



PLANNING COMMISSION WORK SESSION AGENDA
Monday, February 08, 2021 - 6:00 PM
City Hall, Conference Room A, 169 SW Coast Hwy, Newport, OR 97365

This will be a hybrid meeting which means that it will be held electronically, via Zoom, with a limited number of people (up to 15) allowed to attend in-person. The meeting will be live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190.

Anyone interested in making public comment is allowed to attend in-person, subject to congregant limitations (up to 15).

Anyone wishing to provide virtual public comment should make a request by noon on the day of the meeting, at publiccomment@newportoregon.gov, and ask for the Zoom meeting information.

Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. The e-mail must be received by noon on the scheduled date of the meeting. Written comments received by noon on a Planning Commission meeting date, will be included in the agenda packet. These comments will be acknowledged, at the appropriate time, by the Chair. If a specific request is made to read written public comment into the record during a meeting, staff will be provided a maximum of three minutes to read the comment during the meeting.

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

1. CALL TO ORDER

2. UNFINISHED BUSINESS

- 2.A Summary of Fall/Winter Transportations System Plan Outreach and Upcoming Schedule.
[Memorandum](#)
[Newport TSP Phase 1 Outreach Summary](#)
[Newport TSP Phase 1 Outreach Summary Appendices](#)
[Project Schedule as of January 25, 2021](#)

2.B Second Review of Draft Revisions to Implement HB 2001 (2019) Related to Duplexes, Townhouses, and Cottage Cluster Development.

[Memorandum](#)

[12/14/20 and 1/11/21 PC Work Session Minutes](#)

[2/5/21 Draft Amendments Related to HB 2001 \(2019\)](#)

2.C Updated Planning Commission Work Program.

[PC Work Program 2-08-21](#)

3. NEW BUSINESS

3.A Goal Setting Discussion for FY 2021-22.

[Memorandum](#)

[PC Goals - 2020-21](#)

[PC Goals - 2021-22](#)


[Community Development Dept Goals - 2020-21](#)

[Community Development Dept Goals - 2021-22](#)

[Greater Newport Vision 2040 Brochure](#)

4. ADJOURNMENT

Memorandum

To: Planning Commission/Commission Advisory Committee 
From: Derrick I. Tokos, AICP, Community Development Director
Date: February 5, 2021
Re: Summary of Fall/Winter Transportations System Plan Outreach and Upcoming Schedule

Attached is a summary of the fall/winter community outreach, along with an appendix containing specific feedback received from each of the events. For this work session, I'll be prepared to walk through and answer questions relative to the summary and would appreciate your thoughts on whether or not the conclusions drawn are clearly framed and understandable. Grammar, typos and that kind of thing is fair game as well.

The outreach summary will be presented to the Transportation System Plan Project Advisory Committee at its next meeting, scheduled for Thursday, February 25, 2021. They will also be presented with a preliminary draft of the financial element of the Transportation System Plan, and an outline for the next round of public outreach. For that second round of outreach, the project team will roll out a refined package of potential projects, explaining how each respond to desired outcomes (i.e. transportation "needs") identified in the outreach summary. The next round of public outreach is expected to occur in May.

Attachment

Newport Transportation System Plan Phase 1 Outreach Summary
Newport Transportation System Plan Phase 1 Outreach Summary Appendices
Project Schedule as of January 25, 2021

NEWPORT TSP: PHASE 1 OUTREACH SUMMARY



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INTRODUCTION

The City of Newport and the Oregon Department of Transportation (ODOT) are updating the City’s Transportation System Plan (TSP) – a long range plan that will guide future investments in the City’s transportation system. During phase one of the public involvement process, the City of Newport and ODOT conducted an online open house, hosted a virtual workshop, and sent paper surveys to residents in the Newport area. Feedback received throughout this period will be considered as the City of Newport identifies the next steps of the TSP.

Overall, the respondents want to see improvements to Newport’s transportation system that will benefit all residents and visitors, with a particular focus on alternative transit modes (walking, biking, transit).

The graphs shown in blue are for the online open house responses (English), pink are for the short printed surveys (English), and green are for the short printed surveys (Spanish).

There was also a strong call for linking the transportation improvements to land use/redevelopment opportunities. Common themes:

- **pedestrian and bicyclist safety**
- **increased bus/transit/shuttle options**
- **parking improvements**, especially in the city center
- **traffic speeding enforcement**
- **preserve/rebuild the Yaquina Bay Bridge** in the same location
- **strong support for emerging technology** such as electric vehicles (EV) charging stations, followed by parking solutions (metered, long-term, smart park) and solar power

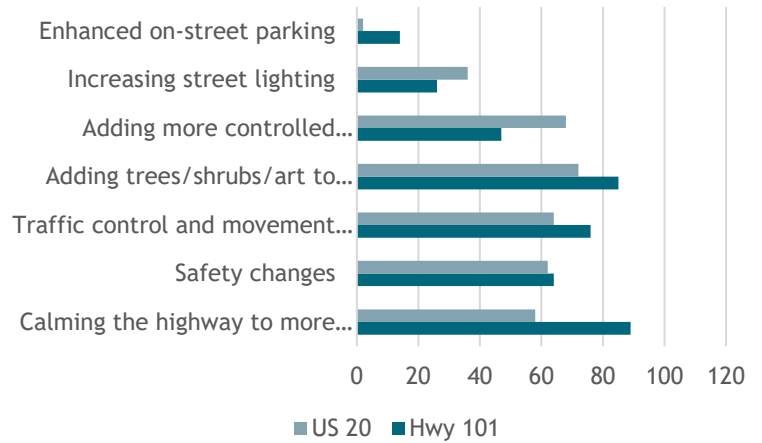
The biggest differences between collection methods responses showed up in the Central Core/Hwy 101 and US 20 questions (Figures 1-3).

- Written English: “safety changes to both Hwy 101 and US 20”
- Online English: “calming the highway” on Hwy 101 and “adding trees/shrubs/art to buffer the sidewalk from cars” on US 20
- Written Spanish: “increasing street lighting” on US 20 and “adding more pedestrian crossing” on Hwy 101
- Spanish-speaking virtual event: “adding trees/shrubs/art to buffer sidewalk from cars” and “safety changes” on US 20

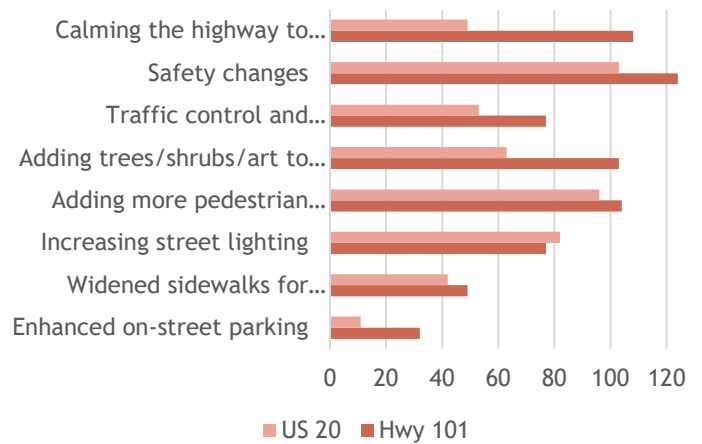
Additionally, there were several comments submitted via the project website that highlighted specific roads or intersections that are unsafe for drivers and bicyclists, see Appendix 4.

The demographics were slightly different for each collection method, with a slightly younger and more diverse group of participants using the online open house compared to the written survey. Respondents, regardless of collection method, mostly drove or walked around Newport. Ages were not collected for Spanish participants.

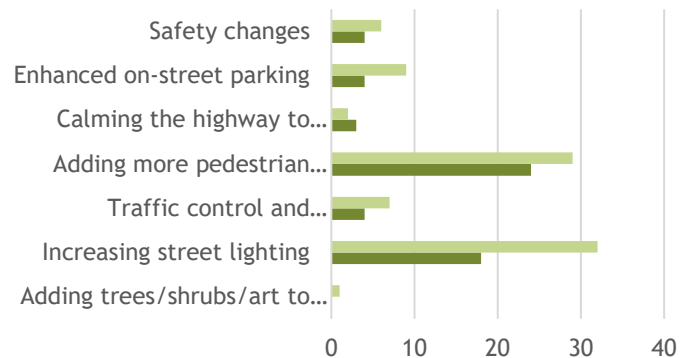
What improvements would you like to see on Hwy 101 and US 20 in the commercial core? (Check up to 3)



What improvements would you like to see on Hwy 101 and US 20? (check all that apply)



What improvements would you like to see on Hwy 101 and US 20? (check all that apply)



Figures 1-3 - Online Open House (English) and short written survey (English/Spanish)

OUTREACH METHODS AND OVERALL PARTICIPATION

Phase one of the public involvement process began in November 2020 and consisted of the following outreach methods for collecting feedback:

- An online open house, from November 16, 2020 to December 21, 2020. This online open house received **292** unique visitors. **203** visitors chose to fill out the questions.
- A virtual workshop on November 21, 2020. Nearly **30** participants attended this event.
- A written survey was mailed to persons 60+ years of age on the Parks & Recreation/Senior Center mailing list of 1,863 individuals in early December. Surveys were also distributed via the Meals on Wheels program. **306** written surveys were mailed back to the City.
- Comments received through the project website. **36** email comments were received through the project website.
- A long-form Spanish language survey (that was the same as the online open house) was mailed to 50 residents of Newport. Another **44** short-form surveys were completed via telephone outreach in partnership with Centro de Ayudad, a local nonprofit that works directly with the Spanish speaking residents. The City also conducted a virtual event on January 7, 2021 (**10** people participated).

FEEDBACK SUMMARY

In the following pages, results from each outreach method are listed by geographic area of the City (Citywide, Agate Beach, Commercial Core, Nye Beach/Bayfront, Newport Bridge/South Beach).

Citywide

Each of the outreach methods collected information from participants about general improvements they would like to see for the City of Newport. The most common themes were “concerns about safety for pedestrians and bicyclists” (Figure 4). Other common themes included:

- The need for increased bus/transit/shuttle options
- A desire for improvements to parking, especially in the city center
- The lack of a safe bike route through the City
- Concerns about access for seniors and people with disabilities

What do you think are the most important issues/problems in Newport today? (Check up to 3.)

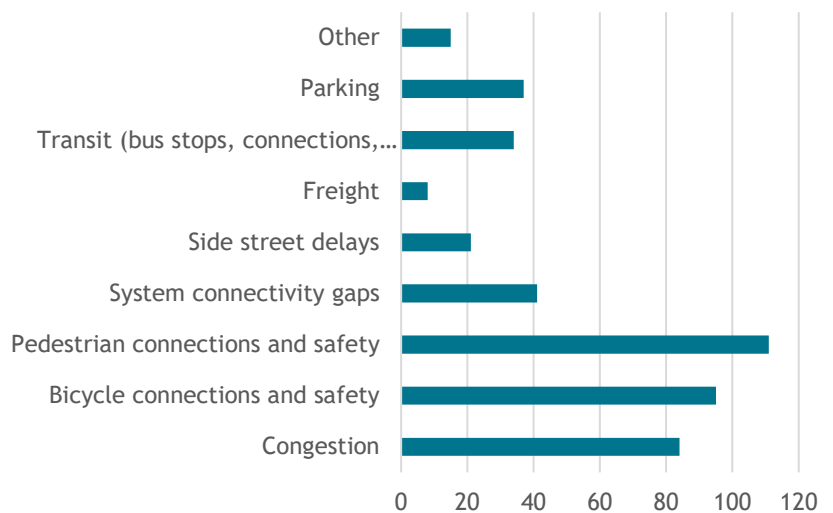


Figure 4 - Online Open House

01/20/21 - DRAFT

- Concerns about the lack of traffic enforcement, especially speeding

Of the 203 online open house participants top issues were “pedestrian connections and safety” followed by “bicycle connections and safety,” then “congestion.” The “other” comments can be found in Appendix 1.

Walking and Biking

Participants identified which experience would feel safe for walking or biking in Newport.

- English written survey: “separate path for walking and biking off the road or completely separated” followed by “sidewalk plus a bike lane at the edge of the road” (Figure 5)
- Spanish-speaking survey: more interested in “protected bike path/lane,” followed by “separate path for walking and biking” (Figure 6)

In order to get around town without using Highway 101, online open house participants’ top choice was “extending Harney Street” to be a new two-way vehicle route. They also had a lot of interest in converting “Big Creek Road” into a two-way street and using “Oceanview Drive/Nye Street/7th Street” as a through-town route.

When walking or biking in Newport, which experience feels safest? (check all that apply)

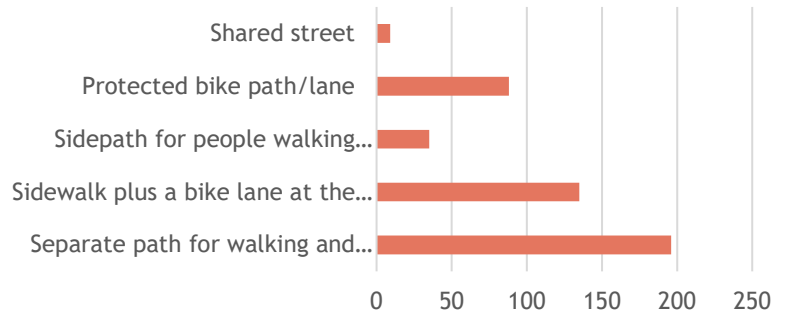


Figure 5 - English Printed Survey

When walking or biking in Newport, which experience feels safest? (check all that apply)

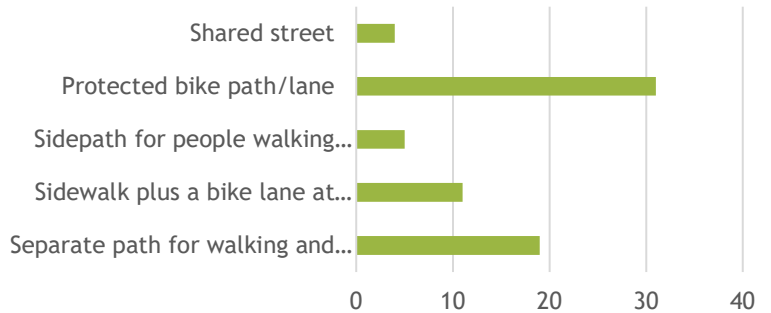


Figure 6 - Spanish Printed Survey

Which alignment do you think will best serve the local community's future needs? (Check all that apply.)

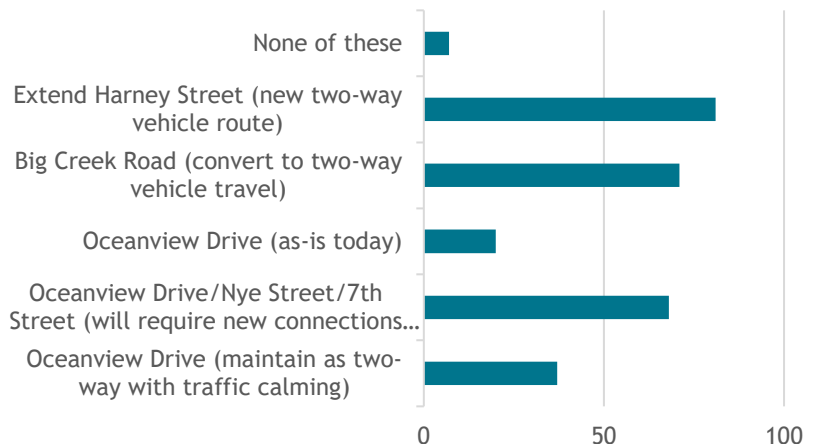


Figure 7 - Online Open House

When asked about their preference for a bike network for north/south travel (Figures 8-10):

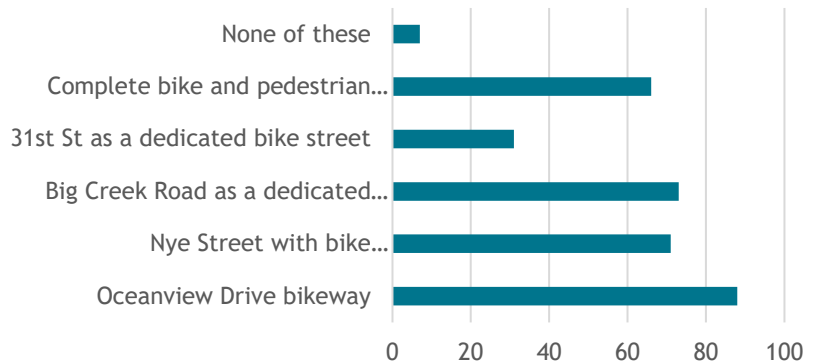
- Online open house: “Oceanview Drive” bikeway, followed by “Big Creek Road” then “Nye Street” with bike lanes or sharrows.
- Written survey (English and Spanish): “complete bike and pedestrian facilities along Hwy 101” followed by “Oceanview bikeway” (English) and “Nye Street” (English & Spanish).
- Spanish-speaking event: also preferred “Oceanview bikeway.”

Traffic Calming

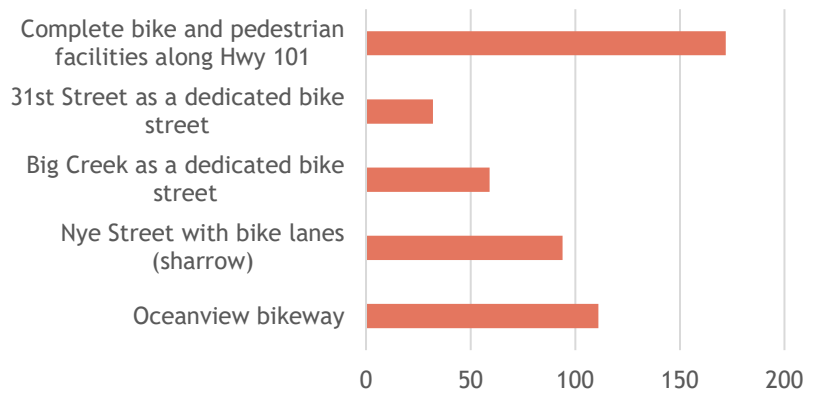
Online participants chose up to three strategies for traffic calming among six choices, listed below by roadway type (Figure 11).

- For residential collectors, as well as commercial areas, the top selection was “streetscape elements.” This choice was followed closely for commercial areas with “sharing the pavement with cars, bikes, and peds with lower speeds plus pavement markings” and “narrow the road/travel lanes for residential collectors.”
- On local streets the two top choices were “sharing the pavement with cars, bikes and peds with lower speeds plus pavement markings” and “narrowing the road/travel lanes.”

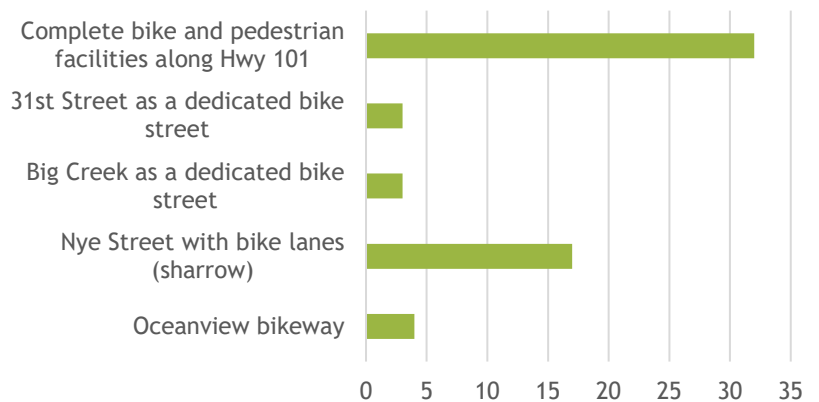
Which local street do you think will best serve the local community’s future needs for a north/south bikeway? (Check all that apply.)



Which local street would you like to see used as a north/south bikeway? (check all that apply)



Which local street would you like to see used as a north/south bikeway? (check all that apply)



Figures 8-10 - Online Open House (English) and short written survey (English/Spanish)

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Online participants provided open-ended answers to the question “On which streets do you want to see these traffic calming measures?” A large proportion of participants identified Oceanview Drive as their top pick, followed by Eads St, Bay Blvd, and Nye St.

Emerging Technologies

Online participants also provided open-ended answers to the question asking what other technologies the City should be planning for. The biggest focus was the plan for electric cars and charging stations, followed by parking solutions (metered, long-term, smart park) and solar power. See Appendix 1 for a full list of responses.

Other Solutions

The online and paper surveys open-ended question, “Are we missing any other solutions for the future of Newport’s transportation system?” resulted in 268 responses. **The top theme was improving the safety of pedestrians and bicyclists** by doing things such as building more bike paths, multiuse paths and/or sidewalks; keeping bicycles off of Highway 101 for safety; increasing the number of sidewalks in town; and widening the sidewalks. Respondents to the short written survey in Spanish had many open ended responses about transit safety, as well as improvements for bus reliability and speed.

Other key themes included the following, in order of interest level:

- Transit improvements, such as more bus shelters, more stops, adding tourist shuttles.
- Control speeding: police enforcement, photo enforcement, or speed bumps.
- Revise the parking plan, especially by removing on-street parking in the Art Deco district.
- Improve crosswalks, e.g. more striping and installing RRFBs at busy or dangerous intersections.
- Spruce up downtown so that it looks more attractive by painting, redesigning facades, etc.
- General road repair/paving on select streets.
- ADA improvements so that disabled residents and seniors are better served.

During the virtual workshop, members of a breakout room discussed the following citywide issues. For a complete list of discussion notes, see Appendix 3.

- City should get ahead of EV and provide incentives for network to develop.
- City needs to implement demand management for parking like meters on the Bayfront.
- Nye/Oceanview street connection seems viable and might create better north/south option.
- Speed cushions needed in the city. Perhaps along San Bayo Cir.
- Like Harney Street extension as vehicle only with Big Creek dedicated bike/ped.
- Want to see north/south bike ped improvements from 31st to Harney to Big Creek, providing off-highway connection between residential areas and schools.

Which strategies for traffic calming make sense for each type of street? (Check up to 3)

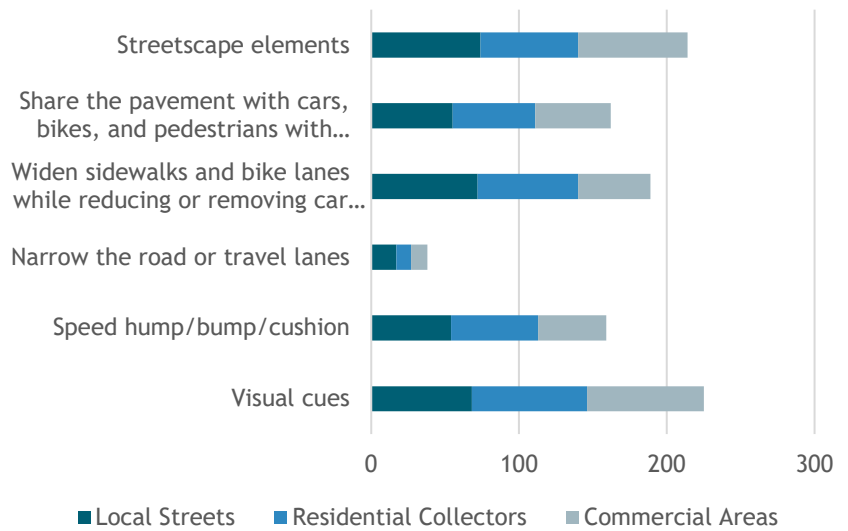


Figure 11 – Online Open House (English) responses

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- Want to see the City invest in traffic speed enforcement including red light violations. Could be source of needed revenue.
- Extending Harney will generate a lot more traffic in an area where there are a lot of children (middle and high schools). Care needs to be taken to ensure kids are safe.
- Oceanview and Nye concept needs to be further explored with balance of Oceanview one-way with half of road dedicated to bike/ped.
- Nye could be a good north/south alternative route to US 101.
- Like the idea of a couplet on 9th Street, as long as there are no adverse impacts to hospital access.

Agate Beach

Online participants were asked about their vision for the future of Agate Beach (Figure 12), the most popular choice was “bigger changes with bike lanes and sidewalks,” followed by “close to what it does today with some small improvements.”

There weren't any open-ended questions that addressed the Agate Beach area. The most frequent general comment that mentioned Agate Beach was a request for safe bike and pedestrian routes from Agate Beach to other areas of town, as well as increased transit options for people who live in this area but don't drive. A few residents also expressed concerns about the quality of roadways and potholes along Agate Beach.

During the virtual workshop, the following items related to Agate Beach were raised. For a complete list of discussion notes, see Appendix 3.

- Stormwater runoff is a big issue in Agate Beach
- Vacation homes in Agate Beach spur more activity
- Poll the neighbors for best walking solution in Agate Beach

Commercial Core

Across the methods of outreach, participants expressed concern about the attractiveness of Newport's downtown area. Several comments used the term “blight” when describing the downtown. Participants were concerned about the number of boarded up businesses. Some participants in the virtual workshop expressed concern about the impact of a couplet on businesses in the area. Other themes included accessibility (both public transit and pedestrian), parking (comments both for and against removing parking), and increased lighting.

Respondents to the online open house and the written short surveys in English and Spanish (Figures 1-3) were asked “What improvements would you like to see on Hwy 101 and US 20?” For written survey English participants, the top response was “safety changes to both Hwy 101 and US 20” and for Spanish respondents “adding more pedestrian crossings” on Hwy 101 and “increased street lighting” on US 20 were most important.

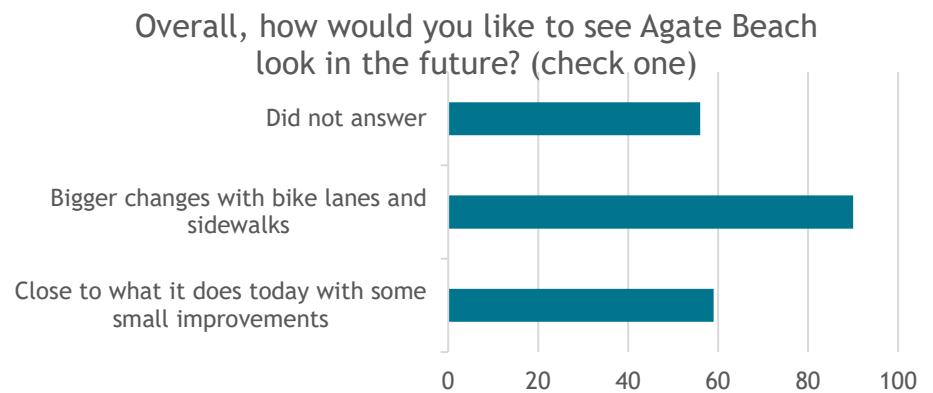


Figure 12 – Online Open House (English) responses

The online open house responses instead selected “calming the highway” as the improvement they would like to see most on Hwy 101 and “adding trees/shrubs/art to buffer the sidewalk from cars” as the improvement they would most like to see on US 20.

Online participants were asked about the intersection of Hwy 101 and US 20: A number of the stakeholders we interviewed believe that the intersection of Hwy 101 and US 20 is congested and unsafe. “Which of these improvements make sense for this intersection? (Check all that apply.)” There were 15 “other” responses. Most were unique responses, however two people recommended adding roundabouts and two people requested adjusting traffic signal timing. See Appendix 1 for all responses.

