless of a property's ability to meet spacing standards, all non-residential development must be designed to provide for*

Code Amendments	*Commentary*
	shared access and/or parking lot inter-connections with adjacent commercially-zoned property to facilitate better connectivity in the future as adjacent properties develop or redevelop.
a. Where an abutting property is zoned for commercial use but is undeveloped or has not been designed to allow for shared access with the subject property, development on the subject property shall be designed to allow for a future shared driveway and/or parking lot interconnection if practicable. The owner of the subject property shall sign a non-remonstrance agreement to provide a cross-access easement to the abutting property at such time as the abutting property develops or redevelops.	This sub-section applies to future connections with abutting properties that are not currently designed to accommodate inter-connection or shared access.
b. Where an abutting property is zoned for commercial use and has been designed to allow for shared access with the subject property, shared driveways and/or parking lot interconnections shall be provided to connect to the abutting property. The owner of the subject property shall provide a cross-access easement to the abutting property and shall obtain a cross-access easement from the owner of the abutting property to allow use of the shared driveway and/or parking lot interconnection.	This sub-section applies to connections to abutting properties that are already designed to allow for such connections.
4. Access driveways shall be located to avoid or minimize conflicts with entering and exiting vehicles from opposing driveways.	
Chapter 16.100 **LAND DIVISION**	The existing subdivision regulations provide an opportunity to implement the proposed local street system both within and surrounding the Study Area.
16.100.040 General requirements and minimum standards of design development. The following are the minimum requirements and standards to which subdivisions and partitions must conform: ...	
3. Relation to adjoining street system. A subdivision or partition shall provide for the continuation of existing and projected streets. <u>For the purposes of this section, projected streets include, but are not limited to those streets indicated in the City of Waldport Transportation System Plan, the Yaquina John Point Land Use and Transportation Plan, and other transportation plans adopted by the City of Waldport.</u> If	The double-underlined text is proposed to ensure that the planned street network in both the TSP and the Yaquina John Point Land Use and Transportation Plan are

<table>
<tr><th>Code Amendments</th><th>Commentary</th></tr>
<tr><td>physical conditions make such continuation impractical, exceptions may be made. All new subdivisions will be required to construct public streets to city standards.</td><td>considered at time of subdivision.</td></tr>
<tr><td>4. Access.
a. A subdivision or partition shall provide each lot or parcel, by means of a public street or private road, satisfactory vehicular access to an existing street.
b. A subdivision or partition shall consider vehicular access to the parcel off existing or proposed streets that addresses traffic congestion, speed, stop signs and turn lanes for the orderly development of traffic accessing the area.
c. The subdivider/partitioner shall be solely responsible for constructing all necessary or required street(s) or road(s), whether public or private, to city requirements as stated herein to serve each and every lot or parcel created by the subdivision or partition.
d. All public or private streets or roads established for the purpose of subdividing, partitioning or replatting land shall be surveyed and monumented.
e. All plans and specifications for street and road improvements, whether public or private, shall be prepared by a civil engineer licensed in the State of Oregon. Street improvements, including grades, paving, drainage and centerline radii on curves, shall at a minimum meet the applicable requirements of this title and standards set forth in the American Association of State Highway and Transportation Officials (AASHTO) manual or other design principles and construction specifications consistent with generally accepted engineering practices which are acceptable to the planning commission.
<u>f. In the case of private road accesses to US 101, if a proposed subdivision provides cross-access from abutting parcels or subdivision lots, the developer will dedicate an access easement in a format determined by the City.</u></td><td>The double-underlined text is proposed to allow the City to require dedication of cross-access easements at time of subdivision or partition as appropriate.</td></tr>
<tr><td>…</td><td></td></tr>
<tr><td>16.100.100 Street width and improvement standards.</td><td></td></tr>
<tr><td>A. Street Widths.
<table>
<tr><th>Type of Street</th><th>Min. Right-of-Way Width</th><th>Min. Surface Width</th></tr>
<tr><td>1. Collector streets and all business streets other than arterials:</td><td>60' - 80' +</td><td>36' – 48' +</td></tr>
<tr><td>2. Local streets in residential areas:</td><td>56' ++</td><td>28' ++</td></tr>
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</td><td></td></tr>
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Code Amendments	Commentary
<table><tr><td>3. Circular ends of cul-de-sacs:</td><td>90' +++</td><td>70' +++</td></tr><tr><td>4. Hammerheads:</td><td>++++</td><td>++++</td></tr></table> Notes: + The City may require a width within the limits shown based upon adjacent physical conditions, safety of the public and the traffic needs of the community. The standard street section for collector and business streets is two 16-22' travel lanes <u>including a striped shoulder bikeway with a minimum width of 5'</u>, 2' curb and gutter, 5' sidewalk and 7' utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission. ++ The standard street section for local streets is two 14' travel lanes, 2' curb and gutter, 5' sidewalk and 7' utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission. +++ Measured by diameter of circle constituting circular end. ++++ Hammerheads will be of such width and length as to allow for adequate turn-a-round of all emergency vehicles as determined by the Public Works Department.	While the lane width range listed in the first note is interpreted to include a paved shoulder, the recommended change establishes a minimum width for the shoulder and requires it to be striped to function as a shoulder bikeway.
…	

Appendix A
Methods Memo

MEMORANDUM

Date:	June 29, 2011	Project #: 11626.0
To:	Larry Lewis, AICP, City of Waldport Dorothy Upton, ODOT TPAU	
From:	Dan Seeman, Kittelson & Associates, Inc. Chris Brehmer, PE, Kittelson & Associates, Inc. Alison Tanaka, Kittelson & Associates, Inc.	
CC:	Cathy Corliss, Angelo Planning Group Sue Geniesse, ODOT	
Project:	City of Waldport Yaquina John Point Land Use & Transportation Plan	
Subject:	Existing and Future Conditions Analysis Methodology	

The purpose of this memorandum is to document the methodology and key assumptions to be used in preparation of the existing conditions analyses for the City of Waldport Yaquina John Point Land Use & Transportation Plan. The methodologies included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) *Transportation System Plan Guidelines* and the *Analysis Procedures Manual* (APM) as they relate to small urban areas.

This memorandum includes the methodology for the existing and future conditions analysis, which will identify the current and future no-build operational and geometric characteristics of the roadways within the Yaquina John Point subarea of the City of Waldport.

STUDY INTERSECTIONS

The following intersections have been selected for inclusion in the TSP update.

ODOT operated and maintained intersections:

- US 101/Maple Street
- US 101/Range Drive
- US 101/Ocean Hills Drive
- US 101/Forestry Way/Adahi Avenue

City of Waldport operated and maintained intersection:

- Range Drive/Crestline Drive

Based on an examination of traffic counts conducted, the weekday p.m. peak hour occurs between 4:00 and 5:00 p.m. Traffic counts at two key study intersections were conducted by ODOT for a 16-hour period on Friday, October 22, 2010.

INTERSECTION ANALYSIS

Peak hour counts (4:00 - 5:00 p.m.) will be identified for each of the study intersections. These counts will be used to determine the 30th highest hour counts, as described below. The 30th highest hour volumes will be used to perform the intersection analyses.

Seasonal Adjustment Factor

The 30th highest hour volumes (30 HV) for US 101 will be derived from the traffic counts collected on Friday, October 22, 2010 by ODOT. There are no ODOT Automatic Traffic Recorders (ATR) within the project area, although there is an ATR located at milepost 139.11, about 17 miles to the north in Newport.

Based on the traffic using this section of US 101, the study area could be considered a *Coastal Destination*. The method used is based on designating this area as *Coastal Destination.* The resulting seasonal adjustment for the October 22, 2011 counts is 1.33, as shown in Table 1 below.

Table 1 APM Seasonal Trend Method

Trend	15-October	22-October	1-November	ODOT Peak Period Seasonal Factor
Coastal Destination	1.07	**1.09**	1.12	**0.82**
Resulting Average Seasonal Adjustment Factor = 1.09/0.82 = 1.33				

Based on the APM, it is highly discouraged to use a seasonal adjustment factor of greater than 30%. However, given that 1.33 is only marginally greater than 1.30, it is recommended that a seasonal adjustment of 1.33.

MOBILITY STANDARDS

US 101 Corridor

ODOT uses volume-to-capacity ratio standards to assess intersections operations. Table 6 of the *Oregon Highway Plan* (OHP) provides maximum volume-to-capacity ratios for all signalized and unsignalized intersections outside the Portland Metro area. All the highway intersections in the study area are along US 101, a Statewide Highway. These intersections are inside the Waldport Urban Growth Boundary. Waldport is not part of any metropolitan planning organization. The minimum required performance standards are shown in Table 3 and reflect the posted limit and traffic control at the intersection (whether the intersection is signalized or unsignalized).

Table 2 Summary of ODOT Intersection Performance Standards

Intersection	Traffic Control[1]	Posted Speed Limit (mph)	OHP Mobility Standard
US 101/ Maple Street	TWSC	25	V/C ≤ 0.95[2]
US 101/ Range Drive	TWSC	45	V/C ≤ 0.75
US 101/ Ocean Hills Drive	TWSC	45	V/C ≤ 0.75
US 101/ Forestry Way/Adahi Ave	TWSC	45	V/C ≤ 0.75

[1]TWSC: Two-way stop-controlled (unsignalized)
[2]This intersection is within the downtown, and thus, has a different v/c standard

City of Waldport

The City of Waldport has not adopted level-of-service (LOS) or volume-to-capacity (V/C) ratio standards for signalized or unsignalized intersections. The only reference to operations standards in the 1998-1999 TSP is as follows:

> "The *Oregon Highway Plan* specifies an operating standard of LOS C for intersections on facilities of statewide LOI in urbanizing areas. The City of Waldport does not have specific LOS standards for intersection operations. Typically, local jurisdictions in Oregon consider LOS E or better to be the standard for unsignalized intersections. At signalized intersections, LOS D or better is a typical standard for acceptable operations."

The consultant team recommends an amendment to the TSP to adopt mobility standards as defined in the *Oregon Highway Plan* (ODOT, 1999) at state highway intersections. Further, the TSP should be amended to have the following minimum operating standards at City intersections:

- LOS "D" is considered acceptable at signalized and all-way stop controlled intersections if the V/C ratio is not higher than 1.0 for the sum of critical movements.
- LOS "E" is considered acceptable for the poorest operating approach at two-way stop intersections. LOS "F" is allowed in situations where a traffic signal is not warranted.

A summary of the recommended performance standards at each of the study intersections under city jurisdiction is included in Table 4.

Table 3 Recommended Performance Standards for City Intersections

Intersection	Traffic Control[1]	Posted Speed Limit (mph)	Performance Standard
Range Drive/Crestline Drive	AWSC	45	LOS "E"

[1]AWSC: All-way stop-controlled (unsignalized)

CRASH ANALYSIS

The most recent five years of crash data will be reviewed at the collector/arterial street intersections and for this segment of US 101. The segment data will allow an assessment of US 101 safety history within Waldport compared to state averages for comparable state highways (urban principal arterials).

TRAFFIC ANALYSIS SOFTWARE AND INPUT ASSUMPTIONS

Synchro software, Version 7 will be used for the intersection analysis. The reported results will be the level of service, intersection delay, and V/C ratios generated by the HCM report. Analysis assumptions are listed in Table 4.

Table 4 Synchro Operations Parameters/Assumptions

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts
Area Type	Other
Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour green per lane
Lane Width	From field measurements, otherwise 12 feet
Percent Heavy Vehicles	From traffic counts
Percent Grade	Estimated based on field observations
Parking Maneuvers per Hour	No on-street parking
Bus Blockages	None
Intersection signal phasing and coordination	No signals
Intersection signal timing optimization limits	Maximum cycle length = 120 seconds[1]
Minimum Green time	From ODOT, otherwise 8 seconds[1]
Yellow and all-red time	From ODOT, otherwise yellow = 4 seconds, all-red = 1 second[1]
95th percentile vehicle queues	Will be calculated using results of HCM capacity analysis, based on an average of 25 feet per vehicle

1 If new signal considered, these parameters will be used.

In recognition that Synchro version 8 will be released soon, the analysis conducted for existing and future no-build conditions will be re-run to determine whether there is a difference as a result of the Synchro revision. if there is, the project team will discuss the results and determine whether version 8 should be used for alternatives analysis testing.

FORECASTING TRAFFIC VOLUMES

Future No-Build Analysis

This section provides an overview of the trip forecasting methodology proposed for use in developing year 2035 traffic volume projections for the project study area. Pending ODOT and City review comments, the growth projections identified herein will be used to prepare an analysis of the study intersection operations under future 2035 conditions.

Various methods of estimating future traffic growth have been developed for planning purposes. The Cumulative Analysis method was selected to estimate future traffic volumes in the Waldport subarea. The ODOT *Analysis Procedures Manual* (APM – Reference 1) identifies the Cumulative Analysis method as appropriate for "small urban areas that are growing at a fairly uniform rate or for areas where only minor changes are expected to take place." Two distinct components comprise the cumulative method:

- *Background growth* reflecting anticipated increases in through traffic
- *Household and employment growth* within the subarea that results in new land development

The derivation of trips associated with each of these components is described below.

Background Growth Rate

As outlined in the APM, a background growth rate was developed for the Waldport Yaquina John Point section of US 101 based on ODOT's Future Volume Tables. Two data points were identified along US 101 that might apply. Of the two data points – one immediately south of the OR 34 intersection and the second at the City's south city limit – only one is statistically reliable. The location that is statistically reliable, and hence was used as a basis for determining the growth rate, is located at milepost 155.92 on US 101 immediately south of OR 34. The 20-year growth factor for each data point is listed in Table 1 along with the existing (2008) and forecast (2029) Average Annual Daily Traffic (AADT). A correlation coefficient (R^2 value) is also provided that indicates how well the historical traffic volume corresponds with the year. The APM states that R^2 values over 0.75 are preferred. Thus, the data point at MP 156.36 was dismissed.

Table 5
Background Growth Rate Calculations in Waldport

Highway Mile Point	Location	AADT		R^2 Value	25-Year Growth Factor
		2009	2029		
US 101 – 155.92	0.02 mile south of Alsea Hwy (OR 34)	8,300	10,600	0.91	1.35[1]
US 101 – 156.36	South City Limits of Waldport	7,200	8,200	0.39[2]	1.14
25-Year Growth Factor to be used for through movements on US 101					***1.33***

1 Annual growth rate = (10,600/8,300) = ((1.277 − 1) / 20 yrs) = 1.39% per year x 25 yrs = 35% growth by 2035
2 MP 156.36 has a poor R^2 factor, indicating that the data is not statistically reliable. Hence, this data point was dismissed.

Based on the information provided in Table 1, the 25-year growth factor for the Waldport area is 1.33 and the average annual growth factor is 1.32 percent[1]. Year 2035 through volumes on US 101 will be derived by increasing the year 2010 traffic volumes by 33 percent to represent 25 years of regional growth.

Traffic volumes for turning movements on and off of US 101 within the study area will be estimated based on explicit modeling of actual land uses to be developed. This methodology is described in the next section. Traffic generated by two developments outside the study area – Naples Resort and Ocean Hills subdivision (latter phases) – will be modeled explicitly and described in a later section of this technical memorandum.

Household and Employment Growth

The 2035 traffic volume forecast also needs to reflect anticipated employment and household growth in the Yaquina John Point subarea. Growth estimates will be developed by Angelo Planning Group based on the "safe harbor" projection process identified in the APM (since Waldport and Lincoln County do not have coordinated population projections). In addition, projections will include consideration of existing land use, zoning, and allowable densities and reasonable absorption levels to reflect 2035 development levels.

Traffic Analysis Zones

Projected employment and housing growth will be assigned to the traffic network according to Traffic Analysis Zones (TAZs) established for the project to evaluate the anticipated growth in the subarea. The TAZ boundaries aggregate areas that have common access to major transportation facilities and similar land use patterns. Figure 1 illustrates the TAZs established for the TSP update.

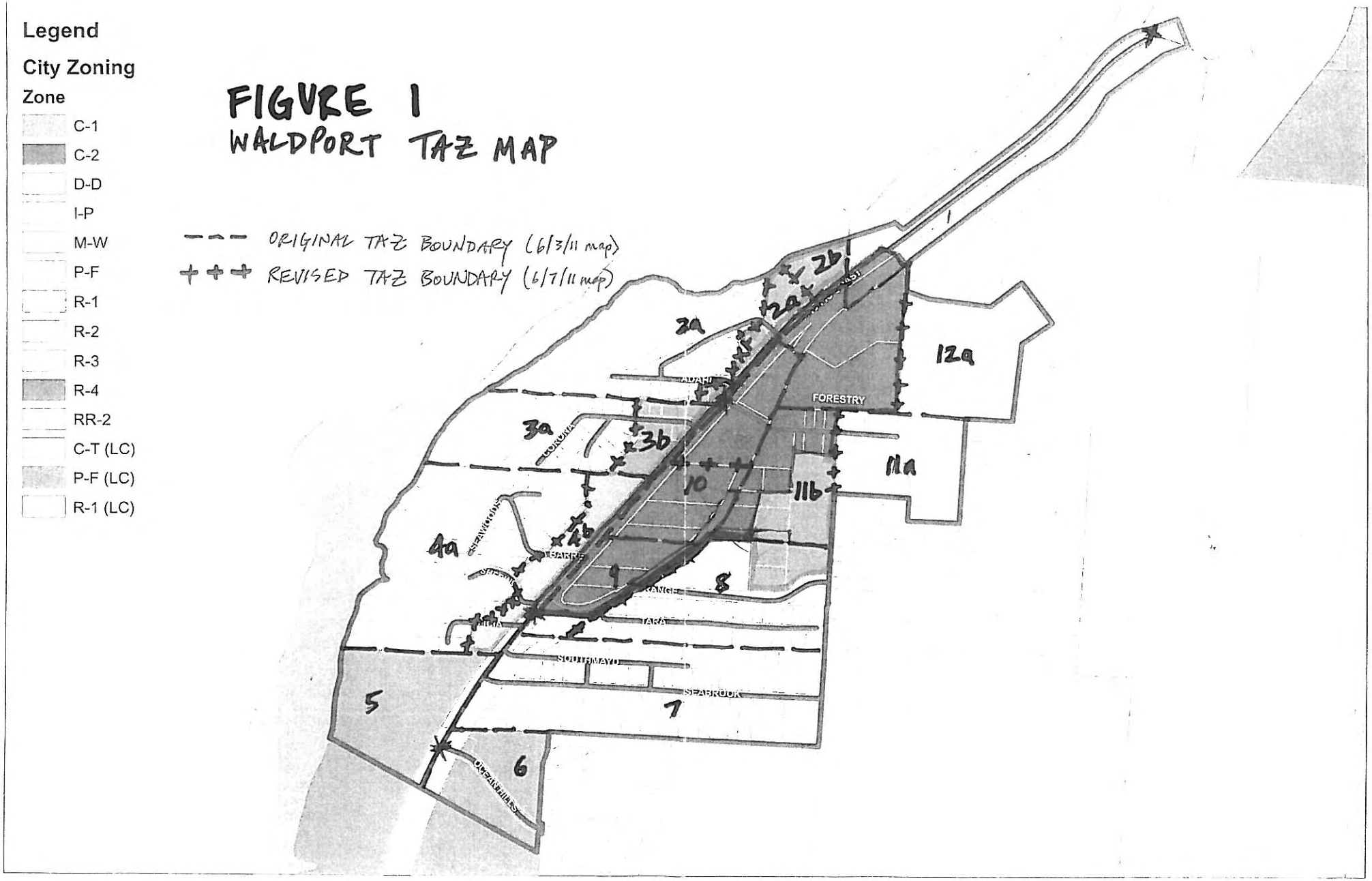
Trip Generation

Trip generation estimates reflecting the anticipated growth will be prepared based on trip rate data published in the standard reference manual, *Trip Generation*, *8th Edition*, published by the Institute of Transportation Engineers (ITE). Trips will be estimated for all locally-generated trips within the study area, and accounted for by the Transportation Analysis Zones (TAZs) as shown in Figure 1.

Cumulative Analysis

The cumulative method combines historical growth trends with information about existing and planned land uses to predict total future traffic volumes. The methodology to be employed considers two categories of trips:

FIGURE 1
WALDPORT TAZ MAP



- *Through trips* (External-External): those vehicles that travel through the subarea on US 101 but don't leave the highway
- *Locally-generated trips* (Internal-External, External-Internal, or Internal-Internal): vehicles that have at least one terminus within the study area

Through Trips

Ideally, through trips would be measured by completing a survey of users on US 101. This type of data collection can be a time and resource intensive endeavor. A more simple method of approximating through traffic can be determined through evaluation of existing turning movements at key intersections on US 101.

The APM method of assessing through trips assumes that all turning movement volumes off the highway are destined or originate within the subarea. There are not major intersecting roadways with US 101 in the study area that may carry statewide or regional travel. Thus, this assumption is reasonable; it has been assumed as part of this analysis that all turn movements on/off of US 101 within the study area are made to uses within the Yaquina John Point subarea or are traveling through the study area. Those trips that travel as through movements on US 101 are considered *through trips*.

Locally-Generated Trips

After accounting for through trips, the remaining trips are assumed to be generated by uses within the Yaquina John Point subarea to locations outside the study area. While it may be an unrealistic assumption that all locally-generated trips will have one trip end outside the study area, this assumption will produce a conservatively high estimate of traffic on streets in the study area. The majority (but not all) of these trips will use US 101. The majority of these locally-generated trips are generated by households within the subarea and traveling to/from uses outside the subarea.

Trips that are locally-generated will be assigned to turning movements into and out of local streets intersecting US 101 proportionate to existing turning movements at these intersections. In cases where new local streets are to be considered, turning movements will be estimated by adjacent local street turning movements, where appropriate. Figure 1 shows the TAZs for which trip generation estimates will be prepared.

Trips Generated By Properties Outside Study Area

There are two potential developments, neither of which is currently in application for, that if constructed will generate trips that will affect traffic in the study area. These two developments – Naples Resort Ocean Hills subdivision (latter phases) – are addressed in this section.

Naples Resort

The Naples Resort was planned, but not approved, for development within the past decade. This 475-acre mixed-use resort was originally planned to include a golf course, hotel, restaurant, retail center, condominiums and recreation homes. Since that time, a parcel of 130 acres has been sold, diminishing the size of the property to 345 acres. In addition, the majority of the property is either outside the Waldport Urban Growth Boundary or would require a zone change, and is therefore not allowable outright for development as resort uses. Through discussions with Larry Lewis, Waldport Planning Director, the uses that can be reasonably assumed for this property include:

- 50,000 square feet of retail and/or office uses
- 50 condos on upper stories above the commercial uses
- A 120 to 138 room hotel
- Up to 200 single family homes (likely mostly vacation homes)

For this development, we used ITE trip generation rates (allowing for 10% internal traffic), and then assumed 50% of the traffic would use US 101 to the north and the other 50% would use US 101 to the south. We would add the 50% that uses US 101 to the north as through trips in our study area section of US 101.

Ocean Hills Subdivision (Latter phases)

Ocean Hills subdivision was approved for 34 single family homes in the early 2000's. An adjacent parcel, outside the study area and zoned R-1, could theoretically be developed as additional phases of the Ocean Hills subdivision, since it could connect to the stub streets in that development. However, if any additional development occurs that accesses US 101 via Ocean Hills Drive beyond the 34 existing subdivision lots in the existing Ocean Hills subdivision, it would trigger a requirement to realign access to the state park across US 101. Given this, for this analysis it is assumed that this property will not develop.

NEXT STEPS

It is requested that ODOT staff confirm the assumptions and methods included in this memorandum. It is also requested that City staff confirm the following assumptions:

- City intersection performance standards

Please review the methodology and analysis described in this memorandum and advise us of any questions, concerns, or suggestions. Once the methodology and projections are confirmed, the new through and locally-generated trips will be assigned to the study intersections. Future 2035 traffic operations will then be analyzed at the study intersections.

If you have any questions as you review this material, please call us at (503) 228-5230.

Appendix B
Level of Service Description

Level of Service Concept

Level of Service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various Level of Service from A to F.[1]

Signalized Intersections

The six level of service grades are described qualitatively for signalized intersections in Table D1. Additionally, Table D2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, level of service D is generally considered to represent the minimum acceptable design standard.

Table B1: Level of Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

[1] Most of the material in this appendix is adapted from the Transportation Research Board, *Highway Capacity Manual*, (2000).

Table B2: Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Unsignalized Intersections

Unsignalized intersections include two way stop controlled (TWSC) and all way stop controlled (AWSC) intersections. The *2000 Highway Capacity Manual* provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table D3. A quantitative definition of level of service for unsignalized intersections is presented in Table D4. Using this definition, Level of Service E is generally considered to represent the minimum acceptable design standard.

Table B3: Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	Nearly all drivers find freedom of operation. Very seldom is there more than one vehicle in queue.
B	Some drivers begin to consider the delay an inconvenience. Occasionally there is more than one vehicle in queue.
C	Many times there is more than one vehicle in queue. Most drivers feel restricted, but not objectionably so.
D	Often there is more than one vehicle in queue. Drivers feel quite restricted.
E	Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. There is almost always more than one vehicle in queue. Drivers find the delays approaching intolerable levels.
F	Forced flow. Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table B4: Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

It should be noted that the level of service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level-of-service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOE's) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards.

Volume-To-Capacity Concept

The *Highway Capacity Manual 2000* defines capacity as "the maximum number of vehicles that can pass a certain point during a specified period under prevailing roadway, traffic, and control conditions." Capacity analysis examines segments or points (such as signalized intersections) of a facility under uniform traffic, roadway, and control conditions. These conditions determine capacity; therefore, segments with different prevailing conditions will have different capacities. Capacity is not the absolute maximum flow rate – driver characteristics vary from region to region, and the absolute maximum capacity can vary from day to day and location to location.

Signalized Intersections

The *Oregon Highway Plan* Action 1F.6 identifies maximum v/c thresholds for intersections within and outside of MPO areas. The thresholds for areas outside of MPO areas are summarized in Table B5.

Table B5: Volume-To-Capacity Ratio Targets Outside Metro [1, 2]

Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO outside of STAs where non-freeway posted speed <= 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed limit > 35 mph, but <45 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.80	0.75
Statewide Expressways	N/A	0.85	0.80	0.80	0.80	0.80	0.75
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.80	0.75
Statewide (not a freight route)	0.95	0.90	0.90	0.85	0.80	0.80	0.80
Freight Route on a Regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.80	0.80
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.80	0.80
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.85	0.80
District/Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.85	0.85

[1] For the purposes of this policy, the peak hour shall be the 30th highest hour. This approximates weekday peak hour traffic in larger urban areas. Alternatives to the 30th highest annual hour may be considered and established through alternative mobility target processes.

[2] Highway design requirements are addressed in the Highway Design Manual (HDM).

Unsignalized Intersections

For unsignalized intersections, capacity is determined using a gap acceptance model which calculates the potential capacity of each minor traffic stream in accordance with Equation 17-3 in the *Highway Capacity Manual 2000*. The potential capacity of a movement is a function of the conflicting flow rate expressed as an hourly rate, as well as the minor-street movement.

