

CITY OF WALDPORT
Comprehensive Plan
INVENTORY

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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.

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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.

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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-

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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

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

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

Health Services

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

Energy and Communications

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

TRANSPORTATION

Policies

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

Street System

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

Arterial Streets

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

Collector Streets

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

Within Waldport there are three designated collector streets.

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

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

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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

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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.		

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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.