For the online open-ended question: “Along Highway 101 or US 20 in Newport, are there other areas that need safer school access?” several people said that safer crossings and sidewalks were needed at Highway 101 and US 20. Several noted that the crossing at US 20 and Harney Street was particularly unsafe. A few noted that there should be more awareness about children’s walking routes to school through additional crosswalks, RRFBs, or school crossing signage.

During the virtual workshop, members of a breakout room discussed the commercial core area and brought up the following ideas. For a complete list of discussion notes, see Appendix 3.

- TSP and Highway futures need to be linked to overall Newport economic development and health.
- Overall major interest in pedestrian safety and highway crossings, regardless of 2-way or couplet configurations.
- Most conversations turned to concerns about weak retail environment and closed-up shops in Newport currently.
- Concern about construction period impacts on businesses.
- Questions about if Newport should really emphasize Highway 101 and Highway 20 as main street business districts, as opposed to more emphasis on Nye Beach and Bayfront.
- Folks wanted to know how future Yaquina bridge replacement alignment might impact Highway 101 routing.
- Hurbert signal remains a concern.
- Strong support for bikeways - either on Highway 101 or nearby.
- Numerous voices were fine with the idea of removing some parking from Highway 101 in favor of wider sidewalks and bikeways.
- Hospital has 500 pedestrian crossings a day on 9th Street. How would 9th Street as couplet impact this?

Nye Beach/Bayfront

The online open house asked participants to evaluate solutions suggested for the Nye Beach/Bayfront area (Figure 13). For both Nye Beach and Bayfront, participants chose “improve wayfinding for tourist parking” as the solution that would best address visitors in the areas. For Nye Beach, participants also selected

Which solutions will work best to address visitors in this area? (Check all that apply)

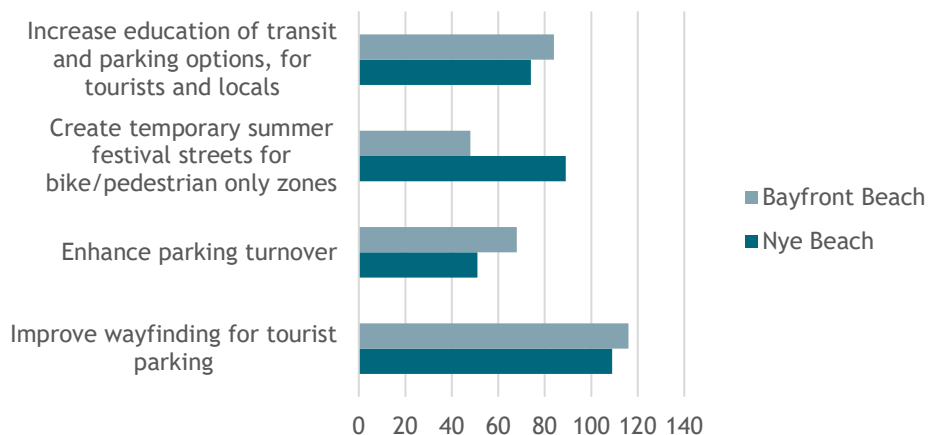


Figure 13 – Online Open House (English) responses

“create temporary summer festival streets for bike/pedestrian only zones” as the second most popular solution. For Bayfront Beach, participants selected “increase education of transit and parking options” as the next best solution.

Neither the online open house nor the written survey asked specific open-ended questions about Nye Beach and Bayfront. Still, some common themes emerged for these areas in other questions. These included: a desire for better public transit in order to reduce congestion in this area; more and better parking, especially for wheelchair-users and others with mobility impairment; and a desire for widening the streets in the area (to lessen congestion).

During the virtual workshop, members of a breakout room discussed the Nye Beach and Bayfront areas and brought up the following ideas. For a complete list of discussion notes, see Appendix 3.

- Oceanview – a lot of large trucks use it / PUD use it in summer / line of site is key for safety.
- Health - keep in mind travelling around healthily (physical, mental, stress).
- Parking fees - separate visitors from employees.
- Make bikes safer / citywide for local residents and tourists / Oregon Coast route.
- Couplets solve bike needs -- this is only one piece of a regional bike system.
- Interest in the 2-way cycle track.
- Buffer space is a good idea on Biggs / asphalt side path.
- Look at a refuge lane on Highway to serve 2-stage turns.
- Nyla - speed humps on San Bay O / 15 MPH + Dog stations.

Newport Bridge/South Beach

Responses across the various methods of outreach showed a strong attachment to keeping the Yaquina Bay Bridge. Other comments or thoughts about the Yaquina Bay Bridge or transportation in South Beach included:

- Keep the current bridge as a historic presence in Newport or use it as a bike/ped bridge or as a one-way bridge adjacent to a new bridge (which would serve traffic the other way).
- Improved bike/ped access on the new bridge is important.
- Maintaining aesthetics similar to the current bridge is of value.
- Building a bypass bridge that could connect other parts of the community is important.
- A four-lane bridge would alleviate the current bridge congestion problem.

What are some of your comments or concerns about a future bridge? (Check all that apply)

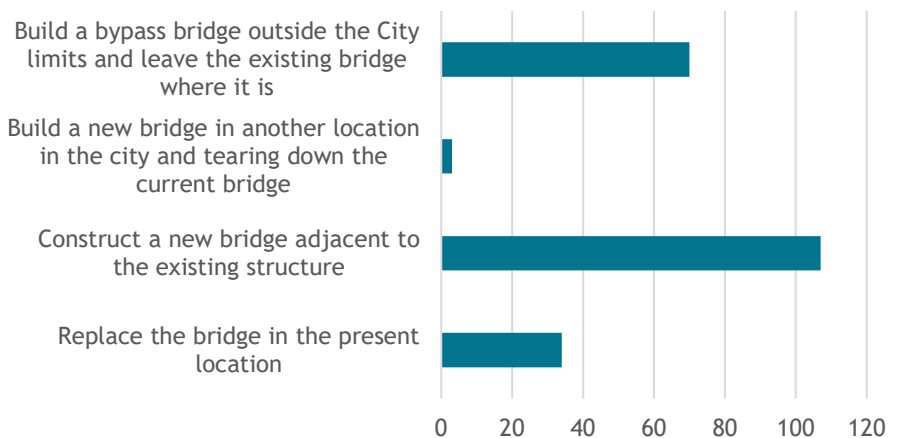


Figure 14 – Online Open House (English) responses

Participants in the online open house responded to one question addressing the possible future replacement of the Yaquina Bay Bridge. Most participants selected the option “construct a new bridge adjacent to the existing structure” followed by “build a bypass bridge outside the City.”

Spanish-speaking attendees of the January virtual event were unanimously in favor of “replacing the existing bridge with a new bridge in the same place.”

During the virtual workshop, members of a breakout room discussed the Yaquina Bay area and brought up the following ideas. For a complete list of discussion notes, please see Appendix 3.

- Protect as much as possible.
- Add bike/ped facilities, both sides, one side wider, underneath.
- Additional bridge.
- Tunnel.
- Ferry- recreation and transportation (especially in emergency).

Demographics

Travel

The large majority of participants identified “driving” as their primary mode of transportation (prior to COVID-19) for all methods (Figures 15 and 16). Very few participants selected “transit/bus” or “carpool or ride-sharing.” A common theme in the comments was that participants don’t feel safe “biking,” but would use this mode more frequently if it felt safer.

Neighborhood

Participants in the online open house were asked to identify the neighborhood they live in (Figure 17). The most representation came from Agate Beach. Common themes for the “other” category included Seal Rock, unsure/don’t know, or an area outside of town but with a vested interest in Newport’s traffic. The majority of those who chose “other” did not specify their location.

What was your primary mode of transportation before COVID-19? (check all that apply)

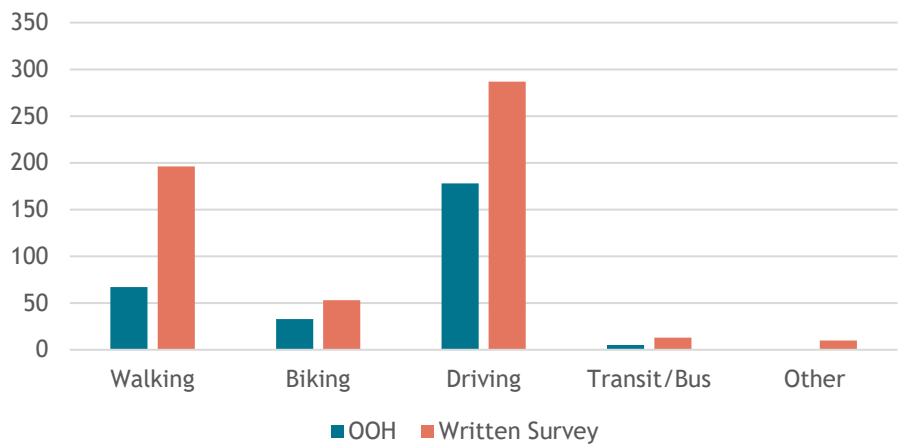


Figure 15 – Online Open House and short written survey (English)

Modes of Transportation (check all that apply)

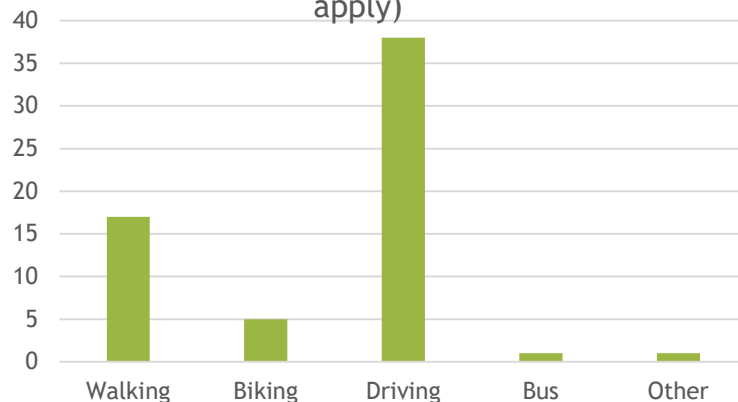


Figure 16 – Short written survey (Spanish)

Race/Ethnicity

The large majority of respondents to both the online open house and the written survey identified as white. Of the 445 participants who chose to identify their race, 87% identified as white, compared to the US Census reporting Newport as having 80.6% white residents. Outreach was performed to Hispanic/Latino populations in the area, with about 54 people taking the short survey or attending a virtual event in Spanish. More outreach may need to be done in the future to ensure a variety of voices are heard throughout this process.

Which neighborhood do you live in? (Check one)

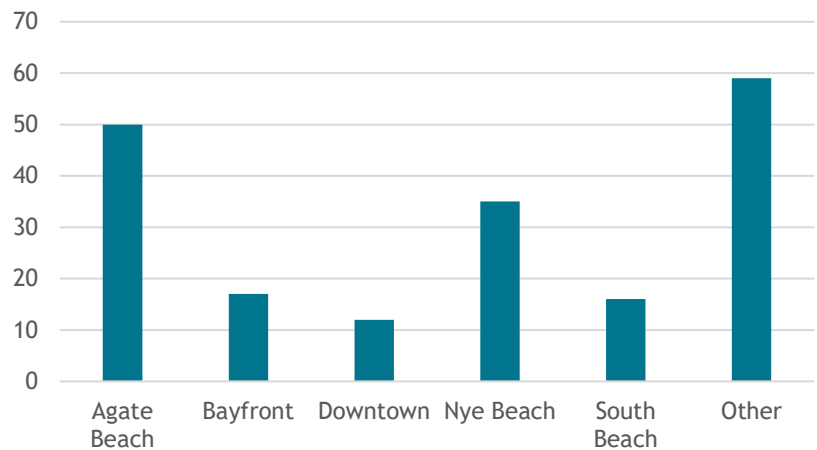


Figure 17 – Online Open House (English) responses

Language

The online open house also asked participants to identify the language(s) they speak at home. Of those participants who answered, 93% identified English as the language they speak at home.

Age

Online open house participants represented a range of ages (Figure 18). A little over a third of participants were between 45-65 years old and another third were between 65-74. Age was not requested for the written surveys but the English survey was distributed to the senior center, so most respondents are assumed to be of retirement age.

What is your age? (Check one)

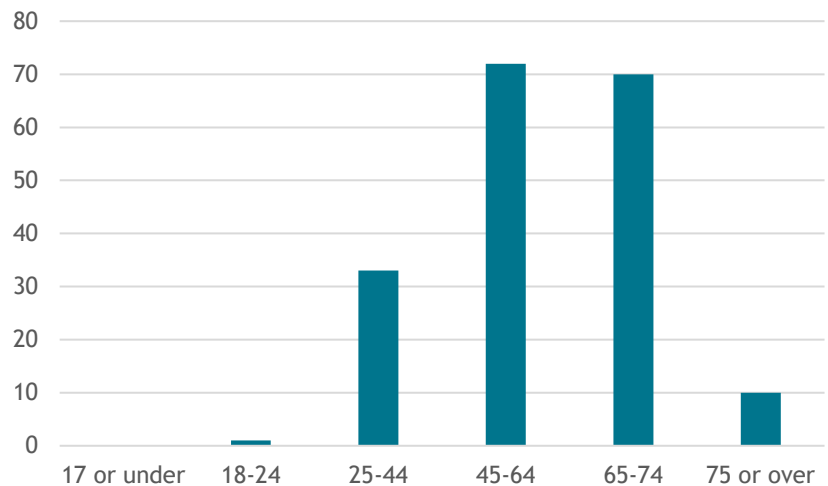


Figure 18 - Online Open House (English)

Income

The majority of participants in the online open house identified a medium to high household income. Less than 10% of respondents reported an income of \$25,000 or less, while 38% of respondents reported an income of \$100,000 or more. This is not a representative sample of Newport’s general population. The US Census reports that the median income for Newport is \$49,039 (2015-2019), with 17% of the population living at or below the poverty line.

NEWPORT TSP: PHASE 1 OUTREACH SUMMARY



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APPENDIX 1: ONLINE OPEN HOUSE COMMENTS

We heard about the following common issues in Newport (and nearby areas). What do you think are the most important issues/problems in Newport today? [“Other” responses]

- Please - give me a break! Congestion? No, this project should be tabled and the mayor and city manager who are totally misguided, complacent and apathetic need to do their job and spend money on the infrastructure, cleaning up the dysfunctional police department and do something to end the blight and decay in the so called deco district, the horrendous vacant structures around the hospital, the need to sanction commercial property owners along 101 - those that have negligent and decaying structures. I have written to the mayor three or four times along with the city manager who seemingly have no time to respond to my pleas to ride the city f blight and decay. the totally worst offense of blight is Newport Taxi at SW 10t and Bayley. Have you seen it? It is quite possibly the very worst example of the lowest third world neglect and decay. Come on- Newport- get your priorities in place and spend money and time on what i have identified. Our main streets - 20 and 101- are in fairly good condition but secondary roads are a complete embarrassment and shameful as the streets department is clueless. All you have to do is look around to realize that the current elected and appointed officials are ignorant and complacent with no indication of any action plan. I wonder is this about underfunding or complete mismanagement? TSP - your wasting your time as so many more important issues are so obvious and apparent. Get the mayor, city manager, streets department and police chief too live up to their oaths of office. Citizens and visitors should never be exposed to the blight, neglect and misguided management the is infecting Newport in a very shameful way. The norms of city management are so sub-standard and embarrassing. There are yards throughout the city that are junkyards...why not spend money to eliminate these eyesores? Establish no tolerance city codes, standards and ordinances that wipe these pits of junk out of town. I can be reached at XXX-XXX-XXXX - thanks for listening - Tho I do wonder if anyone cares?
- I see law enforcement (both sheriff and NPD) disregard pedestrians crossing at intersections. My suggestion is: BIG educational effort with public signs (inc training for law enforcement) re pedestrian right of way and safety.
- Wheelchair access and safety
- During the summer
- Need to network with other municipalities re: water for all
- Traffic flow
- Plan for the 101 bridge
- Move towards a carbon free transportation system
- Speeding on side streets
- Transportation options for medical appts in the valley
- 101 needs to be a bypass to the East = Nwpt could be as charming as Cannon Beach
- Pedestrian and biking on North 101 off roadway continuity Walmart to Yaquina Head minimum, beyond = ideal
- Lack of parking enforcement causing congestion on the bayfront
- San Bay-O Circle needs a traffic management solution
- Streets need (re)paving

On which streets do you want to see these traffic calming measures?

- Ocean view, Nye
- Nye St, Eads St,
- I'm not sure these streets need calming. They just need to be more pedestrian/bicycle friendly and not so car dominated. I do see people driving too fast on Oceanview using it for an alternative to 101. It is very dangerous for pedestrians and bicycles. Oceanview could use some calming and a sidewalk/bike lane.
- Eads, Ocean View. Nye
- Oceanview, Eads
- Bay Blvd, Hwy 101

- Olive St.
- NE Eads
- Big Creek Rd (going up the hill one-way) needs BIG speed bumps! And video surveillance to capture speeders. People drive 40-50 mph on that gravel road which is crazy, don't slow down despite pedestrians, dog walkers, bicyclists, or even KIDS walking to school.
- SE Bay Boulevard and Oceanview and SW 10th St
- On HWY 101
- 4th street by Artic Circle. Large trucks and speeding students and folks need more stop signs or speed bumps someone is going to get hurt
- Coast
- Oceanview
- Oceanview and Eads.
- Hey 101, from Agate Beach to central Newport (business center). Also SE Bay Road
- NW Spring has lots of speeders
- Nye Beach area. Limit delivery truck size to those that fit into 10 ft. traffic lanes
- Hwy 101, esp. in the southern part of Newport. We are not Portland, so adding bike lanes.... and narrowing auto traffic would make things worse.
- Traffic is already thick and more lanes are needed for autos. Summertime it is worse....
- Oceanview, Elizabeth, Coast, Eads, Bay Front, Moore
- SW Elizabeth street. PLEASE slow traffic in front of the Hallmark.
- Oceanview, Bay Blvd, Coast St
- Bay Blvd.
- Would like to see Mark Street paved. The potholes and ruts sometimes are deep.
- Nye, Eads, Bay Blvd
- All of them
- Newport needs numerous bike lanes. Provide bike lanes for School Children, where they can safely bike & walk to school. Bike lanes needed with as much continuous moving traffic lanes & as few stops signs as possible. Especially, if it is legal to bike through controlled intersection currently? All stops intersecting bike lane should be four way, including bikes. Completion of ADA compliant sidewalks on all Newport streets including in bike lane planning. All handicaps have the right to access City of Newport Streets with safety. The other issue is to support tsunamis evacuation sidewalks & bike lanes.
- Coast and Bay
- Oceanview and Bay Boulevard
- Oceanview and Nye
- Oceanview from above Agate Beach to 19th. The straight away makes for a lot of speeding that I can hear most evenings from my home on Pacific Street between 25th and 27th. And the junction coming down from Wal-Mart to intersect there has put people in the ditch. I would love some of the speed bump/humps to curtail the speeding that happens along that stretch.
- These are all mere band-aids ... 101 needs to be diverted as a bypass to the east ... Only THEN will cosmetic changes make sense.
- 60th & 101 Intersection. 101 & 60th Intersection both need Sidewalk & Covered Bus Stops on both sides of 101 and immediate need for a traffic signal for safety.
- Ocean view
- Speed Bumps for Elizabeth St., and speed bumps or reminders on Hwy 101 in the Art Deco District (it is still dangerous to cross 101, even with the traffic light!) and NW 11th St. needs a 4 way stop sign at Nye St.
- These measures should be of use on all streets that have high traffic volumes: commercial and residential areas, along with stop signs. Slow the motor vehicle traffic for safety's sake.
- SW 9th, NE Harney, NE Fogarty to NE Big Creek, NE 31st, NW Nye, SW Jetty, SE 35th
- 101
- Oceanview Drive
- 6th, Eads, Ocean View, Elisabeth, Bayfront.
- NW Oceanview Drive, slow traffic and make it more pedestrian and bike friendly

- In commercial areas it is important to keep large trucks in mind and give them space to maneuver, such as on Bay Blvd where it is already quite congested from overall traffic and parking. Speed bumps, bulb outs, etc. would create big problems for trucks and deliveries.
- Oceanview Blvd
- Eads st.
- NW Oceanview Drive, SE Bay Boulevard (bike lane or shared pavement past Embarcadero), NE Douglas St near school.
- Oceanview Drive
- Oceanview Drive, Nye Street, 15th Street, Elizabeth Street, Big Creek Rd, SE Fogarty St, Harbor Way
- NW Nye St, Coos/Benton, SW 10th between SW 9th (City Hall) and Hwy 20, Eads, Oceanview, NE 7th between Eads and Harney, Harney between hwy 20 and 3rd, SW Elizabeth (all the locals' cut through streets). Streetscape elements are desperately needed on hwy 20. This is the gateway to Newport for anyone arriving via Hwy 20!
- Ocean View Drive, Bay Blvd / SE Moore Drive, Hwy 20 / NE Eads, Hwy 101 / NE 60th Street

What emerging technologies should the City be planning for and how?

- Electric bikes, more people using bikes
- Autonomous vehicles will be transporting people during the time period of this study. This could reduce Future needs for parking
- I'm not sure Newport is an EV type of city that has lots of commuters needing stations. At some point it would be nice to see the city install some public charging stations. I have lived in a few congested small cities and giving people alternatives to cars helps. Safer streets, bike paths, and sidewalks that connect to each other.
- Speed displays ("Your speed is") in all areas where speeding is a problem.
- Increased use of flashing lights at crossing areas for pedestrians. These should be intelligent so they don't just provide immediately on demand, but so they allow vehicle traffic sufficient time to move through
- Electric assist bikes and electric scooters
- Hydrogen
- How about having Tim Gross do his job to take real action to clean up streets with potholes and irregular pavement first, then paving the third world dirt and pathetic 19th century gravel/tar streets. This is 2020 not 1920 - all the apathy, complacency and complicit work ethics just makes for a very ugly city that is mismanaged. This ugly problem won't do anything but get much worse with the current administration point of view. When senior managers accept their responsibility/ clean up their acts as the bad actors they are - then there may be hope. A No action/complacent administration and not performing duties that they swore to will only result in a shameful/downward spiral for Newport.
- Install a few charging stations strategically located around town. No need to purchase vehicles until current ones need replacing, then only if dollars are close (10%).
- Allow ride sharing companies like Uber or Lyft to operate in the area. These companies create jobs, create a safer way to get around when drunk/ or on meds, allow for people who can't drive to get around. The taxi company can't keep up, it never has, it never will. The only complaint about Uber/ Lyft is that it creates more traffic. Well that's a selfish reason not to allow them to operate here. Selfish to people that want to work a low qualifying job, selfish to potential riders w/o drivers licenses, selfish to the victims of drinking and driving where the drunk driver made the choice to drive because he/ she couldn't reach a cab. The pros far outweigh cons. Stop being selfish, our roads will get more congested no matter what, we need to build alternative routes as suggested either way.
- Highway 101 having a dedicated bike path going both North and South
- City wide free wifi
- With the addition of full size electric vehicles comes the addition of other electric transport devices, such as scooters, One-wheels, and others, especially around the beach. Bike lanes can probably accommodate these modes of conveyance, but I don't know what other communities have done.
- Get better cell phone service less dead spots
- Roundabouts would be a great way to keep traffic flowing throughout town without the need for stoplights every few hundred feet.

- Newport's first priority should be to solve the current issues BEFORE putting funds into future technologies
- Solar charging possibly at conduit or charging stations.
- Encourage new providers of internet and wireless services to supplement the very spotty services available to residents. We need more choice.
- Assist handicap with sound warning street crossing as used at the corner of 101 and 20. Flashing crossing warning light at the corner of 101 and NE 60th St.
- Wherever there are large public parking spots or at hotels the charging stations should be there
- Mark Street paved with sidewalks
- Newport connections to Toledo, Siletz, Depoe Bay, Lincoln City, Waldport & Yachats are all critical for regional Oregon Central Coast future economics. Oregon Central Coast connections to an Hwy 18, 20, 34 efficiency, safety, well planned infrastructure is critical. The completion for funding for Oregon Coastal Hwy & Local Roads have long been neglected. Hwy 20 rerouting had many lessons to learn. Much of the Oregon Coast roads has the same conditions as Hwy 20 geology. Or worse, Hwy 101 Beverly Beach Block Landslide is a fine example. It does not make economic or logical sense to continue to do the same things repeatedly.
- Having a master regional plan with Lincoln County & ODOT for all coastal cities is going to be critical for current & future generations of residence & visitors. Coordination & Fair Funding Solutions for both State & Federal Funding for Oregon Coastal Highways are going to be critical. What is the short term & long term planning & funding for infrastructure. The Historical Yaquina Bridge is critical to the future economics of Newport, Oregon. Plan for Now & Future Generations for the next 150 years and beyond. How can we build into the plan the things that make the Oregon Coast so special. Infrastructure planning is critical for current & future economics.
- Red light cameras- putting them in places where people most frequently run stop lights. This will add to pedestrian and Bicycle safety at cross walks providing camera evidence in the event of a hit and run. This will help normalize the flow of traffic congestion in areas by reducing time green lighted traffic may have to wait for impertinent drivers running red lights.
- Parking meters, Newport relies on tourism for a large part of business. Parking Meters is a good way help move ""Camper Parkers"" on and let other tourist park and enjoy the area. In a dinner, it is not good business practice to let one person set all day and buy one cup of coffee. You have to move them on so other dinners can get food. In turn helping your local business.
- Wind power.
- The Newport City Council recently passed four policy recommendations to increase the local availability of electric vehicle charging stations which is a good start. This transportation plan needs to look ahead twenty to thirty years and adopt a policy to move in the direction of a carbon free transportation system. I listened to the online presentation on November 14th. One of the attendees briefly discussed autonomous vehicles which will certainly be much more common in the decades to come. These autonomous vehicles will likely be electric rather than fossil fuel powered. The city should think about designing its roads and transportation system to meet this future rather than just thinking that gas and diesel powered cars will always be dominant.
- Small scale wind and solar
- Unless the EV Chargers are SOLAR POWERED they make no sense at all.
- Solar panel requirements for new buildings. Landscape requirements to provide shade and catch rainfall, not to mention making Newport's 101 prettier. It is one of the most unattractive roads around. The City of Newport has done a terrible job with requiring landscaping for new buildings. Dump the ridiculous art requirement and plant some trees.
- As Electric bikes become more popular, consider regulations or a ban from the beach. Regular fat tire bikes navigate at a pace that everyone on the beach can anticipate and enjoy. The speed and variation of drivers on Electric Fat Tire Bikes (lots of rentals this year and a huge age range and ability/common sense level) was alarming and we saw a lot of close calls with disaster.
- Solar and wind
- Smart parking, smart lighting for speeding
- Ridesharing, long-term parking near transit hubs
- Electric will be much more common in 10 years. Go all in.
- Electric bikes and covered bike parking.