The *Oregon Highway Plan* Action 1F.1 identifies maximum v/c thresholds for unsignalized intersections. As stated on page 75, "At unsignalized intersections and road approaches, the volume-to-capacity ratios in Tables 6 and 7 shall not be exceeded for either of the state highway approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all of its approaches and shall not exceed the volume to capacity ratios for District/Local Interest Roads in Table 6 within the urban growth boundaries or 0.85 outside of urban growth boundaries."

Appendix C
Land Use Assumptions
Memorandum

Angelo planning group

LAND USE PLANNING • TRANSPORTATION PLANNING

Memorandum

Date: July 27, 2011
To: Dan Seeman and Alison Tanaka, Kittelson & Associates
cc: Larry Lewis, City of Waldport
Sue Geniesse, ODOT
From: Cathy Corliss
Re: Land Use Assumptions - Waldport Yaquina John Point Land Use and Transportation Plan (Revised)

Purpose

The purpose of this memorandum is to document the assumptions used to project future land use conditions within the study area of the Yaquina John Point Land Use and Transportation Study. These future land use conditions will become inputs for modeling future traffic conditions within and around the study area.

Land Use Designations

The following land use designations are used on properties within the Waldport Yaquina John Point Land Use and Transportation Plan study area:

- R-1 (City and County) – In both the City and County the predominant use in the R-1 Residential zone is single family residential. The minimum lot area shall be six thousand (6,000) square feet for a one family dwelling with public water and sewer; fifteen thousand (15,000) square feet with public water only.

- C-1 (City and County) – This Commercial zone allows a wide range of uses including single family residential (at the same density as R-1), multi-family (at a density of one unit per 1,250 sf for a lot served by both public water and public sewer), office, hotel/motels, restaurants, retail and commercial services. Within the City's C-1 zone some industrial uses are allowed conditionally.

- C-2 (City) – This Commercial zone allows a wide range of uses including single family residential (at the same density as R-1), multi-family (no maximum density), office, hotel/motels, restaurants, retail, commercial services and industrial uses.

- C-T (County) – This Tourist Commercial zone is similar to the City's C-1 zone except that the mix of retail uses and services is more limited. However, single family residential, multi-family, office, hotel/motels, and restaurants are all permitted uses.

- P-F (County) – Within the study area the Public Facilities zone is only applied to Gov. Patterson Memorial State Park.

The area and zoning of each TAZ is summarized in Table 1.

Table 1: Summary of Zones by TAZ

TAZ	Zones	Gross Acres
1	R-1 (City)	2.42
2a	R-1 (City)	14.28
2b	C-1 (City)	1.37
2c	C-1 (City)	2.07
3a	R-1 (Co)	12.53
3b	C-1 (City)	2.09
4a	R-1 (Co)	24.86
4b	C-T (Co)	3.25
5	P-F (Co)	7.99*
6	C-1 (City)	4.56*
7	R-1 (City and Co)	33.04
8	R-1 (City and Co), C-1 (City)	9.63
9	C-2 (City)	2.82
10a	C-2 (City)	3.33
10b	C-2 (City)	3.30
11a	R-1 (City)	6.96
11b	C-1 (City), C-2 (City)	7.99
12a	R-1 (City)	8.83
12b	C-2 (City)	11.27
Total		162.59
* Includes only the portion of the tax lots that lie within the study area.		

Build-out Assumptions

This section of the memorandum calculates the ultimate capacity of the land within the foreseeable future not necessarily limited by the 25 year planning period.

- R-1 (City and County) - For the purposes of the land use assumptions, future development potential on vacant land was based on the gross site square footage x 80% / 6000 square feet per lot. No infill or development was assumed for large lots in existing subdivisions with existing dwellings unless there was specific field observation to suggest that the site had redevelopment potential. Residential development potential is summarized by TAZ in Table 2.

Table 2: Single Family Residential Build-out Development Potential by TAZ

TAZ	Existing Single Family Dev. (in du)	New Single Family Dev. Potential (in du)
1	0	0
2a	37	1
2b	1	0
2c	6	0
3a	18	5
3b	29	0
4a	26	11
4b	1	-1*
5	0	0
6	0	16**
7	43	22
8	19	9
9	0	0
10a	0	0
10b	11	0
11a	1	39
11b	2	0
12a	0	46
12b	4	-3*
Total	198	**145**

* Redevelopment of existing single family homes in commercial zones to non-residential development.

** While there is no residential land within TAZ 6 itself, there is additional development capacity within the existing Ocean Hills subdivision, which accesses US 101 via Ocean Hills Drive (which passes through TAZ 6). Just over half of the lots within the existing Ocean Hills subdivision have been built on to date –16 remain undeveloped. See pages 8 and 9 for more information on assumptions about development outside the study area.

- C-1 (City), C-2 (City) and C-T (County) – Except where site specific information indicates otherwise, for the purposes of the land use assumptions, the gross acreage of the site was reduced by 20% to allow for dedications and improvements. The total developable area of commercially-zoned land by TAZ is shown in Table 3.

Table 3: NON-Single Family Build-out Development Potential by TAZ

TAZ	Existing Zoning	Gross Developable Com. Land Area	
		Acres	Square feet
1	R-1	0	0
2a	R-1	0	0
2b	C-1	1.37	59,543
2c	C-1	1.23	53,655
3a	R-1	0	0
3b	C-1	1.04	45,251
4a	R-1	0	0
4b	C-T	1.62	70,708
5	P-F	0	0
6*	C-T	1.00	43,560
7	R-1	0	0
8	R-1, C-1	1.97	85,640
9	C-2	1.09	47,414
10a	C-2	1.76	76,861
10b	C-2	2.14	60,984
11a	R-1	0	0
11b	C-1, C-2	3.97	331,275
12a	R-1	2.94	0
12b	C-2	0	127,264

* TAZ 6 includes a small portion of a parcel that was included in the proposal for the Naples Golf & Beach Resort. The portion within the study area includes only about 1 acre of developable land which did not have a specific use identified in the development proposal; therefore, the default assumptions for the C-1 zone have been applied.

The developable commercial land was allocated to the various allowed uses as shown in Table 4.

Table 4: Breakdown of Uses by Zone

Use	C-1 (City) & C-T (County)	C-2 (City)
Retail/Service Commercial*	25%	20%
Institutional*	5%	10%
Hotel/Motel**	35%	0%
Office*	10%	15%
Multi-family/Condo***	25%	15%
Light industrial*	0%	40%
* Assumed a 0.25 floor area ratio (FAR) based on gross site size except in the case of highly constrained sites (e.g., significant riparian or wetland areas) where buildable acreage was reduced based on an estimate of the percentage of the lot with environmental constraints. ** Assumed FAR of 0.25 and 300 square feet of gross building area per guest room. *** Assumed density of 24.7 dwelling units per acre based on existing multi-family in study area.		

The total projected capacity of the buildable commercial land in the study area based on the breakdown shown in Table 4 is summarized in Table 5.

Table 5: Total Development Potential of Buildable Commercial Land in Study Area

Use	Study Area Total
Gross Developable Com. Land Area (sf)	1,002,154
Retail/ Service Commercial (sf)	36,888
Institutional (sf)	14,428
Office (sf)	24,450
Hotel/ Motel (rooms)	117
Multi-family/ Condo (DU)	149
Light Industrial (sf)	44,067

- P-F (County) – No new development potential was assumed.

Absorption

Not all of the potential development identified in the build-out tables will occur within the 25 year planning horizon of the Waldport Yaquina John Point Land Use and Transportation Plan. According to the 2010 Comprehensive Plan, "Waldport's population increased from 1,274 in 1980 to 2,050 in 2000. This was a 61% increase over 20 years with an average annual increase of 39 people and approximately 2.3%." The 2008 population is estimated at 2,145. If the average annual growth rate of the previous 20 years continues, the total population will increase by roughly 120 persons over the 25 year planning horizon to a total of 2,282.

- **Single Family Residential** - According to the 2010 Comprehensive Plan, "Over the past ten years, Waldport has averaged approximately 11 new housing units per year." (Inventory, p.7) This is an estimate for the entire City; the Project study area is limited in size and includes both City and unincorporated areas. City staff estimates that approximately nine new single family homes have been built in the study area during the last nine years, averaging roughly

one per year. While there are some larger vacant properties in the study area, there is significant capacity for residential growth elsewhere in the City as well. Given this, a continued rate of 1 dwelling unit per year is assumed for the next 25 years. This would result in a total of roughly 25 new single family homes in the study area over the planning horizon. This growth is assumed to come primarily from development on existing vacant lots, with a few partitions or small subdivisions.

The Ocean Hills subdivision, which is outside the study area but has its only access to US 101 via Ocean Hills Drive through TAZ 6, has a total of 34 lots, of which 18 were developed during the last 20 years. It is reasonable to assume that with a similar rate of growth the remaining 16 homes lots will be developed with single family homes in the next 25 years. Thus, 16 additional homes have been included in the projection for TAZ 6 to account for this growth.

The combined growth projected for these areas over the next 25 years totals 41 dwelling units, or roughly 17% of the buildout capacity for the Study Area and existing Ocean Hills subdivision.

- **Multi-Family/Condo** – According to the 2010 Comprehensive Plan, 72% of existing housing units are single family homes, while 14% are either duplex or multi-family. If this pattern continues, one would expect that of the 11 housing units per year city-wide, roughly 1.5 (on average) per year would be multi-family or duplex units. There are roughly 34 multi-family housing units in the study area today, roughly 20% of the total in the City (170, according to the 2010 Comprehensive Plan). There are several other areas of the city that allow multi-family development. If 20% of the projected growth in multi-family housing occurs in the study area, that would yield roughly 7 multi-family units in the study area during the next 25 years, which equates to about 5% of the buildout capacity.

- **Hotel/Motel** – Waldport currently has roughly 25 hotel/motel rooms, of which only a few (in a Bed & Breakfast) are located within the study area. While the previously proposed Naples Golf & Beach Resort included 138 hotel rooms along with a variety of other development, there is likely to be little additional hotel/motel development within the study area. It is reasonable to assume one additional B&B could be developed during the planning period, yielding roughly 4 additional rooms.

- **Retail/Service Commercial** - There is little existing retail within the study area. The International Council of Shopping Centers (ICSC) estimates approximately demand for retail space at about 46.6 square feet per capita. Based on the projected increase of roughly 120 additional persons City-wide during the planning period, this would translate to a demand for roughly 5,600 square feet of additional retail space citywide. While the City has other land zoned for commercial uses (including the downtown), little of it is vacant. Assuming roughly half of the retail demand is accounted for by new development within the study area, this would equate to just under 2,800 square feet of new retail uses.

- **Office** – Existing office uses in the study area are limited to the Forest Service offices and scattered real estate offices. While no expansion of the Forest Service offices are expected, it

is possible that a small amount of additional office space (primarily real estate or similar service-oriented offices) could be built in the study area in the next 25 years. A total of roughly 2,500 square feet of office space has been assumed for the study area during the planning period.

- **Institutional** – There are several existing institutional uses within the study area, including two churches. One of the most readily developable properties within the study area is currently owned by Oregon Coast Community College, which had planned to build an 8,500 square foot building. While this application has since been withdrawn, it is reasonable to assume that a similar development could take place within the study area in the next 25 years.

- **Light Industrial** – There are several existing light industrial uses in the study area. Many of the more readily developable commercial lots in the study area are zoned C-2; however, most of these front on US 101, making them less likely to develop with a light industrial use. The buildout estimate assumes roughly 44,000 sf. for industrial. The City's Planned Industrial Park does not have sewer service, so the study area's C-2 zoned area may be more attractive to general commercial/light industrial development. Assuming continued small scale development, approximately 25% of the 44,000 sf within the study area could be built within the planning period, for a total of roughly 11,000 square feet of light industrial development.

Given that the buildout capacity of the study area far exceeds the likely demand for new development within the 25-year planning period, new development was allocated to transportation analysis zones (TAZs) based on ease and attractiveness of development. Barriers to development considered include existing development, environmental constraints such as wetlands and steep slopes, access issues, and effort required to develop. This means that lots that are already cleared were considered more readily developable than those with trees, and that existing vacant residential lots were assumed to develop before partitioning or subdivision would take place. Factors assumed to increase attractiveness for development include ocean views (for residential and hotel uses) and highway visibility and accessibility (for commercial uses).

Table 6: Estimated New Development by TAZ by Use through 2035

TAZ	New Single Family (DU)	Retail / Service Commercial (sf)	Institutional (sf)	Office (sf)	Hotel / Motel (rooms)	Multi-family / Condo (DU)	Light Ind (sf)
1							
2a	1						
2b					4		
2c						7	
3a	1						
3b							
4a	4						
4b	0	1,500					
5							
6	16*						
7	9						
8	10						
9		1,300		2,500			
10a							11,000
10b			8,500				
11a	0						
11b							
12a	0						
12b							
Totals	**41**	**2,800**	**8,500**	**2,500**	**4**	**7**	**11,000**

* As noted above, these 16 homes are not within TAZ 6, which is largely unbuildable, but are projected as part of the Ocean Hills subdivision, which accesses US 101 via Ocean Hills Drive (which passes through TAZ 6).

In summary, in the next twenty years the Waldport Yaquina John Point study area is projected to have an estimated 25 new single-family homes, 7 multi-family homes, 4 rooms of lodging, and about 24,800 sf of commercial, institutional, and light industrial development.

Development Potential Outside the Study Area

While traffic will not be analyzed at intersections outside the study area, the potential for a large-scale development on the over 475 acres of undeveloped land south and east of the study area was part of the impetus for this project, and could impact traffic on US 101 through the study area. A project called the Naples Golf & Beach Resort was proposed for those roughly 475 acres and included approximately 1245 housing units (including a mix of single-family and multi-family); support facilities such as day care and houses of worship; 50,000 square feet of retail; a 138-room hotel; and a golf course / country club. While this project has since been abandoned,

the uses that may eventually be built on the land in question are likely to be similar to those proposed.

For example, a portion of the land that was included in the proposed development (in the northeast corner, abutting the existing Crestview Golf Course) has since been sold to an individual who also has an ownership stake in the existing golf course. This portion may develop as an expansion of the existing golf course with additional golf course homes, as planned in the Naples development. However, since this property is now under separate ownership from the rest of the land included in the Naples proposal, it is likely that access to the new development will be primarily from Range Drive and/or Crestline Drive, through the existing golf course and surrounding homes, rather than via internal roads onto US 101 as shown in the Naples proposal.

Of the remaining land that was included in the Naples proposal, much of it lies outside the existing urban growth boundary (UGB) or on land designated for light industrial uses. A UGB amendment was proposed that would have traded the land proposed for development outside the UGB for land proposed for conservation as open space within the existing UGB, for no net expansion of the UGB. This amendment was contingent on the Naples project going through; therefore, it did not and will not happen. Without a large master planned development with significant open space preservation, a similar arrangement could not be made. As a result, we have assumed that the development proposed for lands outside the UGB is not likely to occur within the planning horizon. The portions of the Naples proposal that were planned for land zoned for industrial use are surrounded by the large parcel that has since been bought by the golf course owners and the properties that are outside the UGB. As a result, this section likely would not be incorporated into a master planned development with the rest of the Naples land.

There are two parcels that remain under common ownership that are within the UGB and would not require a zone change to develop the uses proposed as part of the Naples proposal. One of these, zoned C-1, fronts on US 101, and is just under 25 acres. The other, immediately to the east of the first, is zoned R-1 and is just over 51 acres. Both have wetlands and topography constraints. In the Naples proposal, these lands were identified for retail/office, hotel, and residential uses. It is reasonable to assume that these two parcels could be developed as part of a smaller master planned development. Based on the uses and densities identified in the Naples proposal, such a development might contain:

- 50,000 square feet of retail and/or office uses
- 50 condos on upper stories above the commercial uses
- A 120 to 138 room hotel
- Up to 200 single family homes (likely mostly vacation homes)

The above-mentioned 51-acre parcel zoned R-1 could also theoretically be developed as additional phases of the Ocean Hills Subdivision, since it could connect to the stub streets in that development. However, if any additional development occurs that accesses US 101 via Ocean Hills Drive beyond the 34 existing subdivision lots in the existing Ocean Hills subdivision, it would trigger a requirement to realign access to the state park across US 101. Given this, we have assumed that it is more likely to develop as part of a master planned project with the 25 acre C-1-zoned parcel and take access to US 101 via new internal roads south of the study area.

Appendix D
Redevelopment Analysis

The development or redevelopment potential of particular properties of interest in the Study Area is described below. The locations of the properties identified below are shown on Figure D-1.

1. **Nordell Properties** (Tax Map 13-12-24DD, Tax Lots 200 and 201)**.** The Nordell properties are located just north of the former Hilltop Market. These two properties total approximately 1.40 acres however the majority of the property (±1 acre) is either water (Alsea Bay), beach, or within top of bluff development restricted areas. The remaining ±0.40 acres currently has two vacation rentals and one office. The improvement to land value ratio for both properties is under 0.5. There is high potential for redevelopment of this property; however there are some access constraints from US 101.

2. **Booth Property** (Tax Map 13-12-24DD, Tax Lot 400)**.** The Booth property is located at the northwest corner of US 101 and Waziyata Avenue. Roughly 0.60 acres of the 1.09 acre Booth property appears to have redevelopment potential. Approximately 0.50 acres is a very steep bank leading to the beach and Alsea Bay. A single family home currently exists on the property. There appears to be a high potential for redevelopment of this property in the future.

3. **North of U.S. Forest Service** (Tax Map 13-11-19CC, Tax Lot 700)**:** This 2.81 acre property currently has three single family residential dwellings. The combined improvement value of the homes on this lot is less than one-half the value of the land. This property was formerly part of the U.S. Forest Service property. This property was sold by the U.S. Forest Service in 2007. It would appear to have high potential for redevelopment in the future with several possible land uses.

4. **Dane Property** (Tax Map 13-12-24DD, Tax Lot 2700)**.** The 0.35 acre Dane property is located at the southwest corner of Hwy 101 and Waziyata Avenue. This property is currently developed with residential dwellings. There appears to be a high potential for redevelopment of this property in the future.

5. **Pioneer Trust Property** (Tax Map 13-11-19CC, Tax Lot 120)**:** This undeveloped 7.75 acre property is zoned for residential use. It currently has no access to public roads and is specially assessed as forest land; however, for the purposes of this report, the analysis assumes that it could have development potential for roughly 40 single-family homes, despite topographic constraints.

6. **U.S. Forest Service Property** (Tax Map 13-11-19CC, Tax Lot 800)**:** It appears that the USFS plans to continue to use the existing facilities as the headquarters for the northern portion of the Siuslaw National Forest. However, even if the Forest Service were to relocate, it is likely that the existing office buildings would simply be occupied by a new entity rather than being redeveloped.

7. **Mobile Home Park** (Tax Lot 13-12-24DD, Tax Lot 600)**:** Although this 1.15 acre parcel could be redeveloped eventually, however, it appears to have a low potential for redevelopment at this time.

8. **Southeast Corner of Hwy 101/Forestry Lane** (Tax Map 13-12-25AA, Tax Lot 1129)**:** This 2.09 acre undeveloped property is owned by the Oregon Coast Community College but is currently for sale and has high potential for development. Several potential land uses have been identified for this property, including mixed commercial/multi-family residential, multi-family residential only, and governmental facilities. There are easements on the north and east sides,

and a drainage way on the south side of this property which reduces the developable portion to approximately 1.40 acres.

9. **C-2 properties fronting on Forestry Lane** (Tax Map 13-12-25AA, Tax Lots 100, 200, 300, 400, 500, 600, 700, 701)**:** Existing uses on these parcels include an auto towing business, a few homes, and undeveloped properties. The auto towing business provides minimal screening or buffering from adjacent residences. These properties are all zoned C-2 (General Commercial) and could potentially develop/redevelop at some point in the future, although no plans are known for development.

10. **Woodhaven Properties** (Tax Map 13-12-25AA Tax Lot 1100 and Tax Map 13-11-30BB, Tax Lots 100, 101, 104, 199, 300, 400)**:** Woodhaven Properties owns 5 properties totaling 6.92 acres zoned for residential use (R-1) that are currently undeveloped and specially assessed as forest land. The properties are accessed via Kelsie Way. These properties appear to have high potential for residential development although there are some topographic constraints. For the purposes of this report, the analysis assumes the total number of housing units on these properties could be roughly 34 under the current zoning.

11. **Eigerdes Property** (Tax Map 13-12-25AB, Tax Lot 6800)**.** The 0.92 Eigerdes property is located south of Corona Court and zoned C-1 for Retail Commercial use. This property is currently only partially developed, with several small apartment buildings on one side. The property is currently for lease as commercial land. For the purposes of this report, the analysis assumes there is high potential for redevelopment of this property.

12. **Waldport Storage Co.** (Tax Map 13-12-25AA, Tax Lots 800, 1115, 1130, 1132, 7100, 7200, 7300)**:** Waldport Storage Co. operates a mini-storage and RV park facility that spans 7 parcels totaling 6.74 acres. There are no known plans for redevelopment.

13. **Copeland Lumber (Central Coast Builders Supply LLC)** (Tax Map 13-12-25AA, Tax Lots 900, 1000) owns adjacent 1.61 and 1.00 acre parcels. The 1.61 acre parcel is fully developed with no known plans for redevelopment. The improvement to land value ratio of this property is greater than 1.0, suggesting little likelihood of redevelopment. Development on the southerly one acre parcel is limited to a small portion along the north property line that is part of the Copeland Lumber development on the northerly lot. This one acre parcel appears to have high potential for development although there are no known plans.

14. **Dokay Property** (Tax Map 13-12-25AB, Tax Lots 100, 2200, 2300)**:** This 1.63 acre property is located outside City limits and is currently zoned C-T. Much of the site appears to be constrained by wetlands and steep slopes, which may make development challenging.

15. **St. Lukes By The Sea Episcopal Church** (Tax Map 13-12-25AA, Tax Lot 1104, 1114) owns adjacent 0.54 and 1.15 acre parcels. The northerly 0.54 acre parcel is undeveloped and appears to have a high potential for development although there are no known plans. The southerly 1.15 acre parcel has the church and low potential for redevelopment.

16. **Schlosser Property** (Tax Map 13-12-25AA, Tax Lot 1128)**.** This undeveloped 0.86 acre C-1 Retail Commercial zoned property is located on the north side of Range Drive west of Ocean Terrace. It has high potential for development. The current property owner discussed residential development at one time. Although this property is zoned C-1, it may be more conducive to residential-only development.

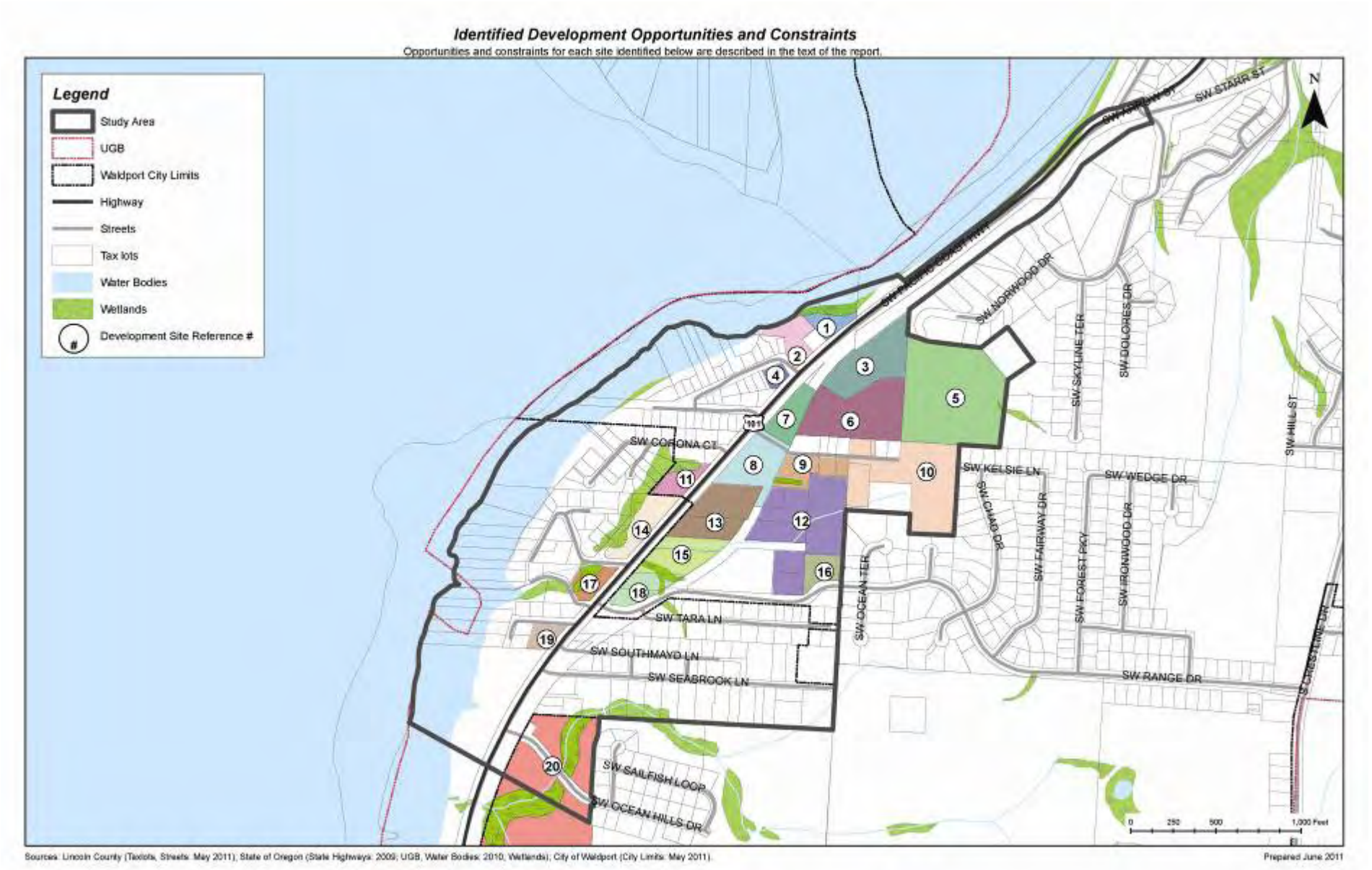
17. **Steve Small** (Tax Map 13-12-25AB, Tax Lot 2500) owns a 0.7 acre property east of US 101 between LaBarre and Sherwood that is currently developed with a real estate office and a small espresso drive-through (both relatively new). The back half of the site appears to be constrained by topography and wetlands; however, the developable portion of the site is large enough to accommodate more commercial development than exists at present.

18. **Dennis Property** (Tax Map 13-12-25AA, Tax Lots 1119, 1122) **.** These are contiguous 0.63 and 0.46 acre undeveloped properties at the northeast corner of Hwy 101 and Range Drive. These properties appear to have high potential for development.

