

CITY OF WALDPORT
Comprehensive Plan
GOALS & POLICIES

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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 designs.
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.

Waldport Comprehensive Plan Inventory

CITY OF WALDPOR
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.

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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.

Waldport Comprehensive Plan Inventory

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.

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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.

Waldport Comprehensive Plan Inventory

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.

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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-

Waldport Comprehensive Plan Inventory

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

Waldport Comprehensive Plan Inventory

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

The City of Waldport adopted a Transportation System Plan (TSP) in 1999. The TSP provides a 20-year transportation plan for the city limits and urban growth boundary. The TSP addresses different transportation modes, i.e. streets, public transit, bicycle and pedestrian facilities, air, rail, and water.

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.

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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

Range Drive & Hwy. 101
Crestview Golf Club
Espresso 101
Waldport Post Office
Ray's Market
Waldport Library

Southbound

Waldport Post Office
Ray's Market
Waldport Library
Alsea Bay Market
Crestview Golf Club

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

Waldport Comprehensive Plan Inventory

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.

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- 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.

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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

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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.		

Waldport Comprehensive Plan Inventory

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.

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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.

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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

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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.

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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.

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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.

Waldport Transportation System Plan

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, 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.

Standard 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

WALDPOR 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					
#	<u>Project</u>	<u>Priority</u>	<u>Cost Implications</u>	<u>Constraints</u>	<u>Potential Implementing Agencies/Entities</u>
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

Waldport Transportation System Plan

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
	special needs, i.e. disabled, elderly.				
J.	HIGHWAY 34 LINT SLOUGH BRIDGE IMPROVEMENT				
	Bridge upgrade	High	Funded – construction scheduled for 2011	--	ODOT
K.	NEW EAST-WEST ROAD IN SOUTH WALDPOR				
	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 <u>Low</u>	--	--	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

Waldport Transportation System Plan

<u>#</u>	<u>Project</u>	<u>Priority</u>	<u>Cost Implications</u>	<u>Constraints</u>	<u>Potential Implementation Mechanisms</u>
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