- Traffic management using connected technology. Although the idea of automated transportation is not far in the future. City should take opportunity to modernize development policies and requirements around parking demand. Support/incentivize autonomous shuttles to connect Bay Front with Nye beach and Deco district.
- Energy efficient building, Green Infrastructure, Composting
- Time the lights so that you only hit a single light on 101 instead of having to wait at every single light while travelling from one end of town to the other.
- 1. Alternative energy (wind, solar, geothermal), by encouraging new development to use these technologies and be less dependent on the grid. 2. Water pollution/runoff reduction by using green building designs (https://e360.yale.edu/features/to_tackle_runoff_cities_turn_to_green_initiatives). 3. Water conservation and storage, by upgrading city buildings to use less water and to encourage new development to do the same. Although Newport has a lot of rain we are not immune to water shortages and potential water crisis if an earthquake were to occur, we could learn a few lessons from dry climates; <https://www.nationalgeographic.com/environment/2019/08/partner-content-how-australia-is-securing-its-water-future/>
- Better internet
- Safe sidewalks and bike lanes
- Autonomous vehicles - consider how demand for parking vs. loading vs. waiting zones may shift dramatically over the next 20 years, as the retail landscape continues to move online and the demand for personal vehicle ownership declines. Currently, a large portion of the 101 corridor is dedicated to parking.
- Increased shares of the workforce working remotely - allow live/work zoning with minimal parking requirements in City Center to attract and retain remote workers and entrepreneurs and revitalize what is currently a drive-thru dead zone.
- Free internet access at dedicated hotspots - democratize access to education and opportunities!

Which of these improvements make sense for the intersection of Hwy 101 and US 20? [“Other” responses]

- This intersection needs to be more like a big city type of intersection with a safer, wider pronounced crosswalk. Good lighting.
- Not a problem yet
- Its good as is
- Red light camera. People always run the light turning on to 20 from 101
- Eliminate stoplights and add roundabouts on the entire stretch of 101 in town. Eliminate two way left turn lane
- No Traffic Movement when crosswalk signals are in effect. No turn red arrow lights when pedestrian activate crossing. Green arrow for traffic turning left from Hwy 101 to 20. Allow green arrow turning Hwy 20 to North Bound Hwy 101.
- Signal timing changes at Harney/US20 intersection
- Although I don't think that the idea of a roundabout would get very far, roundabouts in Springfield (such as the double roundabout on Franklin Blvd) have been extremely effective in moving traffic very quickly through an area where two main roads come together. I realize that the cost to create a roundabout would be huge and that the businesses on the four corners would likely be totally opposed to a roundabout. However, traffic at the intersection is going to get much, much worse.
- RE: ""Couplets"" - Ask Philomath businesses how they like it
- Add flashing light when pedestrians have pressed walk and light has changed to green (to alert drivers to pedestrians cross light is on.)
- Use 1st St for two-lane westbound 20 from Harney
- It works well now with the improvements that were made.
- I don't know what the solution is but large trucks and vehicles pulling trailers (boats) have a hard time turning south on 101 from 20 and usually require both lanes and get close to the northbound 101 lane. That intersection needs to be changed to accommodate the large/long vehicles that go through it so it may be better to direct bike/ped traffic to another location? Tricky problem for sure.
- Adjust traffic light timing

- Except for traffic going northbound on 101 that is turning eastbound onto hwy 20, every other turn at the intersection is problematic and seems to need a major overhaul. In my experience, the signalized intersection is actually one of the safer ped. crossings in Newport (with the exception of the NE corner vs. right turning vehicles entering 101).

Along Hwy 101 or US 20 in Newport, are there other areas that need safer school access?

- Yaquina View School needs better sidewalk access. Crosswalk on Moore doesn't make sense since it leads to a grassy area.
- Sidewalks need to be built to the Yaquina View School. Crossing on Moore is problematic since it does not lead to any sidewalks.
- Since this is the only text box on this page, I'm going to share a thought about the city core. It is problematic for the city to invest in the core if they don't have the landlords on board. The city center could be a vibrant area, but since the landlords by and large are disinterested in sharing in the investments or improvements, this probably won't be successful. Either the city sets down rules that the landlords must follow, or they abandon investments in the city center other than safety issues.
- To answer the above question, in general, wherever there is normal flow of children (this requires a study during non-covid times), put in a pedestrian flasher signal to let children cross.
- Corner of 6th and Eads. Improvements to the sidewalks on Eads
- Spend money on cleaning up the horrible blight. The city is not worthy of roads, trails and bike lanes if the visual impact of blight is not addressed first.
- In OR law, every intersection is a crosswalk. It seems I may be the only person whose read that in the driver's manual, sadly including law enforcement. People, including school kids, should be safe to cross at any intersection along 20. I've actually been yelled at for doing so, by drivers who were a block away when I started to cross. SPEEDING is a problem on 20, even when it's posted and clearly in a town setting. We all need to be safe crossing 20 at any intersection. Rather than ignore pedestrians, law enforcement should be stopping drivers who put pedestrians at risk, and should model safe driving when pedestrians are present AT ANY CROSSWALK e.g. intersection, as specified in Oregon law.
- The intersection at US 20 and Harney/Moore needs improvement. A left turn arrow should be a requirement. Given the uphill approaches on both sides, left turns are dangerous and any pedestrian/bike crossing is also dangerous. It would be nice to be able to walk/bike to school from north of US 20, but this is currently difficult.
- The light on hwy 20 a b d Sherwin Williams for both pedestrians and cars. when driving to middle school I would see cars and school buses running red light every day . otherwise impossible to cross
- Hwy 20 has becoming a major traffic problem. I use this hwy to come in to Newport. In the spring through fall there are frequent back ups. Hwy 20 should be widened to 4 lanes from Harney street to hwy 101. Semi trucks and wide loads back up traffic and there is barely enough room for them to make right turns onto hwy 101. Business along this section will lose parking which could be provided behind the store fronts on NE 1st and SE 1st. You may want to believe that soon all cars will be smaller and thus lanes can be narrower, or most residents are going to use public transportation, but the semis are not going to get smaller. Nor is Newport going to no longer be a MAJOR tourist destination.
- Plan AHEAD!
- Cross walks on 101 west of school locations for walking students....
- Moore Dr. and the Moore Dr./US 20 intersection and the street to the Middle School.
- More neighborhood school crossing signs. Map students paths from homes to schools. Design designated crossings with children school crossings. Many streets in NE Newport have long east to west streets without stopping. These are more dangerous to students crossing. The disadvantage children are more likely to walk more often & farther distances. More busing for students that have to cross busy traffic streets. Hwy 20 need pedestrian crossing signal at Eads & Fogerty for students. More community bike paths leading to schools. Bike Path crossing signs would add to safety for all. Four ways stops or lights for school crossings with heavy usage. No turning flashing light or turn signals, when right turning traffic is common on pedestrian crossings. Hwy 101 & 20 is the best example. There are other area in the city, Eads, 15th & 101....
- Better traffic control during drop off and pick up times.

- I would support lighted enhanced safer school access on Highway 20
- Sidewalk, school and pedestrian signs on both sides of 101 & 20 through entire city limits of Newport. Crosswalks with lights at all intersections. Slow speed from 60th all the way through town to 25mph and Hwy 20 from city limit to 101 speed to 25mph.
- Sidewalks and improved crossing at Harney and Hwy 20. Many children use this light to cross and yet the ""sidewalk"" doesn't exist when they get to the East side of Harney where there is a lot of industrial traffic. One easy solution to safety is to enforce the traffic laws that apply to that light. Almost everyone coming up SE Moore drive think they have right of way to turn left onto Hwy 20. They also show no concern for pedestrians using the crosswalks.
- At 101 and 20 Intersection, it is very dangerous to cross even with the traffic lights. Perhaps more flashing lights when pedestrians are crossing could help. Perhaps there could be a flashing sign up at the traffic light that alerts drivers to stop for pedestrians. I believe this is needed for all stop lights that cross 101 or hwy 20. Cars turn and want to cross even when pedestrians are trying to cross. I know this personally, as a walker.
- Lower speed limit
- All need kid zone signs if promoted as safe routes to schools
- Reduce auto priority around schools and provide more equitable solutions to transportations by providing safe multi-modal routes from all directions.
- Not necessarily school access, but a crosswalk flasher is badly needed where Alder crosses 101 (The Ark to Medication Station). Backed-up traffic makes it impossible for southbound vehicles to see pedestrians trying to cross from the south side (the Ark side).
- Hwy 101 and the intersection with 12th street is kind of funky because the center turn lane doesn't line up with 12th street well and causes confusion on right-of way for cars trying to turn left onto NW 12th or NE12th. The confusion/congestion created by left turns here causes pedestrians in this intersection to be a secondary concern. I don't know if kids cross here on their way to Sam Case but it is pretty dangerous for pedestrians and the sign on the north corner of NE 12th and 101, that attempts to direct pedestrians away is continually knocked down by cars cutting the corner when turning north on 101 from NE 12th (so that is not a permanent solution).
- Oceanview Dr has school bus stops, but no sidewalk and traffic is too fast.
- These are all necessary but the crossing at NE Eads is by far the most urgent need for safe routes to school (and ONE safe place to cross hwy 20 between Harney and 101). Sidewalks are needed along the south side of Moore Drive between the crosswalk and the corner of SE 2nd, as well as along the east side of SE 2nd along the ballfield.

Do you have any other comments or thoughts to share about the Yaquina Bay Bridge or transportation in South Beach?

- Light the Bridge
- The bridge should be lighted.
- Can a modern safer bridge look like the old one or similar? ...a wider bridge with better, safer bike/red paths in same spot
- This involves balancing the viewscape against practical needs (the replacement of an old bridge that would not withstand a large earthquake). To get a good feeling on the second option (new bridge adjacent to old bridge), you will need to provide us a 3D architect's rendering of what it would look like. Then we can see what we are in for. It may look worse than replacement. The Waldport bridge isn't bad. It's not Conde's bridge, but it's not bad, and probably looks better than having two bridges side by side.
- Community bus provided during the seafood wine festival was a good indication to how a ramped up service could look like
- Any replacement(or additional bridge) should include much improved ped/bicycle access as well as ability better tolerate a breakdown on the bridge.
- I think a bypass with better access between 101 and 20 would also help reduce traffic within the city and may improve flow.

- Before spending money on all this Fantasy thinking- clean up the residential yards that are junk yards and make the city look like third world neighborhoods. Take action and sanction the property owners add solid codes that will not allow for any wasteful litigation.
- The original should be kept as long as safely possible, even if just as a pedestrian bridge.
- SAFEST OPTION: Keep current bridge as a one lane (east side) southbound traffic, west lane pedestrian and bike. New bridge next to it is Northbound traffic lane on it's west side and the east lane is bike and pedestrian. That would reduce the weight on the old bridge. Having two that function provides backup in the event one bridge becomes impassable. Emergency vehicles can use pedestrian side in the event of that nasty 20 min back up approaching from the south in summer traffic. (I hope there is a planned route around the East side of the bay/ through Toledo/ back through the south end of the bay. If not, this should be a State safety priority.
- Whatever bridge replaces the current one needs to have much better bike & pedestrian access (wider, safer, more removed from car traffic).
- Any new bridge over the Yaquina Bay will have bike / pedestrian paths included.
- Leave the current bridge and adding another would allow the current bridge to open if needed for any type of emergency
- Whichever option is chosen, pedestrian and bike access/safety should be a priority.
- Given the symbolism of the current bridge and what it means to Newport, I either suggest keeping the bridge or building a similar one in its place. A second bridge will muddle the view of the current one. Similarly, tearing down the current one without anything in its place will hurt the city's image.
- Keep the bridge!!
- We really need a way to reduce congestion on the Bayfront and Nye Beach areas. Key West has a fantastic model. They have a ""conch train."" It's not really a train, but like the people movers at Disneyland. You buy a hop on/hop off pass that is good for the day and the trains come around every 15 minutes or so and go to all the tourist sites. I would love to have something like this. The Crab Coach if you will. It could go between these areas and possibly others such as the lighthouses and maybe even the Aquarium and HMSC, as well as large parking lots where people can park. I would totally use this as I hate attempting to park on the bayfront in the summer.
- I'M SCARED TO DEATH EVERYTIME I GO ACCROSS IT! It is one of the least structurally sound bridges in the state.
- We need to keep in mind, that Newport is not like Eugene, Corvallis or Portland and I don't think anyone wants it to be.
- These cities have a multi facet public transportation system and has a much higher percentage of bicyclists.
- The weather on the coast does not allow for a great percentage of bicyclists. Please don't compromise auto lanes for bicycle lanes.
- Need truck/ commercial vehicles bypass bridge from Toledo to south beach...include RVs as well....
- The bridge is about worn out. I like the idea of a new bridge more inland and closing the existing bridge to motor vehicle traffic. This would be unique on the coast.
- As much as possible keep the design of the new bridge the same as the old bridge.
- Keep Mr. McCullough's bridge. Newport's own Ponte Vecchio!
- The bridge is much too beautiful to lose.
- Unprotected left turn required to leave development at SE 62nd Street and Hwy 101. Traffic light at this location to improve safety.
- Is building a sister bridge next to the existing bridge using each as one way too expensive?
- How about ped/bike bridge underneath the current bridge
- Construct a new bridge adjacent to the existing structure and retain the historic bridge that can be used when accidents close the new bridge and still be used for bike/pedestrian traffic.
- Bridge replacement planning needed to start 10+ years ago
- Historical Bridge Must Be Saved. Tourist economics is drawn by historical bridge. Earthquake retrofit to stabilize historical bridge. Retrofitting the historical bridge provides more protection for current usage for traffic. Planning for a new bridge should be built on west side of historical bridge. There is room for both. The historical view of the Newport Bridge would not change. Building a new structure for vehicle traffic on the west side of historical bridge. Local historical bridge route traffic could be hidden on the west side of the

historical bridge. Bike & pedestrians could be put on the retrofitted historical bridge. There needs to be another choice. Hwy 101 Newport Business traffic to the east with a new bridge & transportation system at the Fair Grounds. We should do both bridges for future economic of benefit for all of the future generations. We needed this to happen twenty-five years ago. There was a missed opportunity.

- Hwy 101 Business Route Heavy traffic would turn off Hwy 20. Traveling Hwy 101 North & South would be through an east new. . New Hwy 101 connection at South Beach Airport east side area maybe using the old railroad right of way could be a partial solution. Old section of South Beach would need to be found. Bridge to cross east of Oregon State University complex connection to the Yaquina North Estuary behind the Embarcadero property. New connection to the North Industrial Complex Commercial Port Docks. Proceed up the hill to Hwy 101 & 20 Business Route new four lane highway connection to Toledo.
- Hwy 101 Business Route North would continue with a new connection through new north east Newport. Newport Lincoln County Transportation Center would be designed for connection to new Hwy 101 Business Route North to Depoe Bay & Lincoln City Business Routes to Hwy 18. Many areas of new route will be on a complete new route by passing the Beverly Beach Landslide Block. This will require a new route east of the block slide area. No point in building a new Hwy 101 section within this massive landslide.
- Cost is a major factor with the bridge. Could the existing bridge be safety upgraded in place? It seems poorly suited as a bike/ped facility as it clearly is not ADA compliant (and could not be made to be).
- I would not want to be the person that has to tell the citizens of Newport their beloved bridge will be torn down. That most like would insight a riot and storming of City Hall.
- Build another 2-lane bridge parallel to the existing bridge even if it is just a platform bridge to keep as much as the existing bridge's beauty visible. Then have each bridge only be one-way bridges. Example: Existing bridge with both lanes traveling one-way into Newport (northbound) and new bridge with both lanes traveling one-way leaving Newport (southbound).
- The thought of tearing down the old bridge is awful, but so are the increasing costs for maintenance and the odds of our community being highly impacted by the bridge shutting down permanently due to an earthquake or age. Can we replace it with something with style? My answer depends on what the replacement will be.
- Several of the attendees suggested looking into the possibility of bringing back pedestrian ferries to cross from the Bay Front to the Rogue Brewery and marina. That is an idea that should be considered.
- AS much as I hate traffic lights, especially the one at 101 and Hurbert, we really need a light at the entrance to Oregon Coast Community College. Trying to make a left-hand turn to go southbound on 101 from the college can be pretty dicey, especially for younger, less experienced drivers.
- Heading South, the Speed Limit should not increase to 55 mph until AFTER the heavily used South Beach State Park Exit and the next Exit into the South Shore Development.
- Make the bridge 4 lanes. I have been stopped on the bridge numerous times due to accidents, wide loads, and police chases.
- Build another bridge or complete a bay road that more easily accommodates traffic driving around the Bay.
- Build a new bridge and connecting roadway between Hwy 20 east of downtown Toledo and Hwy 101 in South Beach. A bridge across the Yaquina east of the channel would not need to be as long due to a narrower crossing nor would it need to be as high, because it would not need to accommodate large boats. This could also reduce congestion in Newport by providing vehicles with an option to by-pass Newport. Lastly, it would connect Newport to South Beach and south county if the existing bridge collapses, or is being replaced. If the Yaquina bay bridge is replaced, aesthetics should be given priority. A replacement bridge should look similar to the original, or be equally ""iconic."" Not like the bridge over the Alsea.
- The Yaquina Bay Bridge is a historical landmark and valuable attraction to Newport. As a visiting tourist that later became a full time resident, the bridge is a beloved reflection of the artistic and stoic character of the city. Find one fishing boat that hasn't used that bridge as a frame in a photo op for their vessel and it's one of the most recognizable subjects for sunrise, sunset, and other photo opportunities.
- As long as we have a 2 lane bridge there will be a bottle neck of congestion going both directions. The bridge really needs to be replaced with a new 4 lane one. Like in Waldport just south of us. The light in South Beach is causing a back up of cars that compounds the bridge problems.
- It a car is turning right onto Hwy 101 from the street by the motel it trips the light and the through traffic has to stop! This is ridiculous!
- Build a bypass bridge at another location and keep current bridge for pedestrian and bike use.

- Until the bridge issue is resolved, many of these other aspects are moot. A new bridge might affect the entire hwy 20 section, for example, as well as the bay front.
- Look to Grants Pass as a way to maintain a historic bridge and build another bridge up the Yaquina River to divert drivers heading from the east, but not needing to drive thru Newport to go south
- Get funds in place first
- If the bridge is replaced, its aesthetics should be similar to the current bridge. A new bridge should also have a strong focus on bike/pedestrian traffic (not mentioned with the above options). The bridge is, in my opinion, very beautiful and attractive. When entering Newport via Hwy 20, there is a glimpse of it at the Hwy 20/Harney St. intersection. It'd be attractive to create a better view of the bridge when entering Newport.
- Whatever happens with the bridge, we need to be able to safely bike across it, which is not possible now..
- Whatever is done there MUST be bike/pedestrian facility included. The bridge is iconic to the area, any adjacent new bridge or replacement of the bridge must be equally lovely.
- Do all possible preliminary work to replacing the bridge after a Cascadia earthquake. Enable use of ferries or an earthquake-safe Toledo bridge from the event until the new Newport bridge is built.
- Make sure the new bridge doesn't interfere with the aesthetics of the current one. It's the symbol of our community and is significant for tourism.
- Consider a tunnel under the bay.
- Suggest tolling existing bridge if bypass bridge is desired. A bypass bridge east of the city would divert traffic from hwy 20 and could reduce congestion. It important to keep the traffic at the current capacity and not increase capacity that encourages more use and more overall traffic. Additional capacity should not be at the expense of quality of living in Newport. Traffic demand will always increase, but increasing traffic capacity does not provide a sustainable solution.
- Please ***do not touch*** our beautiful landmark!!!! It defines Newport! I am shocked this is even being considered. Converting it into a pedestrian/bike bridge would be wonderful if it connected to a new pedestrian/bike-friendly 101 to the North. A parallel bridge would be okay if it were designed well. This is such an iconic and beautiful gateway to the Pacific, please please, please do not ruin it!!
- Needs to be 4 lanes and more air draft for bigger ships.
- Maintaining similar alignment that is congruent with cities current business alignment is ideal. Given the age and traffic limitations it would be ideal to have four lanes going across the river while South Beach area is still ""less developed"" and any ROW issues can be worked out cheaper.
- A bypass bridge sounds like a good idea for a few reasons, 1. remove large trucks from intersection at Hwy 101 and 20, and remove them from passing through Deco district, 2. provide alternate route if the bay bridge were compromised by natural disaster or high winds (assuming it is less prone to damage), 3. removal of the bay bridge means less upkeep of an aging structure. However, building a bridge outside of town may also divert tourist traffic away from Newport and may just create a congestion problem somewhere else. Either way, I support the idea of making a more bike/ped friendly way to cross the river.
- No strong option except the new bridge must have safe bike and ped. access in both directions and allow space for accident/breakdown avoidance. While it is generally true that they don't make them like they used to, I think most Newport residents have strong feelings that any replacement should honor the iconic Conde McCullough design.

Are we missing any other solutions for the future of Newport's transportation system?

- I am opposed to one way streets in Newport because that tends to local people using alternate side streets to bypass them on smaller side streets like where I live.
- Improve the streets to all have bike lanes unless impossible
- Consider building underground/low rise parking structures in key locations to reduce traffic. Then expand public transport via shuttles / trolleys in ped/bike areas only.
- Building a multi-use path on the west side of Hwy. 101 from Lighthouse Drive to Oceanview Drive seems very doable, especially with financial participation by ODOT. To be successful, the path would need to be fully separated from Hwy. 101. The right of way is already wider on the west side of 101 and can easily accommodate a fully separated multi-use path.

- Like I mentioned, I have lived in some small congested cities like Bend Oregon and Santa Cruz Californian. Newport has the worst infrastructure for bicycles and pedestrians. It is very car dominated and unsafe. When you open up safer alternatives to cars people use it. It also great for tourists to use when they want to explore the city. Giving people a safe route to walk and bike along the beach would be invaluable.
- There are a lot of apartments going up by Lakewood, which means a lot more traffic. Turning left onto 101 is already problematic, and increasing traffic will make it worse. Having alternate ways to get to the neighborhood is a good start, but a light at 31st would be better.
- Your questions weighted all opinions equally. For those that live in specific community, their opinions should be weighted higher than those who don't. For example, if I live on the Bay Front, my opinion on what should be done in Agate Beach should be weighed less than that of someone who lives in that area. Perhaps you can include this in future surveys.
- I really feel like there should be a SAFE separate bike and ped route from Agate Beach Neighborhoods to South Beach. A separate bike path would be a boon to the locals and a great thing for tourists. Wide enough to accommodate new forms of alternative transportation (ebikes, elder trikes, skateboards, etc.) A giant loop would be best with a route that incorporates the back road by Frank Wade Park, Bayfront, the Bay road, Nye Beach, the aquarium, etc.
- Full Hwy 101 Bypass
- Consider improving bike access from points further south as 101 is a lousy way to get into town/South Beach on a bicycle. Perhaps a trail from the airport and/or other off highway access from Surfland/Ocean Shores.
- Continue evaluating possible commuter air service from the airport to reduce the need for long drives for persons travelling by air who would usually have to drive to Eugene or Portland.
- Yes, the city administration needs to step up to the plate- understand their jobs and fulfill the oaths they took.
- SW Neff Way/Alder St. desperately needs a sidewalk to accommodate the many local residents (and tourists) walking between the hospital area and Nye Beach on the roadway. The south side (by Mombetsu Park) seems to have plenty of room.
- YES!! We need to keep the free/ or \$1 round trip bus in the summer that loops from aquarium/HMSC through Bayfront and up to movie theater, then back. This can help greatly with tourist traffic (linked to a free park & Ride lot) and give people without cars a cheap and faster option. Going up to the movie theater/ AKA new apartments give those folks a chance to reduce congestion. Have it stop every major destination or every 5 blocks and stay mainly on 101. I would pay a business tax for this. I have lived in Newport/Waldport 26 years, and used to work on the Bayfront. I have always worked in Newport or at HMSC.
- Lighthouse Drive from Hwy 101 to Yaquina head entrance needs pedestrian lanes. There is much foot traffic in this area and pedestrians are not safe due to congested traffic. Note that there is heavy tourist traffic on Lighthouse Dr and many drivers do not maintain safe distances around pedestrians.
- In general, it would be nice for Newport to be more bike and pedestrian friendly (more bike lanes and more sidewalks).
- Pave all gravel roads. Restore/ Replace all damaged sidewalks. Keep up on asphalt overlays.
- I feel there should be a separate transportation system that runs a few hours a day for seniors and people with disabilities. I think it would allow them to feel safer in using transportation in Newport.
- More trails and bikeways in order to remove cars from the roads and provide a more intimate way to enjoy the beauty of the community. Additionally, I didn't see anything addressing the amount of RVs moving through the community. This is a big part of our road use and a big part of our economic viability. RV size and movement through the community needs to be addressed given the amount of them.
- Please don't put in speed bumps, they have used those in my other neighborhood in Eugene to try to slow residential street traffic and it has become MORE dangerous for those of us walking/biking as the cars now swerve across the fog line into the walking/biking lane to avoid part of the speed bump - don't let this happen in Newport!!
- Improve handicapped access to all areas. We may meet standards, but those standards are low and I work in Newport 5 days a week with the elderly. Their ability to utilize our scenic and tourist areas is severely restricted and difficult. Sidewalks and paths are terrible and many locations are inaccessible except from a distance.