19. **St. Clair Property** (Tax Map 13-12-25AB, Tax Lot 4001)**.** This 0.53 acre parcel, located at the southwest corner of US 101 and Alicia Lane, is developed with a single family residence. While the improvement to land value ratio is over 1.0, it is currently listed for sale, with the commercial zoning noted (it has Lincoln County C-T zoning), which indicates the potential for redevelopment.

20. **NAREP Waldport LLC** (Tax Map 13-12-25AD, Tax Lot 3800 and Tax Map 13-12-25, Tax Lot 300) owns undeveloped 2.64 acre and 24.77 acre C-1 Retail Commercial zoned properties fronting on US 101 on either side of Ocean Hills Drive. The 2.64 acre (northeast of Ocean Hills Drive) appears to be restricted in terms of development potential due to topographic and wetland constraints. The 24.77 acre parcel located south of Ocean Hills Drive (the northern corner of which is included in the Study Area) has over 1,700 lineal feet of Hwy 101frontage. The defunct Naples Golf and Beach Resort project planned 50,000 square feet of commercial space and a 138 room hotel on this property. Development constraints include wetlands and limited access potential requiring the relocation of an ODOT weigh station.

Figure D-1: Study Area Properties of interest



Appendix E
Study Area Net New Housing and Employment Growth Trip Generation

Net New Housing and Employment Growth Trip Generation

TAZ Number	1	2a	2b	2c	3a	3b	4a	4b	5	6	7	8	9	10a	10b	11a	11b	12a	12b	NG
TOTAL TRIP GENERATION																				
Weekday PM Peak Hour	**0**	**1**	**2**	**3**	**1**	**0**	**4**	**5**	**0**	**16**	**7**	**7**	**8**	**11**	**22**	**0**	**0**	**0**	**0**	**330**
Weekday PM In	*0*	*1*	*1*	*2*	*1*	*0*	*3*	*2*	*0*	*10*	*4*	*4*	*3*	*1*	*14*	*0*	*0*	*0*	*0*	*165*
Weekday PM Out	*0*	*0*	*1*	*1*	*0*	*0*	*1*	*3*	*0*	*6*	*3*	*3*	*5*	*10*	*8*	*0*	*0*	*0*	*0*	*165*
Single-Family Detached Housing (ITE 210)																				
Weekday PM Peak Hour	-	**1**	-	-	**1**	-	**4**	-	-	**16**	**7**	**7**	-	-	-	-	-	-	-	-
Weekday PM In (63%)	-	*1*	-	-	*1*	-	*3*	-	-	*10*	*4*	*4*	-	-	-	-	-	-	-	-
Weekday PM Out (37%)	-	*0*	-	-	*0*	-	*1*	-	-	*6*	*3*	*3*	-	-	-	-	-	-	-	-
Recreational Homes (ITE 260)																				
Weekday PM Peak Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**52**
Weekday PM In (41%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*21*
Weekday PM Out (59%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*31*
Shopping Center (ITE 820)																				
Weekday PM Peak Hour	-	-	-	-	-	-	-	**5**	-	-	-	-	**4**	-	-	-	-	-	-	**187**
Weekday PM In (49%)	-	-	-	-	-	-	-	*2*	-	-	-	-	*2*	-	-	-	-	-	-	*92*
Weekday PM Out (51%)	-	-	-	-	-	-	-	*3*	-	-	-	-	*2*	-	-	-	-	-	-	*95*
Junior/Community College (ITE 540)																				
Weekday PM Peak Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**22**	-	-	-	-	-
Weekday PM In (64%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*14*	-	-	-	-	-
Weekday PM Out (36%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*8*	-	-	-	-	-

Net New Housing and Employment Growth Trip Generation (Continued)

	1	2a	2b	2c	3a	3b	4a	4b	5	6	7	8	9	10a	10b	11a	11b	12a	12b	NG
General Office Building (ITE 710)																				
Weekday PM Peak Hour	-	-	-	-	-	-	-	-	-	-	-	-	**4**	-	-	-	-	-	-	-
Weekday PM In (17%)	-	-	-	-	-	-	-	-	-	-	-	-	*1*	-	-	-	-	-	-	-
Weekday PM Out (83%)	-	-	-	-	-	-	-	-	-	-	-	-	*3*	-	-	-	-	-	-	-
Motel (ITE 320)																				
Weekday PM Peak Hour	-	-	**2**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**65**
Weekday PM In (54%)	-	-	*1*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*35*
Weekday PM Out (46%)	-	-	*1*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*30*
Residential Condominium/Townhouse (ITE 230)																				
Weekday PM Peak Hour	-	-	-	**3**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**26**
Weekday PM In (67%)	-	-	-	*2*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*17*
Weekday PM Out (33%)	-	-	-	*1*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*9*
General Light Industrial (ITE 110)																				
Weekday PM Peak Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**11**	-	-	-	-	-
Weekday PM In (12%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*1*	-	-	-	-	-
Weekday PM Out (88%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*10*	-	-	-	-	-

Appendix F

Technical Documentation

- Crash Data
- Existing Conditions Traffic Analysis
- Future Conditions Traffic Analysis
- Traffic Counts

ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 101 (Hwy 009) from Norwood Drive to 100 feet South of Maple Street
January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 101 (Hwy 009) from 100 feet South of Maple Street to 100 feet N of Waziyata
January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2007														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	0	0	0
2007 TOTAL	0	1	1	2	0	1	0	2	0	2	0	0	0	0
YEAR: 2005														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
FINAL TOTAL	0	1	2	3	0	1	0	3	0	3	0	0	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380 6/10/2011

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

009 OREGON COAST

Highway 101 (Hwy 009) from 100 feet South of Maple Street to 100 feet N of Waziyata
January 1, 2005 through December 31, 2009

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00494	N	N	N			08/17/2007	LINCOLN	1 02			STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE						Fri		0 0			UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S										000	00
						2P		156.48			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	UNK		026		000	07
												(02)													OR>25					
																	02	NONE 0	STOP											
																		PRVTE	N S										011	00
																		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		000		000	00
																									OR<25					
00459	N	N	N			08/16/2005	LINCOLN	1 02			STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											07
NO RPT						Tue		0 0			UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N										000	00
						6P		156.50			04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	44	F	OR-Y		042		000	07
												(02)													OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	S N										006	00
																		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		000		000	00
																									OR<25					
00653	N	N	N	N	N	10/13/2007	LINCOLN	1 02			ALLEY		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											27,07
STATE						Sat		0 0			UN	(NONE)	NONE	N	DRY	REAR		PRVTE	S N										001	00
						11A		156.59			04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	49	F	OR-Y		016,026		038	27,07
												(02)													OR>25					
																	02	NONE 0	STOP											
																		PRVTE	S N										011	00
																		MOTRHOME		01	DRVR	NONE	50	F	OR-Y		000		000	00
																									OR>25					

ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 101 (Hwy 009) from 100 feet N of Waziyata to 100 feet N of Range Dr
January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2008														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2008 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
YEAR: 2007														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	0
2007 TOTAL	0	1	0	1	0	1	0	1	0	1	0	0	0	0
YEAR: 2005														
SIDESWIPE - MEETING	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
FINAL TOTAL	0	1	2	3	0	1	0	3	0	3	0	0	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380 6/10/2011

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

009 OREGON COAST

Highway 101 (Hwy 009) from 100 feet N of Waziyata to 100 feet N of Range Dr
January 1, 2005 through December 31, 2009

SER# / INVEST	SPEED	ALCHL	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# COMPNT / MLG TYP / MILEPNT	FC / CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00383	Y	N	N	N	N	07/07/2007	LINCOLN	1 02		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										092	07
STATE						Sat		0 0		UN	(NONE)	NONE	N	DRY	REAR		PRVTE	S N										000		00
						1P		156.76		04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	21	F	OR-Y		026,050	000		07
											(02)														OR>25				
																			02	PSNG	NO<5	01	M			000	000		00
																02	NONE 0	STOP											
																	PRVTE	S N									011	092	00
																	PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		000	000		00
																								OR>25					
00525	N	N	N			09/11/2008	LINCOLN	1 02		ALLEY		N	N	CLR	S-1TURN	01	NONE 1	TURN-R											10
NONE						Thu	WALDPORT	0 0	OREGON COAST HY	UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S E									019		00
						9A		156.81		04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y		000	000		00
											(02)														OR<25				
																02	NONE 0	STRGHT											
																	PRVTE	S N									031		00
																	PSNGR CAR		01	DRVR	NONE	72	M	OTH-Y		031	000		10
																								N-RES					
00156	N	N	N			03/15/2005	LINCOLN	1 02		STRGHT		N	N	CLR	O-STRGHT	01	NONE 0	STRGHT											05
NONE						Tue	WALDPORT	0 0	OREGON COAST HY	N	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	S N									000		00
						4P		156.96	RANGE DR	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		039	000		05
											(02)														OR<25				
																02	NONE 0	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		000	000		00
																								OR<25					

ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 101 (Hwy 009) & Range Dr plus 100 feet North and South on Highway 101
January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2007														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2007 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
YEAR: 2006														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	0
2006 TOTAL	0	1	0	1	0	1	0	1	0	1	0	0	0	0
YEAR: 2005														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	0	0	0
SIDESWIPE - MEETING	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2005 TOTAL	0	0	2	2	0	0	0	2	0	2	0	0	0	0
FINAL TOTAL	0	2	2	4	0	2	0	4	0	3	1	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380 6/10/2011

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

009 OREGON COAST

Highway 101 (Hwy 009) & Range Dr plus 100 feet North and South on Highway 101
January 1, 2005 through December 31, 2009

SER# / INVEST	SPEED	ALCHL	DRUGS	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00156	N	N	N		03/15/2005	LINCOLN	1	02		STRGHT		N	N	CLR	O-STRGHT	01	NONE 0	STRGHT												05
NONE					Tue	WALDPORT	0 0		OREGON COAST HY	N	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	S N										000		00
					4P		156.96		RANGE DR	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		039	000		05
											(02)														OR<25				
																02	NONE 0	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		000	000		00
																								OR<25					
00561	N	N	N	N	08/15/2007	LINCOLN	1	02		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											03,02
STATE					Wed		0 0			CN		STOP SIGN	N	DRY	TURN		PRVTE	S N									000		00
					10P		156.98			02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	47	F	OR-Y		000	000		00
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	E S									000		00
																	PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		021,028	000		03,02
																								OR<25					
00419	Y	N	N		07/25/2005	LINCOLN	1	02		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE					Mon		0 0			UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
					1P		157.00			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		026	000		01
											(02)														OR<25				
																02	NONE 0	STOP											
																	PRVTE	N S									011		00
																	PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		000	000		00
																								OR<25					
00759	N	N	N		10/12/2006	LINCOLN	1	02		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
					Thu		0 0			UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
					1P		157.00			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y		026	000		10
											(02)														OR<25				
																02	NONE 0	STOP											
																	PRVTE	N S									011		00
																	PSNGR CAR		01	DRVR	INJC	55	M	OR-Y		000	000		00
																								OR<25					

ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 101 (Hwy 009) 100 feet South of Range Dr to 250 feet South of Ocean Hills Dr
January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2007														
REAR-END	0	1	1	2	0	3	0	1	0	2	0	1	0	0
2007 TOTAL	0	1	1	2	0	3	0	1	0	2	0	1	0	0
YEAR: 2006														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	0
2006 TOTAL	0	1	0	1	0	1	0	1	0	1	0	0	0	0
YEAR: 2005														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2005 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
FINAL TOTAL	0	2	2	4	0	4	0	3	0	4	0	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380 6/10/2011

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

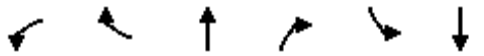
009 OREGON COAST

Highway 101 (Hwy 009) 100 feet South of Range Dr to 250 feet South of Ocean Hills Dr
January 1, 2005 through December 31, 2009

SER# / INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00419	Y	N	N			07/25/2005	LINCOLN	1	02		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
						1P		157.00			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		026	000		01
												(02)														OR<25				
																	02	NONE 0	STOP											
																		PRVTE	N S									011		00
																		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		000	000		00
																									OR<25					
00759	N	N	N			10/12/2006	LINCOLN	1	02		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											10
						Thu		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
						1P		157.00			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y		026	000		10
												(02)														OR<25				
																	02	NONE 0	STOP											
																		PRVTE	N S									011		00
																		PSNGR CAR		01	DRVR	INJC	55	M	OR-Y		000	000		00
																									OR<25					
00765	N	N	N			11/29/2007	LINCOLN	1	02		INTER	3-LEG	N	N	UNK	S-1STOP	01	NONE	STRGHT											10
NONE						Thu		0	0		N		UNKNOWN	N	UNK	REAR		PRVTE	N S									000		00
						1P		157.04			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	U	UNK		026	000		10
																									UNK					
																	02	NONE	STOP											
																		PRVTE	N S									012		00
																		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		000	000		00
																									OR<25					
00572	N	N	N			09/03/2007	LINCOLN	1	02		ALLEY		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07
NO RPT						Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
						1P		157.08			04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y		026	000		07
												(02)														OR>25				
																	02	NONE 0	STOP											
																		PRVTE	S N									022	013	00
																		PSNGR CAR		01	DRVR	INJC	43	M	OR-Y		000	000		00
																									OR>25					
																				02	PSNG	INJC	41	F			000	000		00
																				03	PSNG	NO<5	04	M			000	000		00
																	03	NONE 0	STOP											
																		RENTL	S N									022	013	00
																		PSNGR CAR		01	DRVR	NONE	55	M	OTH-Y		000	000		00
																									N-RES					
																	04	NONE 0	STOP											
																		PRVTE	S N									012		00
																		PSNGR CAR		01	DRVR	NONE	36	M	OR-Y		000	000		00
																									OR>25					
																				02	PSNG	INJC	32	F			000	000		00
																				03	PSNG	NO<5	03	M			000	000		00

HCM Unsignalized Intersection Capacity Analysis
11: Ocean Hills Dr & US 101

6/29/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	7	352	0	7	399
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	7	359	0	7	407
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	781	359			359	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	781	359			359	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	364	690			1211	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	7	359	414
Volume Left	0	0	7
Volume Right	7	0	0
cSH	690	1700	1211
Volume to Capacity	0.01	0.21	0.01
Queue Length 95th (ft)	1	0	0
Control Delay (s)	10.3	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	10.3	0.0	0.2
Approach LOS	B		

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		38.9%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
12: Sherwood Ln & US 101

6/29/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	3	23	0	40	0	347	20	57	415	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	3	25	0	43	0	377	22	62	451	1
Pedestrians					2							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1007	976	452	968	966	390	452			401		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1007	976	452	968	966	390	452			401		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	89	100	93	100			95		
cM capacity (veh/h)	198	239	612	224	242	655	1119			1140		

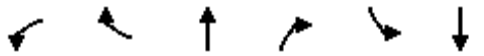
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	7	68	399	62	452
Volume Left	3	25	0	62	0
Volume Right	3	43	22	0	1
cSH	299	384	1119	1140	1700
Volume to Capacity	0.02	0.18	0.00	0.05	0.27
Queue Length 95th (ft)	2	16	0	4	0
Control Delay (s)	17.3	16.4	0.0	8.3	0.0
Lane LOS	C	C		A	
Approach Delay (s)	17.3	16.4	0.0	1.0	
Approach LOS	C	C			

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	59.5%	ICU Level of Service	B	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis

13: W Forestry Way & US 101

6/29/2011



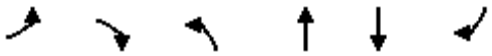
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	7	8	422	7	0	483
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	9	449	7	0	514
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	971	458			461	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	971	458			461	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	281	605			1106	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	16	456	514
Volume Left	7	0	0
Volume Right	9	7	0
cSH	394	1700	1106
Volume to Capacity	0.04	0.27	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	14.5	0.0	0.0
Lane LOS	B		
Approach Delay (s)	14.5	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
14: SW Adahi Ave & US 101

6/29/2011



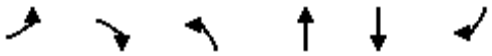
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	4	432	488	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	1	4	460	519	4
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	995	527	529			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	995	527	529			
tC, single (s)	6.4	6.2	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.5			
p0 queue free %	100	100	100			
cM capacity (veh/h)	271	552	893			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	464	523
Volume Left	0	4	0
Volume Right	1	0	4
cSH	552	893	1700
Volume to Capacity	0.00	0.00	0.31
Queue Length 95th (ft)	0	0	0
Control Delay (s)	11.5	0.1	0.0
Lane LOS	B	A	
Approach Delay (s)	11.5	0.1	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
15: SW Maple Street & US 101

6/29/2011



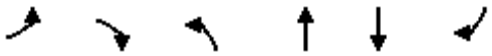
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	7	8	11	414	466	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	7	8	11	418	471	15
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	920	479	487			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	920	479	487			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	99			
cM capacity (veh/h)	300	590	1086			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	15	429	486
Volume Left	7	11	0
Volume Right	8	0	15
cSH	407	1086	1700
Volume to Capacity	0.04	0.01	0.29
Queue Length 95th (ft)	3	1	0
Control Delay (s)	14.2	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	14.2	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
16: SW Range Dr & S Crestline Dr

6/29/2011



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	25	17	19	47	56	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	29	20	22	55	66	27

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	49	78	93
Volume Left (vph)	29	22	0
Volume Right (vph)	20	0	27
Hadj (s)	0.03	0.13	-0.09
Departure Headway (s)	4.3	4.2	4.0
Degree Utilization, x	0.06	0.09	0.10
Capacity (veh/h)	803	828	882
Control Delay (s)	7.6	7.7	7.5
Approach Delay (s)	7.6	7.7	7.5
Approach LOS	A	A	A

Intersection Summary			
Delay	7.6		
HCM Level of Service	A		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
11: Ocean Hills Dr & US 101

7/28/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	10	598	5	14	661
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	3	10	610	5	14	674
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1316	613			615	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1316	613			615	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			99	
cM capacity (veh/h)	173	496			974	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	13	615	689
Volume Left	3	0	14
Volume Right	10	5	0
cSH	347	1700	974
Volume to Capacity	0.04	0.36	0.01
Queue Length 95th (ft)	3	0	1
Control Delay (s)	15.8	0.0	0.4
Lane LOS	C		A
Approach Delay (s)	15.8	0.0	0.4
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
12: Sherwood Ln & US 101

7/28/2011

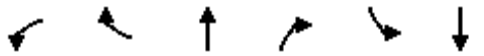
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	3	24	0	41	0	590	29	79	688	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	3	26	0	45	0	641	32	86	748	3
Pedestrians					2							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1623	1596	749	1582	1582	659	751			675		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1623	1596	749	1582	1582	659	751			675		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	99	68	100	90	100			90		
cM capacity (veh/h)	70	97	415	82	99	461	867			901		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	7	71	673	86	751
Volume Left	3	26	0	86	0
Volume Right	3	45	32	0	3
cSH	119	170	867	901	1700
Volume to Capacity	0.05	0.42	0.00	0.10	0.44
Queue Length 95th (ft)	4	47	0	8	0
Control Delay (s)	36.9	40.6	0.0	9.4	0.0
Lane LOS	E	E		A	
Approach Delay (s)	36.9	40.6	0.0	1.0	
Approach LOS	E	E			

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	82.7%	ICU Level of Service	E	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
13: W Forestry Way & US 101

7/28/2011



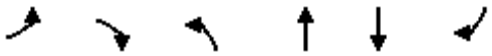
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	7	8	699	9	0	783
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	9	744	10	0	833
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1586	753			758	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1586	753			758	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	98			100	
cM capacity (veh/h)	120	411			859	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	16	753	833
Volume Left	7	0	0
Volume Right	9	10	0
cSH	193	1700	859
Volume to Capacity	0.08	0.44	0.00
Queue Length 95th (ft)	7	0	0
Control Delay (s)	25.4	0.0	0.0
Lane LOS	D		
Approach Delay (s)	25.4	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
14: SW Adahi Ave & US 101

7/28/2011



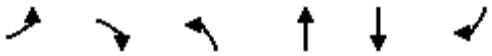
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	5	714	790	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	1	5	760	840	5
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1619	849	852			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1619	849	852			
tC, single (s)	6.4	6.2	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.5			
p0 queue free %	100	100	99			
cM capacity (veh/h)	113	362	666			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	765	846
Volume Left	0	5	0
Volume Right	1	0	5
cSH	362	666	1700
Volume to Capacity	0.00	0.01	0.50
Queue Length 95th (ft)	0	1	0
Control Delay (s)	15.0	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	15.0	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
15: SW Maple Street & US 101

7/28/2011



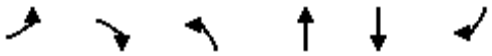
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	7	8	14	688	765	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	7	8	14	695	773	20
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1507	784	794			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1507	784	794			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	98	98			
cM capacity (veh/h)	132	396	835			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	15	709	793
Volume Left	7	14	0
Volume Right	8	0	20
cSH	205	835	1700
Volume to Capacity	0.07	0.02	0.47
Queue Length 95th (ft)	6	1	0
Control Delay (s)	24.0	0.5	0.0
Lane LOS	C	A	
Approach Delay (s)	24.0	0.5	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
16: SW Range Dr & S Crestline Dr

7/28/2011



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	26	18	20	47	56	24
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	31	21	24	55	66	28

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	52	79	94
Volume Left (vph)	31	24	0
Volume Right (vph)	21	0	28
Hadj (s)	0.03	0.13	-0.10
Departure Headway (s)	4.3	4.2	4.0
Degree Utilization, x	0.06	0.09	0.10
Capacity (veh/h)	802	826	881
Control Delay (s)	7.6	7.7	7.5
Approach Delay (s)	7.6	7.7	7.5
Approach LOS	A	A	A

Intersection Summary			
Delay	7.6		
HCM Level of Service	A		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

Summary of Traffic Count
Transportation Development Division

Site: 21022010
County: Lincoln
City: Waldport
Milepoint: 156.18
Count Number: 1.00

Date: 10/22/2010
Hours: 6:00 AM-10:00 PM
Highway #: 009
US101 @ SW Maple St.
Location: site 1153 - south leg
Weather: Clear

	Summary By Movements								Entering Volumes		
Time of Day	N-NE	N-SW	NE-N	NE-SW	SW-N	SW-NE		TOTAL	North	North-East	South-West
6:00	0	0	0	10	0	10		20	0	10	10
6:15	0	0	1	10	0	19		30	0	11	19
6:30	0	0	0	21	0	23		44	0	21	23
6:45	0	0	2	15	0	23		40	0	17	23
7:00	0	0	1	22	2	26		51	0	23	28
7:15	1	0	0	27	2	27		57	1	27	29
7:30	1	1	1	36	0	39		78	2	37	39
7:45	0	1	0	25	1	34		61	1	25	35
8:00	1	1	1	33	0	51		87	2	34	51
8:15	1	0	0	33	1	42		77	1	33	43
8:30	0	0	2	43	1	45		91	0	45	46
8:45	0	1	3	44	2	50		100	1	47	52
9:00	1	8	6	182	15	261		473	9	188	276
9:15	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0		0	0	0	0
10:00	3	8	12	247	22	284		576	11	259	306
10:15	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0		0	0	0	0
10:45	0	0	0	0	0	0		0	0	0	0
11:00	8	13	21	271	12	292		617	21	292	304
11:15	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0		0	0	0	0
12:00	7	13	11	293	19	205		548	20	304	224
12:15	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	0	0		0	0	0	0
13:00	6	9	11	277	20	285		608	15	288	305
13:15	0	0	0	0	0	0		0	0	0	0
13:30	0	0	0	0	0	0		0	0	0	0
13:45	0	0	0	0	0	0		0	0	0	0
14:00	4	9	18	305	15	213		564	13	323	228
14:15	0	0	0	0	0	0		0	0	0	0
14:30	0	0	0	0	0	0		0	0	0	0
14:45	0	0	0	0	0	0		0	0	0	0
15:00	8	7	16	335	11	338		715	15	351	349
15:15	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0		0	0	0	0
15:45	0	0	0	0	0	0		0	0	0	0
16:00	1	3	2	81	2	85		174	4	83	87
16:15	2	3	4	86	2	77		174	5	90	79
16:30	1	0	2	93	3	74		173	1	95	77
16:45	1	0	3	90	1	75		170	1	93	76
17:00	1	5	4	85	3	57		155	6	89	60
17:15	2	1	1	88	3	67		162	3	89	70
17:30	0	0	2	82	1	41		126	0	84	42
17:45	2	0	5	65	4	54		130	2	70	58
18:00	6	6	12	227	6	152		409	12	239	158
18:15	0	0	0	0	0	0		0	0	0	0
18:30	0	0	0	0	0	0		0	0	0	0
18:45	0	0	0	0	0	0		0	0	0	0
19:00	3	3	4	147	4	107		268	6	151	111
19:15	0	0	0	0	0	0		0	0	0	0
19:30	0	0	0	0	0	0		0	0	0	0
19:45	0	0	0	0	0	0		0	0	0	0
20:00	0	6	3	106	0	74		189	6	109	74
20:15	0	0	0	0	0	0		0	0	0	0
20:30	0	0	0	0	0	0		0	0	0	0
20:45	0	0	0	0	0	0		0	0	0	0
21:00	0	0	1	58	1	43		103	0	59	44
21:15	0	0	0	0	0	0		0	0	0	0
21:30	0	0	0	0	0	0		0	0	0	0
21:45	0	0	0	0	0	0		0	0	0	0
Total Count	60	98	149	3437	153	3173		7070	158	3586	3326
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	66	108	164	3781	169	3491		7777	174	3945	3659

Summary of Traffic Count
Transportation Development Division

Site: 21072010
County: Lincoln
City: Waldport
Milepoint: 156.69
Count Number: 1.00

Date: 10/22/2010
Hours: 2:00 PM-6:00 PM
Highway #: 009
Location: US101 @ Adahi Ave. 4 hr count 2-6PM
Weather: Clear

	Summary By Movements								Entering Volumes		
Time of Day	NE-SW	NE-W	SW-NE	SW-W	W-NE	W-SW		TOTAL	North-East	South-West	West
14:00	78	0	89	0	1	0		168	78	89	1
14:15	83	2	81	1	2	1		170	85	82	3
14:30	73	0	83	1	0	0		157	73	84	0
14:45	85	0	74	1	0	0		160	85	75	0
15:00	92	0	87	3	1	2		185	92	90	3
15:15	89	2	97	0	1	3		192	91	97	4
15:30	90	0	86	1	0	1		178	90	87	1
15:45	81	0	75	1	0	1		158	81	76	1
16:00	89	0	94	3	0	0		186	89	97	0
16:15	94	2	87	0	0	0		183	96	87	0
16:30	93	1	73	0	0	1		168	94	73	1
16:45	91	0	71	0	0	0		162	91	71	0
17:00	89	0	72	0	0	0		161	89	72	0
17:15	88	0	72	1	0	0		161	88	73	0
17:30	86	0	45	0	0	1		132	86	45	1
17:45	67	1	54	0	0	1		123	68	54	1
Total Count	1368	8	1240	12	5	11		2644	1376	1252	16
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	1368	8	1240	12	5	11		2644	1376	1252	16

Summary of Traffic Count
Transportation Development Division

Site: 21062010
County: Lincoln
City: Waldport
Milepoint: 156.71
Count Number: 1.00