- Previously a solution for parking congestion was to have transport (e.g. trolley, walkways) from parking lots to areas like bayfront. Recently I saw on city agenda a proposal to allow car camping at city parking lot on Herbert (across from La Roca). To get tourists and others to use this parking lot, it needs to be a safe and clean parking lot. I believe that car camping here will make it unsafe and people will not use it. This is an important parking area close to bayfront, farmers market etc.. work needs to be done to connect it and keep clean, etc.
- We need more flashing yellow turn signals (like the one by Walmart was recently changed to), especially the one by the Newport Cafe.
- I'd like to see a traffic light at Hwy 101 & San Bay-O Circle.
- I hope you find a solution Re: congestion/parking on Bay Blvd that doesn't involve parking meters.
- So important to prioritize the current issues/needs and plan according to the needs of Newport, a coastal town with different weather and population than that of bigger cities- i.e.: Corvallis, Eugene, Portland.
- Input from disabled community and students especially high school and OCCC students...
- Reduce and monitor speeds in hospital area...some intersections view often blocked by large rigs.
- Hospital vehicle entrances confusing.....handicapped patient access not a priority...
- 1) There should be sidewalk/ bike lanes from the new apartment complex next to the Newport Cinema to downtown as well as Public transportation. 2) Develop a culture of pedestrians/ bicycles and traffic law awareness. Locals who follow the laws will force tourists to do the same somewhat. I am involved DAILY in or witness several acts of aggressive driving, distracted driving, ignoring Stop signs/lights, speeding in excess of 10 mph in 35 mph and less zones, disregard of bicyclists and crosswalk users on my commute. 3) Look into better Public transportation and incentives for commuters from Toledo/ Siletz. The traffic back up on US 20 at commuting times is insane. Half a mile often. 4) Develop a program/system for tourists to park and walk or take Public transportation between Nye Beach, Coast Street, Downtown, Yaquina State Park, the Bay Front, and South Beach. 5) Reduce MVA's by aggressive traffic law enforcement.
- We need a traffic light at the new apartments on 101 across from 60th street just North of the movie theatres.
- Bike access needs to be a priority. Connecting the entire length from Otter Rock to South beach would make our city stand out for all the right reasons. For starters getting the area from North Agate connected to town will reduce traffic and improve the health of our children.
- Remove/reduce two way left turn lane throughout town. The entire 101 corridor should also switch from signalized intersections to roundabouts.
- A loop bus from bay Blvd back to Nye going down past the hotels on coast road running on a decent timed route maybe going by the rec. Aquatic center to include some exercise activity for visitors would help alleviate some parking problems as well
- Pave Mark Street
- Designating more alternative routes to get around for local traffic, pedestrians & bikes. Alternative paths with fewer stop signs like SE Coos Street. Put in four way stops for blind corners in town. Better enforce existing & additional regulations to control mandated set back for vegetation. Limit types of plants that meet height growth requirements. If planting shrubs in 20 foot setback on each corner of intersection, they can not exceed the two & half foot tall limit. Encourage ground cover in the twenty & 10 foot set back areas. No shrubbery is allowed that exceeds height limits. Example: 15th & NW Nye Street SW corner, there are plants that grow up to several feet 3-5 ft. per year. The only way this plant is going to meet the standard of 2-1/2 ft is to be trimmed monthly. The property is in constant violation of the twenty foot corner set back & the 10 ft. set back on 15th Street west of intersection. Limit tree heights in power line areas. Enforce over sidewalk & intersections tree height trimming.
- Newport needs a Senior & Disabled help system to provide grants or reduce costs to bring properties into code. The property at 15th & NW Nye St. is an elders property. But, he can not meet code with the current shrubbery on 15th. The shrubs have grown several feet this year. They should be removed & replaced, but does Newport code address the plant height limits. Yes, clearly states must be below the two & half height at all times to meet the code. But, code doesn't limit species growth height. Heather as ground cover could be easily kept to always meet code height. The pink blooming evergreen at 15th & NW Nye gets 2-1/2 ft height in 2 month, if trimmed to the ground. The pink shrub can get thirty+ ft tall. The added dirt making the hill alone without the bushes, takes up most of the two & half foot 20 foot set back. And close on the ten foot set back. The dirt is piled close to the edge of sidewalk with steep slope. One would have to visit the

site to determine if some of the added dirt would need to be removed to meet code, maybe. Remember the 20 ft set back does not include city right of way. It is all on property owners section. The 10 ft set back is from owner property line. Neither include any City property. Most people don't understand you pay taxes to the center of the road.

- I think this is where most property owners do not understand the current code. I was by 15th & NW Nye a couple of weeks ago. Most of the growth on 15th does not meet code again. There are problems all over the City of Newport. The Newport Post Office is still in violation. There is a full time position for just landscaping code violations within city limits. Maybe Google Street Maps might save some time, if they were updated. It might be a time saver to Google Map sections of the city. The other thing that needs to be done is informing the public what the rules are for vegetation set backs. Maybe a simple example included in the water bills as an insert. Two sided flyer, envelope fitting size, one side code 20 ft & 10 ft set back, trees 13 ft above sidewalk or middle of the street height. Which is the same height sidewalks should be set.
- Could Newport Oregon be the first city on Oregon to meet ADA sidewalk codes? There is another challenge of concrete, rock & brick walls built on Newport Right of Ways blocking corner safety site views. Many with vegetation growing. Enforcement of removal of vegetation that violates Newport Code. Work with the Lincoln County Invasive Species Removal Jail Crews. Update Invasive Species Code, if needed. Remove as much Scotch Broom from South Beach as possible. There is a lot of property owners in violation of Newport Invasive Species Code. Scotch Broom is very dangerous as a fire hazard. We were very luck at South Beach State Park when somebody start a fire in the scotch broom with a twenty five mile an hour wind from the SW. Started in the SW corner of State Park. South Beach Fire Dept saw the smoke first & responded immediately to save the day.
- Newport Bee City, USA. How can Newport include native plant species for landscaping? The Oregon Central Coast & Newport have indigenous pollinators year around. How can Newport include Native Plants for Native Pollinators built into the code for the whole city? Newport Transportation, Parks & Planning should be involved with becoming the first Bee City, USA on the Oregon Coast. You have a lot of Hwy 101 in the City of Newport. It could be a major Native Bee Corridor. Another area of Transportation & Pollinators Corridor is the Newport Airport. Most of the entrance to the airport is invasive species of Scotch Broom. Which is a very inflammatory.
- Newport should declare Scotch Broom an extreme fire hazard & invasive species and enforce current & existing Newport Code. Which clearly states invasive species will be removed from property in the City limits of Newport. Well it's a little hard to enforce the public, if the City of Newport isn't following its own code to remove invasive species. The Airport would be a good project share with the Animal Shelter. Get volunteers to help remove the invasive species & plant native plants for every season. Which is four season on the Oregon Central Coast. Salsa blooms in the winter to support native pollinators. There is a wide variety of indigenous plants that bloom through out all four seasons. There are many varieties of native plants.
- Now the main subject of Transportation & Native Pollinators is the ODOT, Lincoln County, Newport Hwy 101 Pollinators Habitat Corridor. Currently from South Beach to Yachat & Cape Perpetua. How are you incorporating Native Pollinators into the current South Beach Hwy Construction. When is Newport going to join the agreement between ODOT & Lincoln County for the Pollinators Habitat Corridor? How can we use the Bee City, USA to draw more tourist to see our twenty five miles of No Spray Pollinators Habitat Corridor. It is a site to see in the summer time. I think I have some video footage. I will see if I can find it to share.
- How can we achieve becoming a stronger Newport Oregon Bee City, USA. We need a Bee City Sign at the Airport. Encourage more Native Plants in Newport planted by Citizens & City Crews. Ask the Newport Chamber of Commerce to support Newport Bee City, USA. Get information regarding planting native species for native pollinators to a tri fold brochure for Public information. Do a Celebration of Newport Booth including Pollinators & Native Plants. Work with the Lincoln County Soil & Water Conservation in Newport to support Newport Bee City, USA program, too. They have Native Plant sales. Newport Parks & Public Works to collaborate with Soil & Water, Animal Shelter, Surfriders & MidCoast Watershed Council to do an Airport project to remove invasive species & plant native species for all seasons.
- Support the implementation of the 2021 Civilian Conservation Corps to help with Infrastructure needs by Local, State & Federal Communities & Agencies. Lincoln County would be a good place to start the CCC again. A modern version. More diversity & social justice for anybody that needs a job or place to live. 2021

CCC could make the difference for infrastructure, employment, economics, conservation & restoration including pollinators.

- More electric vehicle infrastructure to help buffer future local and touristic influx from hybrid/electric only vehicle owners (helps reduce emissions and decreases road noise from vehicles). Allow for more bus/transportation routes to help support local business and low income mobility.
- Wayfinding for Newport could go a long way. My family visited from the Valley for decades and had no idea what "Historic Nye Beach" implied until my family moved here. There are some real gems in this community that are overlooked due to simple issues such as a sign that is difficult to see that does not explain the fact that there is terrific dining and shopping nearby. It benefits the businesses and economy of our town to support education about these opportunities.
- None that I can think of.
- We are in desperate need of more and better handicapped and wheelchair parking in the downtown area, Nye Beach and the Bayfront!
- There needs to be additional bus stops with shelters with a more frequent schedule for those who live in Newport but more rural (Agate Beach & south of the bridge) for the many residents who don't drive. Example: Agate Beach neighborhood NW 55th Street to NW 56th Street does not have a convenient bus stop, and with Newport's fall/winter weather and the heavy traffic in the summertime, these are challenges for those on foot needing to take transit into the main part of Newport.
- Get rid of a lot of the on street parking especially 101 city center.
- The city should contact the Department of Environmental Quality and ask the state to run an EPA transportation model program to assess the amount of greenhouse gas emissions within the city of Newport. We were able to get DEQ to run a county wide EPA transportation model. The program generated an estimate that there is approximately 500,000 metric tons of CO2 generated by a variety of heavy trucks, light trucks, passenger cars, etc. The city should have this information about the amount of greenhouse gas emissions generated city wide by the different transportation modes.
- Manual traffic light activator for bicycles (similar to pedestrian but located so a bicyclist does not have to get on the sidewalk to trigger them. They have these in Davis, CA. These are particularly needed at Hwy 20 and Moore Drive north bound and would be nice at 101 and 20 and 101 and 11th St. Also bike lanes up and down Moore Dr.
- Reduce Speed Limits to 20-25 on ALL streets within City Limits, and especially on 101.
- Beauty. We would like Newport to be seen as a beautiful place to visit along the lines of Depoe Bay and Yahats. The City should also buy up empty business spaces (like Les Schwab, all the little empty spaces in Old Town Newport) and convert them into open green spaces (or well landscaped park and ride locations). Forget the art, put in trees, flowers and other landscaping. Make Newport Beautiful.
- More blinking yellow lights like the Walmart/101
- I think the City is missing the mark on a future vision trying to "save" the downtown district along Hwy 101. Buy those old storefronts and widen the Hwy if congestion is such a problem. Online retail is here to stay and with the Nye Beach and Bayfront those will be sufficient to draw visitors. Don't follow Lincoln City's example and make Hwy 101 a tourist trap that invites congestion, frustration for those of us that live here.
- You might consider paving/improving some of the in-town streets that are still gravel, whether or not some of the residents object to higher tax assessments.
- Instead of fettering the Bayfront and Nye shopping areas with parking meters/permits/limits, it would be worth considering a shuttle system bringing folks from their hotels and larger parking facilities. A vision of a few dedicated shuttles on a schedule that made the rounds where folks could park at the PAC, North Jetty Park, Public Parking above the Bayfront and stops along hotel row would help folks get around without the congestion of the cars. People might also be compelled to see more by foot that way if they've left their cars behind at the hotel or parking.
- The light at hwy 101 and Herbert causes unnecessary congestion!! I drive this 5 days a week and get stopped when there isn't even anyone else there! The lights should be tripped by vehicles not by timing. PLEASE address this!
- Also, the traffic going south goes from 2 lanes down to 1 lane to cross the bridge and every single day during tourist season there is a Huge back up of cars. There should be better signage SOONER than just before the bridge telling people that south bound traffic needs to be in the left lane.

- IF you decide to put in more cross walks with the middle section PLEASE rethink that. There are at least 2 areas on Hwy 101 between the bridge and Herbert, that are unsafe now because of those middle sections. People wanting to turn from 101 onto a side street have no safe turn lane and stick out into the traffic hoping not to get hit. TOTALLY UNSAFE! They're just a driving hazard. The crosswalk lights are helpful.
- I believe it is unsafe to walk many places in Newport due to lack of crosswalks. For example, crossing the street near The Waves Motel, where there is a ""no stop on right turn"" is dangerous to walkers. Juveniles at the Shelter are often walking on the side of the road, as there is no sidewalk on one side. The Skate Park is also on that side of the road. A sidewalk or pedestrian/bike lane could be marked easily. As for the turn, Perhaps it should become a simple two way stop instead, and the lanes for driving narrowed.
- I also believe Oceanway needs to become one way AND build a sidewalk. At least add speed bumps. It is very dangerous to walk on Oceanway, as residents have continued to move their gardens further into the roadway, using rocks etc. as landscaping.
- ***As for buses, the public needs to know that they have to call ahead for some bus stops or the BUS WILL NOT COME to that bus stop at all.
- Need more traffic lights in north Newport including at the new 110 unit development
- I would hate to lose our iconic Yaquina Bridge. I would like to see something like Grants Pass did....Keep the Caveman Bridge....build another bridge. Maybe a bridge up around Harney for the eastbound traffic to get over to South Beach without entering Newport, jamming 101 and 20....and then crowding town, and then the Yaquina Bridge. Diverting traffic from east of Newport directly south would free up our streets, and our limited downtown parking.
- Enforcement of speed limits and light violations 101 @ 20
- NO more bump outs like Nye Beach it is a big waste of money and makes movement of both traffic can walking horrible
- Vehicle size restrictions for various areas, with adequate posting and enforcement.
- What about making the bay front a one way street?
- We need a STOP SIGN for traffic going South on NW Oceanview Dr, at the corner of NW Oceanview Dr and Spring/Coast Streets.
- And a STOP SIGN for traffic going North onto NW Oceanview Dr at the corner of NW Coast and NW 12th St.
- I grew up here in Newport and now raise my family here. We have the potential to create a long, scenic bike/pedestrian route which connects from the north end of Oceanview drive (or the Yaquina head lighthouse), south alongside Oceanview dr. (or separate, but near beach) through Nye beach, continuing around the corner through Yaquina bay lighthouse state park, down through our bayfront, and on out the bay road. The critical feature of this route should be that it is safe/family friendly and features a physical separation from car traffic as often as possible. Having seen such a path in other communities (Kapaa, Kauai), I am confident it would become a favorite feature of the community and a draw for visitors. We have the families, the bike rentals, the beaches, and the views. Now we need the path. Thank you for your time :)
- You are lumping the Bay Front and Nye Beach together and they are very different. The Bay Front does not currently have street scanning similar to Nye Beach if we are talking about some form of landscaping. Separate the two in your planning thinking.
- Consider looking at the entire system from a walker's or cyclist's point of view. Vehicles dictate too much of the overall approach. In the next 20 years, we can accommodate more walkers and bikers, but not a lot more vehicles.
- Look at how freight is delivered in different neighborhoods. That could be the course for some creative solutions to congestion.
- Consider how seniors could walk more and feel safer.
- What about public transport? More options specifically for seniors. Those of us outside city limits have so few options.
- I did not see any mention of public transportation and how it relates to any of these ideas. Encouraging use of public transit should be an integral part of a transportation system. Reducing the amount of vehicles on our roadways is just as important as building more roads.
- Rideshare, improved transit, and longer-term parking

- I am incensed that you are ignoring San Bay-O Circle. I tried to get on the transportation committee. My application was ignored. I attended public meetings and yet there's no recognition of our neighborhood problem created by Fred Meyer and the 20th Street stop light as well as Subway using our street as the drive up entrance to its business. There are ~100 living units in this neighborhood. We have no other route besides 101. Mr. Gross described it as chaos. You have ignored us completely while planning biking and pedestrian enhancements and routes to give other citizens alternatives from the routes they are currently using while we are virtually trapped with no alternatives during the summer and holidays. And it's getting worse. At the spring meeting our street was supposed to be added to the list for planning. The consultant you hired wrote it down. What happened to that? The 101 crash zone is just south of our street. Take responsibility and help us! Many seniors live in this neighborhood.
- Work to improve the bus system so it works for ordinary people to use, not just tourists. How can anyone living on the west side of 101 get to work if the bus doesn't run before 9am or after 5pm on the west side. For example, people trying to get to work at HMSC need to be able to get there by 8 and leave at 5.
- Yes, completely ignoring South Beach area. Widening 101 to have a middle lane and bike paths. Multi-use path from 40th St. to 50th St. along Mike Miller Park west boundary. Need a signal at 40th St. and a side street west of 101 from 35th to 40th, to aid in developing a new tax base. A multi-use path out 35th St. to Idaho Point.
- From a city planning perspective, you are asking the right questions. Transportation planning for 2040 is challenging based on current work patterns that are changing. People are working from home and are community focused. City of Newport has to balance between the needs of the community and the seasonal tourist demands. previous policies shaped the city to an auto oriented pattern, which the TSP could redress given the current opportunity.
- I would really like to see the Ocean to Bay trail continue up Jeffries Creek ending near NE 7th and NE Harney St. It would be a great walking trail/bike allowing easy travel from one side of town to the other side of town.
- Creative placemaking, outdoor theatre, greening of parking locations (bioswales)
- It wasn't directly addressed in the questions, but I would like to see bike and walking path from the North end of Oceanview to Light House Dr. between Hwy 101 and Cherokee Lane. I bike into town from Gilbert Way weather permitting, and feel unsafe with Hwy 101 traffic whizzing by.
- There needs to be an uninterrupted sidewalk on SW 2nd/Angle St and Hurbert from the crosswalks on 101 down to Coast. There is significant foot traffic from the transit stop in front of City Hall, and there are sections where there is no sidewalk.
- Besides replacing the existing bridge, a 2nd bridge up river that could bypass Newport from hwy 20 from somewhere around MP 3 on hwy 20 for southbound traffic
- I live at NW Nye and NW 6th St. and have to walk a half mile to get the bus at City Hall. I would like to catch the bus at NW 6th and NW Coast Hwy in both directions without having to phone 24 hours in advance for Dial a Ride.
- Build parking structures in high traffic tourist areas to mitigate street congestion and implement pedestrian improvements. Apply for Competitive Highway Bridge Program. Create a one way traffic flow through the bay front with signage to direct flow. Hwy 20/Hwy 101 bypass route to mitigate congestion (Second Bridge) and provide an alternate route in the event of existing bridge damage (Age, earthquake, bridge strike/allision).
- When talking about sidewalk improvement and pedestrian considerations it is important to take into account persons with disabilities. Sidewalks that are easily navigable by wheelchairs, crosswalks that can be used by the visually impaired, are examples of these considerations. It will be important to incorporate these considerations into the planning phase.
- Pedestrians that cross in the crosswalk on the southern side of Hwy 101 and NW lighthouse Dr. are often overlooked by cars turning south on Hwy 101 from NE 52nd. I don't know why it is hard for cars to see pedestrians on that side of the street but I have witnessed several near-misses there.
- I am strongly AGAINST creating one-way streets in Newport's downtown core. Historically, this type of design destroys the small businesses that line Main Street and the side streets as faster traffic flow deters stopping and parking. A search on the Internet shows numerous instances of cities that had reconfigured -- at great expense -- to one-ways streets, but are now converting back to two-ways in order to encourage the return of small businesses and to improve increasingly unsafe conditions for pedestrians when crossing those speedy one-way streets that move at the pace set by street lights.

- In my neighborhood, near the hospital, streets need to be repaved since they are dangerous for cars and bikes. There are no sidewalks and people park wherever they please.
- New bypass from north of Agate Beach around Newport connecting to Highway 20 to the east.
- The proposed bike and ped access between Yaq Lighthouse (Agate Beach) and Walmart should be on the EAST side of Hwy 101, due to the multiple housing developments already established on the east side, N of Walmart and south of the golf course. Putting it on the West side of Hwy 101 makes no sense.
- Sidewalks are needed on Oceanview Dr along Agate Beach State Park. It is not safe for bikers or pedestrians as there is no shoulder or bike lane. Traffic goes too fast and it is dangerous for bikers and pedestrians. Do we have to wait for a tragedy?
- I understand that it is difficult to capture this notion in a survey like this, but while the bypass questions are good I think some of the questions are flawed in that they assume anyone would ever want to bike or walk through town for anything but a short stretch on highways 101 or 20. No matter how much traffic might ever be calmed or streetscapes redesigned, I don't think most walkers and bikers would ever prioritize traveling on state highways when what they actually want to see improved and strongly prefer are semi direct routes on quiet streets and trails with less auto traffic, like SW 9th St, Nye St, Coos/Benton, Elizabeth St and Oceanview Dr. Attracting pedestrian traffic and creating more appealing streetscapes in City Center is important, but I don't think bike lanes make sense there when parallel routes exist.
- Additionally, the Oregon Coast bike route intentionally bypasses 101 through most of Newport so focusing on putting bike lanes on 101 seems like a waste of limited space. As a solution to the Agate Beach gap, consider an off-highway (Oregon Coast) trail connection from the west side Agate Beach neighborhood north of 55th St. (potentially through Yaquina Head) to the beach. I might've missed it on the maps but the Oregon Coast Bike Route and Oregon Coast Trail should be part of the routes being tracked for improvements within the TSP.

APPENDIX 2: WRITTEN SURVEY COMMENTS

Are we missing any other solutions for the future of Newport's transportation system?

- Curtail short term rentals
- Widen Hwy 101 through downtown and remove on street parking
- Clean up downtown
- Prohibit large vehicles (semi-trucks, oversized vehicles such as campers and trailers, and big passenger trucks such as dualies and Ford 350s on the entire length of NW Coast St. SAFETY ISSUE!
- The yellow flashers at pedestrian crosswalks needs to be changed to red - I cross 101 by the hospital, before Fred Meyer and at Town Pump - more times than not I have almost been hit in crosswalk or people just blow thru it. I take my life in my own hands anytime I need to cross.
- Improve parking in Art Deco District
- Regular bus traffic, especially along coast
- Improve parking in Art Deco District
- Worst part of Newport is the hodge-podge of stores along 101. Very terrible paint colors are allowed as well as letting some businesses look abandoned/unsightly!
- US-101 and 60th - signalized crosswalk and west side bus stop
- Is there any way to make it brighter at the new crosswalks - especially the ones down by the Columbia Bank?
- Increase routes; increase bus stop pick-up times; covered from the rain bus stops (sheltered bus stops)
- Our downtown needs fixing up. Three businesses sit empty and they look bad.
- I feel like everything is fine the way it is. I would like Surf St. paved. The dust and dirt are hard on my COPD! I appreciate the pedestrian crossings. I don't appreciate pedestrians jumping in the street without caution because it is a crosswalk! Our streets are for traffic, not picnics! Fill in the potholes by Franz Bakery Outlet.
- Make alternate walking to connect Hwy 20 to 101. Hwy 20 to Big Creek bike and walking path.
- Definitely need a crosswalk and lighting on 101 near 36th St in South Beach. People have been hit there on the highway!
- Bike signage and stop light for bikes, like Holland
- Slower speeds at Agate Beach Wayside (all sides, people zoom through at 50+ mph)
- Fill in the potholes on all roads.
- Hwy 101 - on street parking in the Deco District (from SW 2nd/Angle St to SW Neff Way) should be eliminated. Install signage directing cars to the under-utilized parking lot on Hurbert St. Include bathroom symbol on signs.
- Add a flashing crosswalk at Hwy 20 and NE Eads. Traffic will not stop currently. A dedicated left turn light at 20 and Harney. Traffic does not observe the 30 limit entering Newport on Hwy 20!
- All of this costs money. Don't we need dams first? Where is the money coming from?
- Better public transportation. Bus service is unreliable.
- Eliminate obstacles in pedestrian sidewalks such as poles and trash cans.
- Covered bus stops. Need dedicated bike lanes.
- Enforcement of traffic rules especially for pedestrians. 11th and 101 is a particularly bad place with cars not stopping before turning right - I've been hit twice there by cars as a pedestrian.
- Yes, need more light on 73rd Court
- Need a pedestrian bridge over Hwy 101 near Best Western Agate Beach. At dusk (currently December) many pedestrians are walking across Hwy 101 where the sidewalk ends by Agate Beach Best Western Driveway in dark clothes with minimal lighting. The culvert tunnel at the Wayside can be intimidating to use in the darkness.
- Use the existing dud easement from Yaquina Head to Oceanview Drive (52nd to...) make into linear trail. Bike/hike eventual Head to Bay Trail.
- Fixing the potholes. The potholes at 55th and Hwy 101 are very alarming. The potholes throughout Agate Beach are ridiculous.

- Walk path at Agate Beach. Uphill to 33rd Place
- Road surface repair
- Avoid couplets; they destroy businesses and the downtown core for the sake of morning traffic faster. Encourage pedestrian friendly downtown core.
- Deco district lanes on 101 are too narrow
- Need to pave roads right off of Nye Street and 8th street
- It would be great if 101 and 20 weren't ugly. Yay! Les Schwab! U walk around a lot! We need sidewalks so pedestrians don't have to walk in the street. It is dangerous. Bicyclists don't follow rules of the road.
- More sidewalks
- Bus stop every other block. Safe pull-off for bus and pedestrian and more lighted road crossings.
- I have not given a lot of thought to the "transportation" topic. What are other coastal communities that have similar traffic patterns doing? What is successful?
- Do not diminish bus services
- Add left turn signals from Moore to Hwy 20.
- Underground utilities, please
- Not sure if patronage will support it, but a somewhat more frequent schedule for the N-S bus route, with sheltered waiting for the stops.
- Newport's a tourist town, be nice to have parking lots and a shuttle for tourists and locals to get to town attractions, Bay Front, Nye Beach, Aquarium, Etc. And parking for motor homes and travel trailers - it would cut down on traffic congestion.
- Need a blinking pedestrian light at Eads and Hwy 20
- Separate pathways will become "the homeless village." The narrow NYE Beach is a dangerous situation.
- Need street light Avery and 72nd (too dark) vandalism (high) safety, kids, accidents. Tree trimmer Avery street (7211) (PLEASE)
- My daughter is disabled and requires an adult tricycle to get around. She has been hit by a car on Hwy 101. The sidewalk is too narrow for her tricycle and a pedestrian passing each other. Hwy 101 need a bike lane from the bridge to the theatres.
- Take out those islands on 101, though I treat them as a separated highway. Enforce jaywalking laws and discourage bikes on sidewalks.
- Speed bumps along Lighthouse Drive to slow traffic to < 25mph on way to lighthouse (Yaquina). Dedicated pedestrian walkway from Hwy 101 to Yaquina lighthouse on Lighthouse Dr.
- We need more benches provided on 101
- Crosswalk on Hwy 20 and Coos! 4 way stop on NE Benton and NE 4th. Cars coming around curve from Hwy 20 can't see pedestrians, students, etc. crossing at NE 4th and Benton.
- I know some people need transportation but we can't afford any more taxes
- Better visibility for existing crossings on 101. Perhaps brighter flashing signs as it is very rare that all vehicles stop as lights flash.
- More sidewalks everywhere. There are none.
- Wheelchair accessible sidewalks with entry and exit flat for getting onto sidewalk safely. Thank you!
- Dreaming: wider sidewalk/bike path on Yaquina Bay Bridge
- None of the above. Maintain center lanes where possible.
- Can we take bikes and wheelchairs on city buses? I've never ridden a bus in this city, but probably will have to in the future...I'm old.
- I would like to see walk/bikeways for residents of new apartments on north side of Newport to be able to walk/bike safely to town.
- Would like Golf Course Dr paved
- Cheesy, but vehicular speed monitoring/enforcement would/could bring in enough revenue for traffic improvements; fix potholes at corner of West 101 - South St 20 (bank corner)
- On streets with lower posted speed limits (25 mph) add speed bumps to lower speed and increase enforcement of those speeds (especially along Lighthouse Dr north of Newport)
- Put utilities under ground
- Sidewalk from Agate Beach to city (Walmart) on Hwy 101
- Remove parking on Hwy 101 in downtown area. Make off-street parking areas available.