Date: 10/22/2010
Hours: 2:00 PM-6:00 PM
Highway #: 009
US10@ W Forest Way 4
Location: hr count 2-6PM
Weather: Clear

	Summary By Movements								Entering Volumes		
Time of Day	NE-E	NE-SW	E-NE	E-SW	SW-NE	SW-E		TOTAL	North-East	East	South-West
14:00	0	79	0	1	89	0		169	79	1	89
14:15	1	86	4	1	79	1		172	87	5	80
14:30	0	73	1	0	81	0		155	73	1	81
14:45	1	85	0	1	74	2		163	86	1	76
15:00	3	90	2	1	87	4		187	93	3	91
15:15	0	90	3	0	97	0		190	90	3	97
15:30	3	90	0	1	86	1		181	93	1	87
15:45	1	81	1	1	75	0		159	82	2	75
16:00	0	89	2	0	94	1		186	89	2	95
16:15	0	90	2	4	79	2		177	90	6	81
16:30	0	93	1	1	73	1		169	93	2	74
16:45	0	91	1	0	71	1		164	91	1	72
17:00	1	89	0	0	72	0		162	90	0	72
17:15	1	88	1	1	72	0		163	89	2	72
17:30	1	86	1	1	45	0		134	87	2	45
17:45	1	67	0	1	54	0		123	68	1	54
Total Count	13	1367	19	14	1228	13		2654	1380	33	1241
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	13	1367	19	14	1228	13		2654	1380	33	1241

Summary of Traffic Count
Transportation Development Division

Site: 21032010 | Date: 10/22/2010
County: Lincoln | Hours: 6:00 AM-10:00 PM
City: Waldport | Highway #: 009

Milepoint: 156.98 | Location: US101 @ SW Range Dr.
Count Number: 1.00 | Weather: Clear

	Summary By Movements													Entering Volumes			
Time of Day	NE-E	NE-SW	NE-W	E-NE	E-SW	E-W	SW-NE	SW-E	SW-W	W-NE	W-E	W-SW	TOTAL	North-East	East	South-West	West
6:00	0	9	0	2	1	0	9	0	0	0	0	0	21	9	3	9	0
6:15	2	7	0	7	3	0	12	0	0	0	0	0	31	9	10	12	0
6:30	0	13	1	4	0	0	17	1	0	1	0	0	37	14	4	18	1
6:45	1	15	0	8	1	0	15	0	0	0	0	0	40	16	9	15	0
7:00	3	18	0	3	6	0	24	0	0	0	0	0	54	21	9	24	0
7:15	5	21	1	6	4	0	24	2	0	0	1	0	64	27	10	26	1
7:30	4	33	1	6	2	0	37	1	0	0	0	0	84	38	8	38	0
7:45	11	16	0	9	2	0	25	4	0	0	0	1	68	27	11	29	1
8:00	11	23	2	11	2	1	41	7	0	1	0	1	100	36	14	48	2
8:15	2	33	0	9	3	2	27	1	1	0	0	3	81	35	14	29	3
8:30	7	35	0	4	1	0	38	2	1	1	0	0	89	42	5	41	1
8:45	4	35	1	5	1	0	45	3	1	1	0	2	98	40	6	49	3
9:00	17	150	2	31	9	0	205	7	2	4	0	0	427	169	40	214	4
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	31	202	4	33	9	1	238	8	2	2	2	1	533	237	43	248	5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	30	246	2	31	9	0	227	9	0	1	0	3	558	278	40	236	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	38	246	2	38	9	0	275	16	3	3	0	0	630	286	47	294	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	34	241	3	19	11	0	284	14	2	0	1	2	611	278	30	300	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	43	263	1	33	7	0	271	14	1	1	0	1	635	307	40	286	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	33	294	1	40	17	0	290	19	1	0	0	0	695	328	57	310	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	9	81	1	11	6	0	72	3	0	1	0	2	186	91	17	75	3
16:15	10	78	0	6	5	0	68	4	0	1	0	0	172	88	11	72	1
16:30	13	78	0	5	4	0	63	7	0	0	0	0	170	91	9	70	0
16:45	11	75	0	8	2	0	58	1	0	0	0	0	155	86	10	59	0
17:00	17	66	0	9	5	0	49	6	0	0	0	0	152	83	14	55	0
17:15	10	76	1	4	2	0	53	5	0	1	0	0	152	87	6	58	1
17:30	10	73	1	4	2	0	40	6	0	0	0	1	137	84	6	46	1
17:45	4	55	0	8	2	0	45	2	0	0	0	0	116	59	10	47	0
18:00	30	191	1	18	5	0	133	7	0	1	0	0	386	222	23	140	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	17	127	0	9	3	0	93	4	0	0	0	1	254	144	12	97	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	11	97	0	11	5	0	58	3	0	0	0	0	185	108	16	61	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	5	48	0	4	2	0	40	4	0	0	0	0	103	53	6	44	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Count	423	2945	25	396	140	4	2876	160	14	19	4	18	7024	3393	540	3050	41
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	466	3240	28	436	154	5	3164	176	16	21	5	20	7727	3733	594	3355	46

Summary of Traffic Count
Transportation Development Division

Site: 21052010
County: Lincoln
City: Waldport
Milepoint:
Count Number: 1.00

Date: 10/22/2010
Hours: 6:00 AM-10:00 PM
Highway #: 8405
S Crestline Dr. @ SW
Location: Range Dr.
Weather: Clear

	Summary By Movements								Entering Volumes		
Time of Day	N-S	N-W	S-N	S-W	W-N	W-S		TOTAL	North	South	West
6:00	1	1	2	0	0	0		4	2	2	0
6:15	1	0	1	1	1	0		4	1	2	1
6:30	0	0	1	0	1	0		2	0	1	1
6:45	1	0	1	0	0	0		2	1	1	0
7:00	1	1	2	0	1	0		5	2	2	1
7:15	2	1	4	0	1	1		9	3	4	2
7:30	1	0	5	0	1	1		8	1	5	2
7:45	4	1	1	1	0	3		10	5	2	3
8:00	47	3	29	9	3	17		108	50	38	20
8:15	13	1	31	7	4	2		58	14	38	6
8:30	3	3	7	3	6	2		24	6	10	8
8:45	2	2	2	4	2	1		13	4	6	3
9:00	24	12	24	14	10	9		93	36	38	19
9:15	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0		0	0	0	0
10:00	30	18	32	14	9	16		119	48	46	25
10:15	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0		0	0	0	0
10:45	0	0	0	0	0	0		0	0	0	0
11:00	38	10	32	22	21	14		137	48	54	35
11:15	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0		0	0	0	0
12:00	56	29	47	22	24	25		203	85	69	49
12:15	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	0	0		0	0	0	0
13:00	30	11	36	12	18	10		117	41	48	28
13:15	0	0	0	0	0	0		0	0	0	0
13:30	0	0	0	0	0	0		0	0	0	0
13:45	0	0	0	0	0	0		0	0	0	0
14:00	50	18	39	11	26	28		172	68	50	54
14:15	0	0	0	0	0	0		0	0	0	0
14:30	0	0	0	0	0	0		0	0	0	0
14:45	0	0	0	0	0	0		0	0	0	0
15:00	42	29	74	27	18	17		207	71	101	35
15:15	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0		0	0	0	0
15:45	0	0	0	0	0	0		0	0	0	0
16:00	12	8	8	5	5	3		41	20	13	8
16:15	10	2	11	4	7	2		36	12	15	9
16:30	11	1	8	2	5	4		31	12	10	9
16:45	9	6	8	3	2	4		32	15	11	6
17:00	7	4	9	5	5	3		33	11	14	8
17:15	8	6	16	2	5	3		40	14	18	8
17:30	14	3	4	4	5	2		32	17	8	7
17:45	2	5	14	5	0	3		29	7	19	3
18:00	15	9	21	5	14	4		68	24	26	18
18:15	0	0	0	0	0	0		0	0	0	0
18:30	0	0	0	0	0	0		0	0	0	0
18:45	0	0	0	0	0	0		0	0	0	0
19:00	9	5	11	3	4	8		40	14	14	12
19:15	0	0	0	0	0	0		0	0	0	0
19:30	0	0	0	0	0	0		0	0	0	0
19:45	0	0	0	0	0	0		0	0	0	0
20:00	4	6	14	8	6	6		44	10	22	12
20:15	0	0	0	0	0	0		0	0	0	0
20:30	0	0	0	0	0	0		0	0	0	0
20:45	5	0	0	0	0	0		5	5	0	0
21:00	0	2	7	1	5	3		18	2	8	8
21:15	0	0	0	0	0	0		0	0	0	0
21:30	0	0	0	0	0	0		0	0	0	0
21:45	0	0	0	0	0	0		0	0	0	0
Total Count	452	197	501	194	209	191		1744	649	695	400
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	498	217	552	214	230	211		1919	714	765	440

Summary of Traffic Count
Transportation Development Division

Site: 21042010
County: Lincoln
City: Waldport
Milepoint: 157.14
Count Number: 1.00

Date: 10/22/2010
Hours: 2:00 PM-6:00 PM
Highway #: 009
Location: US101 @ Ocean Hill Dr. - 4hr count 2-6P
Weather: Clear

	Summary By Movements								Entering Volumes		
Time of Day	NE-E	NE-SW	E-NE	E-SW	SW-NE	SW-E		TOTAL	North-East	East	South-West
14:00	0	63	0	0	77	0		140	63	0	77
14:15	1	69	0	0	69	0		139	70	0	69
14:30	0	64	0	0	86	0		150	64	0	86
14:45	0	72	1	0	50	0		123	72	1	50
15:00	1	74	1	0	62	1		139	75	1	63
15:15	0	68	0	0	92	0		160	68	0	92
15:30	1	75	0	0	69	0		145	76	0	69
15:45	0	73	0	1	74	0		148	73	1	74
16:00	1	74	3	0	67	0		145	75	3	67
16:15	2	72	0	0	73	0		147	74	0	73
16:30	1	77	0	0	69	0		147	78	0	69
16:45	1	77	2	0	56	0		136	78	2	56
17:00	0	65	1	0	49	0		115	65	1	49
17:15	2	69	0	0	54	0		125	71	0	54
17:30	1	73	1	0	42	0		117	74	1	42
17:45	2	52	0	0	45	0		99	54	0	45
Total Count	13	1117	9	1	1034	1		2175	1130	10	1035
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	13	1117	9	1	1034	1		2175	1130	10	1035

Waldport Parks and Recreation Master Plan

February 2005

Prepared by the
Waldport Parks and Recreation Committee

With support from
Oregon Cascades West Council of Governments

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Maps

Appendices

The City of Waldport strives to provide park and recreational facilities and programs that foster community spirit, that contribute to the physical and mental wellbeing of residents and visitors and that preserve and enhance the community's unique natural landscape.

Chapter 1: Introduction

The City of Waldport, Oregon has exceptional outdoor recreational opportunities supported by a community that prides itself on small city quality of life, volunteerism, and family activity. Waldport is surrounded by extensive natural amenities - coastal beaches, the Alsea Bay and Alsea River estuary, and forested uplands. Waldport residents and visitors enjoy the many and varied gifts these natural areas offer. The residents of Waldport are active in a variety of sports and recreational activities, organized and offered through the city, the schools, and community organizations. The community strives to offer opportunities that meet the needs of all residents and relies on citizen engagement in the planning and development of our parks and recreational facilities and programs. Use of these assets brings our residents together and contributes to our unique sense of community and place.

Alsea Bay

Plan Purpose and Approach

The City of Waldport Parks and Recreation Committee, with assistance from Cascades West Council of Governments, drafted this document to update and expand upon the 1998 Waldport Parks and Recreation Master Plan. The 2004 Parks and Recreation Master Plan is a long-range plan with a twenty-year planning horizon. It also includes a shorter-range strategy to guide the City over the next five years as it pursues implementation of the Master Plan.

The Master Plan identifies the community's park and recreation needs and desires, presents a comprehensive community vision for the future of Waldport parks and recreation, and establishes goals and a blueprint for action.

This Plan takes a systems approach to park and recreation facilities and programs: individual components are viewed in the context of an overall park and recreation system that includes all facilities and programs available to area residents

regardless of whether they are made available by the City, the Port of Alsea, the Lincoln County School District or another entity. Facilities and programs also are viewed in terms of their programmatic and spatial interrelationships.

Keeping with the systems approach, the examination of needs and the development of goals and policies, priorities and actions integrate with the findings, strategies and recommendations of other Waldport plans and strategies.

Relationship to Other Plans

As a functional plan specific to parks and recreation needs, the Parks and Recreation Master Plan expands upon and is consistent with the Waldport Comprehensive Plan, which guides the growth and development of all lands within the Waldport Urban Growth Boundary (UGB). The Master Plan also has been drafted to be consistent with the requirements of Statewide Planning Goal 8: Recreational Needs and associated administrative rules (OAR 660-034-0040).

In developing the Master Plan, several local planning documents were reviewed and relevant portions incorporated into the Plan.

The **Waldport Downtown Refinement Plan**, (June 2003), includes recommendations to improve the area's economic vitality, address traffic issues and promote a pedestrian-friendly environment. The Plan is focused along Highway 101 from Alsea Bay to the sea wall and along Highway 34 between Highway 101 and Cedar Streets.

The **Waldport Urban Renewal Plan** identifies public improvements, such as landscaping and pedestrian amenities, needed within the City's urban renewal area.

The 2002 **Interpretive Master Plan for the Port of Alsea District** identifies strategies that the Port District could use to interpret the area's scenic natural environment and cultural history for residents and tourists, particularly in ways that support the Port's economic development mission.

The 2001 **Resource Team Report for Waldport** was prepared by the Oregon Downtown Development Association and recommends ways to support the business activity in Old Town and along Highway 101.

The **Waldport Transportation System Plan** (1998-99) includes a pedestrian and bikeway system element and

prioritized list of associated projects and recommended development code revisions.

Plan Development

The process of developing the Waldport Parks and Recreation Plan included:

- An inventory and assessment of existing City parks and recreation facilities and undeveloped lands intended for park uses;
- An inventory and assessment of the other parks, recreation and open space resources available to the community (e.g. those provided by State Parks, the Lincoln County School District and Port of Alsea);
- Engagement of the community to determine community interests and priorities regarding parks and recreation needs and opportunities and the determination of unmet and future needs;
- Drafting of parks and recreation goals and policies;
- Prioritization of needs and opportunities; and
- Crafting of an implementation strategy and funding recommendations.

A conceptual site plan for the development of the Crestline Park site was drafted concurrent with the development of the Master Plan, allowing the priorities for this key community facility to be integrated into the Master Plan.

Plan Organization

The Plan is divided into eight chapters. This chapter provides general information about the purpose of the plan and its relationship to other community or comprehensive plans, planning and recreation resource documents and statutory requirements.

Chapter 2 presents a physical and demographic profile of the Waldport Community.

Chapter 3 includes the inventory of existing City-owned and non-city owned parks, facilities, and related resources. The inventory assessment describes existing park conditions, evaluates current facilities, and identifies needed improvements and known planned projects. This section also identifies park and recreational facilities, organizations, open space and trail systems either within the Urban Growth Boundary (UGB) of Waldport or within a 7-mile radius. Other organizations involved in the ownership and/or management of these include the Port of Alsea, Oregon State Parks, Lincoln County Parks, Lincoln County School District, Siuslaw

National Forest, and various non-profit entities that support youth activities in the South Lincoln County region.

Chapter 4 presents an analysis of park and recreational needs in Waldport. This chapter includes an assessment of trends in recreation in the region and summarizes the park and recreation needs identified through other planning processes, such as the Waldport Transportation System Plan. It also reports the recreational desires expressed locally through informational interviews conducted in the fall of 2003. Crucial to the evaluation of existing resources and facilities relative to community needs were discussions with organizational and community leaders, Waldport High School students, users of the South Lincoln Community/Senior Center, and insights provided by the City's Parks and Recreation Committee.

Chapter 5 presents Waldport's park and recreation goals and policies. The goals articulate the parks and recreation outcomes that Waldport will strive for over the next twenty years. The policies provide direction as to how the City will proceed to achieve the goals.

Chapter 6 presents the standards that the City of Waldport will use in making decisions regarding the location, site features, design and amenities for parks, trails and other recreation facilities.

Chapter 7 is the short-term or five-year implementation strategy for the Parks and Recreation Master Plan.

Chapter 8 recommends a funding and financing strategy for parks and recreation facilities.

In 2003, The Trust for Public Land published a report, **The Excellent City Park System,** which describes seven measures of an excellent city park system developed by a panel of 25 urban park experts.

The goals of the **Waldport Parks and Recreation Master Plan** and the system envisioned by the Plan incorporate these seven concepts with the anticipation that Waldport will grow its current park and recreation resources into its own **Excellent City Park System**:

- A clear expression of purpose
- Ongoing planning and community involvement
- Sufficient assets in land, staffing and equipment to meet the system's goals
- Equitable access to everyone regardless of residence, physical abilities, or financial resources
- User satisfaction which validates that the system meets needs and is attractive
- Safety from physical hazards
- Benefits that extend beyond the boundaries of the parks themselves - Cleaner air and water; Reduced health costs due to sedentary lifestyles; Improved learning through outdoor classrooms; Increased business vitality and property values; Natural beauty and respite from traffic and noise

Chapter 2:
Community Profile

Geography and Climate

The City of Waldport is located on the central Oregon Coast, approximately three hours southwest of Portland. Waldport is also situated along the Alsea Bay on a landmass that constitutes the edge of the Douglas fir, hemlock, cedar, and spruce forests of the Coast Range Mountains. As its name implies, Waldport is a place where the "Forest Meets the Sea." Most of the approximately two square mile City is located on the south side of the Alsea Bay and River.

The central business district is relatively flat as it parallels the contours of the south bay. Elevation ranges between 10 and 20 feet above sea level. The rest of the City rises abruptly to an elevation of approximately 200 feet above sea level and borders the foothills of the Siuslaw National Forest to the west.

The climate can best be described as a moist, marine climate with moderate year-round temperatures averaging 51 degrees Fahrenheit. Summer temperatures range in the upper 60's and the temperature rarely drops below freezing during the winter months. Annual rainfall averages 60-70 inches.

Within the city limits and the City's Urban Growth Boundary (UGB) new residential development is planned for the following areas:

- Norwood Heights
- South of Range Drive
- Waldport Heights and
- Peterson Park.

Also under consideration are expansions to the UGB to facilitate resolution of septic problems. Residential areas to the south and east of the current UGB may be brought into the UGB.

Demographics

Waldport is a small community of 2,050 residents that has experienced gradual growth in recent decades. Since 1990, the population has grown by 28.5%. Although the number of residents has not changed by more than 300 people, this growth exceeds Lincoln County's 1990-2000 growth of 14.5%.

The planning effort, like other recent planning efforts, has assumed that the population will grow an average of 2.5% annually to the year 2020. Realizing this projected growth would bring Waldport's population to 3,443 by 2020.

The age of community residents is another factor that affects park and recreation needs. Those who make the most use of park and recreational activity and facility are both youth and active seniors. These two age groups comprise the majority of Waldport's population. According to the 2000 census, persons 18 years and under make up 17.2% of the population and those 65 years and older make up 23.5% of the population. There are no official projections for how the age structure will change within Waldport over the next twenty years. However, one scenario that can be derived from demographic trends, is that the number of seniors will grow disproportionate to the rest of the population; those in the "baby boomer" generation are just beginning to reach retirement age and Waldport, like other coastal communities has tended to attract a large number of retired persons.

Chapter 3: Inventory of Park and Recreation Resources

Park System Components

Park systems are typically planned using the concept of a hierarchy of park types. Each type of park within the system offers certain kinds of park and recreation experiences. In addition to parks, special facilities and trails are important components of a park and recreation system.

Mini-parks, pocket parks, and plazas, as the name implies, are small in scale (generally less than three-quarters of an acre) and intended to serve those within walking distance (1/4 mile). They may be designed for passive activities with benches, drinking fountains, landscaping, and public art. Mini-parks may also contain "tot lots" with play equipment for young children and benches for parents, or a sports court. Generally, restrooms are not required, but may be needed, depending upon activities at the site and availability of facilities in the immediate area. On-street parking is generally sufficient.

Meridian Park

Mini-parks may be located and designed to take advantage of unique natural or cultural amenities (e.g. viewpoints to offer access to important vistas).

Neighborhood parks are the next step in the hierarchy intended to serve residential areas within a one-half mile radius of the site. Neighborhood parks are generally at least three acres in size, although some of the recreation needs served by a neighborhood park may be able to be accommodated on a smaller site. On the other hand, a larger site may be necessary if the park is to handle a wide range of activities.

Playground equipment, picnic facilities, sports courts and ball fields are typically located in neighborhood parks. They may contain open grass areas or wooded natural areas. Restrooms are usually necessary. Generally, they are designed to accommodate the interests of a variety of users and ages and to be accessible from low-traffic streets, trails, sidewalks and bicycle paths. On-site parking, if any, is usually minimal.

Neighborhood parks may be sited in conjunction with school grounds. Independently, school grounds may function as

neighborhood parks after school hours and during school breaks.

A community park provides space and facilities for activities that attract larger numbers of people, such as organized sports, a community pool, outdoor stage or other performance area. The community park also may provide space and facilities for the types of activities typical of the smaller mini-parks and neighborhood parks such as picnicking, informal games, and children's play. A common standard is that the community park should be between 20 and 50 acres in size. Community parks may also be located and designed to protect important landscapes or open space areas.

As with neighborhood parks, community parks may be co-located with school facilities.

The next step up in the hierarchy is the **regional park**. In most non-urban areas, these are operated by park districts, counties or the state and include amenities that attract users from beyond the local area. They may include camping facilities, expanses of natural area, trails and interpretive facilities. These parks may also have amenities and facilities that serve local needs such as play equipment, picnic areas, and open expanses that can accommodate informal group activities.

Specialized facilities and trails or connectors are two other important components of a park system. Examples of **specialized facilities** in the Waldport area are the Port of Alsea Marina, the Youth Center, the Community/Senior Center and the Alsea Bay Bridge Interpretive Center. The skate park, while located within a neighborhood park, can also be viewed as a specialized facility that attracts users from throughout the community and beyond.

Trails or multi-purpose paths are an important component of a community's parks and recreation system, accommodating activities such as hiking, bicycling and running. The paths link the components of the system and make them accessible to those residents that may walk or bike. The paths also can link the parks and recreation sites with other activity centers such as schools and tourist attractions.

Waldport Parks and Recreation Facilities

Using these definitions as a guide, the City of Waldport has four parks that can be considered mini-parks and, with the

recent construction of a skate park at the Crestline Drive park site, has begun development of its first neighborhood-scale park. The City also owns the Waldport Community/Senior Center and the site of the Alsi Historical Museum building.

The Port of Alsea, and the State of Oregon have water-oriented facilities that are available to Waldport residents and visitors. The State of Oregon also operates the Alsea Bay Bridge Interpretive Center. Other facilities include sports fields and gyms associated with the elementary, middle and high schools, a privately-owned public golf course and the Youth Center, currently housed in a building owned by the Lincoln County School District.

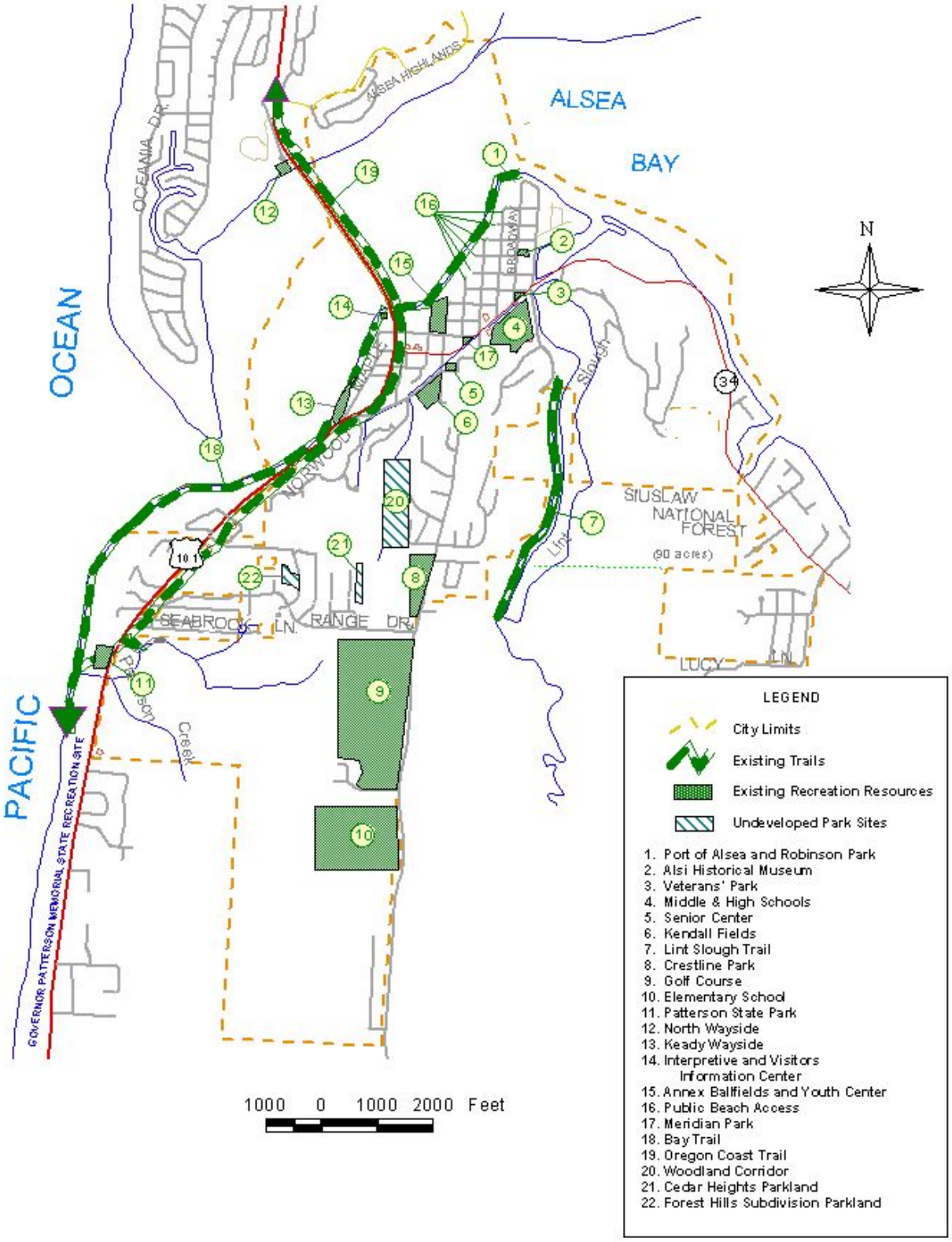
The table below briefly describes these facilities. Additional detail on the size, location, condition and issues associated with each of these can be found in Appendix A. The condition of these facilities is discussed in Chapter 4. Their location is shown on the map on page 5.