- I live in Big Creek Apartments - during the week bus does not pick up at door - weekends it does.
- Make 101 a one-way street
- Every winter trees along North 101/Hwy 20 fall - I'd like to see trees cut back for safety. On 101 - crosswalks only at lights. A main street feeling would be great - the businesses need painting and a parking lot off of 101. Maybe make Fall St parking from 8-4pm.
- Restrict roadside RV stopping and camping. Keep RVs only in a designated area for overnight use.
- Three way stop sign at 15th and Oceanview to slow down the speeding on Oceanview. Enforce the one-way part of NW 15th at Oceanview.
- I've lived here only a year and have no suggestions on this.
- Speed bumps at Spring and 13th or radar speed limit sign
- Enhance existing crossing at Hwy 20 with flashing pedestrian light
- Parking at the Bay Front. We locals cannot visit during the summer.
- Keep Newport the friendliest by becoming more bike friendly; thank you
- Lower speed limit on Hwy 101 to 45mph when entering Newport from the North and leaving Newport from the south. Difficult to leave or enter my driveway.
- Move street parking off of Hwy 101 and put it on 9th St, especially in the Deco Dist of 101
- Crossing at 60th and Hwy
- I would like to see parking options behind 101 businesses to allow for wider sidewalks and a friendlier main street.
- Need a flashing pedestrian crossing on Hwy 20 at EADS and 20
- Fix Fred Meyer south entry to right turn only from south, an exit right turn going north.
- Reduce speed limit on Oceanview
- Hwy 101 north of Olive - narrow up left turn (suicide) lane and shift north and south lanes to make it safer for bikes on asphalt and walkers on concrete. Need 20 mph limit zones on Oceanview Dr, from NW 15th to NW 12th St. Need 35 mph limit zone southbound Hwy 101 from Best Western to NW 20th St (there is no sign for 35 mph southbound until 20th)
- People overall speed through town too much. I'm surprised there aren't more wrecks.
- Get rid of the crazy "bump outs." I think they create a hazard instead of enhancing safety.
- All major pedestrian crossings on 101 to be flashing light to alert cars, for safe crossing.
- Overpass for major foot/bike traffic areas - both Hwy 101 and 20. Keep walkers off of the main roads for auto safety. Make them handicap accessible.
- Underground wires and the "main street" lamp posts. Repair/replace cracked sidewalks in the school neighborhoods
- Need more left turn lanes onto 101. difficult to make a left turn across two lanes
- Safety rights 101 Newport
- Stop light at 101 and 60th St.
- Photo enforcement at 101 and 20, use proceeds to help pay for improvements to city streets
- Downtown improvement. Bypass 101.
- NE 4th Street in turning into a main thoroughfare. Need more stop signs or at very least double line painted down middle to help slow down traffic. So many near misses on that street.
- More bus station stops with coverings so people are not standing in the rain.
- Please pay attention to what happened in Portland with some of your choices - it creates more congestion and people get very impatient. You need to keep all the tourist traffic moving through town. I walk almost every day. Local walkers use most side streets, that do not have sidewalks. I try and avoid 101 and 20 - too much traffic, large trucks and RVs. More neighborhood sidewalks would be useful, spending lots of money on traffic control lanes does not make sense.
- Oceanview desperately needs both a dedicated pedestrian and bike lane such as the one in Lincoln City on Devil's Lake Road.
- Please make a No Left Turn from 3rd Street north onto Hwy 101. An ODOT issue, but please push 35 mph speed north of Walmart light.
- Clean the downtown area up.
- Yes, fix my street. Either repave it or at least fix the potholes. I live on the much ignored Bay View Lane.
- Blinking light at Walmart, Big Mistake! Too many accidents!

- Enhance old downtown, enticing new businesses. Nye Beach, more parking. Port, more business ventures.
- Narrow the sidewalks, widen streets.
- too many accidents since Left turn signal flashes yellow at the Walmart/Hwy 101 intersection!! I guess some people don't know to yield to oncoming traffic.
- Underground utilities to better use sidewalk space, i.e. no poles or guy wires taking space.
- Matching planting along 101 through city.
- None of the above.
- Left turn signal at Hwy 20 and John Moore Rd
- Pave NE 54, 56, 57 - widen to 30ft curb, no sidewalks. Use Urban Renewal money. Less than 1% bike in Newport, spend money on paving and sidewalks where appropriate.
- Newport needs more transportation for disabled people.
- Signal at 73rd and 60th at Hwy 101
- Possibly more one-way side streets where it's not too inconvenient (i.e. Nye St wouldn't work for this)
- Photo enforced intersections at 101 and Hwy 20, 101 and 20th St, 101 and 6th St. Speedbumps on 8th St.
- While calming traffic on 101 and 20 is admirable, it should not be at the expense of moving traffic through town. That said, the improvements in Ny Beach has been nice. Oceanview Drive needs better protections for pedestrians and bikes.
- Paving dirt streets such as SE 2nd. This is a school feeder and is congested.
- I like visitors and locals having access to the dedicated trolley route system to help with parking problems.
- Northbound lane (closest to curb) is sometimes blocked by cars going to Human Bean Coffee Shop
- Split 101 into two - one north one south from bridge to Hwy 20. Put seats along pedestrian paths and bus stops. Put more thought into sidewalks - see access to Walgreens.
- 1) Educate drivers that NW Nye St is a residential street. While NW Nye St has been designated as a collector street, it still traverses residential neighborhoods that have small children and senior citizens. Traffic regularly exceeds the residential speed limit of 25 mph. Cars generally drive at 35 mph and at times exceed 45 mph on this street. Speeding occurs almost any time of the day with the hours 10:00am to 11:00am and 2:00pm to 4:00pm being particularly bad. 2) Put speed limit signs on both north and southbound NW Nye St at the Betty Wheeler Baseball Field. NW Nye St is downhill in both directions in this area and drivers need to be reminded that NW Nye Street is a residential street with a 25 mph speed limit. Placement of radar speed limit signs in this area would be especially useful. 3) Lower the speed limit on Highway 101 between N 3rd St and N 20th St. The speed limit should be lowered to 30 mph and preferably to 25 mph. A long time ago, most of Newport's city businesses were located south of the Highway 20 intersection. That is no longer the case. A large portion of Newport's business district, with cars entering and exiting the highway, now occurs in the N 3rd St to N 20th St part of town. HOWEVER, lowering the speed limit on Highway 101 must be done in conjunction with a plan to reduce the speed and traffic volume on the residential/collector streets. Having traffic move off Highway 101 and onto the side streets without proper enforcement of the residential speed limit will be counterproductive. 4) Create a Highway 101 Bypass east of Newport.
- Safe places to catch public transportation
- More bike, multi-use pathways, like Corvallis
- Consider roundabouts. Have roundabouts instead of 4 stops at: Nye & Olive, Nye & 6th, 3rd at Coast, etc. These will reduce stops = keep traffic moving. Nye St has become a popular north-south route for us locals.
- Maybe developing secondary routes one block off the highway for parking and pedestrians - channeling them away from the highway until they need to cross it at well marked crosswalks.
- Bikers too often ride too fast on sidewalks endangering walkers. Separate bike lanes is better for both.
- Separate the bikes from pedestrians. Bike riders come up behind walkers on sidewalks and risk colliding.
- 101-20 - 101-6th - 101-20th. Photo enforced lights. Speed bumps on NE 8th St from 101 to Eads. People need to slow down.
- Addressing problem of long pickups with hauling hitches on Bay Blvd
- I was going to complete this survey, but the more questions I read, the more frustrated I became. EXAMPLE - Bay Blvd has beautiful 'almost new' sidewalks that we can't even enjoy without getting hung up in weeds and berry thorns. WHY would we discuss spending our tax \$ on adding more that is not cared for? Clean up what we have, please! This is just an example. Our city is filled with more - just walk around.

- More local bus service options - door to door assistance
- Get bikes off of 101 as much as possible -> save lives. PLEASE ask all bikers to walk their bike on sidewalk when crossing the bridge. Thanks.
- Raise the flashing lights at pedestrian crossings so they can be seen from both lanes.
- Goal: keep costs and taxes to a minimum. Many do not have a stable income at this time.
- Goal: keep costs and taxes to a minimum. Many do not have a stable income at this time.
- Improve Harney from 20 to 3rd for both cars and pedestrians. Extend Harney, with 2-way traffic, to Big Creek. Add stop light on 101 at new development on the north side.
- One way traffic on south end Deco area of 101.
- I also did the online survey so feel free to disregard this one if needed. As a resident on Oceanview, I feel the vehicle speeds currently are excessive and ability to change the road limited. Am happy to help...
- Add light on 101 at new housing development. Fix Harney to 3rd for better/safer car/pedestrian traffic. Extend Harney as a two-way street to water plant.
- I was born [in 1950] in Toledo, OR and I think all streets, sidewalks, parking, and people are great. I'm happy to be living here compared to Portland where my 50-year-old daughter lives.
- Keep bikes off Oceanview. So dangerous for both bikers (can't see around them while driving and cannot pass them) and pedestrians as there are no safe shoulders to walk on.
- Integrating public transportation into any design changes - making a system that is not as reliant on one person motor vehicles.
- Intersection at Bay Blvd/Sam Moore is confusing - needs a traffic light.
- If more street parking is to be added, get rid of the middle lanes where possible.
- Seems important to balance good flow of highway traffic through Newport with safety for pedestrians and bikes. For bikers would it be possible to create and assign one north/south route through town that avoids 101 as much as possible. It doesn't work for pedestrians and bikers to share sidewalks.
- As a pedestrian, I want to walk where it's scenic, away from traffic, noise and pollution.
- I would like to see the PUD remove all power lines and put the power underground. They started/need to finish.
- Harney/Highway 20 needs sidewalk from Fairgrounds to intersection of 20. Moore needs sidewalk by softball field to crosswalk.
- Aren't sharrows on the idea list? Inviting traffic engineers skilled in multi-modal transportation solutions to interact with citizens on site and using maps. A top priority should be an Oceanview separated bike/ped lane.
- From just north of Walmart there are people who need to walk on 101. It's not safe for them. Sidewalks and more lighting at night would help.
- Complete a bypass from Hwy 20 to 101 north. New bridge over Yaquina Bay.
- I would never ride my bike on Hwy 101 or 20. Too scary. Sidewalk works best.
- Slow down, especially by the ocean and side streets. People drive way too fast!
- Putting a bike bath from Beverly City to Newport City downtown would encourage people to bike or walk it with safety features. Traffic light at street police station is on to slow down incoming traffic.
- Perhaps stop parking on 101 around Matzalan Rest to Pig and Pancake where you take your life in your hands getting in and out of your car.
- It makes a lot of sense to look at Big Creek Road as a bike/walking thoroughfare. The road has a city park on both ends - a hiking trail runs parallel to Big Creek and the trail to the ocean is at the north end. There is already a high volume of pedestrian and bike traffic on the road year long - walkers, joggers, bikers, families, etc.
- Please clean the shoulders on both sides of the road to the lighthouse. We walk on the road and when two cars are coming there is nowhere to go. Monitor the speed on Eades. It's a cut through to avoid Hwy 101.
- Bus stop corner of Bay Blvd and Bay St - we are forgotten.
- North Nye to NW 16 build ped/bike bypass over gully then go down Edenvue to Oceanview or to Hwy 101. Cars - Nye to NW 15 turn
- More shuttles to the beach, more tourist parking freeing up spaces at the beach. Parking stickers for local residents. Nye Beach loses a lot of business downtown because of parking. [Also wrote a letter, see below.]
- Add sidewalks and sharrows to strategic streets in town even if only on one side.

- Bike racks are needed
- Public murals, benches
- First thing should be paving all streets in city that are currently gravel, dirt, or in a state of disrepair. Do not move forward with any "new" projects until all current roads are in good standard condition.
- Monitor car speeds. Test required with license renewal - people do not know the rules of the road.

Other notes left on the surveys

- On the improvements question they wrote "would be attractive, but very costly" next to the adding trees/shrubs line
- On the improvements question they wrote "would be attractive, but very costly" next to the adding trees/shrubs line. Next to the safety changes question they wrote "conflicting statement?"
- Underlined "adding bike facilities" in improvements section. Added "disabled senior" to demographics info.
- Next to the local street question they wrote "as is"
- Next to the local street question they wrote "needs improvement" by Oceanview bikeway
- Next to the Oceanview Bikeway option on the local street question they wrote "NO!!" Next to the option for enhanced on-street parking they wrote "??? More??" They also wrote "???" next to the calming the highway option. (pg 72)
- Next to the first question they underlined safest and wrote "trick question." Next to the local street question they wrote "this is dumb" next to Big Creek, "too costly" next to 31st street, and "combined right?" next to the bike and ped option
- Next to the calming the highway option they wrote "in town"
- Next to safest experience, they wrote "keep bikes on street" next to protected bike path, and "people walking and bikes don't mix, it isn't safe" under the question. Next to the improvements question they wrote "parking lots without vegetation are not ok."
- Next to local street options, they wrote "Elizabeth also" next to the Nye St option. Under the improvements section they wrote "not sure."
- Next to local street options, they wrote "NO" next to the Oceanview and complete bike facilities options. Next to the 31st street option they wrote "? Where is this"
- Next to the last bullet on local street options they crossed out Agate Beach, wrote in "73rd" and then wrote "then jog to Nye" at the end
- Next to the safety question they wrote "I always use my car to go places." Next to the local street options they wrote "I'm not a biker."
- Next to the local street options question they wrote "Good luck with that!" under the last bullet point. Next to the option for pedestrian crossings on US 20 they said "need a lit crosswalk."
- Next to enhanced on-street parking they wrote "What does that mean?" For the spot for their name they wrote "valid citizen of Newport." Next to the demographics section they wrote "why?"
- Next to the question about how they got around before COVID, they wrote "Afraid to" next to biking
- Next to local street options they wrote "with cars also" next to the Oceanview bikeway. Next to the improvements option to add more pedestrian crossings, they wrote "Limit left turns on 101 uptown."
- Next to local street options they crossed out along and wrote "separated from" on the last bullet point. Next to safety changes on the improvements question they crossed out bike facilities and wrote "Dedicated bike path completely distanced from Hwys 101 and 20." For the question about how they get around they wrote "I would like to bike, but hwy 101 is too dangerous."
- They wrote "EX e-bikes" next to their name.
- For the question about safety they wrote "and wheelchairs" next to the first bullet point. Next to the Nye street option they wrote "and power wheelchairs." At the bottom of the page they wrote "power wheelchairs accessible." They wrote "and wheelchair accessible" next to the option for widened sidewalks on the improvements question.
- For the improvements section they wrote "cost too much" next to the adding trees option, "all this is going to cost too much" across several of the other options, and "dream on" next to the option about calming the highway.
- Next to the traffic control option on the improvements section, they wrote "more lights, traffic lights from side streets"

- In the section about getting around Newport, they wrote "you can't walk on 101 with logging trucks going 70-80 mph" next to the walking option.
- Under the question about safety they wrote "My wife and I have been pedestrians victims of car vs. ped!"
- Next to the question about local streets they wrote a question mark.
- Next to the question about local streets they wrote "south beach" next to the 31st St option.
- Between the questions on the front page they wrote "Naïve question. Obviously number 1 is safest, but we need to balance cost and practicality vs. safety."
- Next to the question about local street options they wrote a question mark.
- Next to the demographics question they wrote "Why this question? Seems unrelated."
- Walk almost everyday. Local walkers use most side streets that do not have sidewalks. I try and avoid 101 and 20--too much traffic--large trucks. More neighborhood sidewalks would be useful, spending lots of money on traffic control does not make sense. The choices for the "What improvements would you like to see on Hwy 101 and US 20?" would add to congestion more than it is! 101 and 20 are very busy especially in the summer. Lighting and ped crossings would really help safety! There are already wide sidewalks for business use. Please pay attention to what is happening in Portland with some of your choices. It creates more congestion and people get very impatient. You need to keep all the tourist traffic moving through town.
- They wrote "No" next to the last options on both questions on the front page
- On the question about improvements, they wrote emphatic disagreements with traffic control and movement changes, calming the highway to more of a "main street" feeling and safety changes. Other comments: Left turn signal at Hwy 20 and John Moore Road. Add more ped crossings at vet and Gasco.
- They wrote emphatic disagreements on options for all three questions. Other comments: Pave NE 54, 56, 57th widen to 30 ft curb no sidewalks. Use Urban Renewal money. Less than 1% bike in Newport. Spend money on paving and sidewalks where appropriate.
- On the question about safety they wrote "I don't bike." On the question about local streets they wrote "I live on Overview!"
- They wrote "NO" next to the enhanced on-street parking option.
- Next to the question about safety they wrote "we don't have this" by the protected bike lane option.
- They left a note about the enhanced street parking option "NO on-street parking from City Hall to Bridge. The traveling lanes are far too narrow with the on-street parking. It's unsafe for both pedestrians and cars.
- They left small notes on a few questions, such as "resurfaced rather than widened sidewalks for business use" and "complete sidewalk" on Nye Street with bike lanes. They included a note on a separate page that reads "Taxi service has been poor - the bus service is a joke! I was refused service because I did not set an appointment. I quit using the bus because of surly drivers - using dial-a-ride is a crapshoot. Sometimes it works but it is always difficult to set up - but those drivers are usually decent. Walking along 101 is loud - and scary. I was almost run down at a lighted crossing. Sidewalks along Nye are worthless especially between Olive and 15th. Covid or not, some of us need to sit down to rest or wait for a cab or other transport. A central parking structure might allow better business flow branch 101 from the Bridge to at least Hwy 20. Split 101 into 2--1 north and 1 south from bridge to Hwy 20. Put seats along pedestrian paths and bus tops--put more thought into sidewalks--see access to Walgreen.
- "Thanks for asking our opinion!"
- On the first page, they wrote "I can no longer walk or bike."
- Next to the transportation modes they wrote "I bike on South Beaver Creek Rd in Seal Rock, not in Newport." They wrote "NO" and "too dangerous" next to many of the multiple choice options.
- Next to the question about local streets they wrote "Seen this on other city surveys. Get professional help. Poorly written responses...101 already has too much traffic - survey should have asked about alternatives to deal with 101 traffic."
- Next to the question about local streets they wrote "dedicated/one-way for cars?" next to the Oceanview option.
- Fix address in our database - addressed to Bob, but his daughter lives here.
- Under the question about local streets they wrote "Beverly Beach to City Core"
- Next to walking on the question about modes of transportation they wrote "only in Newport, not safe Agate Beach to town."

Letters Accompanying Surveys

- 1) **Something simple for ODOT. I really can't believe this has not been done already. This is a safety issue. If ODOT or the city are not going to align North 12 street (heading east and west) and 101, then make it safer by encouraging northbound 101 drivers to turn west on NW 11th St instead of skipping the traffic signal that takes forever to change, thus drivers continue on 101 and turn west on 12th, against southbound drivers turning east on 12th. This creates interesting driving as cars dodge each other to get where they are going.**

They could do this by greatly reducing the wait time at the red light. Make the traffic signal flashing yellow instead of red (or go from red to flashing yellow), thus allowing a left turn (west bound) off of northbound 101 drivers to turn without the long wait.

- 2) **I would recommend that you stop southbound 101 traffic from turning east (left) onto North East 1st St. Most drivers want to turn left on highway 20, but occasionally someone will want to turn left on NE 1st and stops traffic from flowing eastward on 20.**
- 3) **Crosswalks: I think there are enough crosswalks on 101 and 20. I think the flashing lights on 101 are very effective and safe. I observe that traffic stops immediately when the lights flash.**
- 4) **Put a traffic light at the intersection of 101 and NE 73rd St. When traffic is heavy, which is now most of the year, it is very difficult to turn south on 101 when heading west on NE 73 St after going to the dump or UPS store.**
- 5) **As far as beautification, I would enforce current ordinances that require business to keep their greenspace along 101 and 20 to be kept up. How long has the "greenspace" along 101 at the Safeway/Rite Aid mall had nothing but rocks.**

Other solutions for future TSP:

North Newport- place stoplights and Ped crossing at 60th and at 73rd.

Provide One access road for 57th St. and the Movie Theater. Possibly combine 56th as well. There are too many roads on a hill in that spot. Pedestrians are crossing 101 Already. A safe crossing is vital, especially at the Surfview Apartments.

Take a closer look at all of the exits and entrances in the area between Yaquina Head Drive stoplight and 73rd St. The industrial and residential combined traffic will only become heavier.

City Center- take parking off of 101. Direct it to back of the frontage buildings with pedestrian passage between buildings. Plan for green areas, and for public gathering spaces.

Move the Armory to the airport.

A traffic grid might be part of the reconfiguration. It works in many Oregon cities.

An alternate traffic route along Harney near the proposed transportation center (Fairgrounds) is reasonable.

Include plans for a new bridge options.

Consider moving the bus stop to the city parking lot south of City Hall. This would be convenient to the proposed "Public Loo."

Nye St. is reasonable route for neighborhood traffic parallel to 101.

Oceanview as official Oregon Bike Route should have lower speed limit, 3 stop signs and speed bump pillows in curved areas.

The issues of adequate evacuation routes during emergencies have been brought to our attention. How is this planning provided? The recent wildfires illustrated how citizens can be trapped in traffic.

all of us walking around all
say.

Newport is not a big commuter
town - to justify bike lanes -

Please Please Please

do not put bike lanes on
101! ^{it's} ~~it's~~ already so dangerous!
(on Nye Street) or really anywhere

#2 Newport (Oregon) uses too
weak wattage of street lights
and
has way too few street lights
and needs to place them

Best - to increase wattage
- to add more on both
sides of street

! too expensive! - \$ well spent
if it keeps all of us safe

It's so dark - I'm afraid to walk across
in evening - someone could easily ~~catch~~ me.
~~and~~ and rob me.

DS - I am not just bike riders - ^{specific} ~~again~~ intent

#3 Hwy 101
3 parts

A from Walmart north
to next signal

lights in Wabage on both
sides of road.

There are many people
walking along this section of
101 - why? they wear black
I don't know - but they
are invisible (and unprotected)
especially when it rains and in our
dark times like now.

So #1 we need great lighting here
#2 a well lit (low fenced)
paved walkway on East side
#3 - could patrol men carry
reflector vests and hand them
out to folks who wear dark colors

Let's make Newport safe for all of
residents first - then think about
tourists and special interests!!

[B] Walmart South to Hwy 20 or Hubert even

[no street parking] [no bike lanes]

[A] - there really doesn't seem to be a need for street parking - because there are many parking lots

[B] Get rid of all

2 way lanes - they are super super dangerous - especially tourist season - they were an old and unsafe idea of how to design traffic flow. Even in Portland and Vancouver they are being replaced.

at least 2 feet to 3 feet wide
- from Walmart to Signal at Freddie
Park - in 2 way w/ light colored pavement and reflectors and have a left turn - u turn at signal -

the north entrance going south into Safeway is especially dangerous - people enter to go left at Walmart

(by putting cement dividers)
Get rid of all the 2-way
all the way down 101

Make intelligent choices
where to place left
turn cut-outs w/ or w/o
signals.

There's enough lighting. But
increase wattage

Oregon) Newport has ~~the~~
unfortunately gotten the
sidewalk material that is
very dark - almost same as road
and - ~~no~~ - Needs
Brightening -

Suggest painting the ~~curbs~~
curbs white - fluorescent to
increase visibility of where
sidewalk starts

no need to widen sidewalks on 101
- just brighten them.

I don't know where this money is coming from - especially in the time of covid and loss of jobs and deficits in state and local governments.

But please use it wisely to make this a safe well-lit placem for Newport residents.

Please ^{postpone} ~~don't have~~ any talk of bikeways, ~~to~~ protect our ^{pedestrians} ...

Please [No Bikeway] So many Q's are about that - why???

very suspicious

- increase lighting
- limit left turns by paving (2 feet ++ wide) 2-way one lane alley.

Do NOT Calm 101 - it is a duy - there are wagay

too many tourists coming thru - keep it flowing flowing - it's not a cute main street!

don't add any street parking to 101 or duy 20 - not needed

~~don't add any~~

Jessica Jordan
Bensets @ aol.com

- Lighting
- Intelligent Planning

NO bicycles ^{lane} ~~etc~~ -
- special interests

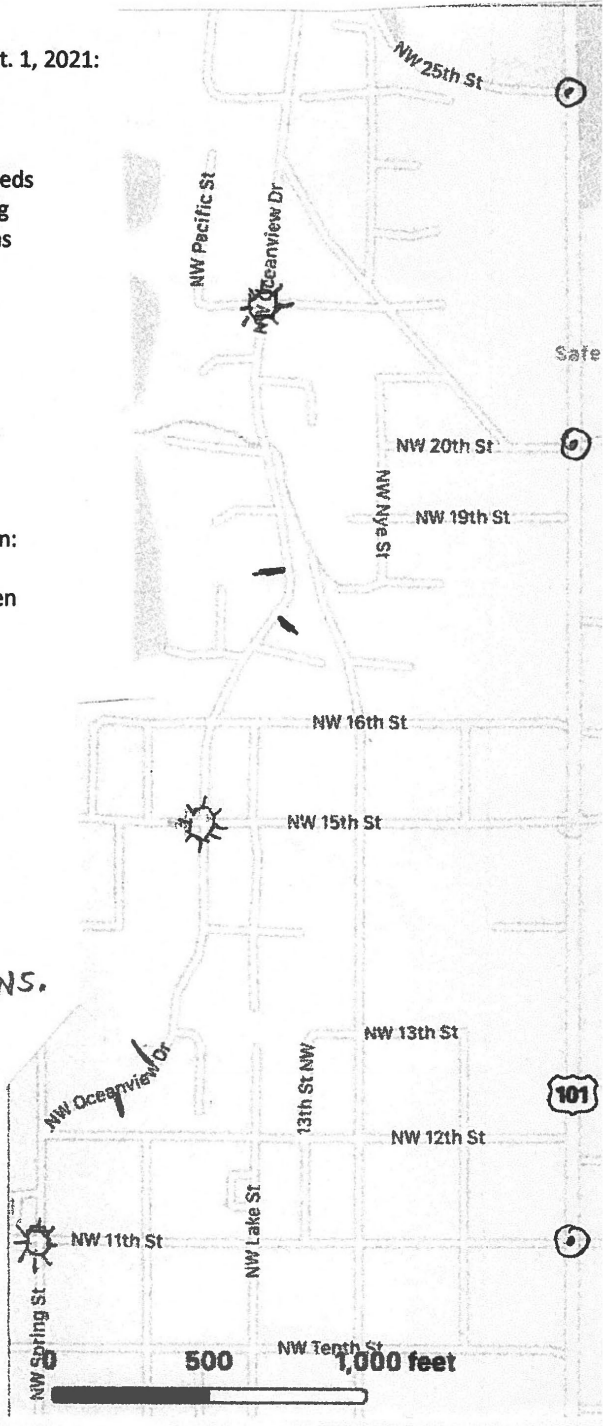
Thank you for the opportunity to complete the Fall 2020, Newport TSP survey. Along with the survey I am including two documents. The first is a map of the Oceanview Drive corridor. To the left are specific comments. I am calling this map and comments “short term” recommendations. This road has been the source of many comments, neighborhood complaints and city actions over the past number of years. No actions by the city have reduced citizen complaints, reduced vehicle speeds, lessened hazards or encouraged health promoting activities. I am recommending the city take the following actions by Sept. 1, 2021. I believe without a specific time goal these actions will not be accomplished. Actions by the Newport City Council and City Manager Nebel can effect these changes in short order. The residents of the corridor are willing to directly assist with costs.

On page three are additional recommendations for a slightly longer time frame, perhaps by May 2022. The actions will improve traffic flow, increase safety, promote healthy living and reduce fossil fuel consumption. Current road utilization patterns have developed over decades. Recently traffic has increased and road safety has significantly declined. Now these patterns do not best serve the needs of city residents or visitors. By changing old road use patterns and promoting transportation methods such as walking, running, bicycles (manual and electric) and other alternate transportation modes the future needs of city street users will be better met. It is time to reconfigure city streets and promote safer more equitable usage.

Recommendations to be completed by Sept. 1, 2021:

1. At three intersections change the Bidirectional stop signs to 4-way Stops. The effect would reduce speeds and improve pedestrian safety along the corridor. The three intersections are:
 - 11th Street and Oceanview
 - 15th Street and Oceanview
 - 22nd Street and Oceanview

2. Installation of traffic calming pillows or striping on the roadway as vehicles enter the curves between:
 - 12th and 13th Streets and between
 - 17th and 19th Streets



1. ☀ NEW 4-WAY STOP INTERSECTIONS.

2. (—) PROPOSED LOCATIONS OF 4 TRAFFIC CALMING DEVICES

Goals for Oceanview Drive and Nye Street by May 2022:

Oceanview and Nye are major north/south street corridors in the northwest section of Newport. In the future, parts of these by ways must be shared. All citizens not just drivers of traditional motorized vehicle are entitled to safely use these roadways. In some places one way streets are indicated. The city promotes shared usage with one way traffic. Some lanes must be dedicated for pedestrian and alternative use.

Proposed changes – target date by May 2022

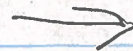
1. Change Oceanview Drive to a one-way street heading south from the Edenview intersection to the 11th Street intersection. All vehicle traffic would proceed in a southern direction using the western most single lane. The eastern lane would be dedicated to pedestrian, bike and alternate use traffic. Travelers going north can access Hwy 101 by using 15th and 11th streets. Both streets are non-stop between Oceanview Drive and Hwy 101. All “feeder streets” leading onto Oceanview would allow only for the appropriate turns heading onto the single vehicle lane. For example: right turn only from streets to the west of Oceanview and left turn only from streets to the east. No major road surface changes would be required from Eadenview to 11th Street. A much needed bike/ped lane is created! This change can be made on a trial basis by simply erecting warning barriers and minimal signage similar to what is done at the high school crossing on NE Eads.
2. From the Oceanview/Edenview intersection going north two way traffic would remain. This would require a significant bike/ped path to be created on the west side of Oceanview. This path could be a blacktop path separated from the street by a blacktop curb. The path would go to the Agate Beach parking area and eventually to Hwy 101. An alternative would be to make Oceanview one way all the way to 101 with usage similar as above. Edenview Drive is another access road to Hwy 101 entering at the 20th Street traffic light.
3. Recommendations for Nye Street from 15th south to Olive Street. This street can remain a two way street; however, appropriate space must be dedicated for a bike/ped lane by painting a designated lane on the road. This bike/ped lane will be created by eliminating on street parking on the east side of the roadway. Nye Street going north from Olive generally does not have sidewalks; but by creating the bike/ped lane the need for expensive sidewalks is eliminated. Minor sidewalk construction on 11th or 15th Streets would create dedicated bike/ped lanes from the city core all the way to the Agate Beach parking area. This bike/ped route could eventually be extended north on Oceanview and Hwy 101 to the Lighthouse Drive intersection or beyond!

Thankyou for Reading this!

12-13-20

Hi this is Tom and Pat. We moved here over 4 yrs ago & live on Big Creek Rd. These are the things that we have noticed since moving here. Locals blatantly breaking traffic laws. Failing to stop at stop signs. Speeding and driving the wrong way on Big Creek Rd. Since we live on Big Creek Rd. we see this constantly. We risk our lives crossing the road to get the mail, I am Disabled. There is no posted speed limit on Big Creek Rd. This is a high volume pedestrian used road. Seniors walking. People in general walking, students jogging. Kids riding their bikes. Locals use it as if it were the Hwy, in both directions knowing its a one way road. People drive as fast as 50 mph or greater on this road. This road is gravelled leaving a giant dust trail. It goes in our house (we can't open the windows) we are tired of breathing it. Solution: For the road speed limit signs must be posted and a dedicated pathway/lane for pedestrians and bikers. We are fearing the day that someone is not going to be able to stop on the gravel resulting in someone severely injured or killed.

Lawrence T. Heath



Suggestions for 101. Reducing the speed
to 30mph or lower from South Beach
through Newport to 25th St (Walmart), it would
be easier for cars to drive onto the Hwy
from side streets. We can't turn left onto ^{NE} 11th St, ~~left~~ ~~right~~
instead we have to go to 11th St turn ^{left} ~~right~~
as well as use 11th St to turn ^{left} south on Hwy. Locals
use 11th to Eads St. as a bypass of the Hwy.
People at 11th St don't use the ~~air~~ turn signals
making people wait 2 or more light cycles to get onto
the Hwy. Suggestion: ^{lengthening} light cycles to
get on Hwy 101 from 11th St & all other streets
entering the Hwy. In regards to what improve-
ments would you like to see on Hwy 101 / US 20?
You need to fix the existing lights before
putting in new ones. The street light outside
in front of our house on Big Creek Rd keeps
going on and off when it is supposed to be
on at night. Same with a light on San Bay
Circle behind our house and other parts of
the town. We would like to see future mailing
asking our input on town matters since we
are all in this together.

APPENDIX 3: VIRTUAL WORKSHOP COMMENTS

Main Room Chat

- 09:58:52 From Ariella Frishberg, JLA : Good morning and welcome! A few housekeeping items:
1. Please put your name in the chat as a "sign-in"
 2. If you have any technical issues or questions, feel free to send a message in the chat and I will help you sort them out!
 3. We are asking participants to turn their videos off for the large group portion of this event so you can tell who the presenters are. There will be opportunities for small group discussion later on in the event
- 09:59:01 From Spencer Nebel : Spencer Nebel, City manager
- 09:59:10 From Catherine Briggs : Cathey Briggs
- 09:59:13 From Jane Barwell : Jane Barwell, BPAC member
- 09:59:19 From tomas follett : Tomas Follett - BPAC
- 09:59:54 From cynthia : Cynthia Jacobi, Newport City Council
- 10:00:31 From Michael Rioux : Michael Rioux, Newport Bicycle and Pedestrian Advisory Committee
- Chair
- 10:01:00 From Ralph Breitenstein : Ralph Breitenstin
- 10:01:03 From James Hanselman : Jim Hanse;man
- 10:01:05 From Brandy Steffen, JLA : Just a reminder that we are recording this meeting for those who can't attend today.
- 10:01:39 From Roland Woodcock : Roland Woodcock
- 10:01:45 From Rosa Coppola : Rosa Maria Coppola
- 10:02:42 From Beth Young : Good Morning! Beth Young
- 10:02:48 From Dean Sawyer : Dean Sawyer
- 10:03:11 From Gary Lahman : Good Morning Gary Lahman
- 10:06:56 From Dietmar Goebel : Dietmar H. Geobel
- 10:07:13 From CM Hall : CM Hall
- 10:07:23 From Mark Miranda : Mark Miranda
- 10:07:25 From Minda Stiles : Minda Stiles
- 10:07:36 From Martin Desmond : Martin Desmond
- 10:10:20 From Wendy Engler : Wendy Engler
- 10:10:48 From CM Hall : Beatriz Botello is also here from Council.
- 10:13:27 From Brandy Steffen, JLA : The comment form for today is:
<https://forms.gle/nuaSELq3NSmkw7AF6>
- 10:13:46 From Brandy Steffen, JLA : Or feel free to add your questions and comments directly in this chat window.
- 10:15:02 From Nyla Jebousek : San Bay-O Circle is not included in any of the sections of town you have identified
- 10:15:55 From Nyla Jebousek : Our situation is critical
- 10:16:44 From Nyla Jebousek : Can you imagine trying to get out of our circle during heavy traffic in the event of an emergency?
- 11:31:27 From Minda Stiles : Perhaps remind people they can put location-specific comments on the TSP website.
- 11:31:38 From Nyla Jebousek : I prefer ocean view 2 way
- 11:32:15 From Michael Rioux : Beneficial to future discussions would be a breakout session specific to North Newport restricted to the area north of 25th-30th Street
- 11:32:27 From Brandy Steffen, JLA : Reminder we are recording this meeting
- 11:32:40 From Brandy Steffen, JLA : Thanks for submitting your comments and questions via the chat as well.
- 11:33:12 From Nyla Jebousek : Again please include San Bay-O to 30th
- 11:33:53 From Minda Stiles : I support making Newport more pedestrian friendly and to do that we need to consider the weather. Are there strategies to provide pedestrian wind/rain buffers, shelters, covered walkways, etc.?

11:34:23 From Michael Rioux : The Harney Street - Hwy 20 intersection is a nightmare

11:34:38 From Nyla Jebousek : Yes Minda

11:36:40 From Nyla Jebousek : Speed cushions approaching the 12' wide section of San Bay-O plus 15 mph and pedestrian signs and doggy station on Forest Park corner of the narrow section.

11:39:16 From Cynthia : regarding street width requirements: tailor to individual needs accounting for access of fire dept. and ambulances.

11:39:57 From Nyla Jebousek : yes Cynthia

11:40:01 From Cynthia : street scape beautification- yes!

11:40:45 From Jane Barwell : Hanging flower baskets in town center - like McMinnville.

11:41:06 From Nyla Jebousek : nice

11:42:23 From Brandy Steffen, JLA : Please raise your hand (virtually or with your video on) if you'd like to speak.

11:46:26 From Dean Sawyer : The UPS truck can barely make it down my street. Great comment Gary

11:47:39 From Minda Stiles : Regarding EV stations, it would be nice to have a couple in each populated area of Newport, e.g., Bayfront, Nye Beach, Agate Beach Wayside, etc. There are now a couple at the public lot at HMSC. It would be nice if that were part of the TSP unless they are very expensive, then perhaps the incentive idea is best.

11:48:08 From Nyla Jebousek : RR right of way plan 🍌🎯👏

11:50:20 From Jane Barwell : I'd like to see a paved ramp for access to beach riding from South Beach Jetty or South Beach State Park. Not sure if this is a transportation project, but it would make it easier to ride south on the beach. Thx.

11:51:26 From Cynthia : the couplets in Grants Pass and Tillamook have speed limit of 25 mph

11:53:15 From Ben Weber : Thanks Nyla and CM. Both good points about side street parking access and a potential Highway bypass using 9th. I neglected to re-state these points in my summary.

11:54:01 From Rosa Coppola : I think that is a great idea Gary

11:54:19 From Minda Stiles : There are several pedestrian safety issues in Agate Beach along 101 from 35th to 52nd: lack of safe crossing for surfers going from Ossie's to the Wayside; unsafe ped underpass at 31st (unlit, flooding); unsafe crossing for peds at 52nd/Lighthouse crossing 101 (turning drivers do not see peds); no connected sidewalks around that intersection; lack of safe ped zone along Lighthouse Dr to YHONA (vehicles speed to the BLM kiosk).

11:58:52 From Brandy Steffen, JLA : Last question or comment?

12:00:13 From Dean Sawyer : The city has talked to the National Guard about moving to the airport but they have resisted. They prefer to be on the north side in the event of a major disaster.

12:00:14 From Ariella Frishberg, JLA : <https://openhouse.jla.us.com/newport-tsp>

12:01:57 From Nyla Jebousek : Yes. Thank you to everyone.

12:02:20 From Beatriz Botello : thank you!

Breakout Room #1 Notes and Chat

- Overall major interest in pedestrian safety and Hwy crossings, regardless of 2-way or couplet configurations
- Most conversations turned to concerns about weak retail environment and closed up shops in Newport currently
- Concern about construction period impacts on businesses
- Questions about if Newport should really emphasize 101 and 20 as main street business districts, as opposed to more emphasis on Nye Beach and Bayfront
- Folks wanted to know how future Yaquina bridge replacement alignment might impact Hwy 101 routing
- Our groups mostly didn't get to talk about Hwy 20 in much detail. 15 minutes went fast for just 101
- Beth: likes the Philomath couplet
- Jeff: strong dislikes couplets and thinks they are business killers
- CM: could 9th be a Highway Business Route bypass, while current 101 stays Local?
- Hurbert signal remains a concern
- Strong support for bikeways - either on 101 or nearby

- Numerous voices were fine with the idea of removing some parking from 101 in favor of wider sidewalks and bikeways
- Nyla: thinks that wider sidewalks and major expenses is wasted money - Newport doesn't need super glamorous highway streets
- Councilor Botello: wants to see more transit options on 101 and accommodation for transit loading; also wants to ensure ADA access
- Hospital has 500 pedestrian crossings a day of 9th - how would 9th as couplet impact this?
- TSP and Highway futures need to be linked to overall Newport economic development and health
- Jane: I would be a better match for the South Beach group. I don't have video or mic today - will use chat for comments. Agree with Bob! Especially in areas that are dark at night! Downtown area. Two-way would become a traffic jam during peak times.
- CM: yep. downtown classic example of "blight," I think. the TSP will help motivate business there in the Deco District

Breakout Room #2 Notes and Chat

- Will there be copies of photos?
- How much more are sidewalks?
- Oceanview - lot of large trucks use it / PUD use it in summer / line of site is key for safety
- Health - keep in mind that travelling around healthily (physical, mental, stress)
- Parking fees -- separate visitors from employees
- Make bikes safer / citywide for local residents and tourists / Oregon Coast route
- Why Biggs?
- Couplets solves bike needs -- CDS added that this is only one piece of a regional bike system
- Likes the 2-way cycle track
- Buffer space is a good idea on Biggs / asphalt sidepath
- Stormwater runoff is a big issue in Agate Beach
- Vacation homes in Agate Beach spur more activity
- New apartments on east side will require better highway crossings
- Cycletrack doesn't need to be 10' // really likes bike/pedestrian
- Sidepath is ok as an interim
- Look at a refuge lane on Highway to serve 2-stage turns
- Nyla - speed humps on San Bay O / 15 MPH + Dog stations
- Poll the neighbors for best walking solution in Agate Beach
- MUP from Lighthouse Drive on west side of the road -- gets closer to 25th
- How to serve new kids in apartment complex
- CM: hi! I'm on a walk with my dog so am on audio only for a bit.
- CM: yes. thank you! it's a GORGEOUS Day! parking enforcement and paying per hour is already something voted in. yet to be implemented. on Bayfront
- Jane: I am here - don't have camera or mic/ Morning. Bob - your mic is breaking up. I like the 2way cycletrack a lot!

Breakout Room #3 Notes and Chat

- Beth
 - Let market respond to EV charging needs
- Bill
 - Ditto those sentiments
- Roland
 - City should get ahead of EV and provide incentives for network to develop
- Bill
 - City needs to implement demand management for parking like meters on the Bayfront
- Beth
 - Nye/Oceanview street connection seems viable and might create better north/south option

- Dietmar
 - Agree City should not construct EV chargers, but City should incentivize development of network
- Nyla
 - Speed cushions needed in City. wants them along Sean Bayo
 - Doesn't want to see Big Creek Road two-way. Concerned about noise
 - Likes Harney St extension as vehicle only with Big Creek dedicated bike/ped
- Minda
 - Wants to see Big Creek Road prioritized for bike and pedestrians
- Michael
 - Wants to see north/south bike ped improvements from 31st to Harney to Big Creek, providing off-highway connection between residential areas and schools
- Gary
 - Wants to see the City invest in traffic speed enforcement including red light violations. Could be source of needed revenue
- Ralph
 - Big cost on EV is not charging stations. It is power and conduit. City might be able to incentivize by helping with those costs
- Rosa
 - Extending Harney will generate a lot more traffic in an area where there are a lot of children (Middle and High Schools). Care needs to be taken to ensure kids are safe
- Beatriz
 - TSP projects need to be sensitive to environmental impacts like erosion both during and after construction
- Bob
 - Oceanview and Nye concept needs to be further explored with balance of Oceanview one-way with ½ of road dedicated to bike/ped
 - Nye could be a good north/south alternative route to US 101
 - Harney should be vehicle bypass with Big Creek oriented to bike/ped
- Wendy
 - Ditto. Big Creek should be bike/ped oriented
 - Speed cushions needed in Nye Beach to slow traffic along Coast north and south of the heart of Nye Beach (i.e. 6th to 8th Street, and between Olive and 3rd
 - Stop needed at 8th and Coast
 - Curb extensions in Nye Beach are too severe. Don't work well.
- Jim
 - Need trail/pathway along US 101 in north side of town
- Bob
 - Crossing needed at US 101 and NE 60th. Bus stop needed on the west side of the intersection.
- Jim
 - Construct elevated pedestrian crossings over US 101, including this location.
- Dietmar
 - Short couplet option on 9th is his preference. Minimizes impacts on Hospital facilities. Wants to see it start south of the Armory (through the adult store property).
- Nyla
 - Need more street lights on US 101
 - Concerned about couplet impact on access to hospital. Wants to be able to get to hospital without using US 101.
- Minda
 - Warming to couplet concept involving 9th but wants to make sure hospital isn't adversely impacted.
- Gary
 - Consider making 9th Street a bike ped facility and move vehicle traffic on US 101.
- Bob

- City needs to entice the Armory to move
- Jim
 - Ditto. City should use its property assets to make that happen.
- Jeff
 - Couplets may be too expensive. Like parking being removed from US 101
- CM
 - Thank you team for the outreach, and thank everyone for participating in the work session.

Breakout Room #4 Notes & Chat

- Michael
 - provide path under Bay Bridge
- Martin
 - have heavy truck limits been looked at for Bay Bridge?
 - Has city asked DEQ to run climate model for transportation, est. of future GHG emissions?
- Dietmar
 - Iconic bridge - do everything to protect
- Michael
 - Bay Blvd on-street parking- remove for improved bike facilities. Rethink this space for walking/biking
- Nyla
 - San-Bay-O intersection with US101 needs to be addressed
- General
 - Lots of interest in ferry for crossing Yaquina Bay Bridge. Recreation and transportation.
- Beatrix
 - Consider a separate Bay Bridge for bikes/ped
- Gary
 - Physically separate bike/ped from vehicles on Bay Bridge (e.g., re-allocate space to combine two one-way sidewalks to one that's wider on one side)
 - Bay Bridge needs some kind of emergency phone/communication, lonely out there in middle of bridge, emergencies happen
 - Supported ferry idea
- Ralph
 - Support for bike/ped bridge across Bay
- General
 - Group generally hadn't thought about ferry
- Wendy
 - Heavy through traffic on Nye, it's used as a US101 bypass, needs to be addressed.
 - Close streets at popular times? E.g. McMinnville does something like this.
- Jenny
 - Oceanview as one-way, with remainder as bike/ped route
- Bob
 - One lane on Oceanview means that would require something more on another street for that opposite direction traffic.
- James
 - Improvements to Oceanview needed
 - Oceanview speed limits should be lower (would add only 40 seconds)
- Wendy
 - How much ROW on Oceanview? 60'? This corridor needs improvement.
 - What can be done with that much ROW?
 - What are other cities doing to address improved bike/ped?
 - Use all available ROW, even if private owners are currently using the space
 - Lighthouse to Lighthouse path/corridor. Incorporate this report/study into project designs. Mark McConnell has it, if you need it.

- We need a citywide low-stress bike network. East-west, north-south. Think about the whole city, not just specific neighborhoods.
- Jeff and Nyla
 - Add light at 40th in South Beach.
- Beth
 - Interest in Oregon Coast Bike Route (OCBR) planning, improvements
- Jeff
 - Add street connectivity on west side of US101 between South 35th and 40th. Create extension of Anchor Way west of US101 down to 40th. Would allow business access to a new local street, not US101.
- Cynthia
 - Expecting/wanting a new grocery store in South Beach around South Beach Church, plan for that traffic with access/signal improvements near 35th and Ferry Slip Rd.
- Dean
 - Add new Yaquina Bay Bridge on west side of existing bridge. Existing bridge becomes a bike/ped bridge.
- Roland
 - Need to include new Bay Bridge in 20 year plan, even if existing bridge lasts that long. Traffic and future preparedness.
- Jeff
 - Consider a tunnel as an alternative to a new Bay Bridge
- Beth
 - Ferry would be a popular alternative to existing Bay Bridge
 - Yaquina Bay Bridge
 - Protect as much as possible
 - Add bike/ped facilities, both sides, one side wider, underneath
 - Additional bridge
 - Tunnel
 - Ferry- recreation and transportation (esp, in emergency)
 - South Beach
 - Connectivity on west side of US101 needed
 - Incorporate Lighthouse to Lighthouse study into TSP
 - OCBR
 - Ties back to bridge- improve bike/ped
 - Nye Beach
 - Consider one-way option, with improved bike/ped
 - Close Nye, use parking for restaurants or bike/ped
 - Bay Blvd
 - Better bike/ped, use parking
- CM: was this group also tasked to discuss City Center/Deco District? cuz we didn't touch on that.
- Beatriz: Good idea Gary!
- tomas: Nye Street is 60'
- Jane: Two ideas for South Beach: It would be nice to have a paved entry point to the beach from the jetty or the South Beach park parking lot, similar to the ramp on Nye Beach. Could be used for beach bike riding, and also surfers. (2) Idea: Could you have a small ferry for bikers and peds from around the Coast Guard to the crabbing pier?
- Jane: Ferry to cross the bridge.

APPENDIX 4: WEBSITE/EMAIL COMMENTS

- Three general comments concerning the area near my residence on Gilbert Way. The first is that I emphatically request an off-street pedestrian path to run from Highway 101 to the Yaquina lighthouse that would be completely safe and removed from contact with motorized traffic on Lighthouse Drive. The other request is for a dedicated bicycle/pedestrian path running from near/at the intersection of highway 101 and Lighthouse Drive to the lighthouse located adjacent to the Yaquina Bay bridge. It would be imperative for this path to be completely separate from highway 101 to avoid high speed automobile traffic. Finally, I would suggest an additional North/South traffic corridor separate from highway 101 that would intersect highway 101 at the north end of Newport routed south to intersect with highway 20 to serve to decrease normal traffic congestion on highway 101 through town, while also serving as a detour for highway 101 traffic during road construction on highway 101 or Loyalty Day parade, etc.
- Widen and improve a safe pedestrian/bike road shoulder access from the Hwy 101 intersection to Yaquina Head entrance
- Improve pedestrian/bike access on the west side of Hwy 101- west of the existing right turn lane just south of NW 54th Street to the intersection of NW Lighthouse Dr.
- Biking to town on 101 from the neighborhoods north, south, and east of agate beach is dangerous. It would be great to have a bike path into town.
- The road before the BLM entrance is unsafe for pedestrians and cyclists . Please make. 3 foot wide path on the south side of the road before someone or their dogs gets killed . Please.
- Improve NW 56th Street to NW 55th Street to Hwy 101. Repave, add safe pedestrian/bike shoulder along roadways.
- This area hazardous to walkers and bikers trying to share roadway with traffic going upwards of 50 mph
- Hi, Dean, one thing that is working WONDERFULLY for the central part of the city is the way they have the traffic signal at 101 & Hurbert timed for the last year or so. The intervals of traffic flow and then no traffic flow sure help people access the highway from Sw Angle or the street alongside Bill Barton's Office, as well as help with pedestrian safety. Sure hope you don't let them change that! Also, I think all the button-activated pedestrian crossing aids on 101 through town are a very good safety feature. It is very rare to observe a motorist disregard the flashing lights."
- Oceanview Drive from 12th St. northward has changed in the last 20 years from a collector street to a residential area. In the short-term, there should be speed humps/rumble strips at 12th (northbound) and at 21st (southbound) as well as north and south of the Agate Beach wayside. In the long-term, I like the idea of a "Lighthouse to Lighthouse" bike/ped pathway.
- Hi Derrick, I tried to provide comments on the TSP on the City's website this morning. It may be my internet connection, but it just keep spinning and spinning. As an alternative can I email written comments to the consultant? And is there a link to comments received thus far?
- Why are you ignoring San Bay-O Circle's dilemma of being trapped by 101 traffic back up from Fred Meyer/20th street stoplight? Additionally Subway uses our residential street for entrance to its drive up window even though they are situated on 101.
- Derrick, I recently found out about the Transportation System Plan and completed the survey. I regularly ride my bike from Agate Beach to town. In Agate Beach riding or walking along Hwy 101, as

I'm sure you know, is dangerous. There is a place for a bike/pedestrian path between Hwy 101 and Cherokee Ln. already. I know it would be a big investment, but when we did the Agate Beach bathroom and stairway project a few years ago you found the funding and made it happen. It's time to work your magic again. What can we do?

- The smooth north-south flow of auto traffic through Newport is critical for the City. Drivers, both locals and tourists, using neighborhood streets from navigation apps are a danger to bike/ped traffic and a general nuisance to homeowners. A major impediment to good flow on 101 through the City is the stretch from Angle to Neff (Uptown area). I would suggest removing the on-street parking in this area and building a parking lot where the Armory is currently located.
- Phone call from an Agate Beach resident: Her first comment was that it would be nice to see additional pedestrian improvements at Lighthouse Drive and US 101. The west side of the intersection is only partially developed with an ADA ramp that leads to nowhere. Any pedestrian amenities along Lighthouse Drive should be on the south side because that is where people walk. She was good with a multi-use path on the west side of US 101, south of Lighthouse Drive, with a crossing at the intersection and a path on the east side of the highway heading north from there. Her concern was that the Open House question on this topic is confusing (that is why she called). For Oceanview and Nye, she would like the City to consider directing pedestrian and bicyclists from Oceanview onto Nye where it would be safer. Her reasoning was a bike/ped connection between the two streets might be cheaper to construct and it wouldn't be difficult to add bike lanes and sidewalks to Nye.
- We need a north/south bike route for getting through town. The old right of way for the railroad could be excellent. At this point getting over the bridge means walking
- Roads near agate beach need better shoulders for pedestrian/biking
- Don't re-build Big Creek dam. It's a waste of money. Plus Tim Gross already screwed up by building a road to haul heavy equipment up above second lake that collapsed and slid into the road, guardrail and lake, creating at least 50 k in damages! Find a alternative water source that would supply whole region like Rocky Creek. The water treatment facility is in a tsunami/flood zone and the tanks for storage at the top of Forest Park trail are old and wouldn't survive a moderate earthquake. Build more connective bike paths through Newport. Don't consider Derrick Tokos suggestion to extend Harney St. Really dumb idea considering the terrain, geological constraints and slide potentials. Don't allow for more acreage to be cleared above 36th Street for housing. Current infrastructure and water supply cannot handle. Roads into and out of this neighborhood were never engineered properly. Even current development by Windhaven development Company on knoll above 31st street and at the bottom of Lakewood drive is unsafe and will only increase traffic on marginal roads with no sidewalks. It should have never been approved without significant upgrades for roads and traffic calming. 31 St. was banded repaired to the tune of about 30k, to two way traffic 6 years ago. Big Creek Rd., one-way up to Sam Case is not able to handle that kind of extra traffic safely. Re-develop master plan with REAL in person public input and not in the middle of a pandemic!
- I have lived at Agate Beach for about 2.5 years and have found that there is no safe walking/biking paths in this area
- Make the bayfront more people friendly with no car and large truck parking. Enforce speed limits on Bay Road and Moore. Keep the road potholes repaired. Thank you
- I would like to see more bike lanes so you could ride from Newport to Otter Rock!