In addition to these parks and recreation facilities, there are several camping opportunities provided by the Forest Service, Lincoln County and the Oregon State Parks and Recreation Department with a 7-mile radius of Waldport. Access to the Oregon coastline has been largely preserved by the State of Oregon. The Oregon Parks and Recreation Department provides parks that offer easy and frequent beach access, camping, picnicking and public facilities.

	Features, amenities	Ownership
Mini-parks		
Meridian Park (.08 ac)	Seating, landscaping	City
Keady Wayside (.7 ac)	Access to beach, picnic tables, benches, telescope	City
Veterans Park (.05 ac)	Veterans memorial	City
Robinson Park (.5 ac)	Picnic tables, beach access	Port of Alsea
Neighborhood parks		
Crestline Park (5.83 ac) **Under development**	Plan includes neighborhood plus community-wide amenities such as skate park and trails	City
Waldport Elementary School	Gym, playground and baseball field (used by high school), soccer field	School District

	Features, amenities	Ownership
Regional facilities/parks (within 7 miles)		
Governor Patterson Memorial Recreation Site	Ocean beaches, restrooms, picnic tables (1 mile south)	State Parks
W.B. Nelson State Recreation Site	Fishing dock, boat launch (1 mile east)	State Parks
Driftwood Beach State Park	Beach access, restrooms, picnic tables, fishing (2.6 miles north)	State Parks
Beachside State Park	Camping, beach access, restrooms, picnic tables (3.3 miles south)	State Parks
Tillicum Beach Campground	Camping, beach access, restrooms, picnic tables (3.6 miles south)	USFS
Seal Rock State Wayside	Tidepools, ocean views, beach access, picnic tables, hiking (5 miles north)	State Parks
Ona Beach State Park	Beach access, picnic tables, boating, fishing swimming (6.9 miles north)	State Parks
Specialized facilities		
Waldport Community/ Senior Center	Full kitchen, outdoor barbeque meeting room with video and sound; Operated by community board	City-owned facility
Alsi Historical Museum	Operated by non-profit organization; building privately owned	City-owned site
Robinson Park/Port of Alsea	Boat launch, marina and dock, picnic area, public restrooms	Port of Alsea
Alsea Bay Interpretive Center and North Wayside	Information and education center for Alsea Bridge and area attractions, beach access, restrooms; wayside incorporates structural elements of historic bridge	State Parks
Kendall Fields 1 and 2	Softball fields, restrooms, concession stand	School District
The Annex Ball Fields	Softball field, concession stand	Port of Alsea; School District
Crestline Golf Course	9 hole golf course	Private
South Lincoln County Youth Center	Youth classes, recreation facilities Operated by community board	Building owned by School District

Waldport
Existing Parks and Recreation Resources
and
Undeveloped Park Sites



Undeveloped Park Sites

The City holds title to a 15-acre site and two smaller parcels that are intended for park purposes. In addition, seven parcels at the ends of street rights-of-way, offer unimproved pedestrian access to the bay front. (Additional information on these parcels can be found in Appendix A.)

Parcel	Features/potential	Location
Woodland Corridor (formerly PF property) 15 acres	Wooded slope with steam; bisected by utility easement Intended use: natural park; connect Crestline Park/upper city with Kendall Fields/downtown through site	North of Cedar Heights addition, west of Park and Brentwood Drives
Forest Hills subdivision parkland .52 acres	Steep terrain Intended use: Mini-park/natural area	West of Fairway (Chad) Drive, within subdivision
Cedar Heights parkland .6 acres	Width from 30' – 69'; linked to Double Eagle Drive by 10' wide pathway Intended use: Mini-park	115' north of Double Eagle Dr, east of lots fronting SW Ironwood
7 parcels at street ends	City-owned parcels at terminus of 7 streets in Old Town (80 foot r-o-w) Intended use: Access to bay front	Terminus of Spencer, Ruble/Bay, Grant, Keady, Fayette, Huckleberry and John Streets

Sports and Recreation Programs

At present, the City of Waldport does not provide recreation or sports programs. In addition to the athletic programs offered through the schools, several other organizations offer a variety of such programming, most of which is oriented toward youth.

Non-school Sports and Recreation Programs	
Junior League Basketball and Softball	Elementary and middle school level basketball and softball
Central Coast Soccer Association	Elementary, middle and high school club level soccer
Community Partnership Program	Sports and after school, evening and summer programs for all ages
American Softball Association	Girls fast pitch softball
South Lincoln County Youth Center	Arts and crafts classes, pool table, air hockey, movies, computers
Boy Scouts	2 Cub troops, 2 Scout troops, 1 Explorer troop
Girl Scouts	1 Brownie, 3 Junior, 1 Cadet
4-H	Equestrian-oriented activities

Trails

At present, there is one formally developed hiking trail within the City. There are also unofficial trails through the Crestline and Woodland Corridor park sites and along the south shore of Alsea Bay. Numerous informal paths through privately-owned parcels provide additional pedestrian connections that are important to the community.

Trail	Features/potential
Lint Slough Trail	Walking trail along dike, approximately 1 mile in length Extend trail around south end of Lint Slough into National Forest lands
Crestline Park Trails	Currently informal trails, connects to informal trail network in Woodland Corridor to the west of the park Full development of park includes improvement of trails to appropriate standards
Alsea Bay Shoreline Trail	Informal path from Port of Alsea/Robinson Park to Keady Wayside; with low tide, access to Yaquina John Point and connects to ocean beach trail to Yachats (8 miles); Development of additional access points to Bay shoreline from existing street-end public rights-of-way
Woodland Corridor trails	Informal trails link with trails in Crestline Park Potential to connect upland trails to Old Town trails through the Corridor using utility easement

The Oregon Coast Trail follows Highway 101 across the Alsea Bay Bridge and through Waldport until it moves back to the beach at Patterson Memorial Park and continues south to Yachats.

Chapter 4:
Needs Assessment

The assessment of park and recreation needs undertaken as part of the Master Plan effort sought to answer several questions:

- How well do the existing facilities and programs meet current needs: Are the types of facilities and programs appropriate and accessible? Does the condition of the facility or quality of the programming meet community standards and expectations?
- What additions or changes to existing facilities will be needed to meet the needs of future residents and visitors?

To seek answers to these questions, several types of information were gathered and examined, including:

- Recreational trend information
- Data on the quantity and condition of Waldport facilities relative to standards set in the 1998 Parks and Recreation Master Plan and levels of service for parks and recreation facilities used by other communities
- Community perceptions of current and future facilities and programs.

Recreational Trends

While there is no data gathered on recreational trends in Waldport or Lincoln County specifically, Oregon's 2003-2007 Statewide Comprehensive Outdoor Recreation Plan (SCORP) identified the following activities as the "most significant participation growth activities between 1987 and 2002" in the coastal area comprised of Clatsop, Tillimook, Lincoln and coastal Lane Counties:

Skatepark at Crestline Park

- Beach activities
- RV/trailer camping
- Golf
- Day hiking and
- Using playground equipment.

Identified as the five activities that experienced the greatest drop in "user occasions" were:

- Outdoor photography
- Picnicking,
- Sightseeing/driving for pleasure
- Power boating and
- Non-motorized drift boat fishing.

These changes in recreational activities reflect, at least in part, the availability or changing availability of various types of facilities.

Level of Service: Park Land

There is no single, generally accepted set of standards for park and recreation areas and amenities that should be available to the residents of a community. However, guidelines established by the National Recreation and Park Association (NRPA) have been used for a number of years by many communities to examine the sufficiency of their parks and recreation resources.

In 1983, NRPA established a set of "universal" guidelines that included recommended sizes for various types of parks and quantities of parkland for each type based on the population of a community. These standards are still used by some communities today.

The NRPA guidelines relevant to a small community are shown below.

NRPA Park & Recreation Guidelines

Type	Acres/1,000 people	Size	Population Served	Service Area
Mini-Park	N/A	2,500 square feet-1 acre	500-2,500	Up to .25 mile (walking distance)
Neighborhood Park	2.5	5-10 acres	2,000-10,000	.25-.50 mile (walking distance)
Special Use Facilities & Linear Parks	Includes parkways, beaches, flood plains, downtown refinements, etc. Often used as special-use or facility that serve one function. Linear parks are greenways or paths that connect two or more areas			

Waldport, with its current parks and population of 2,050, does not meet these guidelines for number of parks and for acres of parkland per 1000 persons. If Crestline Park, which is at present only partially developed, is included, the City does meet the standards. Once Crestline is completed and over the next twenty years as the community grows, it would need to add two additional mini-parks to continue to meet these guidelines. Counting only city parks, one additional neighborhood park would be needed by 2027, given population growth projections.

In terms of location of parks, the Old Town and lowland areas

of Waldport are well served by mini-parks, the bay shore which functions as a linear park, the ball fields at Kendall Field and the Annex Ball Field. Neighborhood park-type amenities will become more available to upland neighborhoods as Crestline Park is developed. Uplands neighborhoods currently do not have access to mini-parks consistent with these NRPA guidelines. It should also be noted that the future of the Annex Ball Field and the adjoining structure housing the Youth Center is uncertain as the School District is seeking to sell the property.

With the 1995 publication by NRPA of a new set of guidelines that recommend tailoring a community's standards to their specific geographic and demographic situation, many communities began to analyze the adequacy of their parks and recreation resources by measuring the current levels of park and recreation service (LOS) and comparing those levels of service to a desired LOS established by the community and/or levels of service of other communities. A commonly used measurement of LOS is the number of acres of city park land per 1000 population.

The table below shows the acres of city parkland per1000 residents for a number of Oregon communities and for the City of Waldport at the present time. Crestline Park was not included in these calculations because most of that site is undeveloped.

City	Acres of developed city park land per 1000 residents
Brownsville	21
Brookings	9.6
Astoria	9.2
Depoe Bay	7.7
Canby	5.7
Sisters	5.3
Lincoln City	5.0
Mill City	3.9
Toledo	3.4
Tangent	2.7
Sweet Home	2.6
Newport	2.5
Yachats	2.5
Seaside	1.7
Veneta	1.7
Harrisburg	1.2
Waldport	Less than 1
Lyons	Less than 1

Source: city officials and University of Oregon Community Planning Workshop

While the City of Waldport has not established a desired LOS for total acres of city park land per 1000 residents, the 1998 Preliminary Master Plan established standards for three types of parks: 2.5 acres per 1000 residents for neighborhood scale parks, 2.5 acres for community scale parks and 2.5 acres for large parks. Given the present population of the Waldport community, the standard for the large park would not be applicable at this time. However, combining the standards for the two other types of parks would equate to an LOS of 5 acres per 1000 population of developed city parkland. (Note: The 1998 Plan did not establish a standard for mini-parks; however, all of Waldport's current developed parkland is in mini-parks.) Waldport is presently well below the 1998 Plan standard at less than 1 acre per 1000 residents. If the Crestline Park site were fully developed, the current LOS would be 3.27 acres per 1000 residents.

Level of Service: Recreation Facilities

Another way to measure LOS is to consider the number of facilities of various types available to residents per 1000 population. The State of Oregon compiles such information on recreation facilities in communities throughout Oregon. Information on the quantity of various common facilities is published as an average per 1000 population. The table below

compares the statewide average for a number of facilities with the number of those same facilities available to the Waldport community.

RECREATION FACILITIES INVENTORY

Facility	Average Number in Oregon per 1,000 Population[1]	Number in Waldport per 1,000 Population
Baseball & Softball Fields	.71	**1.46**
Basketball Goals	1.04	**2.13**
Community Walking Trail/Path Miles Nature/Interpretive Trail Miles	.13 .18	**.97**
Day-Use Picnic Tables	7.46	**10.73**
Equipped Play Area Acres	.36	**.49**
Fishing Pier Linear Feet	23.17	**170**
Football/Rugby/Soccer Fields	.52	**.49**
Golf Course Holes	.57	**4.39**
Soccer Fields	.21	**0**
Outdoor Swimming Pools	.035	**0**
Outdoor Tennis Courts	.37	**0**

[1]Source: 2001 Oregon Statewide Outdoor Recreational Resource/Facility Inventory Bulletin (a component of the 2002-2005 Oregon Statewide Comprehensive Outdoor Recreation Plan)

Overall, Waldport fares very well in this comparison. The only facilities for which Waldport does not exceed the statewide average are football/soccer fields, outdoor swimming pool and outdoor tennis courts. In addition, there is a lack of playground equipment easily accessible to those in the Old Town area.

Needs and Projects Identified in Other Plans

Over the last several years, the City of Waldport has undertaken several community assessment and planning efforts. The finding and recommendations of four of these are particularly relevant to the community's parks and recreation

needs. In addition, the Port of Alsea Interpretive Master Plan addresses recreational needs and opportunities.

The **Resource Team Report for Waldport** recommends ways to enhance visitor experiences, including the improvement of recreational amenities. These include developing an urban street tree/planting program to improve the pedestrian experience in commercial areas, improving signage to Port and other recreation offerings, enhancing gateways, preservation of and enhanced access to views of the bridge and bay, rehabilitation of the historic old middle school (currently housing the South Lincoln County Youth Center), completion of the loop bike/hike trail from the south Highway 101 entry along the bay to the Port properties and around to connect to the Lint Slough trail, and improvements to Keady Wayside.

The **Waldport Transportation System Plan** includes a community-wide pedestrian and bicycle system that would provide connections between the lowland and upland areas, connect destinations (residential neighborhoods, downtown, schools, athletic fields and parks), and provide alternative connections and loops for recreational bicyclists, walkers and runners. In addition to on-road sidewalks and bicycle facilities, the Plan addresses issues and considerations for the development of off-street multi-modal paths.

The Plan notes that multi-use paths can be aligned along drainage ways and greenways and be components of a community trail system. The Plan states that the City envisions utilizing the steep, wooded area between the lowlands and uplands as “an open space amenity that will become part of the parks and open space system” and that park lands, combined with utility easements, can serve as corridors for the location of these paths. Many of the streets that end near park land and the utility easements (View Drive, Greenwood Way, Brentwood Drive, Park Drive) have unimproved trail connections.

Specific pedestrian/bicycle projects identified in the Transportation Master Plan include:

- Crestline Drive to ball fields (Kendall Field)
- Elementary school to Range Drive
- Crestline Drive to the Waldport High School
- Norwood Drive to Range Drive to connect residential areas.
- Improvement of the east-west Kelsie Way-Highway 101 connection.

- Lint Slough Loop
- Pathway along the entire bay frontage

The **Waldport Urban Renewal Plan** has as its primary objective to improve the "function, condition and appearance of the Urban Renewal Area." In order to accomplish this objective, the Plan sets out several goals, including one to "provide pedestrian linkages, including sidewalks throughout the area, particularly between residences and the downtown." Public improvements include such things as landscaping, pedestrian amenities, and open space development. Although many of the planned sidewalks have been constructed (Starr Street, Spring Street and Highway 34), the Plan calls for sidewalks in the Old Town area, specifically along Broadway to the Port.

The **Waldport Downtown Refinement Plan** recommends improvements at the west end of Hemlock Street such as improved parking, landscaping and a focal point (e.g. fountain or large sculpture). Also recommended are improvements to Keady Wayside.

Pedestrian plazas are incorporated into the design for redevelopment along Highway 101. As envisioned, these spaces may accommodate small gatherings and related pedestrian activity (e.g. a flea market and outdoor music).

The recommendations in the **Interpretive Master Plan for the Port of Alsea District** offer opportunities for the City of Waldport to participate with the Port in enhancing the tourist recreation infrastructure and stimulate tourist activity. The Plan notes that the Waldport area is "positioned to cater to some specific tourist markets, including the ecotraveler and those interested in a 'tough lux' experience." (Strenuous outdoor activity with the luxury of good food and overnight accommodations.) The community may be especially attractive for those interested in activity in a nature setting such as crabbing and fishing, kayaking, boating, hiking and cycling and those interested in history and local culture.

The Plan's strategies are aimed at creating major interpretive and information hubs at the Alsea Bay Bridge Interpretive Center and at the Robinson Park/Port Office to motivate travelers to spend time exploring the area. They would identify sites such as Lint Slough and Keady Wayside that offer unique recreational opportunities.

The Interpretive Master Plan recommends interpretive panels at several sites. An information shelter would be located next to the Port Office and an open-air day use structure with seating and possibility picnic tables would be constructed at Robinson Park.

Other strategies recommended include the development of special interest tours (e.g. geomorphologic tour, botanical tour) and a guide to all of the walks and trails in the area.

Community Input

A future development/redevelopment phase envisions a major resort complex along the bay on the east side of Highway 101. The development might include a swimming pool, spas and a pedestrian way (with overlooks, seating and other pedestrian amenities) around the bay to the Port of Alsea facilities. Interviews and meetings with community members were conducted in the fall of 2003 to ascertain community perceptions regarding the parks and recreation offerings and needs within Waldport and the immediate vicinity. The major themes expressed were:

- Residents take advantage of the diverse open space and recreational offerings provided on the State and federal lands and waterways surrounding the City.

- Recognizing the significant open space and outdoor recreational amenities within the vicinity of Waldport, residents expressed the strongest desire for neighborhood-scale park offerings, including adding amenities such as picnic shelters, restrooms and playground equipment to existing parks. Of particular interest is completion of Crestline Park.

- There is currently limited pedestrian and bicycle connectivity between parks and open spaces, although potential trails and enhanced on-street routes have been identified through previous planning efforts. There is opportunity to improve the informal trails linking the lowlands with uplands, particularly Kendall Field through Woodland Corridor and to Crestline Park. There is significant interest in developing these and other connections, increasing recreational trail offerings within the City, connecting the local trails to a larger trails network, and improving access to natural areas. There is particular interest in developing the trail system around Lint Slough.

- Interest in kayaking has increased and a Waldport High School student group is developing a water trail for Lint Slough, lower Drift Creek and the lower Alsea Bay.

- Team sports are offered through the schools and non-profit organizations. Sports facilities noted as most needed were soccer fields and a running track. Other types of youth recreation programs are offered by non-profit organizations; the City does not provide recreation programming. There is interest in enhancing "youth center" programs and facilities and concern about the adequacy and stability of funding for youth recreation programs. There is also interest in securing the ball fields for future use by all community members and increasing open gym opportunities at schools.

- There is no central clearinghouse for information on the recreation offerings in the community. Those interviewed expressed concern about whether information on these programs was consistently available to everyone in the community and whether there was duplication of programming. There is interest in improving coordination among existing youth, senior, and adult activities.

- The scenic and recreational opportunities along the Oregon Coast and Alsea Bay attract a significant number of tourists and visitors to the area. Waldport has the potential to develop into both an eco-tourist destination and a staging area for exploration of the region. Additional interpretive information and educational materials should be made available for both residents and visitors.

- Much of the development and maintenance of City parks is made possible through the work of volunteers, monetary and in-kind donations from community members and occasional grants. There is no ongoing source of funding dedicated to meet City parks and recreation needs.

- Secure, ongoing funding is needed for:
    - maintenance of and improvements to existing parks,
    - development of additional parks as the community grows, and

- improvement of recreational offerings within the community.

- Significant opportunities exist for the City to partner with the numerous providers of recreational programs (such as the School District, Port of Alsea and non-profit organizations) and the public sector natural resource stewards such as the State of Oregon and U.S. Forest Service.

- The City's development policies need improvement to foster park and recreation infrastructure development and maintenance.

- More public involvement and volunteer opportunities should be developed (e.g. the existing Beachcomber Days).

- Opportunities to preserve important and scenic views should be explored. These include views of the bay and bridge from the bay shore in Old Town and views of the city and ocean from the westerly undeveloped portion of Alsea Highlands.

- The bay shore currently functions as an informal linear park between Robinson Park and the Keady Wayside.

- Alsea Bay is designated an Important Bird Area by the Audubon Society of Portland. The program scientifically identifies sites important to bird conservation and promotes their preservation, restoration and improvement.

Summary of Improvements and Additions to the Park and Recreation System Identified Through the Parks Planning Process or Other Recent Planning Processes

Project	Detail and Rationale
Improvements and Additions to City Parks and Facilities	
Keady Wayside	• Limit access to Maple street, add turnaround and street parking, connect to sidewalk system with access path to highlands (RTR) • Additional interpretive panels (Port IMP); informational panels amd landscaping • Gateway development
Crestline Park	• Completion of site work and landscaping around skate park • Development of future phases of park
Multi-purpose path: Crestline Drive to ball fields (Kendall Field)	• Route through existing utility easements and two public park parcels located off Crestline Drive, View Drive, Greenwood Way, Brentwood Drive and Park Drive (TSP)
Multi-purpose path: Elementary school to Range Drive	• Route along west side of the golf course. Location needs to consider safety of travel through woods. (TSP)
Multi-purpose path: Crestline Drive to the Waldport High School	• Utilize existing, partial unimproved pedestrian connection. The connection would likely require right-of-way acquisition or an easement through private property. (TSP)
Multi-purpose path: Norwood Drive to Range Drive	• Connect residential areas. Right-of-way to be acquired through land use/development application process (TSP)
Multi-purpose path: East-west Kelsie Way-Highway 101 connection	• Improvement needed (TSP)
Pathway along the entire bay frontage	• Complete loop from Alsea Bay Bridge to Port property; high tide may restrict access (TSP)
Views of bay and bridge	• Preserve views from street ends along bay front (RTR) • Provide parking, pathways and seating
Directional Signage	• Improve visibility of Port facilities and other recreational offerings (RTR, Port IMP)
Indoor pool	• Most frequently mentioned facility addition • Seek partnerships to make option affordable

Improvements and Additions to Other Facilities	
Lint Slough Loop	• Recreational trail, access to natural areas (TSP) • Restroom, parking, non-motorized boat launch • Completed west side and loop to National Forest land
Pedestrian Plazas along Highway 101	• Enhanced pedestrian amenities for visitors and residents (DRP)
Robinson Park	• Interpretive panels to improve visitor experience, lengthen visitor stays; information/open air day use structure (Port IMP) • Play equipment
Kendall Fields	• Picnic facilities
Soccer fields	Confer with School District to define need
Track	Confer with School District to define need
Improvements and Additions to Recreation Programs	
Youth Programming	• Sustainable funding for programming and facilities (may incorporate schools and community/senior center)
Clearing house for recreation program information	• Consider electronic clearing house/website

Abbreviations: RTR – Resource Team Report; TSP – Transportation System Plan; Port IMP – Port of Alsea Interpretive Master Plan; DRP – Downtown Refinement Plan

Chapter 5:
Goals and Policies

The City of Waldport has established four goals to direct the City's actions as it works to meet the parks and recreation needs of the area's residents and visitors. Each goal is accompanied by policies that describe the approaches that the City will take as it pursues the goal.

Goal 1

Secure and develop park, open space, trail and recreational facilities that meet the needs of residents and respect the scenic, natural and cultural values of the Waldport community.

Policies:

- **Consider the needs of all residents** of the community - all ages, incomes, cultures and lifestyles - in the planning, development, and operations of park and recreation facilities.

Lint Slough Trail

- **Seek to involve all** segments of the Waldport community in park and recreation planning.
- **Protect the significant natural features of the site and surrounding area** when developing parks and recreation facilities.
- Employ maintenance practices to **conserve and enhance natural and biologic values of the park sites.**
- Collaborate and cooperate with other land managers and property owners to **protect and restore healthy functioning ecosystems and watersheds.**
- **Seek to acquire land for parks and recreational activities in advance of urban growth** and development.
- **Seek cooperative and partnership relationships** with the Port of Alsea, Lincoln County School District, State of Oregon Parks and Recreation Department, other state, federal and local agencies, businesses and citizen groups to provide a diversified system of trails and park-related services that offer opportunities for healthy and creative use of outdoor time.

- **Prepare master plans for parks** prior to the development of the park.

- **Examine all City-owned property, including street rights-of-way,** for park, open space or recreational value prior to change of use or relinquishing ownership.

- **Support the development of a multi-purpose community center** that is a key component of the vitality of the Waldport community.

- **Create an integrated and connected network of parks and open spaces** by providing trail linkages, easements and greenways. Coordinate and support implementation of the transportation plan for bicycle and pedestrian paths, to **develop connections with national, state, county and local parks and open space**.

- **Seek compatibility** between parks, open spaces and recreational facilities and adjacent land uses.

- **Improve visibility of and access** to information about parks, open spaces and recreation opportunities for both residents and visitors.

- **Develop additional access to public open space lands**, especially to the ocean beaches, Alsea Bay, and National Forest lands.

Goal 2

Support recreational programs that contribute to healthy lifestyles, create a sense of community, nurture personal growth and development, and offer opportunities for residents to make positive contributions to the quality of life in the Waldport community.

Policies:

- Seek to partner with other entities to **offer programs that interpret the area's natural processes, ecology, and history**.

- **Enhance use of the Community/Senior Center** by all segments of the community.

- **Promote and encourage youth recreation programs** that meet the needs of the area's young people.

- Evaluate needs and encourage coordination to **avoid duplication of services and to keep services consistent with current needs and trends.**

Goal 3 **Support the economic vitality of the Waldport community through parks and recreation facilities and programs that are attractive to residents and visitors.**

Policies:

- Support the Port of Alsea in the **implementation of the Port of Alsea Interpretive Master Plan.**

- Encourage and promote events such as **tournaments and other sports and recreation events** that attract visitors or users from outside the area.

- Provide, either directly or through partnerships or involvement of others, parks, open space and recreation amenities that **support the residential growth envisioned by the Waldport Comprehensive Plan.**

Goal 4 **Maintain public investment in parks and recreational facilities and operate facilities and programs in the most cost efficient means possible consistent with community expectations of cleanliness, safety, and attractiveness.**

Policies:

- Design park and recreation facilities to **minimize energy consumption and maintenance costs** while still meeting user needs.

- Establish and utilize a **process for programming preventative maintenance and capital improvements**.

- Seek federal, state, and private funding and volunteer assistance to **keep park and recreational facility development and program costs as affordable as possible.**

- Collaborate with others to **pool resources and jointly raise capital.**

- Seek to establish a **dedicated fund for maintenance and operations** of City-owned parks and recreation facilities.

- Develop programs allowing for **donations** for park amenities such as memorials.

- Expand efforts to secure adequate funding through **traditional financing mechanisms** such as bond and serial levies.

- Explore opportunities for **non-residents to financially support operation and maintenance**.

- **Weigh improvement and expansion decisions** against the ability to manage and maintain.

Chapter 6:
Park and Recreation Standards

Park Standards

The standards established by this plan will guide the City's acquisition and development of parks, trails and open space sites. The City will consider the standards when purchasing property to expand the parks and recreation system. The standards will also be used to establish requirements for the dedication of park and open space lands associated with new development and to review the suitability of a site proposed by a developer for dedication as park, open space or trail use.

Port of Alsea Marina

The City of Waldport shall seek to attain and sustain as the population of the community grows an overall level of service of 5 acres of City parkland per 1000 residents.

The following standards address location, size and site characteristics, as well as the types of activities and facilities appropriate for the various components of the City's park and recreation system.

Mini Parks	
Location and Access	Site should be visible from and have significant frontage on adjoining streets Walking distance for the anticipated service area should not exceed one-quarter mile or require crossing a busy street Site should be as central as possible to area served
Site Size and Characteristics	Generally minimum of 2,500 square feet; pocket parks for non-residential day use should be a minimum of 300 square feet Site should be mostly flat and useable
Facilities and Activities	Playground equipment, grass play area, amenities such as benches, picnic tables, fountains, trash receptacles
Development and Design Considerations	Development encouraged as part of residential developments, commercial development, especially where homeowner associations assume maintenance responsibility Developed where a larger park is not nearby or easily accessible or where no options exist for larger park sites

Neighborhood Parks	
Location and Access	Generally serves residents within a half-mile radius; should be central to area to be served Where possible, streets should abut the park on all sides and should be visible from adjoining streets Access to site should be via a local residential street. If on a busy street, incorporate buffers or barriers as necessary to reduce hazards Access routes should minimize physical barriers and crossing of major roadways. Additional access points via pathways from neighborhoods should be provided. Right-of-way should be a minimum of 25 feet wide.
Site Size and Characteristics	No smaller than 3 acres, optimum size of 5 to 7 acres; located next to school site, optimum sized may be reduced to 2 to 3 acres At least 50% of site should be flat and useable
Facilities and Activities	Generally includes space for both active and passive activities, including unstructured open play areas, sports courts and fields, playground equipment, picnic areas, shelter building, trails and pathways, natural open space Site amenities: benches, picnic tables, fountains, trash receptacles Parking: should consider activities planned for park, location of park relative to users, accessibility via walking and biking. A standard for a park with a mixture of active and passive uses is a minimum of three spaces per acre. If on-street parking is available, on-site can be reduced by one car for every 25 feet of street frontage Restrooms: Generally needed; portable restroom may be adequate; restrooms should be appropriately screened
Development and Design Considerations	Development should occur when 50% of the residential area to be served has been constructed Design should encourage pedestrian and bicycle access Active and noise producing facilities should be located away from adjoining residences

Community Parks/Special Use Facilities	
Location and Access	Facilities that generate significant auto traffic should be located on collector or arterial streets
Site Size and Characteristics	4 to 25 acres, depending on activities to be accommodated
Facilities and Activities	Fields and courts for organized sports, community pool and other special use facilities; may include space for neighborhood or mini-park activities such as informal play and game areas, playground equipment, picnic benches Amenities such as parking and restrooms are dependent upon the type of facility
Development and Design Considerations	A detailed analysis of the facility needs and proposed site characteristics shall be prepared prior to a siting decision

Facility Standards

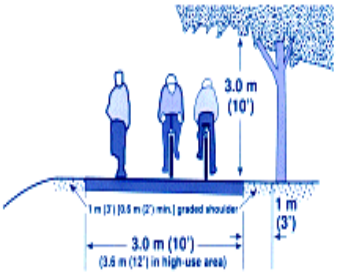
The City will consider the standards established by the National Recreation and Parks Association (NRPA) in the siting and orientation of facilities such as sports courts and fields. See Appendix B.

NRPA has established guidelines for playground equipment to reduce the leading causes of playground injuries. These include improper protective surfaces, inadequate fall zones, protrusion and entanglement hazards, entrapment openings, insufficient equipment spacing, trip hazards, lack of supervision, age inappropriate activities, lack of maintenance and pinch/crush/sharp edge hazards, platforms with no guardrails, and equipment not intended for public use. Any facility installed in park must meet NRPA safety standards and carry certification from the manufacturer that such device or equipment meets those standards.

In addition, facilities will be designed, installed and maintained to meet the requirements of the Americans with Disabilities Act.

Trail and Pathway Standards

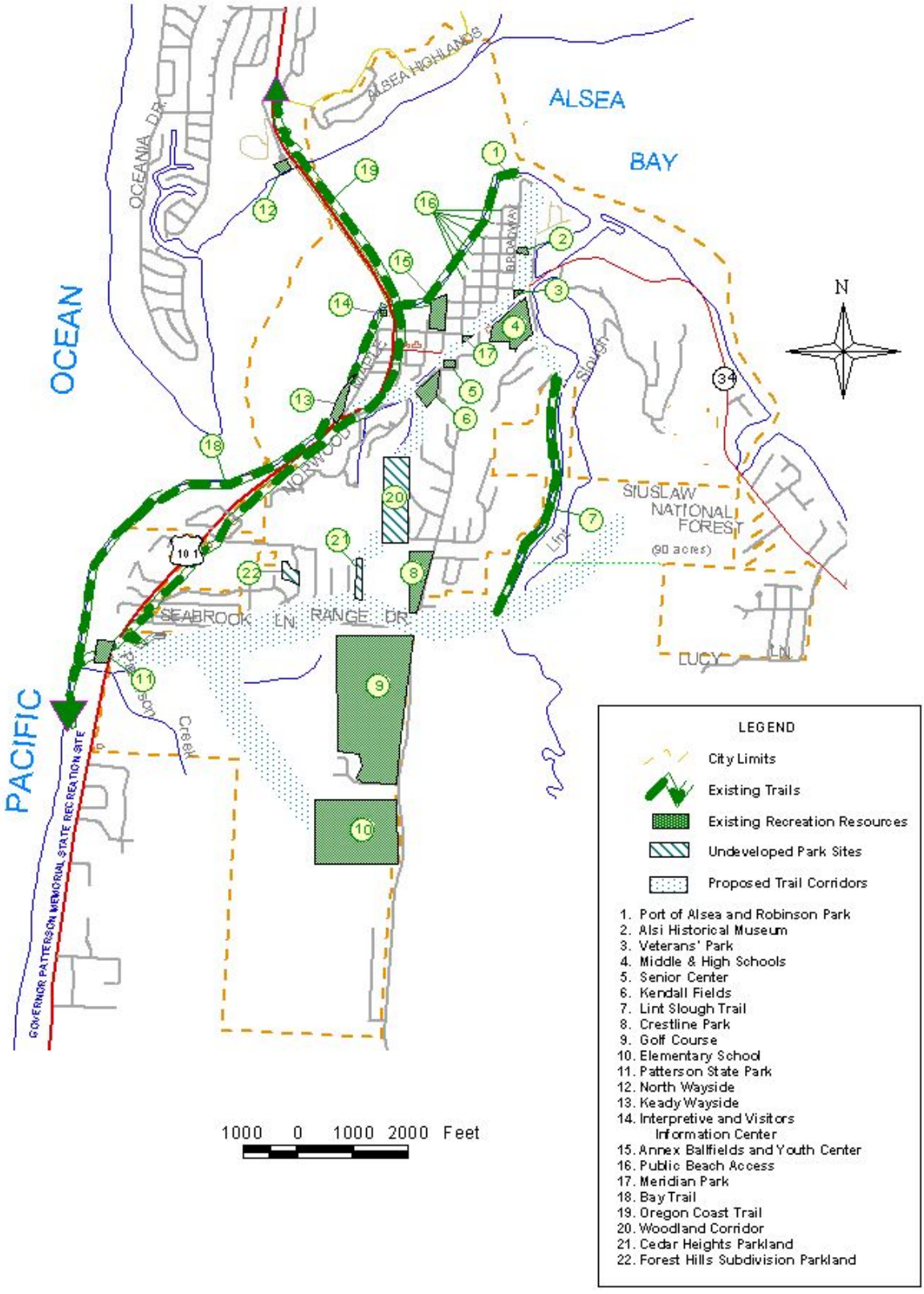
The following standards and guidelines apply to trails and pathways that are primarily recreational in nature. The design of pathways that are primarily transportation oriented should be developed in a manner consistent with the Transportation System Master Plan. The map on the following page shows proposed trail corridors. Construction of trails or on-street pedestrian pathways within these corridors will create a pedestrian and bicycle system that links recreational facilities and parks with residential and major commercial areas.



Multi-use Path
Source: ODOT

Trails and Pathways	
Location and Access	Whenever possible, recreation trails should be located off the street. However, streets may be used to complete connections, when necessary. When following or intersecting a stream or drainage way, trails shall be designed to minimize impacts on the ecological functions of the stream corridor and to minimize unplanned/undesired access in and near the corridor. When possible, multi-purpose trails running parallel to stream corridors should b e sited at least 50 feet from the top of the band and further away in sensitive areas. Where there is a narrow band of riparian vegetation along a stream, trails should be located outside of this area when possible.
Site Size and Characteristics	Trail alignments should take into account soil conditions, steep slopes, surface drainage and other physical limitations that could increase construction and/or maintenance costs. 80' right-of-way desired Width: multi-use path: (see figure left) 10' wide (8' for short connectors or minimal use segments; 12' in high use areas); hiking path: (6' minimum) Lateral clearance: 2'-3' each side of path, at same grade and slope as path Overhead clearance: 8'-10' Maximum grade: 5%; maximum cross slope: 2% May need root barriers along path in wooded areas
Facilities and Activities	Trails should be planned, sized and designed for multiple uses, except for dedicated nature trails or in areas that cannot be developed to the standard necessary to minimize user conflicts. Centralized and effective staging areas should be provided for trail access. This includes parking, orientation and information and any necessary specialized unloading features. Primary trailheads should have restrooms and trash receptacles. Secondary trailheads may only require parking and signage.
Development and Design Considerations	In developed areas, trails should be sited through purchase or easements from willing property owners, alternative routing will b e considered when necessary. Developers should be encouraged to provide and construct pathways and trails within their developments to link with the City's overall trail system. Trail easements, dedications, and development should occur prior to or at the time of development.

Waldport
Proposed Trail Corridors

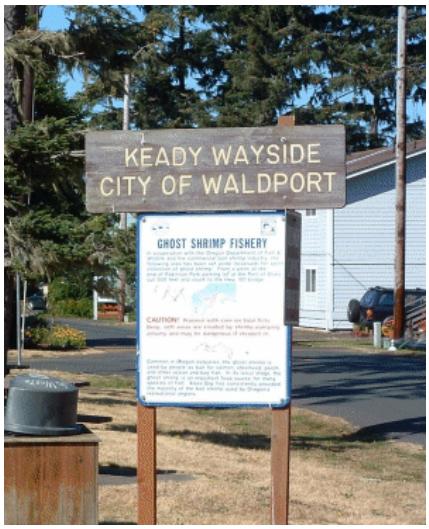


Chapter 7:
Implementation Strategy

To make substantial progress on the implementation of the Parks and Recreation Master Plan over the next five years, the City's efforts will need to focus in three areas: 1) short term site and facility improvements, 2) preliminary steps to move forward on longer-term facility needs, and 3) addressing non-capital improvements needed in the system.

Short Term Site and Facility Improvements

The City of Waldport has identified improvement priorities for parks and trails that currently serve the community. Since some of these facilities are not under City jurisdiction, the identified improvements will require cooperation or collaboration from other entities. The following are the priorities that should receive attention over the next five years:



Keady Wayside	
Improvements: • Public restrooms in vicinity (inadequate space on-site) • Signage: add information kiosk, lower profile and coordinate signage • Add improvements to create community gateway	Estimated Cost: $15-18,000 (restrooms) $5-$10,000 ◆ $5-$10,000 ◆
Partner: PUD – reorient street lights to increase safety	

◆ candidate for donation of labor and/or materials

Robinson Park	
Improvements: • Covered picnic area, interpretive displays	Estimated Cost: $65,000 (Port responsibility)
Partner: Port of Alsea	

Lint Slough Trail	
Improvements: • Public restrooms • Extension of trail and viewing platform • Extension around south end and into Forest Service Property • Non-motorized boat launch	Estimated Cost: $15-18,000 $39,000 ■ $200,000 (incl. environ assess. and bridges) ■ $35-57,000 ■
Partners: ODFW, US Forest Service	

■ candidate for grant funding

Crestline Park	
On-site Improvements:	Estimated Cost:
• Skateboard facility repair and maintenance	$2,900-4,300
• Public restrooms	$28-34,000
• Basketball court	TBD
• Covered picnic area	$21-22,000
• Play equipment	$18-25,000
• Trails, access to Woodland Corridor	$3,000 (not including labor) ◆
• Bridge	$25-35,000 ■
• Parking	$4,200 (not including paving)
• Seating, fencing and minor structures	TBD
• Vegetation management	$2,000 (not including labor)

◆ candidate for donation of labor and/or materials
■ candidate for grant funding

Meridian Park	
Improvements:	Estimated Cost:
• Irrigation	$1,150

Veterans Park	
Improvements:	Estimated Cost:
• Bench	$500 ◆

◆ candidate for donation of labor and/or materials

Community Gateway and Landscape Improvements (specific locations to be determined)	
Design amenities and develop planting plans	Estimated Cost:
Establish maintenance schedule	
Improvements:	
• Gateway signs, plantings and other amenities	TBD

Two additions to the park and trail system will be needed over the next five years:

Old Town Playground (site to be determined)	
	Estimated Cost:
Site acquisition	TBD
Improvements:	
• Site preparation for play equipment	$10,000
Downtown pedestrian loop	
	Estimated Cost:
Identify route east from Keady Wayside	
Improvements:	
• Sidewalk improvement along Broadway	$113,800
• Access to bay shore path to include parking and signage, pedestrian path	TBD
• View points of bay and bridge	TBD
• Signature icon to identify trail, mileage signs	TBD
Partners: Port of Alsea, Urban Renewal District	

Longer-Term System Improvements

In addition to the enhancements needed in the park and recreation facilities over the next five years, the City has identified several longer-term projects for which planning must begin within the next five years:

Priority	Initial Steps
Indoor Pool	Undertake feasibility assessment: 1. Identify potential partners 2. Work with aquatics specialists to refine needs and identify costs 3. Identify potential sites 4. Determine funding strategy
Track	INFO NEEDED
Soccer fields	INFO NEEDED
Trail network additions	1. Refine routes for all trail segments identified in the Waldport Transportation System Plan (see Chapter 4 for segment list) 2. Design route through Woodland Corridor to connect to Crestline Park and Kendall Fields 3. Work with South Lincoln County Committee on Trails to develop route to Cape Perpetua
New neighborhood-scale park	1. Identify and evaluate possible sites; work with developer(s) as development plans are discussed with and reviewed by the City to ensure desired site remains available 2. Establish funding mechanism(s) to ensure funds are available to acquire and develop site, when needed

Other Critical Elements

In order to make the improvements and additions to parks and trails identified above and move forward to develop the overall parks and recreation system articulated by the City's Parks and Recreation Goals, the City's short-term implementation strategy includes several other critical elements.

Establishment of a parks maintenance program: Currently, City parks are maintained primarily by volunteers. This has resulted in some facilities having received inadequate upkeep. Also, as the additions and improvements to the park system identified in this plan are made, maintenance needs will increase. The City will establish a program that identifies maintenance requirements and schedules maintenance tasks.

Conduct an annual assessment of parks and park and recreation facilities: The City will review the condition and improvement needs at all City facilities on an annual basis. The assessment will form the basis for adjusting the parks maintenance schedule and the program of park improvements and will tie in to the City's annual budget process.

Recreation program improvements: A number of entities offer recreation programs and activities to children, youth and adults in Waldport. There is no single source of information or clearing house regarding these opportunities, making it difficult for individuals to know what is available and to enroll in activities of interest. The City will partner with those organizations providing recreation activities to improve access to information using both print and electronic media.

Expand the use of the Community/Senior Center to serve a broader array of community needs: The City will initiate community dialogue about potential expanded uses for the Center in order to transition the facility into a more general Community Center that is the site for a greater variety of events and programming. Options for funding the expanded use of the facility will also be explored, including the use of additional rental fees to offset facility operations costs.

Explore the feasibility of play structures/sculptures at Robinson Park: The City will initiate discussion with the Port of Alsea regarding the appropriateness of play structures at Robinson Park.

Work with the Port of Alsea to explore the feasibility of a unified informational signage program: The signage program would include directional signs for recreational facilities, as well as interpretive and other information of interest to both community members and visitors.

Explore the feasibility of a picnic area at Kendall Fields: The City will initiate discussion with the Lincoln County School District and the Junior League regarding the feasibility of a developing a picnic area at Kendall Fields.

Review and update the Parks and Recreation Master Plan: At least every five years, the City will review the Parks and Recreation Master Plan to identify emerging needs and priorities, and to program needed additions and improvements.

Chapter 8:
Funding and Financing

Elements of an Effective Funding Strategy

Over the course of the next twenty years, the City of Waldport will need to:

- **Acquire the land** needed for parks, trails and recreation facilities,
- **Construct** new park and recreation facilities,
- **Maintain** park, trail and recreation facilities,
- **Operate** facilities, such as the Community/Senior Center or pool, and
- **Manage** the City's park and recreation system.

An effective strategy for funding parks and recreation needs will not only provide the **quantity** of dollars or other resources needed, but will provide the dollars and resources **when** they are needed (some needs are ongoing and some involve one-time costs) and will **distribute the costs** among the users and beneficiaries of the parks and recreation system in a manner judged by the community to be fair. **Phasing** of the development of some projects, especially larger ones, will likely be necessary.

Path along the Bay

Like many smaller communities in Oregon, the City of Waldport has budgeted annually a modest portion of its general fund for park purposes and has principally relied upon grants, volunteers and donations to maintain and to make improvements in its park and recreation system.

As has been the case historically, not all resources need to be "city" resources; the City of Waldport anticipates using the donations of time and labor of community residents and businesses and seeking grants from private organizations, the state and others. The City also will partner with other entities to offer parks and recreation opportunities. Doing so can decrease the resources the City itself puts into a project and each party may contribute the land, labor, and/or expertise that it can most afford or is uniquely able to provide. However, the completion of the priority projects identified in this Master Plan will require more than donations and grant funding; the City will need to generate additional revenue from a variety of sources.

Cost Estimates

A preliminary estimate of the cost of the priority parks and recreation improvements identified in Chapter 7 is $608,550 to $671,950 in the first five years of the plan. Of this amount, projects totaling $299,000 to $331,000 may be good candidates for grants. Also, there are projects that lend themselves to donations of labor and/or materials or may be undertaken by partners; the cost of these is estimated at $78,500 to $88,500. If efforts to obtain grants and donations are completely successful, this still means that the City will need an additional $231,050 to $252,450 over the next five years for its priority parks projects. (This does not include those projects for which cost estimates are yet to be determined.)

In addition to these costs for improving existing and developing the new facilities, there will be an ongoing cost for maintenance. Since the maintenance costs will increase as new facilities are brought on-line, it is estimated that when the park improvements identified in the five-year implementation plan are completed, annual maintenance costs will be between $24,000 and $32,000 with an additional $7,200 for restroom maintenance.

Other costs to be considered and calculated include the cost of staff time to develop partnerships, seek grants and coordinate parks and recreation development projects and the cost of supplies and utilities.

Recommended Funding Approaches

The following seven approaches are recommended to meet the City's parks and recreation funding challenge:

Continue to mobilize and coordinate donated labor and materials: The City of Waldport anticipates using the donations of materials and labor of community residents and businesses to the extent practicable. Volunteer labor is generally best suitable for annual or periodic maintenance activities, such as a community clean up or beautification day, or for labor-intensive activities such as trail building and maintenance when supervised by a knowledgeable project coordinator.

Caution should be exercised in accepting volunteer services for the design and construction of park facilities, as the City will be accepting the long-term responsibilities and liabilities associated with new or remodeled park structures and will need to ensure that the design and construction meets appropriate standards for functionality, safety and durability. The City will

need to ensure that there is adequate staff capacity in order to be able to actively seek and coordinate volunteer labor and materials.

Continue to seek grant funds: The City has been successful in its applications for State and other public agency funds to address park and recreation needs. Grant funding remains a good option for some types of projects. For example, park projects that are compatible with the objectives of the State Comprehensive Outdoor Recreation Plan (SCORP) are eligible for funds through the State Parks and Recreation Department. Trails and other transportation-related improvements may be eligible for funding through grant programs administered by the Oregon Department of Transportation. Appendices C and D provide information on other sources of grant funds.

A community, however, cannot rely on grants to fully meet its park and recreation needs. First, to be eligible for funding, a project must meet the funding agency's criteria. This will automatically exclude some types of parks and recreation projects from funding consideration. For example, grants are not a good source of ongoing funding for parks maintenance and operations. Second, grants are competitive and even if a project meets the funding agency's criteria, there is no assurance that a project will be funded. Third, many grants require a local match of cash or in-kind services.

Consider establishing a parks and recreation utility fee: A parks and recreation utility fee would generate ongoing funding for:

- Parks maintenance;
- Enhanced staff capacity to mobilize and coordinate donations of labor and materials, develop partnerships with other organizations, seek grant funding, and address the other critical implementation tasks identified in Chapter 7; and
- Leverage grant or other outside funding.

If all those within the Waldport area that are charged a sewer and/or water connection fee were charged $1.00 per connection per month, the fee would generate approximately $15,000 in 2004. (1266 connections x $1 x 12 months = $15,000) At $3.00 per connection, the fee would generate approximately $45,000. As the community grows, and the number of connections grows, the revenue would increase to approximately $52,000 per year by 2010.

Consider revision of the City's Development Code requirements: Revisions to the Development Code could ensure that:

- New residential developments contribute park land to meet the City level of service (LOS) standard of 5 acres of park land per 1000 residents; and
- Land dedicated for public park purposes through the development process is suitable for those purposes.

The City Development Code previously required a parkland dedication of 5% of a site subdivided for residential development or the payment of an in-lieu fee. In 2001, the Code was changed to require only the in-lieu fee because the parcels of land that were being dedicated to the City proved to be unusable for park purposes. Reinstituting the dedication requirement for subdivisions and requiring the parcels proposed for dedication to meet the park standards established by this Master Plan (Chapter 6), such as those for access and terrain, would allow for the dedication of acreage at approximately the City's LOS standard.

In addition, the Waldport Code does not require dedication of land for public park purposes for developments that do not involve a subdivision of land, e.g. multi-family developments. Such a dedication is a typical requirement for residential development in other Oregon communities. Revision of the Code to relate dedication of land for parks more closely to the number of anticipated residents of the development would address that issue. Such a dedication requirement may be based on number of bedrooms anticipated in the homes to be built.

In some situations, it may not be possible for the City to acquire a site suitable for a neighborhood-scale park through a land dedication requirement. Dedication of land of sufficient size for a neighborhood park (e.g. five acres) would only be possible with a single-family development of twenty acres or more, unless smaller developments were adjoining. Therefore, it is important that the City seriously evaluate dedication offers, accepting only those that will add viable park sites, and requiring the in-lieu payment in other cases. The in-lieu fee that is currently imposed for subdivisions (development acreage x .05 x $1.00) should be revised, as necessary, and indexed to reflect the actual cost of residential land within the City, in order to generate a fund of sufficient size to allow the City to purchase land for parks at market rates.

Consider adopting a System Development Charge (SDC) for parks: A Development Code requirement for the dedication of parkland with new residential developments would ensure that land for parks is available; however, the City must find ways to cover the costs of developing the park and also of acquiring sites for and constructing facilities such as a community pool and trails.

State statutes (ORS 223.297-223.314) allow cities to adopt SDCs for parks and other facilities so that future users pay their proportionate share of the cost of the development of those facilities. SDCs are a one-time fee that can only be used for land and facilities acquisition and construction. SDCs cannot be used for ongoing maintenance and operations.

Establishment of an SDC involves the adoption of a parks improvement program or list of projects that would be funded by the SDC and the estimated cost of those projects. An SDC can be charged per dwelling or equivalent dwelling unit basis which allows lodging establishments, recreational vehicle parks, commercial and industrial establishments, as well as residential units to be charged the fee. A community is in the best position to fairly distribute the costs of park improvements if the SDC is in place before substantial community growth occurs.

Three Central Coast cities have parks SDCs – Lincoln City, Depoe Bay and Newport. These SDCs range from $300 to $1350 per dwelling unit or an average of $687 per dwelling unit. See Appendix E. While Waldport's parks SDC would be based on a formula that incorporates the anticipated costs of park facilities and the number of anticipated new dwelling units or equivalent dwelling units within the community, as an example, an SDC of $500 per new dwelling unit would generate at least $367,000 by the year 2020 and more, if commercial and industrial developments were charged an equivalent dwelling unit fee.

Identify projects for which a local option levy or bonding may be appropriate: Local option levies are voter approved property taxes that can generate revenue for land purchase, facilities acquisition or construction, and operation and maintenance of park and recreation facilities. Levies can be used to pay for expenses as they occur or to secure bonds.

A levy for operating costs is limited to no more than five (5) years; a levy for capital projects is limited to no more than ten

(10) years. Local option levies are subject to the tax limit of $10 total taxes per $1000 of Real Market Value (RMV). The ability of a local jurisdiction to raise funds through a levy is dependent upon how close existing taxes are to the $10/$1000 ceiling.

Bonding is a form of long-term borrowing and is often considered for financing large projects or several smaller projects as a package, as the bonds can generate substantial amounts of capital. One of the benefits of bonding is that the costs of a project can be spread over the life of that project. General obligation bonds are voter approved and repaid by property tax assessment. This type of bond is subject to the debt limit of the local jurisdiction. Bonds can only be used for land and property acquisition or construction; they may not be used for park maintenance or operations.

Revenue bonds are repaid by user fees or other income generated by the project, and voter approval generally is not required. It is unlikely that revenue bonds would be appropriate for the types of projects envisioned in the Parks and Recreation Master Plan, as they are not likely to generate substantial revenue.

Explore the feasibility of establishing a parks and recreation district: A parks and recreation district is a special district with taxing authority that provides services to a defined geographic area, that may extend beyond the limits of a single city or include more than one city. Districts provide a mechanism through which the costs for facilities and services that serve a wider geographic area can be spread among those benefiting from and using the facilities and services. The funds generated by the district can be used for only parks and recreation purposes. Districts can seek a permanent tax rate through voter approval and use levies to fund both capital projects and operations and maintenance.

Consider opportunities to establish user fees, where appropriate: At present, the City's ability to charge users to cover the costs of parks and recreation facilities and programs is limited. Currently, the City does charge for some uses of the Community/Senior Center. Additional user fees may be helpful in the future to partially cover operation costs for a community pool or other recreation facility. User fees are one mechanism through which visitors and non-city residents can help pay for the services and facilities that they use.

Summary

The City's historic strategy for meeting the parks and recreation needs of the community – reliance upon donations and grants – will need to shift to incorporate additional mechanisms for funding and financing parks and recreation, if the City is to actively strive to meet it's desired level of service for parks. The funding and financing mechanisms that offer the most promise include:

- Establishment of a parks and recreation utility fee;
- Revision of the development code to incorporate parks standards and provide the opportunity for dedication of park land with residential development;
- Adoption of a parks and recreation System Development Charge;
- Local option levies and bonding, especially for large-scale projects; and possibly,
- A parks and recreation district that would allow beneficiaries of parks and recreation facilities that serve a broader geographic area to contribute equitably to the funding of those facilities.