- Anything that we do to make our town safer and more attractive for walking and biking will make Newport a more livable town and be a draw for tourists. :)
- Opening up biking options from North Agate Beach to Newport would be so beneficial to the kids that live here. As it is now my kids are landlocked in our neighborhood unless they go out onto the 101 highway. This absolutely needs to be a priority for Newport. Especially with the volume of new apartments in this area of town.
- The "Lighthouse to Lighthouse Trail" idea has been around for quite a while. It would be an amazing feat to find the funds to create this trail. It would be an amazing amenity for locals and tourism alike. Not only would it create a safe bike and pedestrian connection to the Agate Beach Neighborhood, it would enhance the access to viewpoints along Agate Beach, connect the history of the area, and join into Ernest Bloch Memorial Wayside as well. Newport really needs this type of recreational development to bring it up to the level of a first rate tourist destination. The new transportation plan and urban renewal district finally give you the opportunity to fund the project!
- In the Nye Business area, Coast St has become increasingly dangerous for pedestrians and extremely annoying for everyone else Understanding that the funds for any long term goals most likely will not be available for some time! We would like to see some things addressed in the short term. We can not stress enough just how fast many people chose to drive through the neighborhood. It seems to have become an alternative drag route!! This has been observed by the many visitors who come to shop and walk around. Sitting in on the last workshop presented some possible ways to address and help control the growing problem. The speed limit is 20mph 1. More signage indicating so. Enforcement is needed however police officers are spread thin. 2. Speed humps south and north of 3rd St. 3. Crosswalks with wide yellow stripes 4. Digital signs indicating drivers speed. We thank you for your considerations.

APPENDIX 5: SPANISH LANGUAGE OUTREACH

Spanish Language Written Survey Comments

Are we missing any other solutions for the future of Newport's transit system?

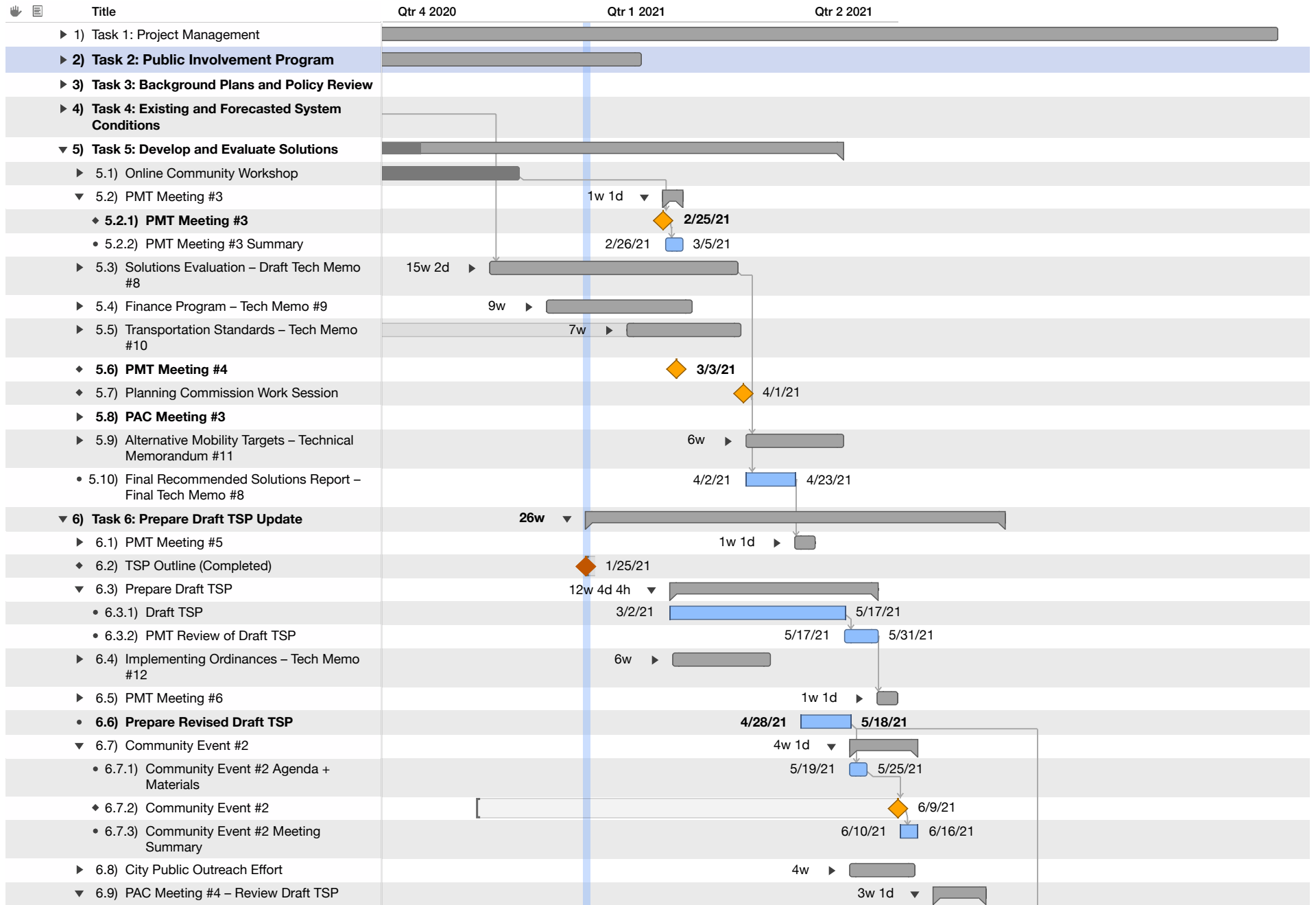
- A lot of fighting in buses.
- Everything good
- Falta de comunicacion – *lack of communication*
- Mas cornentes seguidos – *more frequent stops*
- Mas publico y que sepan mas de transporte – *more public [transit] and to learn more about transportation*
- Mas rutas para llegar a trabajar – *more routes to get to work*
- Mejor medios de transporte corridoas mas sequidas – *better means of transportation, that run more frequently*
- More frequent trips
- More frequent trips
- More frequent trips
- More trips and earlier times
- Que pase mas sequido – *more frequent trips*
- Si que pasen mas sequidos – *more frequent trips*
- Si, gente que camine o este en bici que use ropa mas reflective – *people who walk or are cycling should wear more reflective clothing*
- Times and routes translated
- Todo esta bien – *everything is good*
- Translator to be able to let them know where they're going or how much it costs
- Very little trips
- Yes, but not sure what.
- Yes, in times and trips more consistent

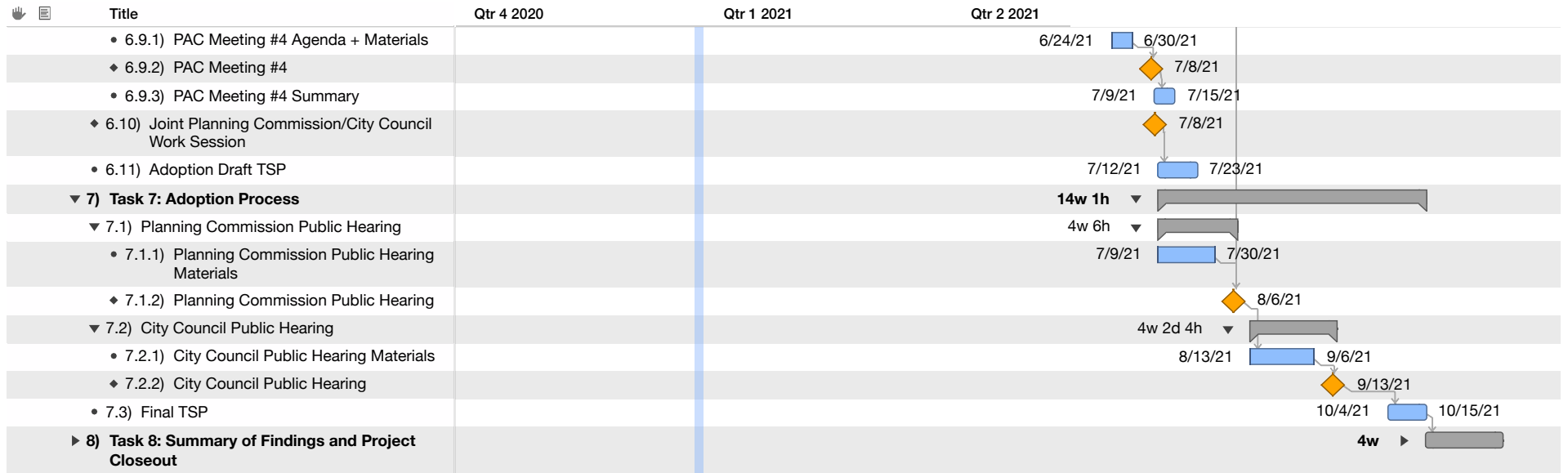
Notes and Comments from the Spanish Language Outreach Session

These comments were summarized and translated

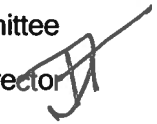
- Add sidewalks along US 101, especially around the State Police (NE 73rd St)
- Add a crossing at NE 73rd St.
- Add more safe bike routes, especially off the highway/trails
- Improve street conditions, fix potholes/pave
- Add/reconfigure stop signs (NE 73rd St and Avery St)
- Overall I think an emphasis on safety for all modes
- When I drive from north of town, I have seen people crossing highway 101 from NE Avery St to the beach side. Also from the new apartments north of town. I think a light is needed in that area”
- Some streets don't have adequate street lights
- I would like to see more green areas and trees planted around the city

- To build the Harney Road would cost a lot money, and plus all the tree removal. It's concerning the deforestation!
- The couplet by the hospital won't work well. It may create congestion and conflict especially an emergency situations. I think it's good idea the shorter couplet after the hospital.
- I think the Oceanview Drive one way direction and share road would work well, so we all can use it
- One of the traffic calmer is visual cues and good signage especially EADS st. And Hwy 20 close to school
- I would like to see a shareable road connection from the North to South of the City
- Many potholes around the city
- On 55th St, the road is gravel, and there is a lot of potholes. Where can I report those? We would like to see the road paved
- On streets NE 71st, NE 72nd and NE Avery St. a stop street sign would be helpful because traffic moves faster on NE 71 and NE Avery St
- The couplet Hwy 20, the long couplet option may work well
- "Not a bad idea to have a ferry in Newport to cross from one side to other. It would attract tourism too"
- "My family and I think it's very important to have bicycling lines and safe streets. Our children usually ride their bicycles or walk to school. My husband and I work early morning, and our children safety is very important"





Memorandum

To: Planning Commission / Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: February 5, 2021
Re: Second Review of Draft Revisions to Implement HB 2001 (2019) Related to Duplexes, Townhouses, and Cottage Cluster Development

Enclosed for your review is an updated draft of the proposed amendments. There are a couple of policy options for your consideration related to the interplay between Accessory Dwelling Units and single-family detached or attached housing. They draw from the work session discussions on 12/14/20 and 1/11/21. Minutes from those meetings are enclosed as well, for your reference. With regards to a potential on-street parking credit, I adjusted the language to clarify that it would only be an option in areas where on-street parking is available on both sides of the street. HB 2001 does not require that cities allow on-street parking credits, but it is recommended. Other changes relate primarily to design standards for cottage dwellings based upon feedback received at the 1/11/21 work session.

If the Commission is comfortable with the package of amendments, then it would be appropriate to initiate the legislative process, by motion, at the regular meeting. A public hearing would then be held on 3/22/21 or 4/12/21. HB 2001 mandates that we adopt the duplex allowance no later than 6/30/21, so it would be good to get the legislative process started in case multiple hearings at the Commission or Council level are needed.

Attachments

Minutes from the 12/14/20 and 1/11/21 Planning Commission Work Sessions
2/5/21 Draft Amendments Related to HB 2001 (2019)

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

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

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

PC Citizens Advisory Committee Members Absent: Braulio Escobar.

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

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

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

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

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

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

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

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

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

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

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

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

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

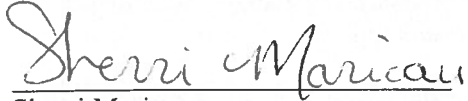
Tokos reviewed the landscaping requirements and noted that they applied to commercial, industrial, institutional and multi-family, but didn't apply to single family, duplexes, townhouses and cottage clusters. Tokos then reviewed the Iron Mountain overlay and noted it only applied to the quarry on the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

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

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

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

Respectfully submitted,



Sherri Marineau,
Executive Assistant

MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Council Chambers by Video Conference
January 11, 2021
6:00 p.m.

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

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

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

1. **Call to Order.** Chair Patrick called the Planning Commission work session to order at 6:00 p.m.
2. **Unfinished Business.** No discussion was heard.
- A. **Initial Review of Land Use Code Amendments to Implement HB 2001 Duplex, Townhouse, and Cottage Cluster Standards.** Tokos continued the review of the draft code from the last Commission meeting. Berman asked if there were any added changes based on the last meeting. Tokos confirmed there weren't any changes. He then reviewed the chapter 14.31 for townhouse and cottage clusters next.

Berman asked if a 4,000 square foot lot in the in R-1 zone could only have a house placed on it, not a duplex. Tokos explained that a 4,000 square foot lot was substandard but this did happen. They would be able to have a duplex and this would be dealt with under the provisions for sub-standard lots. Tokos explained that this was reviewed by the Commission on the December 14th work session. A duplex could be done in this scenario but not a townhouse. A discussion ensued regarding building code requirements for firewalls between townhouse common walls.

Tokos continued his review of the updates to minimum lot sizes, off-street parking, and unit size for townhomes and cottage clusters. He noted the 1,400 square footage maximum unit size was a recommendation in the model code for cottage clusters. Berman asked Capri if he thought this was a reasonable number for a maximum unit size. Capri thought it was reasonable but didn't know the exact logic behind the number.

Escobar asked what a community building was. Tokos explained it was a common building for a cottage cluster that was a common place to gather or a storage area. Hanselman asked if the community building size have any bearing on the open space courtyard requirements for cottage clusters, or was it just a community building and not an open space at all. Tokos explained it wasn't an open space at all. The reason they were included in the average floor area calculation was because they didn't want them to be too large. Branigan asked if the community building was required to have running water and bathroom facilities. Tokos didn't know if there were any requirements for what the components of the community building must have but guessed a storage building could be considered a community building. Capri didn't think the uses would match and thought the building code would require this. Berman asked if they were saying a maximum average lower area for a cottage cluster could mean that there could be units that were larger than 1,400 square feet as long as there were units smaller than that. Tokos confirmed this was correct and reminded that this would be an allowance. Nobody would have to proceed with a development of this nature. They could if they met the parameters.

Tokos reviewed the townhouse design standards next. Berman asked if Section A.1, 2, 3 and 4 were "and" or "or" requirements. Tokos explained that all of these standards needed to be met.

Tokos reviewed the diagrams that were referenced in the code. He then reviewed the requirements for the main orientation to units, the main entrance facing common open spaces, the main entrance opening onto a porches, and the windows. Tokos noted that these were done so there was a clear and objective path for approval. Berman asked if the design requirements were new for the city. Tokos confirmed they were new. He thought they should also consider guidelines for multifamily because they were only looking at middle housing currently. Berman thought it would be quite an undertaking to do multifamily. Tokos noted this would mean larger buildings that had more mass you would have more of an argument that some of these architectural features should be built into the development. He explained that what they were looking at currently was for the middle housing model code from HB 2001, and was specific to townhouses and cottage clusters. Berman asked if the design standards were required. Tokos confirmed they weren't and noted the Commission expressed a desire to see the language at a prior meeting and was why it was presented here. They didn't have to adopt or pursue it. Berman thought it might be better to defer this until they could do a comprehensive discussion of design standards for anything above a duplex. Tokos thought another approach they could take was if they liked the concepts they could go ahead with this because it dealt with townhouses in a comprehensive way, and then double back and tackle multifamily because there would be different issues with them. Hanselman asked if these design standards would be citywide. Tokos confirmed they would. Capri noted that he didn't like the design standards for Nye Beach as an architect. The standards did help as a developer to make sure it wasn't one big blank three story wall with a door on it and a shed protecting the entry. What Capri did like about the Nye Beach standards was they could hit a couple of things to satisfy the requirement and still have enough flexibility with the design. Capri felt these standards felt pretty reasonable in that way. He noted he didn't like standards saying exactly where they had to put an entry and how big a porch needed to be. Tokos didn't think the window requirement of 15 percent coverage was burdensome threshold, and it did eliminate the chance of having a massive wall facing a street.

Tokos reviewed the driveway access and parking design requirements next. Berman asked what happened to the 20 foot garage setback in these requirements. Tokos explained the 20 foot setback would apply to this but what they were talking about here was the garage width being 12 feet wide, not the garage setbacks. Hardy thought a 12 foot garage width was small and didn't make sense. Tokos didn't think 12 foot wide was small for a single bay garage. Hardy thought it was when you considered what went into garages such as storage. Tokos explained that in a typical townhouse, such as Neola Point, you would see a deeper single bay garage. Hardy noted that the garages at Neola Point were so small you couldn't get out of your car. She worked with Neola Point and this was why they had so many parking issues. Hanselman asked if a window in the garage door would be calculated toward the 15 percent. Tokos noted it was listed in the code that a window in a door or garage could count toward it. Patrick noted the code said the garage couldn't be more than 12 feet wide, not the garage door. Tokos confirmed this. Berman reminded that this standard was for when the garage was on the front.

Tokos reviewed the diagram on the cottage cluster design standards next. Branigan asked if there was a minimum size for a common building in a cottage cluster. Tokos didn't think this was in the code but was more of a provision of the Building Code requirements. He explained that right now, under the draft code, they had cottage clusters programed in to the R-3 and R-4 zones, not in R-1 and R-2. As long as they were full dwelling units, they could have a number of tiny homes as cottages and put them around a common courtyard or commons building that had some amenities.

Tokos reviewed the common courtyard design standards next. Berman asked if they could reduce the 75 percent impervious requirement number. Tokos confirmed they could. Berman wanted to see this as 25 percent or the minimum required to have the concrete pad. Hanselman wanted to see this reduced dramatically as well. Tokos would look closer at the OSU student housing project as an example to see what options there were. Capri asked if the logic was to not see someone just put down grass seed and calling it good. Tokos explained that common courtyards could just be a landscape area but they would have to have pedestrian pads. He would look at other approaches. Capri asked if this had to be the measure on how to judge the quality of the courtyard space. He suggested it could say they had to provide outdoor space that is functional for people to gather. Tokos thought this was too discretionary and they needed clear and objective standards. Capri suggested requiring one

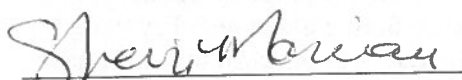
were contrary to the whole intent because they would end up with three families living on one lot. This is what would happen if they allowed ADUs with duplexes. Patrick thought that if they allow an attached ADU to a duplex it would become a triplex and a lot of rules would kick in. He thought the only thing they could allow an ADU on would be detached on a duplex or detached on an apartment building. A discussion ensued regarding the need for ADUs. Capri wanted to see more doors for housing. Braulio thought they should limit the ADUs to the R-1 and not allow them in R-2 or duplexes. Tokos asked if what he was saying was to limit them to properties developed with a single family detached dwelling, which was what they were mandated to allow. Escobar confirmed this was what he was saying. Hanselman preferred it stayed this way. Branigan wanted to see what other municipalities, such as Lincoln City and Florence, were doing to keep rules consistent. Escobar noted they were making something new here and didn't think many municipalities would have any standards yet. Tokos would look into this and bring back an option A and B to the Commission to consider. Patrick didn't have a problem doing just single family. Most of his problem had to do with there being so many constraints having to do with multifamily, triplexes or anything bigger not having the room to do this in first place. Tokos would bring an updated document as a second review on February 8th. This would also be an opportunity to initiate the legislative process.

B. Updated Planning Commission Work Program. No discussion was heard.

3. **New Business.** No discussion was heard.

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

Respectfully submitted,



Sherri Marineau,
Executive Assistant

seating area per unit. Tokos didn't think they would want to ratchet it down so low that they couldn't create hardscape or a patio seating area. He thought maybe 50 percent made sense and he would take a look at what was out there. Branigan asked if there were any requirements for accessibility. Tokos reported that this fell under the Building Code for ADA standards. Sutton reported that pavers could be pervious and there were different options.

Tokos reviewed the community building design standards next. Patrick asked where the maximum 900 square foot limitation came from. Tokos would take a look at this and report back. He reviewed the requirements for pedestrian access for cottage clusters, and windows next. Tokos noted he would be fixing this. He then looked at parking designs for cottage clusters and noted they were trying to avoid large parking mass.

Hanselman noted that the standards said that cottage clusters needed to be less than 900 square feet. Patrick noted this was just the footprint. The cottages could be two stories and larger than 900 square feet. Tokos covered the access and deed covenants for cottage clusters, and the subdivision process and planned destination resorts language.

Tokos asked if the Commissioners had any thoughts relative to Accessory Dwelling Units (ADUs). Legally they were required to allow one ADU for each single family detached on a lot. It was set up to allow one ADU to a single family attached. Tokos noted that what he was hearing was that some Commissioners liked this but others would prefer to not allow more than what was required by law. He asked the Commission where they wanted to go with this. Hanselman thought one ADU per lot was a sticking point for him. He thought they were working on this a year ago and what they were talking about was for long term housing, not short-term rentals (STRs). They were also talking about owner occupancy of the primary residence on the property. Hanselman thought they were always dealing with the concept of owner occupied or owner on the property. He noted that at the last STR Work Group meeting, there were people upset with a house on Spring Street and they thought the ADU wasn't attached to the primary residence. Tokos reported that this ADU was attached to the primary dwelling unit. He clarified that the Oregon legislature mandated that all municipalities had to allow ADUs on each lot that had single family dwellings. The legislature didn't get into if ADUs could be used for rental occupancy. Tokos reported that with HB 2001 they had to implement an early provision for this which said that cities that were requiring off-street parking for owner occupancy in an ADU or principal dwelling as a standard for getting an ADU unit couldn't be done anymore. The only exception to the law was if the ADU was being used for vacation occupancy you could require the ADU to be owner occupied and to have off-street parking. The issue here was that the ADU was 800 square feet or smaller. The city's STR code covered parking space requirements. Tokos noted that if a dwelling was owner occupied it was a homeshare. He didn't expect the STR Work Group would make a recommendation to do any work with this because there wasn't really a need to do anything. The issues with the Spring Street property were outside of this and was more about things such as lack of licensing and the relationship of neighbors. Branigan noted most of the complaints about this property was by the same few people. He felt this was a neighbor spat that was happening.

Berman noted that what they were talking about here was how the Commission felt about allowing ADUs for townhomes or duplexes. Tokos noted the HB 2001 was clear that they had to allow ADUs for properties developed with a single family detached. They didn't have to allow them for duplexes. Hanselman wanted to keep it so that only single family detached dwellings could have ADUs. Capri thought the question was more about if they wanted new housing. Hanselman wanted housing if it was long-term and thought ADUs were a way to provide more worker based housing. Capri disagreed and noted that he worked with Northwest Coastal Housing and the Housing Authority of Lincoln County. Their thoughts were adding doors alleviated the pressure to housing needs, regardless of the type of door. Capri thought the question for the Commission was if they wanted more housing, period. He agreed that there was a housing problem but there was a limit of the number of people who came to the Oregon coast and got into a vacation rental. There wouldn't be more STRs, because there was a cap on the number of licenses. The question was if they wanted more doors for housing. Tokos noted there were caps on STR licenses. Hanselman thought if there were caps on STRs we fulfilled the need by keeping them full. Then, any new ADUs would be long-term rentals because STRs had caps on the licenses. Hanselman thought this meant that ADUs should be reserved for long-term rentals. Berman noted they couldn't control the uses for ADUs, but could control if they were legal or not. He thought R-1 properties

The following changes are proposed to NMC 14.01.020, Definitions:

~~**Court Apartments.** Multiple dwellings arranged around two or three sides of a court opening upon a street.~~

Staff: This concept is addressed in Section 14.11 (below). It is being deleted because the related language in Section 14.11 will now apply to all dwellings. As drafted, a duplex or cluster of duplexes meet this definition. That is problematic under Section 14.11 because it invokes setback requirements that do not presently apply to single family detached dwellings. OAR 660-046-120 prohibits cities from applying setbacks to duplex units that do not apply to single-family dwellings.

~~**Dwelling, Duplex; or Dwelling, Two-Family.** A detached building containing two dwelling units. Two attached dwelling units on one lot or parcel. In instances where a development can meet the definition of a duplex and also meets the definition of a primary dwelling unit with an Accessory Dwelling Unit (ADU), the applicant shall specify at the time of application review whether the development is considered a duplex or a primary dwelling unit with an ADU.~~

Staff: This definition has been amended to align with the definition of “Duplex” in Section B of the model code. It also conforms to the definition for “Duplex” now listed in OAR 660-046-0020(4). Note the interplay with the definition of an ADU. ORS 197.312(5) requires cities to allow at least one ADU for every single family detached dwelling in residential zones where single family detached dwellings are allowed. That includes all four of the City’s residential zones and some C-2 zoned areas in Nye Beach. The City has gone further and allows one ADU on a lot or parcel developed with single-family attached housing (NMC 14.16.050(B)). This means that all parcels or lots zoned for residential use will be eligible for up to three (3) units, assuming other clear and objective development standards can be met (i.e. a duplex plus one detached ADU). ORS 197.312(5) prohibits off-street parking requirements for new ADUs.

~~**Dwelling, Triplex; or Dwelling, Three-Family.** A detached building containing three dwelling units.~~

~~**Dwelling, Fourplex; or Dwelling, Four-Family.** A detached building containing four dwelling units.~~

~~**Dwelling, Multi-Family.** A building containing five or more dwelling units. Three or more attached dwelling units on one lot or parcel.~~

Staff: Definitions for triplex and fourplex units are being deleted in favor of a single multi-family definition that applies to three or more dwelling units on a single lot or parcel. The list of allowed residential uses in NMC 14.03.050 does not include these terms. Rather it

jumps from two-family to multi-family. This change also aligns with how building codes are applied, with single family detached and duplex construction being subject to the Oregon Residential Specialty Code and the construction of three or more attached units being subject to the Oregon Structural Specialty Code. The terms “triplexes” and “fourplexes” are used elsewhere in Chapter 14 in a few isolated locations, which I have addressed below.

Lot. ~~A parcel or tract of land which is occupied or may be occupied by a structure or a use, together with yards and other open space.~~ A lawfully established unit of land.

Parcel. Same as definition of “lot.”

Tract. Two or more contiguous lots or parcels under common ownership.

Staff: These changes break up the City’s existing definition that combines the terms. Definitions for the terms “lot” and “parcel” conform to the definition listed in OAR 660-046-0020(5). The new definition for “tract” maintains the allowance in the City’s existing definition of “lot” that allows someone that owns parcels to develop them as if they were a single unit of land (i.e. a home being built over a common lot line).

Dwelling, Cottage. means an individual dwelling unit that is part of a cottage cluster.

Cottage cluster. means a grouping of no fewer than four detached dwelling units per acre, each with a footprint of less than 900 square feet, located on a single lot or parcel that includes a common courtyard. Cottage cluster may also be known as “cluster housing,” “cottage housing,” “bungalow court,” “cottage court,” or “pocket neighborhood.”

Cottage cluster project. means a tract with one or more cottage clusters. Each cottage cluster as part of a cottage cluster project must have its own common courtyard.

Staff: These three definitions are being added because the Commission expressed an openness to allowing cottage clusters as a housing option. There are two examples in the City, one that was constructed in the Wilder Planned Development and the other is under construction under conventional code provisions along the east side of NW Coast Street north of 6th Street. The definitions substantially align with the definitions contained in DLCD’s draft Model Code for Large Cities. The one deviation is in the definition for cottage cluster project where I have replaced the term “development site” with “tract.” The terms appear to be describing the same thing; however, the City code will have a definition for “tract.”