APPENDICES

A: Waldport Parks, Park Sites and Recreation Facility Inventory

B: NRPA Recreation Facility Standards

C: Sources of Grant Funds

D: Potential Trail Funding Sources

E: Comparison of Parks and Recreation Funding Strategies: Selected Cities

F: Crestline Park Conceptual Plan

Appendix A
Waldport Parks, Park Site and Recreation Facilities Inventory

CITY OWNED PARKS, PARK SITES AND FACILITIES

SITE	LOCATION	SITE CHARACTER & CONDITION	CURRENT FACILITIES & USE	PLANNED FACILITIES & ISSUES
Crestline Park **5.83 acres**	South of cemetery on Crestline Dr. to north property line of PUD substation on corner of Range and Crestline Drives	Heavy vegetation; densely wooded in most areas Mix of dry areas and low-lying, water retaining ground Skate Park built Spring 2003 at NW corner Informal trails	Skateboard park Informal play trails	SEE APPENDIX E for Conceptual Master Plan for Crestline Park
Woodland Corridor (formerly PF Property) **15 acres**	1313.67' north of Cedar Heights addition, 495' west of Park and Brentwood Drives	Wooded slope bounding a stream possibly 30 feet lower than property to the east at northern line, just south of View Drive; heavy native vegetation Utility access road bisects property north/south with manholes and an underground cable installation; road is waterbarred where it continues steeply downhill north to Kendall Field and Starr Street	No facility except for access road and informal trails leading into property Informal play Mountain biking Easement for utility lines	If connected to Crestline Park property to the southeast, could be part of extended trail system that would be an alternative route for walkers and/or bikers from Crestline to downtown area. Potential to connect property, via Crestline Park, east to Lint Slough and Forest Service property. **Existing access road could be upgraded and maintained.** Long-range plans might include picnic and play areas in southern portion, which has a relatively gentle slope. Minimal landscaping along Red Ditch would provide a wooded park area for local residents.
Keady Wayside **.7 acres**	South end of Maple Street	Minimal maintenance	Reinforced stairs to beach access, parking, & ocean viewing Picnic table; telescope; benches Paved parking area Memorial plaque; interpretive panel	Increased natural landscaping Improved signage and lighting
Forest Hills subdivision parkland **.52 acres**	West of Fairway (a.k.a. Chad) Drive, within subdivision north of Range Drive.	Deep ravine containing year-round stream. Steep slopes, heavily forested with mixed stand of mature trees. Graded sewer line easement offers access from the east. Confusing survey markers make boundaries uncertain.	Undeveloped natural area except for sewer easement; ravine serves as storm drainage	Small neighborhood park/natural area, possibly with short trails, benches Steep terrain would make development difficult
Veterans' Park **.05 acres**	Highway 34 and Broadway.	Turf and landscaped area. **Maintained by local VFW Post.**	Veterans' Memorial and flagpole w/ US Flag.	Funds needed for turf maintenance

SITE	**LOCATION**	SITE CHARACTER & CONDITION	**CURRENT FACILITIES & USE**	PLANNED FACILITIES & ISSUES
Meridian Park **.08acres**	Intersection of Highway 34 and Spring Street, across from City Hall.	Landscaped area with street furniture Maintained by volunteers; good condition	Plantings, bench, table & attached stools	Site for community tree
Alsi Historical Museum **2 adjacent city lots**	Broadway and Grant Streets	Paved and striped parking area Building is not owned by City		
Cedar Heights parkland **.6 acre**	115' north of Double Eagle Dr, east of loss fronting SW Ironwood	Width varies from 30'-69'; linked to Double Eagle Dr. by 10' wide pathway	None	Mini-park
Street Easements and Rights-of-Way **7 parcels**	Terminus of Spencer, Ruble/Bay, Grant, Keady, Fayette, Huckleberry and John Streets	Non-maintained foot paths to bay	Informal public beach access	Improved pedestrian access to bay Parking Signage
Community/ Senior Center		Structure and site in good condition; center operated by community board	Full kitchen; outdoor barbeque Meeting room with video and sound	Expand uses to meet broader recreational needs of community

NON-CITY RESOURCES AND PROGRAMS

ORGANIZATION OR OWNERSHIP	**RESOURCE OR PROGRAM**	CURRENT FACILITIES	**FUTURE PLANS & ISSUES**
Lincoln Co. School District	Kendall Fields 1 and 2	Softball fields; restroom; concession stand	Maintenance only
Lincoln Co. School District and Port of Alsea	Annex Ball Fields	Softball fields Concession stand	Maintenance only
Lincoln Co. School District	Waldport High School Programs: **Track** (boys/girls) **Softball**, (slow pitch girls) **Baseball** (boys) **Golf** (boys/girls) **Volleyball** (girls) **Football** (boys) **Cross Country** (boys/girls) **CHEERLEADING** **Wrestling** (boys) **Basketball** (boys/girls) Cheerleading	**ation/Facilities** **h school fields/gym** Competitions: Away only **Practice:** Annex Field **Compete**: Kendall Ball Field **Practice:** Kendall Ball Field **Compete:** Elementary School **Practice:** Crestview Hills Golf Course **Compete:** Home and Away. WHS Gym WHS field Various locations Gyms **Practice/Compete:** WHS gym & Away **Practice:** Elementary School **Compete:** WHS gym & Away **Practice:** WHS gym & Away	No Track for track meets Ample field space Maintenance needs completed as they arise only Concession stand for football is located @ middle school (100 yards away- far) Football grandstands in good shape; football field needs grading, reseeding, recrowning; restroom upgrade needed Soccer accommodations are not adequate No Pool for Swimming (preferred **indoor)**
Lincoln Co. School District	Waldport Elementary School	Gym Playground Baseball field Soccer field Community Partnership Program: sports and after school, evening and summer programs for all ages	None known

ORGANIZATION OR OWNERSHIP	**RESOURCE OR PROGRAM**	CURRENT FACILITIES	**FUTURE PLANS & ISSUES**
Port of Alsea	Robinson Park	Picnic tables; bay access	Possibility of covered picnic area; interpretive panels
Port of Alsea	Port of Alsea	Public Use Boat Launch Crabbing dock Public restrooms	Maintenance only
Lincoln County School District (bldg owner)	South Lincoln County Youth Center	Youth programs; gym	Building is for sale; future location of youth center unclear
State Parks	Alsea Bay Interpretive Center and North Wayside	Information and education regarding Alsea Bay Bridge and area attractions; restrooms; beach access North Wayside incorporates elements of former historic bridge	None known
Mark & Patti Campbell	Crestline Golf Center	9-hole golf course Day use RV parking Snack bar	Expansion to 18 holes
US Forest Service	Waldport Ranger Station	Information Center; permits and information provided by NFS staff	None known
American Softball Association	Fast Pitch Softball (girls); tournament play		
Boy Scouts	2 Cub troops 2 Scout troops 1 Explorer troop	Troops meet in private homes	NA
Girl Scouts	1 Brownie troop 3 Junior troops 1 Cadet troop	Troops meet in private homes	NA
4-H	Equestrian-oriented activities for youth	Use various privately-owned equestrian facilities in vicinity	NA

Appendix B
National Recreation and Parks Facility Standards

Activity or Facility	Recommended Space Requirements	Recommended Size and Dimensions	Recommended Orientation	Number of Units per Population	Service Radius	Location Notes
Tennis	Min 7,200 sq. ft. single court	36'x78' 12' Clearance	Long axis north/south	1 court per 3,000 population	1/4 mile	Best in batteries of 2 to 4 in a community park, or adjacent to a school site.
Softball	1.5 to 2.0 acre	Baselines: 60' Mound: 46' men, 40' women. Fast pitch field radius from plate: 225' between foul lines. Slow pitch radius: 275' (men) 250' (women)	Locate home so pitches cross sun; batter does not face sun. Line from home plate through pitcher's mound runs east by northeast	1 field per 5,000 population	1/4 mile	Slight difference in dimension for 16" slow pitch. May also be used for youth baseball.
Little League	1.2 acre	Baselines: 60' Pitcher's Mound: 46' Foul Lines: 200' Center Field: 200'	Locate home so pitches cross sun; batter does not face sun. Line from home plate through pitcher's mound runs east by northeast	1 field per 1,500 population	1/4 mile	Part of neighborhood complex. Lighted fields part of community park.
Playground Softball	10,000 sq. ft.	100' x 100'	Locate home so pitches cross sun; batter does not face sun. Line from home plate through pitcher's mound runs east by northeast	1 per 1, 500 population	10 min.	Neighborhood Park
Regulation Basketball	5600 to 7980 sq. ft.	50' x 94' w/5' sidelines	Long axis north/south	1 per 6,000 population	1/4 mile	Outdoor courts in neighborhood and community parks; active recreational areas in other parks.
Basketball (high school)	5040 to 7280 sq. ft.	50' x 84' w/5' sidelines	Same	2 courts per high school	Same	Same
Basketball (youth)	2400 to 3060 sq. ft.	46' x 84' w/5' sidelines	Long axis north/south	1 court per middle school	1/4 mile	Outdoor courts in neighborhood and community parks; active recreational areas in other parks.
Basketball (1/2 Court)	1500 sq. ft.	35 'x 35'	Basket on north (if poss.)	1 per 2,500	10 min.	Neighborhood Park

Activity or Facility	Recommended Space Requirements	Recommended Size and Dimensions	Recommended Orientation	Number of Units per Population	Service Radius	Location Notes
Soccer	1.7 to 2.1 acre	195' to 226' x 330' to 360' 6 min clearance all sides	Long axis from northwest to southeast	1 per 10,000	1 mile	Number of units depends on populatrity. Youth soccer on smaller fields adjacent to schools or in neighborhood or community parks.
Football	1.5 acre	160' x 360' 6' min clearance on all sides	Same	1 per 20,000	10 min.	Usually part of baseball, football, soccer complex in community park or adjacent to high school.
Track, 1/4 mile	4.3 acres	276' overall width; 600' length; 32' for 8 lanes	Long axis in sector from north to south to northwest/southeast with finish line at northerly end	1 per school	Same	Usually part of high school or in community park complex in combination with football soccer, etc.
Swimming Pool	Varies; usually 1 1/2 to 2 acres.	25 yd x 45' for teaching pool. 3' to 4' min. depth	None	1 per community up to 16,500 population	Same	Pools for community use should be planned for teaching, competitive, and recreational purposes. Locate in community park or school site.
Outdoor Shelters	Varies	None	None	1 per 10,000	10 min.	Community Park
Recreation Center	up to 1 sq. ft. per person	None	None	1 per 5,000 to 15,000 residents	5 miles	Community Park
Volleyball	2500 sq. ft.	30' x 60' per court	None	1 per 5,000	Same	Community or Neigborhood Park
Horseshoe Pits	1000 sq. ft.	10' x 50' per court (normally groups of 24)	None	1 per 2,500	10 min.	Community or Neigborhood Park

Appendix C
Sources of Grant Funds

The following organizations and programs may provide funding and/or technical support for parks and recreation projects and programs. Some of these may not be applicable to current Waldport priorities; however, these may be helpful for future needs or projects. To access resources from some of the organizations, it may be necessary for the City to partner with a non-profit group.

Federal Resources

National Park Service
Website: http://www.nps.gov/ccso/grants/index.html

Current grant programs:

- The Urban Parks and Recreation Recovery Program: rehabilitation of recreation facilities, such as correcting health and safety violations at a community center, renovating a public pool to provide accessibility, or creating safe, age-appropriate play structures in a neighborhood park

- The Rivers, Trails, and Conservation Assistance Program: conservation of rivers, preservation of open space, and development of trails and greenways.

State Resources

Oregon Department of Fish and Wildlife
Website: http://www.dfw.state.or.us

Current grant programs:

- Fish Restoration and Enhancement Fund and the Salmon-Trout Enhancement Program (STEP): restoration or enhancement projects that benefit sport or commercial fisheries

- Shooting Range Improvement Grants

Oregon Department of Forestry
Website: http://www.odf.or.us

Current grant programs:

- Community Forestry Assistance Grant Program

- Urban and Community Assistance Grants

Oregon Parks and Recreation Department
Website: http://www. egov.oregon.gov/OPRD/GRANTS

Current grant programs:

- Local Government Grants
- Recreational Trails Grants
- Land and Water Conservation Grants: projects consistent with the State Comprehensive Outdoor Recreation Plan (SCORP) and local comprehensive plans and parks master plans

Oregon Department of Transportation
Website: http://www.odot.or.us

- Pedestrian and Bicycle Grants: improvements for pedestrians and bicycles on highways and local streets
- Transportation Enhancement grants: projects that enhance the cultural, aesthetic and environmental value of the transportation system; includes bike/ped projects, landscaping and scenic beautification projects
- Transportation Growth Management grants: projects that foster integrated transportation and land use and compact, pedestrian and bicycle friendly communities

Oregon State Marine Board
Website: http://www.boatoregon.com
Grant Programs guide:
http://www.boatoregon.com/facilities/ProcedureGuide.html

Current Grant Programs:

- Facility Grant Program: acquisition, development, expansion, and rehabilitation of public motorized boating facilities. Cities, counties, park and recreation districts, port districts, and state agencies may submit projects. At least a 25% applicant match is required.
- Maintenance Assistance Program: augments existing levels of routine maintenance at improved marine facilities throughout the state. Eligible

facilities include boat ramps, boarding floats, and restrooms, parking areas, access roads, transient tie-up floats, vessel waste collection and related facilities.

- Boating Infrastructure Grant Program: development and rehabilitation of transient tie-up facilities at public and private facilities used principally by non-trailered recreational boats

- Clean Vessel Assistance Program:new, replacement or upgrades to vessel waste collection facilities. Eligible participants include any privately owned marina/moorage facility that have or will have the capability to provide an area available for a vessel waste collection system open and available for general public use.

Oregon Tourism Commission
Website: http://www.otc.traveloregon.com/grants

The OTC's grant program was suspended in 2003 due to budget cuts. However, the program could be reinstated in the future.

Oregon Watershed Enhancement Board
Website: http://www.oweb.state.or.us

- Watershed Restoration Grant and Small Grant Programs: projects designed to improve water quality, water quantity, and fish and wildlife habitat and implement the Oregon Plan for Salmon and Watersheds

Oregon Youth Conservation Corp
Website: http://www.oycc.state.or.us

OYCCC grants labor and capital for conservation and environmental projects, such as trail construction, planning, and restoration projects.

Foundations

Baseball Tomorrow Fund
Website: http://www.baseballtomorrowfund.com

Non-profit and tax-exempt organizations involved in youth baseball and softball programs may apply for Baseball Tomorrow Fund grants.

Bikes Belong Coalition
Website: http://bikesbelong.org

- The Bikes Belong Grants Program: facility, education, and capacity building grants

Oregon Community Foundation
Website: http://ocf1.org

- Community Grants: projects that nurture children, strengthen families and foster self-sufficiency; enhance educational experience; increase cultural opportunities; preserve or enhance livability through citizen involvement.

U.S. Soccer Foundation
Website: http://www.ussoccerfoundation.org/GNT.html

- Focus of U.S. Soccer Foundation's grant making program for FY 2005 is programs or projects that develop players, referees, and coaches with special emphasis on the economically disadvantaged in urban areas.

The Conservation Fund
Website: http://conservationfund.org

Several award programs, including those that support wetlands protection and the establishment of greenways.

The Collins Foundation
Website: http://www.collinsfoundation.org

Funds projects that "improve, enrich, and give greater expression to the religious, educational, cultural, and scientific endeavors in the state of Oregon and to assist in improving the quality of life in the state."

Appendix D: Potential Trail Funding Sources

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
American Canoe Assoc.	Club Fostered Stewardship	http://www.acanet.org/conserve-cfs.htm			X	X									Clubs
American Hiking Society	National Trails Endowment	www.americanhiking.org			X	X									
Americorps		http://www.americorps.org/joining/direct/direct_or.html			X		X		X		X	X	X	X	
Avista Foundation	Avista Foundation Grants	http://www.avistafoundation.org/application.asp			X				X						
Barnes & Nobles	Affiliates Program	www.barnesandnoble.com		X					X						
Bikes Belong Coalition	Bikes Belong Grants Program	http://bikesbelong.org/site/page.cfm?PageID=21			X				X		X	X	X	X	
Boeing Charitable Foundation	Civic and Environmental Constributions	http://www.boeing.com/companyoffices/aboutus/community/charitable.htm	X	X	X	X		X	X	X					
Center for Disease Control (CDC)	Preventive Health & Health Services Block Grant Program	http://www.cdc.gov/nccdphp/aag/aag_blockgrant.htm		X	X						X	X	X		
Coors Brewing Company	Coors Pure Water 2000 Grants	http://www.coors.com/community/philanthropy.asp			X	X									

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Eastman Kodak Company	Kodak American Greenways Program	www.conservationfund.org	X						X		X	X	X	X	
Federal Dept. of Health & Human Services	Healthy People 2010 Implemention Grants	www.health.gov/healthypeople	X	X					X		X	X			
Federal Highway Admin.	Recreational Trails Program National Program	www.fhwa.dot.gov./environment/rectrail.htm			X	X			X		X	X	X	X	
Ford Family Foundation	Rural Civic and Community Enhancement Program	http://www.tfff.org/main/guidelines.html#a			X				X						
Honda Motor Company	American Honda Foundation	http://www.hondacorporate.com/community/index.html?subsection=foundation		X					X						
Kongsgaard Goldman Foundation	Environmental Protection and Conservation Program	http://www.kongsgaard-goldman.org/program.html	X		X				X						
M.J. Murdock Charitable Trust	Programs to Strengthen the Contemporary American Family	http://www.murdock-trust.org/		X					X						Universities
Metro	Parks & Greenspaces Grants Program	www.metro-region.org							X	X	X	X			

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Meyer Memorial Trust	General Purpose Grants	http://www.mmt.org/		X	X		X		X	X	X	X	X	X	
National Endowment for the Arts	Challenge America Fast Track Grants	www.arts.gov		X					X						
National Fish & Wildlife Foundation		www.nfwf.org							X	X	X	X	X	X	
National Park Service	Challenge Cost-Share Program (CCSP)	http://www.nps.gov/chal/sp/jchalapp.htm		X	X		X								
National Park Service	River Trails & Conservation Assistance Program	http://www.nps.gov/ccso/rtca/application.html	X	X					X		X	X	X	X	
National Park Service	Disposal of Federal Surplus Real Property for Parks and Recreation and Historic Monuments	http://www.cfda.gov/public/viewprog.asp?progid=471				X		X			X	X	X		
National Tree Trust	Multiple Programs	www.nationaltreetrust.org		X	X				X	X	X	X	X	X	
New England Foundation for the Arts	Art and Community Landscapes Program	http://www.nefa.org/grantprog/acl/	Trailside Art					X		X	X	X	X		
Nike - Community Investment	Community Investment Program	http://www.nike.com/nikebiz/nikebiz.jhtml?page=26&item=giving		X					X						

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Oregon Dept. of Trans.	Transportation Ehancement Program	http://www.odot.state.or.us/techserv/engineer/pdu													
Oregon Dept. of Trans. / Oregon Dept. of Land Conservation & Development	Transportation and Growth Management Program	http://www.lcd.state.or.us/tgm/grants.htm	X								X	X			COGs, METRO
Oregon Economic and Community Development Dept.	Needs and Issues Inventory	http://www.econ.state.or.us/needs_issue.htm			X				X		X	X			
Oregon Parks & Recreation Dept.t	ATV Fund	http://atv.prd.state.or.us/grant	X	X	X	X	X	X	X		X	X	X	X	
Oregon Parks & Recreation Dept.	Recreation Trails Program	www.prd.state.or.us/grants-rectrails.php			X	X	X	X	X		X	X	X	X	X
Oregon Parks & Recreation Dept.	Land & Water Conservation Fund	www.prd.state.or.us/grants_lwcf.php			X	X					X	X	X		X
Oregon Parks & Recreation Dept.	Local Government Grant Programs	www.prd.state.or.us/grants-localgov.php			X	X					X	X	X		X
Oregon Watershed Enhancement Board	Small Grant Program	http://www.oweb.state.or.us/SmallGrant/smallgrant.shtml			X				X		X	X	X	X	
Patagonia	Environmental Grants Program	www.patagonia.com	X	X					X		X	X			
Polaris Industries	Trail Safety and Grants	http://www.polarisindustries.com		X					X				X	X	

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Power Bar	Direct impact on Rivers and Trails (DIRT) Program	www.powerbar.com		X											
Recreation Equipment Inc. (REI)	Recreation and Conservation Grants	www.rei.com		X					X						
Robert Wood Johnson Foundation		www.rwjf.org													
Rockefeller Family Fund		www.rffund.org	X	X	X										
SOLV	Project Oregon	http://www.solv.org/programs/project_oregon.asp	X	X	X			X	X	X	X	X	X	X	
Surdna Foundation		www.surdna.org		X	X				X		X	X	X	X	
The Collins Foundation		http://www.collinsfoundation.org/			X		X		X						
The Conservation Alliance		http://www.conservationalliance.com/grants.m			X	X			X						
The Hugh & Jane Ferguson Foundation	Foundation Grant Fund	http://fdncenter.org/grantmaker/ferguson/guide.html	X		X				X						
The Kresge Foundation	Bricks & Mortar Program	http://www.kresge.org/programs/index.htm		X	X				X	X	X	X	X	X	
The Mountaineers Foundation		www.mountaineersfoundation.org					X	X	X	X					X
The Oregon Community Foundation	Oregon Historic Trails Fund	http://www.ocf1.org/grant_programs/grant_programs_fr.htm		X	X	X	X		X		X	X	X	X	

Appendix D. Potential Trail Funding Sources, Oregon Department of Recreation March, 2004

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
The Oregon Community Foundation	Community Grants Fund	http://www.ocf1.org/grant_programs/community_grant_fr.htm		X	X		X		X						
The Trust for Public Land		http://www.tpl.org/tier2_sa.cfm?folder_id=1825								X	X	X	x	x	
Tom's of Maine/National Park Foundation	River Conservation Grants	http://www.tomsofmaine.com/toms/community/rivers2004/frameset_overview.asp			X	X	X		X						
Tread Lightly!	Restoration For Recreation	http://www.treadlightly.org/restore.mv		X			X		X	X	X	X	X	X	X
U.S. Dept. of Agriculture	The Conservation Reserve Program	www.fsa.usda.gov													
U.S. Dept. of Commerce Economic Development Administration	Various Grant Programs	http://www.eda.gov/InvestmentsGrants/Pgmguide.xml	X		X						X	X			
U.S. Dept. of Health & Human Services	Steps to a Healthier U.S. Initiative (STEPS)	http://www.healthierus.gov/steps/	X	X			X			X	X				Tribes
U.S. Dept. of Transportation	Transportation & Community & System Preservation Pilot Program	http://www.fhwa.dot.gov/tcsp/	X		X						X	X	X		
U.S. Fish & Wildlife Service	Partnership for Wildlife	http://federalaid.fws.gov/pw/partwld.html			X								X		

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
U.S. Fish & Wildlife Service	Jobs in the Woods Program	http://pacific.fws.gov							X		X	X	X		
U.S. Forest Service	Cooperative Programs - Rural Community Assistance: Economic Recovery Program	http://www.fs.fed.us/r6/coop/Oregon%20State%20Coordinators			X				X		X	X	X		
U.S. Forest Service	Cooperative Programs - Rural Development Program	http://www.fs.fed.us/r6/coop/Oregon%20State%20Coordinators			X				X		X	X	X		
U.S. Forest Service	Urban & Community Forestry Program	http://www.fs.fed.us/ucf/			X				X		X	X	X		
Wal-Mart Foundation		www.walmartfoundation.org							X	X	X	X	X	X	
Wild Bird Unlimited	Pathway to Nature Conservation Fund	www.pathwaystonature.com/index.htm			X									X	

Appendix E: Comparison of Parks and Recreation Funding Strategies: Selected Cities

City	Annual Parks Budget	Number/Type of Parks	Parks SDC	Parks Utility Fee	Open Space/Parkland Dedication Rquirement; In Lieu Payment	District
Waldport (pop 2,060)		(3) mini-parks;skate park; community/senior center	no	no	park assessment fee: gross parcel size x .05 x $1.00	no
Harrisburg (pop 2,930)	$30,000 gen fund	Riverfront Park 2.1 ac Museum and Pioneer Park 1.21 ac Heritage Park .2 ac	$1078 flat fee for residence or business	no	no	in process; district area larger than city limits
Depoe Bay (pop 1,230)	no dedicated revenue source; some income from building lease	2: 5 ac ocean side; 4.43 ac city park also 1.5 ac of scenic land	$410/edu (equivalent dwelling unit)	no	35% of site to be subdivided or for planned development (PUD)	no
Newport (pop 9,740)	parks only: $200,000 for operations and maintenance; 2FTE + seasonal; restrooms maintained by janitorial service (parks & rec: $1.3 million) park development funded through grants, urban renewal, donations	10: (5) 1 acre or less; (3) 2-3 acres; (1)5+ac canyon with trails; (1) 8.8 acr ballfields, tennis courts, playground, picnic areas, etc	$300 per single family unit	no	no	no
Lincoln City (pop 7,420)	parks: $560,000: transient room tax, capital projects funded through urban renewal and SDCs (supervisor + 3.5 FTE maintenance; 2.5 FTE seasonal) rec programs/pool: $760,000, gen fund and fees	250 acres open space; 50 acres groomed parks; 12 sets public restrooms	$1350/unit, includes all residential, campground and hotel units	no	no	no
Tangent (pop 920)	$3-4000 gen fund (minimal mowing only)	(3 or 2) approx I acre; (1) .5 acre	$805.01/ res; $29.75/parking space for commercial	$3.00 per residence	upon subdivision: 10% of total land area or 10% of total assess value of the subdivision, as determined by Planning Commission	no, fees easier
Veneta (pop 3,480)	Total $199,000 gen fund $125,000; fees and state $35,000; capital acquis $22,000; campground manage $10,000	pool/aquatic center (4) pocket parks (2) small parks (+/- 5 ac)	$366/residence, commercial, industrial development	no	no	citizen group considered district, felt public would not support at the time

City	Annual Parks Budget	Number/type of parks	Parks SDC	Parks Utility Fee	OS/park land dedication requirement and in lieu payments	District
Sisters (pop 1,430)	Total $113,300, includes campground fees and $20,000 for capital improvements (approx 1FTE, plus seasonal)	Village Green Park (city block), pocket park downtown with restroom, creekside park (=/- 1 acre), overnight campground, new 3-acre park	not available	no	no, but may negotiate for park land or park improvements in exchange for waiving SDCs	Recreation district includes Sisters (boundaries similar to School District boundaries);future: discussion of including parks maintenance
Florence (pop 7,780)	$150,000 gen fund (1FTE+ 3 part time)	(7) parks + (1) public restroom/plaza area, incl 20A with ball fields, waterfront park with dock	no	no	with planned developments: 20% of net developable area; improvement by developer	no
Brownsville (pop 1,500)	$50-60,000 genl fund (=/- 1.5 FTE); plan to use recently established reimbursement district ordinance	(1) large regional park (4) neighborhood parks (1) newly negotiated park	no	no	no, subdivision ordinance does not require dedication; may negotiate for openspace and parks with PUD	attempted in 2002; would have passed with active campaigning
Lyons (pop 1,060)	use road funds for "roadside rest stop/park" adjacent to city hall and grants/donations	(1) roadside rest stop with play equipment, restroom, picnic table, parking (1) donated former excavation site	no	no	yes	no
Mill City (pop 1,530)	$25,000 materials, servies, capital outlay; $8,000 maintenance	(1) 5-acre community park; (4) mini-parks (4 acres total); parcels along river; trail along old railroad R-O-W	no	no	yes; concern about legality	no
Yachats (pop 670)	$55,000 from room tax used as match for grants, limited park improvements; public works maintains parks (general fund)	(1) 3.5 acres, (1) mini-park along highway; pedestrian trail system	no	no	with planned developments, 40% of site in open space for use by development residents (not dedicated for public use)	no

Appendix F

CRESTLINE PARK

Waldport, Oregon

CONCEPTUAL MASTER PLAN

Prepared by John R. Stewart
Landscape Architect

CRESTLINE PARK
Conceptual Master Plan

THE SITE

Crestline Park is a partially developed City-owned tract in the Waldport uplands adjacent to Crestline Drive. It contains a recently completed skateboard facility, temporary portable toilet, unpaved parking for four to six cars, and extensive rustic paths through dense undergrowth and trees. The park is used by young people and their parents for skating and congregating. The paths connect with neighboring undeveloped properties and are used by local walkers and bike riders.

The property slopes generally away from Crestline Drive to the west. Two drainages, one on the north end that is deep and steeply side sloped, and a lesser one at the south, direct runoff water from the site. The southern boundary runs to a concrete wall surrounding a power transformer station. The northern boundary abuts a small cemetery for approximately forty-two feet from Crestline Drive to the west and then rough woods and brush of private property. The northern boundary is somewhat indistinct with the skate boarding facility immediately against it and some possible clearing across it.

A Conceptual Master Plan for this park site has been prepared with the guidance and inputs from the city Parks and Recreation Committee, the Cascades West Council of Governments representatives, Waldport City staff, and citizens through several workshops and meetings. A review of other planning documents for the City influenced the plan particularly as to connectivity with other public open space and other planned recreation facilities.

THE PLAN

The Conceptual Master Plan is a two dimensional map, drawn to scale from base photos and tax lot maps. A measured survey was not done and property corners were not found. The topographic information is very limited and therefore slopes are only indicated by arrows and notes. The drawn plan is a guide to the location and organization of functions and general shape and dimension of development projects. It is useful for planning of development projects, strategic planning, and estimating costs. Detailed construction design is required for those elements selected for development.

A narrative describing the various elements of the plan is provided to develop their character and to list their opportunities and limitations. Some sketches and plan notes also indicate the general design of these component parts of the plan.

PLAN ELEMENTS

The primary elements of the park plan include:

- The Skateboard Facility – existing and proposed additions
- Parking – on site and adjacent street improvements
- Restrooms and Portable Toilets
- Developed Play Areas
- Trails and Paths – and associated bridges and structures
- Picnic Shelters
- Seating, Fencing and Minor Structures
- Vegetation Management – site clearing, planting and maintaining

Each of the elements is briefly described with general recommendations for design type and/or placement. A summary is attached with recommendation for phasing, estimates of cost and some notes on strategies for development.

Skateboard Facility - The skateboard facility is completed as for the concrete structure and its internal parts and is used and appreciated by youth and parents. The soil surfaces surrounding the structure are showing wear and some deterioration of the foundation soils at the edges of the concrete is apparent. Some erosion from water flowing off the concrete is occurring on the west side of the structure. A catch basin and drainpipe is required at this location. It is recommended that repairs and improvements to these areas be undertaken immediately to protect the structure as well as to give the area a finished look.

Additional seating is shown and recommended for the perimeter of the skateboard area. This should be very sturdy benches with backs. These will provide seating for the many users waiting for their turn while observing others as well as passive participants, parents and others just interested in the show. As many as six to eight, five foot benches are recommended with additional seating on slopes and soil mounds, walls and ledges where possible. Additional refuse

containers are also needed near the seating. These should also be of rugged design and have permanent anchors.

The areas adjacent to the concrete surfaces should be treated with designed crushed rock or asphalt paving. These areas take heavy use and provide access to the facility from many points.

Bike parking with racks is indicated. These can be incorporated into the walls and paving as suggested on the plan. This will protect the bikes and organize them out of the way of other users. A bike parking area may also discourage the use of bikes on the skateboarding surface.

Paved paths from the street side parking are shown. This is to facilitate access from cars and to separate bikes and cars to some degree at the car/parking entry. The paved paths will also help protect ground surfaces between the skateboard facility and the street, an area showing heavy wear.

Parking – The partially graded area adjacent to the skateboard facility is now used for random parking. No parking pattern is indicated and the surface is rapidly deteriorating. Soil has been pushed into the drainage and the edge of the slopes are not defined or protected.

A parking layout has been drawn on the enlarged plan. This orientation allows for five regulation-parking slots with one being sized for handicapped designation. In order to fit this number into the site, a low retaining wall is indicated along the east side of the first parking slot. An additional five to six feet of surface area is gained and a defined edge is created by the excavation and wall. This scheme provides for adequate backing and turning.

The front edge of the parking, towards the drainage, is pulled back some from the existing parking area and curb and/or barriers are indicated for safety and protection of the slope. A curb pattern is indicated to separate cars from pedestrian circulation with handicapped ramps at two locations. The curbs should run out the drive entry to define the edge and to provide a pedestrian path separation. The driveway surface can be as narrow as twenty to twenty-two feet between curbs and a pedestrian path of six feet width can occupy the north side of the entry. The existing culvert under the entry drive is approximately 39 feet in length (see sketch detail).

Street side parking is shown on the plan in two locations. These will require filling and grading to bring them up to street level. A portion of this length at the top of the main drainage ravine cannot be filled without excessive expense and damage to the drainage. A side path is required to accommodate people exiting cars from the passenger side. This path is connected to the internal path system as shown. Pedestrians should not be forced to use the bike lanes. The trail system is located just inside the park to accommodate pedestrians moving north and south passed these parking spaces.

Parking on the streets in future development to the west should be anticipated for park use. Small parking lots at trail heads or street ends should be incorporated into the subdivision design.

Restrooms and Portable Toilets – A location adjacent to the entry drive and the skateboarding area is shown on the plan with a permanent restroom facility. This location is convenient to the major use areas of the park and the parking lot. It is also accessible for maintenance and monitoring. The size indicated will accommodate a two-sided structure with two heads and one sink on each side. This can be a vault type structure or connected to the sewer if this is feasible. Availability of sewer connection at this elevation and distance from sewer lines has yet to be determined.

The toilet structure is cut into the slope and integrated with a concrete (rock faced) low retaining wall. This should be a handsome structure with this prominent location. The space for this structure can be graded, the wall built, and the area paved prior to installation, and portable temporary units placed here as an interim scheme.

The areas around the toilet structure are paved for pedestrian passage and bike parking. Bike racks can be attached to the toilet building (see note on enlarged plan).

Additional portable toilets can be located to the south portions of the park as needed. A location is indicated on the plan near the south entry. Access to this site must be surfaced for the maintenance/service truck. The portable toilet should be visually screened from the street. The area indicated for the covered picnic structure is within easy access distance to the permanent toilet structure at the skateboard facility via the trail bridge. This may eliminate the need for the south entry

portable toilet except for a major use event. Trail access to all toilet facilities must be ADA designed (see trail design sketch).

Developed Play Areas – A major paved play use area is detailed on the plan (see enlarged plan). This is noted as a play court and markings indicate a slightly reduced half basketball court with backboard and basket. This surface can be marked for other court games as well. To accommodate this facility, a concrete retaining wall must be constructed to replace the large boulders now located along the south edge of the skateboard area. This wall will be approximately six to seven feet high. A six foot wide paved space will be reserved at the top for movement around this portion of the skateboarding area. A sturdy railing will be required along the top of the wall. The paved court will have railings to contain balls and players.

In order to provide the required flat surface area for this play court, a graded fill zone to the south of the existing graded area plus the added space provided by the retaining wall is necessary. The area as drawn will not encroach into the drainage. The railings will help protect the slopes and vegetation in the drainage. This paved area is integrated with the parking lot curb and paving design with the major entry path to the pedestrian bridge between.

A second play area is noted on the plan. This area is intended to accommodate young child play equipment. It is separated from the parking lot and older kids play area, and located near the picnic shelter and adult passive areas. The provision of the pedestrian bridge and trail will make this play area ADA accessible and close to the toilet facility.

Trails and Paths – A trail and path system is indicated on the plan. Many of the paths are roughed in at this time. New routes are noted on the plan and the existing paths approximated. The trails as located provide easy access to the major use areas of the site and to connect to adjacent neighborhoods, existing, and future development. The primary trail runs generally north to south and provides an alternate to walking along Crestline Drive. With additional parking and the bike lanes on this street, walking space is crowded. The path is located with easy entry and gentle grade. The major limit to this movement pattern now is the deep drainage ravine at the north end of the park. With the construction of a pedestrian trail bridge, this barrier is eliminated. The trail

bridge will also provide access from the parking lot to the other play areas and picnic shelter.

A trail running northwest along the south edge of the drainage ravine takes one to the edge of the park property and beyond. This is the recommended route to connect with the citywide trail system and particularly north along the city sewer maintenance roads to the ball fields and downtown.

The overlook from this trail into the ravine is compelling. Several sitting spots should be developed along this trail (see sketch).

From this major trail a loop path exists leading to the southwest corner of the park property. A very nice small ravine with a spring fed trickle of water is crossed. Another short bridge is indicated to replace the existing one at about the same location. This bridge should be wide and safe with the opportunity to overlook native riparian plant life.

At the southwest corner of the property, an access trail should be located in coordination with the development plans for future urbanization of the adjacent properties. This point of entry will serve a large number of neighborhood users coming from the west. The development plan must have adequate space reserved for public path/sidewalk connected to new streets. It is preferred to have the connecting path at the end of a dedicated and improved street that can provide some parking. If the path access is between residential sites, a lane of not less than thirty feet width should be dedicated.

A trail running across the south end of the park is indicated. This path should meander away from the wall of the south power station as indicated. This path will join the main north-south path at the south entry at Crestline Drive. This entry point will be developed, marked and directional signage provided.

A steep narrow path leads from the skateboard site west and down across the steep ravine. This route is too steep and should be discouraged or abandoned.

Picnic Shelters – A single picnic shelter building is located on the plan. It is in close proximity to the parking lot (via the bridge), the children's play area, and along the main north south trail. This area slopes to the west but there are gentle to

level spots that will not require extensive grading in this general location. The limitations of parking and the residential nature of the surrounding properties suggest only this one small shelter. Family-sized groups of twenty to thirty people might occupy the structure at one time. Water and refuse containers should be provided. A good alternative to open fires is the provision of electricity for heating coffee and food. Picnic tables should be provided at several locations near the shelter and at the kids play equipment site.

Larger groups could be better served with larger facilities at locations such as the schools and ball field where parking is more generous.

Seating, Fencing and Minor Features – Benches with backs are indicated in several locations on the plan. Others can be identified throughout the park as minor areas are developed (i.e. at the spring area). The bench design should be "in character" throughout the park. Benches in passive areas might be a heavy wood and metal design with a rustic character. Benches at the skateboard and play court areas of sturdy metal in bright colors.

Fencing should also be in character. A sturdy wood pole type is suggested along Crestline Drive and in rustic areas. Pipe style in the play court areas is appropriate.

Other minor structures such as signs and distance markers along the trails should be sturdy, and wooden masts with enameled metal sign faces. Interpretive signs at natural features should be professionally designed with enameled metal images.

Vegetation Management – Areas on the plan are indicated for brush thinning and clearing, primarily along the Crestline Drive frontage and the picnic shelter area. Along the trails, brush should be cleared back to the point that clear sight distance of one hundred feet or more in the line of travel is provided. A clear width of five to six feet on either side of the trails is required. Additional "view lanes" should be created through dense areas at various locations to relieve the "hemmed in" feeling and to give one the sense of visual control of the area for safety reasons. These areas do not require complete removal of low vegetation. Keeping the ground cover to one to one and a half feet in height will help keep people on the trails and still allow good vision. Some areas

adjacent to the picnic shelters and tables must be cleared to the ground. Care must be taken to preserve roots of trees but some light filling with sandy soil material and seeding can produce a maintainable surface.

Large areas of the park, primarily the west section and the drainage slopes should be left as natural as possible. This must include removal of hazard trees and selected over growth. This should be done with care by trained staff only. Cutting of trees and shrubs by users must be discouraged. Random cutting can leave sharp stubs and trip hazards.

In select areas, enhancement planting can occur. The steep ravine needs some re-vegetation and repair. The spring area and the wetland may become opportunities for the placement of selected special planting of native plants.

Plant screening should be maintained and repaired near the skateboard north side and surface repair around all construction in that general vicinity should be provided.

General Priority of Project Work Indicated in the Conceptual Master Plan

Numerous opportunities exist for improving Crestline Park. Some of the elements of the plan can be accomplished with City staff, volunteers, and special work groups. Other of the work will require detailed planning, professional contracted work, and significant funding. The following is a suggestion for the phasing of the various projects as they may provide the greatest return over time or may be very necessary to maintain current use and facilities.

Immediate Priorities: to protect the existing facility

- Maintain and correct deficiencies around skateboard facility. This includes replacing structural materials at base, providing drainage structure, protecting ground surface adjacent to concrete with gravel paving.

- Grade and gravel parking area to plan. Requires low retaining wall. Provide construction base material and protect ravine edge. Define entry drive width and protect slopes at culvert ends.

- Remove unsafe log and board bridges across streams. Rebuild trails to safe surface and width. Remove stubs, stumps, and root hazards from trails.

First Phase Enhancements:

- Brush and tree thinning and removal for vision clearance. (whole site)

- Trail improvements

- Build sport/play court. Requires filling and grading, paving, and retaining wall.

- Build pedestrian bridge. Requires engineered design and major investment.

- Place child play equipment. Develop area with fences and picnic tables.

- Construct location for restroom building. Includes grading, wall and paving. May be pad only for portable toilet.

- Add picnic tables and benches at critical locations.

Second Phase Enhancements:

- Construct shelter building.

- Construct street-side parking. Part of general street improvements.

- Add picnic tables and benches as needed.

- Finish restroom building and parking lot paving.

Cost Projections for Projects

Immediate Priorities

Skateboard Facility Repair and Maintenance (by City staff)

- Rock placement at foundations (10 yds 1 ½ minus hand placed) $500 – 800
- Geo-tex (10 yds 1 ½ minus hand placed) $200 – 300
- Crushed rock, compacted (30 yds) $1,000 - 2,000
- Catch basin and drain pipe (60 ft +) $1,200

Parking Lot Improvements

- Low wall, grading, place stone $1,500
- Rock base material placed $2,000
- Surface rock $ 700

Trail Repair/Removal of Structures TBD

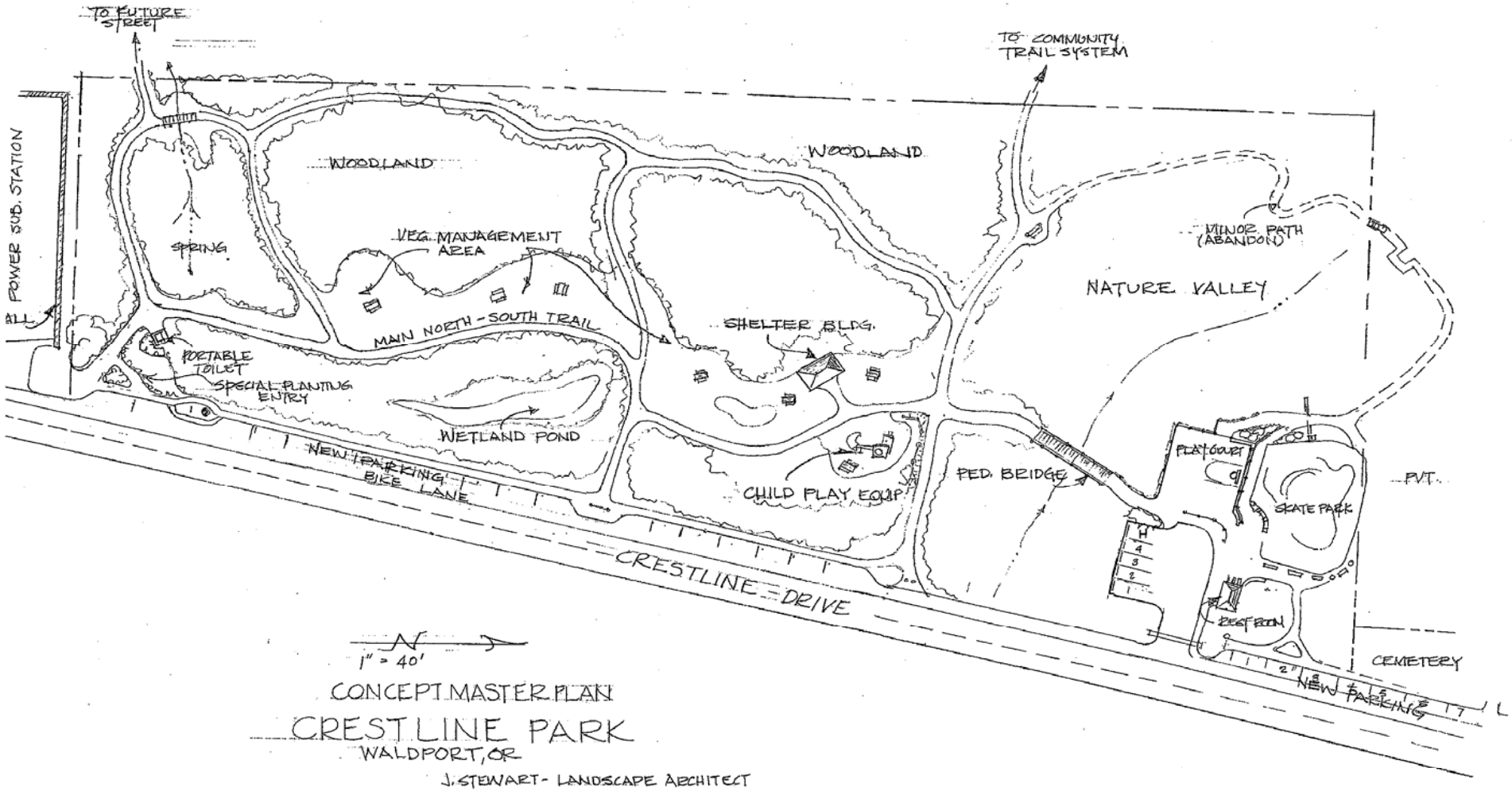
- Supervision/tools, planning, etc. $1,000
- Gravel/geo-tex $2,000

First Phase Enhancements

- Brush and tree removal (by volunteers – work crew)
- Supervision $1,500
- Equipment/materials $ 500
- Build sports court TBD
- Build pedestrian bridge (60ft len. x 6 ft) (contractor bid) $25,000 – 35,000
- Play Equipment $1,800 – 2,500
- Restroom location preparation (contractor) $3,000 – 4,000
- Picnic tables/benches (Item x no.) TBD

Second Phase Enhancements

- Picnic shelter (contract bid) $12,000 – 18,000
- Street parking (grant) TBD
- Finish restroom $25,000 – 30,000



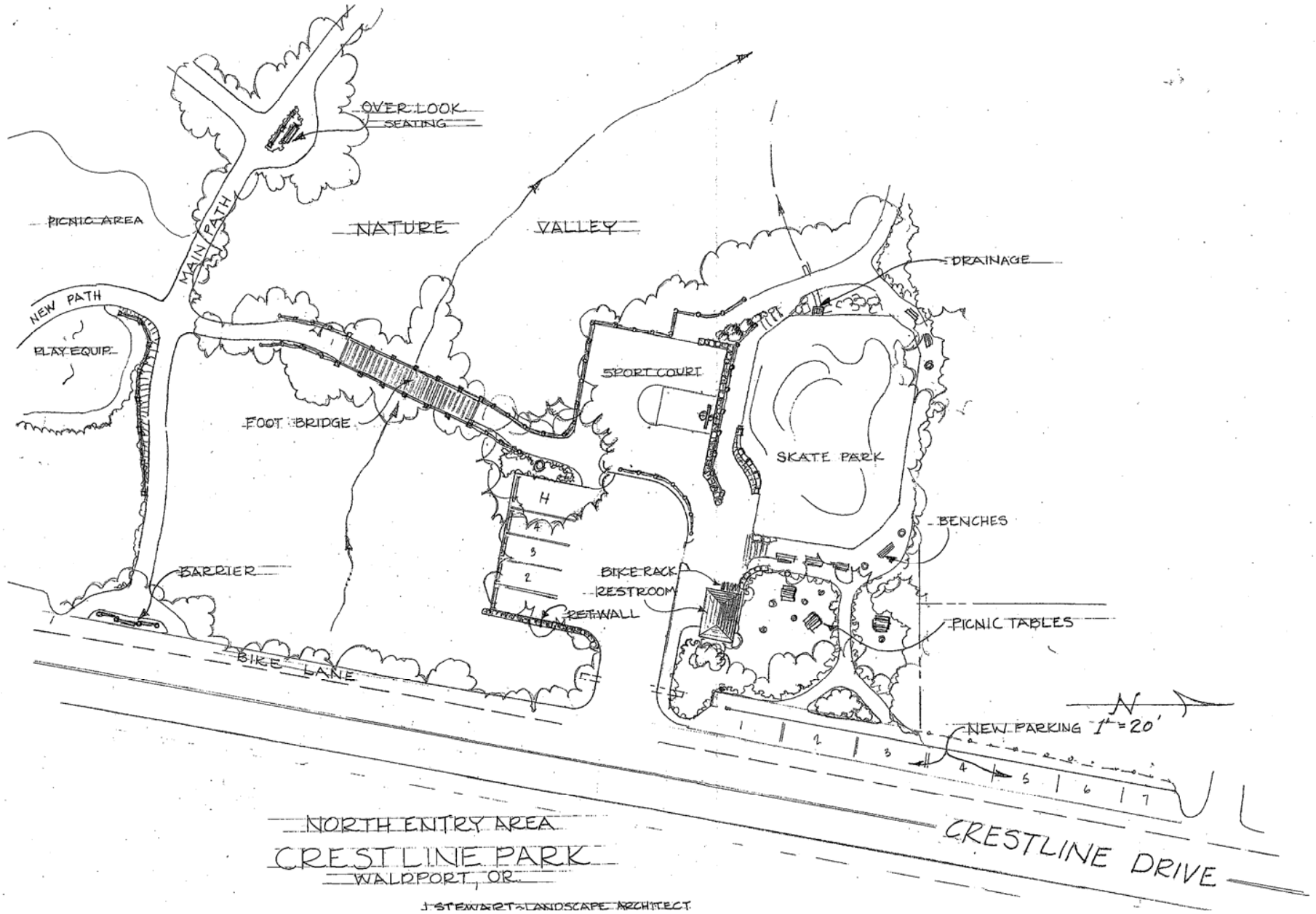
CONCEPT MASTER PLAN

CRESTLINE PARK

WALDPORT, OR

J. STEWART - LANDSCAPE ARCHITECT

5-08-01

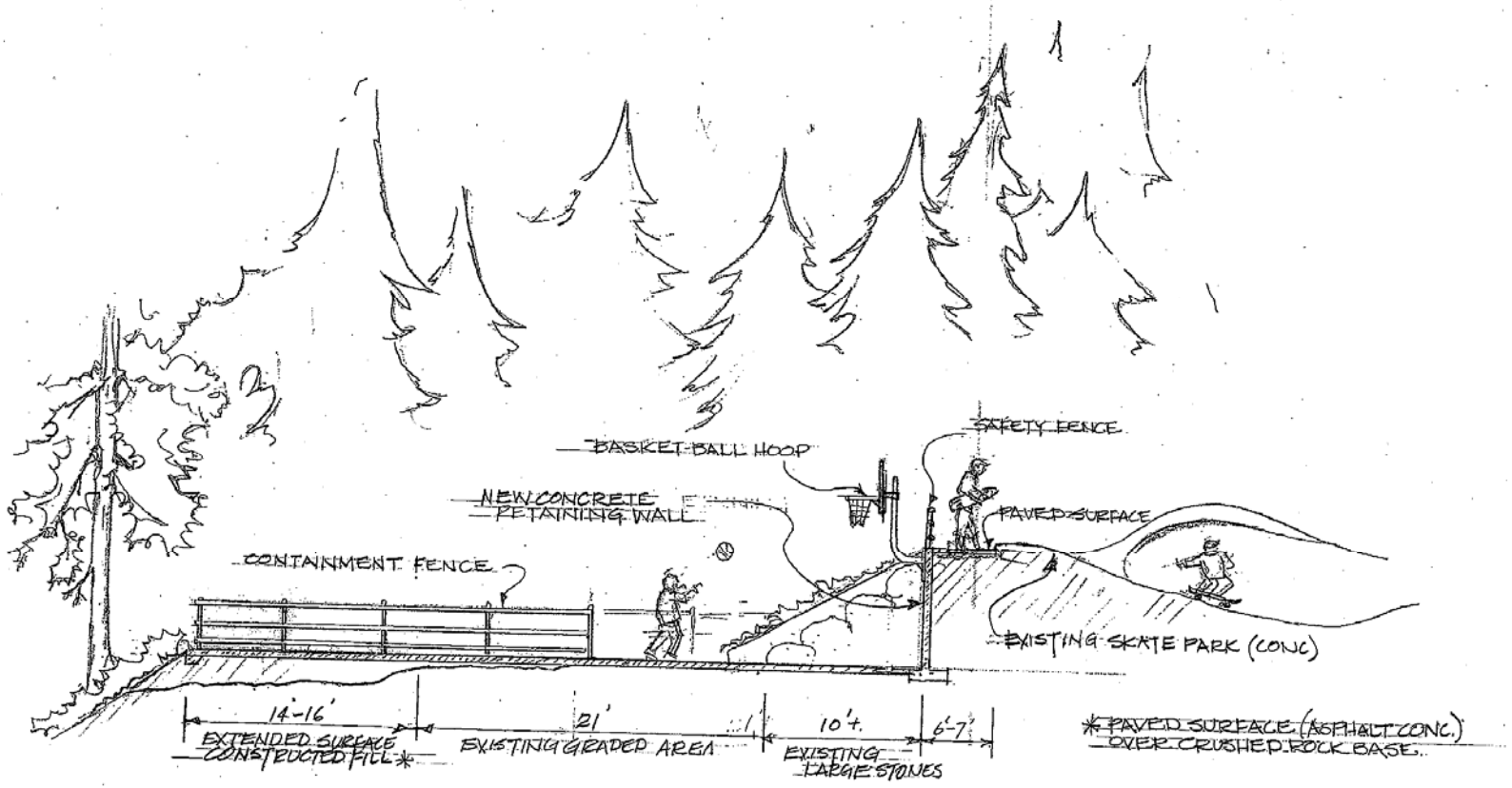


NORTH ENTRY AREA

CRESTLINE PARK

WALDPORT, OR

J STEWART - LANDSCAPE ARCHITECT



SPORT COURT X-SECTION

CREST LINE PARK

J. STEWART, LANDSCAPE ARCHITECT