Dwelling, Townhouse. means a dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on a single lot or parcel and shares at least one common wall with an adjacent unit. A townhouse is also commonly called a “rowhouse,” “attached house,” or “common-wall house.”

Townhouse project. means one or more townhouse structures constructed, or proposed to be constructed, together with the lot, parcel, or tract where the land has been divided, or is proposed to be divided, to reflect the townhouse property lines and the commonly owned property, if any.

Staff: A definition for “townhouse” is presently contained in NMC Chapter 14.31. It will be moved to the chapter that contains all other definitions and has been revised to align with the definition contained in DLCD’s draft Model Code for Large Cities. The definition for “townhouse project” is new and substantially conforms with language in the same model code. It is necessary to make some adjustments to the townhouse provisions in order to distinguish them from duplexes.

The following changes are proposed to NMC 14.03.050, Definitions:

14.03.050 Residential Uses.
The following list sets forth the uses allowed within the residential land use classification. Uses not identified herein are not allowed. Short-term rentals are permitted uses in the City of Newport’s R-1, R-2, R-3 and R-4 zone districts subject to requirements of Chapter 14.25 Section 14.25.

"P" = Permitted uses.

"C" = Conditional uses; permitted subject to the approval of a conditional use permit.

"X" = Not allowed.

		R-1	R-2	R-3	R-4
A.	Residential				
	1. Single-Family	P	P	P	P
	2. Two-Family	XP	P	P	P
	3. <u>3. Townhouse</u>	X	P	P	P
	4. <u>4. Cottage Cluster</u>	X	X	P	P
	5. Multi-Family	X	X	P	P
	4.6. <u>4.6. Manufactured Homes *1</u>	P	P	P	P
	5.7. <u>5.7. Mobile Home/Manufactured Dwelling Park</u>	X	P	P	P
B.	Accessory Dwelling Units	P	P	P	P
	(B. was added on the adoption of Ordinance No 2055 on June 17, 2013; and subsequent sections relettered accordingly. Effective July 17, 2013.)				

C.	Accessory Uses	P	P	P	P
D.	Home Occupations	P	P	P	P
E.	Community Services				
	1. Parks	P	P	P	P
	2. Publicly Owned Recreation Facilities	C	C	C	C
	3. Libraries	C	C	C	C
	4. Utility Substations	C	C	C	C
	5. Public or Private Schools	C	C	C	P
	6. Child Care Facilities	P	P	P	P
	7. Day Care Facilities	C	C	C	C
	8. Religious Institutions/Places of Worship	C	C	C	C
F.	Residential Care Homes	P	P	P	P
G.	Nursing Homes	X	X	C	P
H.	Bed and Breakfast Inns	X	X	C	C
I.H.	Motels and Hotels	X	X	X	C
J.I.	Professional Offices	X	X	X	C
K.J.	Rooming and Boarding Houses	X	X	C	P
L.K.	Beauty and Barber Shops	X	X	X	C
M.L.	Colleges and Universities	C	C	C	C
N.M.	Hospitals	X	X	X	P
O.N.	Membership Organizations	X	X	X	p
P.O.	Museums	X	X	X	P
Q.P.	Condominiums²	XP	P	P	P
R.Q.	Hostels	X	X	X	C
S.R.	Golf Courses	C	C	C	X
T.S.	Recreational Vehicle Parks	X	X	X	C
U.T.	Necessary Public Utilities and Public Service Uses or Structures	C	C	C	C
V.U.	Residential Facility*	X	X	P	P
W.V.	Movies Theaters**	X	X	X	C
X.W.	Assisted Living Facilities***	X	C	P	P
Y.X.	Bicycle Shop****	X	X	X	C
Z.Y.	Short-Term Rentals (subject to requirements of Chapter 14.25)	P	P	P	P

1. Manufactured homes may be located on lots, parcels or tracts outside of a manufactured dwelling park subject to the provisions listed in NMC 14.06.020.

2. Condominiums are a form of ownership allowed in all zones within dwelling types otherwise permitted pursuant to subsection (A).

(Section 14.03.050 was amended by Ordinance No. 2144, adopted on May 6, 2019: effective May 7, 2019.)

Staff: Two-family dwellings will now be allowed in R-1 zones. It is required to comply with HB 2001 (2019) since single-family dwellings are allowed on lots and parcels in this zone. Townhouse and cottage cluster development options have been added. The Commission may want to consider whether or not “cottage clusters” should be allowed in the R-2 as well. The townhouse allowance in the R-2, R-3, and R-4 zone districts is consistent with what the City presently allows pursuant to NMC 14.31.030. Mobile homes, by definition, are manufactured units constructed between 1962 and 1976. No new parks for these units are being built, so the provision for mobile home parks is being removed and replaced with

“Manufactured Dwelling Parks.” as a cleanup item. Existing mobile home parks are non-conforming. Manufactured Dwelling Parks are currently allowed in R-2, R-3, and R-4 zones per NMC 14.06.030.

A duplex can be a manufactured home, in which case it would be subject to the same siting and design standards as manufactured homes that are a single dwelling. Condominiums are a form of ownership that exists where there are two or more units on a property. Now that duplex units are allowed in R-1 zones it is necessary to also allow condominiums, as there are a handful of examples in the City where there are two-unit condominium projects. Amended footnote 2 to note that condominiums are a form of ownership allowed in all dwelling types. Reference to Bed and Breakfast Inns is being deleted as outdated legacy term. It was replaced with the term “Bed and Breakfast Facility” with Ordinance No. 2032, 7/1/12, and was allowed in all residential zones. The term “Bed and Breakfast facility was later folded under the definition of “Short-Term Rental.”

The following changes are proposed to NMC Chapter 14.11, Required Yard and Setbacks:

14.11.010 Required Yards

A building, or portion thereof, hereafter erected shall not intrude into the required yard listed in Table A of NMC 14.13.020 for the zone indicated.

Staff: This change is being made to clarify where Table A is located in the Municipal Code.

14.11.020 Required Recreation Areas

All ~~multiple-family~~ multi-family dwellings, ~~condominiums~~, hotels, motels, ~~mobile home parks, trailer parks~~ manufactured dwelling parks, and recreational vehicle parks shall provide for each unit a minimum of 50 square feet of enclosed outdoor area landscaped or improved for recreation purposes exclusive of required yards such as a patio, deck, or terrace.

Staff: The term multiple-family is used only in two other locations. It should be multi-family. The outdated terms “mobile home park” and “trailer park” have also been deleted and replaced with manufactured dwelling parks. Deleted condominiums per feedback from Commission at 12/14/20 work session.

14.11.030 Garage Setback

The entrance to a garage or carport shall be set back at least 20 feet from the access street for all residential structures.

14.11.040 Yards for Group Buildings

A. In case of group buildings on one lot, parcel, or tract including institutions and dwellings, the yards on the boundary of the lots, parcel, or tract shall not be less than required for one building on one lot or parcel in the district in which the property is located.

Staff: This change is needed to account for the fact that the terms lot, parcel, and tract are no longer comingled in the City's definitions.

B. The distance between group buildings and on one lot property lines interior to a tract shall ~~be twice the width of the required side, front, or rear yards~~ satisfy yard requirements that apply to a lot or parcel in the district in which the property is located, except as provided in NMC 14.11.050(D). ~~in the case of yard combinations that no yard be required to exceed 25 feet.~~

Staff: This section was drafted to ensure that buildings constructed on contiguous properties met internal lot lines unless the yards were combined. It is a bit convoluted. The change clarifies that yards from interior lines must be met except as provided in a new NMC 14.11.050(D).

C. In the case of ~~court apartments~~ dwelling units rearing on side yards, the required side yards shall be increased two feet in width for each dwelling unit rearing thereon.

Staff: The term court apartments is eliminated in favor of dwellings in a general sense. The definition of court apartments, which is being deleted, could apply to duplex units which is problematic under OAR 660-046-120. Multi-family is the most common project that can orient to a side yard in this manner.

D. No court serving a group of dwelling units ~~court~~ shall be less than 25 feet in width.

Staff: Court is a defined term, which reads "An open, unoccupied space on the same lot with the building or buildings and which is bounded on two or more sides by such building or buildings. An open, unoccupied space bounded by one "L" shaped building, which is not a court but a yard."

E. In the R-3 and R-4 zones where ~~three or more commercial or residential~~ multi-family dwelling units are in a continuous row on an interior lot, parcel, or tract rearing on one side yard and fronting upon another side yard, the side yard on which the multi-family dwelling rears shall not be less than eight feet. The side yard on which the multi-family dwellings fronts shall not be less than 18 feet in width.

Staff: Buildings with three or more dwelling units are multi-family. This change indicates as much.

14.11.050 General Exceptions to Required Yard

A. Front Yards.* In the event a front yard less than the minimum has been legally established on one or both of the adjacent lots, the minimum front yard for an interior lot may be reduced to the average of what has been established for the adjoining front yards.

B. Projections Into Yards. Every part of a required yard shall be open from the ground to the sky, unobstructed except for the following:

1. Accessory building in the rear yard as provided in [Section 14.16](#).*

(*Sentence amended by Ordinance No. 2011 (2-18-11).)

2. Ordinary building projections such as cornices, eaves, belt courses, sills, or similar architectural features may project into side yards not more than 12 inches or into front and rear yards not more than 24 inches.
3. Chimneys may project into any required yard not more than 16 inches.
4. Uncovered balconies or fire escapes may project into any required yard not more than one foot.
5. Uncovered terraces may project or extend into a required front yard not more than five feet or into a required side yard not more than one foot or into a required court not more than six feet. The regulations contained in this paragraph shall not apply to paved parking or driveway areas at ground level.

C. Dwelling Units Above Stores. Yards are not required for dwellings above businesses unless the dwelling area exceeds 50% of the floor area of the business dwelling.

D. Buildings on a Tract. Required yards shall apply to the boundary of the tract. In cases where a single building or group of buildings do not meet the yard requirements that would apply to property lines interior to the tract were they to be developed as single lots or parcels, a deed restriction, in a form approved by the City, shall be recorded stating that the property upon which the building or buildings is located cannot be sold or otherwise transferred. This restriction shall remain in effect until the interior property lines are eliminated or yard requirements that would apply to the property as a single lot or parcel are met.

Staff: These address situations where an individual is developing a tract and desires to build over interior lot lines or does not wish to address setbacks that would typically apply to interior lot lines because they do not intend to sell the lots individually. It is allowable now given the city's definition of lot. The deed restriction component is not currently addressed in the zoning code. We have picked it up as an alternative method under the building code to avoid having to require a firewall at the property boundary.

The following changes are proposed to NMC 14.12.020, General Exceptions to Lot Size Requirements:

14.12.020 General Exceptions to Lot Size Requirements

A residentially zoned lot having less width or less area than required under the terms of this ordinance that was of record prior to December 5, 1966, may be occupied by a

~~one-family dwelling units~~ single-family dwelling or two-family dwelling, provided all yard requirements (setbacks) are complied with. Substandard lots in R-3 and R-4 zones may be occupied by multi-family dwellings not exceeding the density limitations for that zone provided in Table A, as provided in [Section 14.13](#) herein below, but only upon allowance of a conditional use in accordance with the provisions of [Section 14.33](#), Conditional Uses, and [Section 14.52](#), Procedural Requirements.*

Staff: OAR 660-046-105(1) requires that cities allow a duplex/two-family dwelling on every lot or parcel that allows a single-family detached dwelling. This change is required to comply with the rule.

The following changes will replace the existing Table A in NMC 14.13.020. A copy of the existing Table A is attached for reference.

Table "A"

Zone District	Min. Lot Area (sf)	Min. Width	Required Setbacks ^{3,7}			Lot Coverage (%)	Max. Building Height	Density (Land Area Required Per Unit (sf))
			Front/2 nd Front ¹	Side	Rear			
R-1	7,500 sf	65-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft & 8-ft	15-ft	54 %	30-ft	SFD - 7,500 sf ² Duplex - 3,750 sf ²
R-2	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	57%	30-ft	SFD - 5,000 sf ² Duplex - 2,500 sf ² Townhouse - 2,500 sf ³
R-3	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	60%	35-ft	1,250 sf ³
R-4 ⁴	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	64%	35-ft	1,250 sf ^{3,5}
C-1	5,000 sf	0	0	0	0	85-90% ⁶	50-ft ⁶	n/a
C-2 ⁴	5,000 sf	0	0	0	0	85-90% ⁶	50-ft ⁶	n/a
C-3	5,000 sf	0	0	0	0	85-90% ⁶	50-ft ⁶	n/a
I-1	5,000 sf	0	50-ft from US 101	0	0	85-90% ⁶	50-ft ⁶	n/a
I-2	20,000 sf	0	50-ft from US 101	0	0	85-90% ⁶	50-ft ⁶	n/a
I-3	5 acres	0	50-ft from US 101	0	0	85-90% ⁶	50-ft ⁶	n/a
W-1	0	0	0	0	0	85-90% ⁶	40-ft ⁶	n/a
W-2	0	0	0	0	0	85-90% ⁶	35-ft ⁶	n/a
MU-1 to MU-10 Mgmt. Units	0	0	0	0	0	100%	40-ft ⁶	n/a
P-1	0	0	0	0	0	100%	50-ft	n/a
P-2	0	0	0	0	0	100%	35-ft	n/a
P-3	0	0	0	0	0	100%	30-ft	n/a

¹ Front and second front yards shall equal a combined total of 30-feet. Garages and carports shall be setback at least 20-feet from the access street for all residential structures.

² Density limitations apply where there is construction of more than one single-family dwelling (SFD) or duplex on a lot or parcel.

³ Density limitations for townhouses and cottage clusters is the minimum area required per townhouse or cottage cluster unit; whereas, minimum lot area, minimum lot width, and setbacks, apply to the perimeter of the lot, parcel, or tract dedicated to the townhouse or cottage cluster project.

⁴ Special Zoning Standards apply to R-4 and C-2 zoned property within the Historic Nye Beach design Review District as outlined in NMC 14.30.100.

⁵ Density of hotels, motels, and non-residential units shall be one unit for every 750 sf of land area.

⁶ Height limitations, setbacks, and lot coverage requirements for property adjacent to residential zones are subject to the height and yard buffer requirements of NMC Section 14.18.

⁷ Front and 2nd front setbacks for a townhouse project or cottage cluster project shall be 10-feet except that garages and carports shall be setback a distance of 20-feet.

Staff: Residential dimensional standards have been revised to allow duplex units in all zones and to account for townhouse and cottage cluster projects.

The following changes are proposed to NMC 14.14.030, Number of Parking Spaces Required:

14.14.030 Number of Parking Spaces Required

A. Off-street parking shall be provided and maintained as set forth in this section. Such off-street parking spaces shall be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first. For any expansion, reconstruction, or change of use, the entire development shall satisfy the requirements of [Section 14.14.050](#), Accessible Parking. Otherwise, for building expansions the additional required parking and access improvements shall be based on the expansion only and for reconstruction or change of type of use, credit shall be given to the old use so that the required parking shall be based on the increase of the new use. Any use requiring any fraction of a space shall provide the entire space. In the case of mixed uses such as a restaurant or gift shop in a hotel, the total requirement shall be the sum of the requirements for the uses computed separately. Required parking shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials or for the sale of merchandise. A site plan, drawn to scale, shall accompany a request for a land use or building permit. Such plan shall demonstrate how the parking requirements required by this section are met.

Parking shall be required at the following rate. All calculations shall be based on gross floor area unless otherwise stated.

1.	General Office	1 space/600 sf
2.	Post Office	1 space/250 sf
3.	General Retail (e.g. shopping centers, apparel stores, discount stores, grocery stores, video arcade, etc.)	1 space/300 sf
4.	Bulk Retail (e.g. hardware, garden center, car sales, tire stores, wholesale market, furniture stores, etc.)	1 space/600 sf
5.	Building Materials and Lumber Store	1 space/1,000 sf
6.	Nursery – Wholesale Building	1 space/2,000 sf 1 space/1,000 sf
7.	Eating and Drinking Establishments	1 space/150 sf
8.	Service Station	1 space/pump

9.	Service Station with Convenience Store	1 space/pump + 1 space/ 200 sf of store space
10.	Car Wash	1 space/washing module + 2 spaces
11.	Bank	1 space/300 sf
12.	Waterport/Marine Terminal	20 spaces/berth
13.	General Aviation Airport	1 space/hangar + 1 space/300 sf of terminal
14.	Truck Terminal	1 space/berth
15.	Industrial	1.5 spaces
16.	Industrial Park	1.5 spaces/5,000 sf
17.	Warehouse	1 space/2,000 sf
18.	Mini-Warehouse	1 space/10 storage units
19.	Single-Family Detached Residence <i>(one space may be the driveway between garage and front property line)</i>	2 spaces/dwelling
20.	Duplex	1 space/dwelling
21.	Apartment	1 space/unit for first four units + 1.5 spaces/unit for each Additional unit
22.	Condominium (Residential)	1.5 spaces/unit
23.	Townhouse	1.5 spaces/unit
24.	Cottage Cluster	1 space/unit
2325.	Elderly Housing Project	0.8 space/unit if over 16 dwelling units
2426.	Congregate Care/Nursing Home	1 space/1,000 sq. ft.
2527.	Hotel/Motel	1 space/room + 1 space for the manager (if the hotel/motel contains other uses, the other uses Shall be calculated separately
2628.	Park	2 spaces/acre
2729.	Athletic Field	20 spaces/acre
2830.	Recreational Vehicle Park	1 space/RV space + 1 space/10 RV spaces
2931.	Marina	1 space/5 slips or berths
3032.	Golf Course	4 spaces/hole
3133.	Theater	1 space/4 seats
3234.	Bowling alley	4 spaces/alley
3335.	Elementary/Middle School	1.6 spaces/classroom
3436.	High School	4.5 spaces/classroom
3537.	Community College	10 spaces/classroom
3638.	Religious/Fraternal Organization	1 space/4 seats in the main auditorium
3739.	Day Care Facility	1 space/4 persons of license occupancy
3840.	Hospital	1 space/bed
3941.	Assembly Occupancy	1 space/8 occupants (based on 1 occupant/15 sf of exposition/meeting/assembly room conference use not elsewhere specified

B. On-Street Credit. A dwelling unit on property zoned for residential use, located outside of special parking areas as defined in NMC 14.14.100, shall be allowed an on-street parking credit that reduces the required number of off-street parking spaces by one off-street parking space for every one on-street parking space abutting the property subject to the following limitations:

- 1. On-street parking is available on both sides of the street adjacent to the property; and
- 2. The dwelling unit is not a short-term rental; and
- 3. Each on-street parking space is 22-ft long by 8-ft wide unless an alternate configuration has been approved and marked by the City of Newport; and
- 4. Each on-street parking space to be credited must be completely abutting, and on the same side of the street, as the subject property. Only whole spaces qualify for the on-street parking credit; and
- 5. On-street parking spaces will not obstruct a clear vision area required pursuant to Section 14.17; and
- 6. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street parking spaces are allowed except as authorized by the City of Newport.

Staff: Parking ratios for townhouses and cottage clusters have been added. The townhouse ratio is what is presently required in Section 14.31. The cottage cluster ratio is what DLCD’s Model Code recommends for units over 1,000 sf in size. It recommends no parking requirements below that size. The ratio for single family dwellings has been amended to allow both off-street spaces to be situated on a driveway. OAR 660-046-0120(5) sets out parking limitations for medium sized cities. It prohibits cities from requiring more than 2 off-street spaces. Newport’s current requirement of one off-street space per dwelling unit is compliant. DLCD’s Model Code for Medium size cities recommends that off-street parking not be required for duplexes. DLCD encourages cities to provide on-street parking credits and language is included with the cottage cluster provisions in the Model Code for Large Cities. Newport currently offers on-street credits in the Historic Nye Beach Design review District. The above language would extend the concept to residentially zoned areas elsewhere in the city. Added a new (B)(1) based upon discussion with the Commission at a 12/14/20 work session, advising that the on-street credit is only available where on-street parking is available on both sides of a street. Clarified (B)(4) to indicate that credited parking must be on the same side of the street as the dwelling, which is what “abutting” was intended to mean.

The following changes are proposed to NMC 14.16.050(B), Development Standards for Accessory Dwelling Units:

POLICY ALTERNATIVES

Option No. 1:

- B. A maximum of one Accessory Dwelling Unit is allowed for each detached single-family dwelling or townhouse on a lot or parcel. In cases where a property lot or parcel is developed with one or more single family attached a two-family dwellings, a maximum of one detached Accessory Dwelling Unit is allowed per lot or parcel.

Staff: This change amends existing language to clarify that ADUs are an option on parcels/lots developed with townhomes. It also clarifies that an ADU associated with a duplex must be detached to avoid it being a multi-family development (i.e. three or more units). This option is more permissive than what is required of local governments under ORS 197.312(5).

Option No. 2:

- B. A maximum of one Accessory Dwelling Unit is allowed for each detached single-family dwelling on a lot or parcel. In cases where a property is developed with one or more single family attached dwellings, a maximum of one Accessory Dwelling Unit is allowed per lot or parcel.

Staff: This language lines up exactly with ORS 197.312(5) and is the minimum accommodation the City must make for ADUs. The language could be adjusted to allow ADUs with townhouses, if the Commission desires. Although the City currently allows an ADU when associated single-family attached dwelling, it wouldn't be unreasonable for the Commission to dial the allowance back given that HB 2001 is now expanding where duplex units are permitted and the potential compounding effect of ADUs associated with single-family attached units in areas where infrastructure is scaled for low-density residential development.

The following changes are proposed to NMC 14.19, Landscaping:

14.19.030 Applicability

The provisions of this ordinance shall apply to all new commercial, industrial, public/institutional, and multi-family development, including additions to existing development or remodels, other than single family and two-family dwelling units.

14.19.040 General Requirements

The objective of this section is to encourage the planting and retention of existing trees and other vegetation to improve the appearance of off-street parking areas, yard areas and other vehicular use areas; to protect and preserve the appearance, character, and value of surrounding properties, and thereby promote the general welfare, safety and aesthetic quality of the City of Newport; to establish buffer strips between properties of different land uses in order to reduce the effects of sight and sound and other incompatibilities between abutting land uses; to insure that noise, glare and other distractions within one area does not adversely affect activity within the other area. Prior to the issuance of a building permit, landscaping plans showing compliance with this section are required.

- A. No landscape plan submitted pursuant to this section shall be approved unless it conforms to the requirements of this ordinance.
- B. Landscape plans shall be submitted for all development ~~other than one and two family residential~~. Said plans shall include dimensions and distances and clearly delineate the existing and proposed building, parking space, vehicular access and the location, size and description of all landscape areas and materials.

Staff: With this change townhomes and cottage cluster development will not be subject to the provisions of Section 14.19. Separate design standards are provided for these uses.

The following changes are proposed to NMC 14.28.060, Iron Mountain Impact Area, Uses Permitted in an R-4 Zoning District:

14.28.060 Uses Permitted in an R-4/"High Density Multi-Family Residential" Zoning District****

The following uses are allowed subject to the criteria and standards of the underlying zone and the criteria and standards contained in [Section 14.28.140](#) of this Code:

- A. ~~Dwellings Single-Family Dwellings, Including Accessory Buildings Such As Meeting Rooms and Recreational Areas.~~
- B. Manufactured Homes.
- C. Two-Family Dwellings.
- D. Townhomes.
- E. Cottage Clusters.

FB. ~~Condominiums-Multi-Family.~~

GG. ~~Mobile Home~~Manufactured Dwelling Parks.

DH. Child Care Facilities.

EI. Uses Related to Federal or State Subsidized Low Income Housing Projects, Including, but not limited to, Head Start, Tenants Associations, and the like.

J. Accessory Uses and Structures pursuant to Section 14.16.

Staff: At a minimum this section must be amended to allow two-family dwellings to comply with OAR 660-046-115, which stipulates that cities must allow two-family dwellings where single-family dwellings are allowed. Other residential uses added are within the range of residential densities presently allowed within the overlay.

The following changes are proposed to NMC 14.30, Design Review Standards :

14.30.070 Application Submittal Requirements

- B. For requests that are subject to Planning Commission review for compliance with design guidelines, an application for Design Review shall consist of the following:
1. Submittal requirements for land use actions listed in [Section 14.52.050](#).
 2. Exterior elevations of all buildings on the site as they will appear after development. Such plans shall indicate the material, texture, shape, and other design features of the building(s), including all mechanical devices.
 3. A parking and circulation plan illustrating all parking areas, drive isles, stalls, and points of ingress/egress to the site.
 4. A landscape plan showing the location, type and variety, size and any other pertinent features of the proposed landscaping and plantings for projects that involve ~~multiple-family (more than 2 units)~~multi-family, commercial, and public/institutional development.

Staff: This is the only other area in the code where the term multiple-family was used. It is being changed to multi-family for consistency. This revision is not substantive as the term multi-family is defined as three or more dwelling units.

14.30.080 Permitted Uses

In addition to uses permitted outright or conditionally in the underlying zoning district, the following uses are permitted within areas subject to design review.

A. Historic Nye Beach Design Review District.

1. Tourist Commercial (C-2) zoned property.

- a. Up to five (5) multi-family dwelling units per lot or parcel are permitted outright provided they are located on a floor other than a floor at street grade.
- b. A single-family residence is permitted outright if located on a floor other than a floor at street grade.
- c. A single-family residence is permitted outright, including the street grade floor, within a dwelling constructed prior to January 1, 2004. Residential use at the street grade is limited to the footprint of the structure as it existed on this date.
- d. Single family, duplex, townhouses, cottage clusters, ~~triplex~~, ~~fourplex~~ and multi-family dwelling units, including at the street grade, are permitted outright on property located south of NW 2nd Court and north of NW 6th Street, except for properties situated along the west side of NW Cliff Street.

Staff: This is one of two areas in the Municipal Code where the terms “triplex” and “fourplex” are used. The terms are being deleted in favor of multi-family. This is not a substantive change since the definition of multi-family encompasses these forms of development. Adding the terms townhomes and cottage clusters is for clarity as these types of uses were permitted as an individual or group of single-family or duplex units, they just weren’t called out.

The following changes will replace the existing Section 14.31, Townhouses. A copy of the existing Section is attached for reference.

CHAPTER 14.31 TOWNHOUSES AND COTTAGE CLUSTERS

14.31.010 Purpose

The purpose of this section is to establish specific development criteria and design parameters for townhouse and cottage cluster developments to provide middle housing options and provide design guidance, to protect the public health, safety, and welfare.

14.31.020 Development Standards

- A. Perimeter Requirements. Minimum lot area, lot width, setbacks, lot coverage and building height requirements for a townhouse project or cottage cluster project shall be as specified in NMC 14.13.020, Table A. Such standards apply to the perimeter of

the lot, parcel, or tract upon which the townhouse project or cottage cluster project is to be constructed. Front and 2nd front setbacks for a townhouse project or cottage cluster project shall be 10-feet, except that garages and carports shall be setback a distance of 20-feet consistent with NMC 14.11.030.

B. Maximum Density.

1. Townhouse. One dwelling unit for every 3,750 sf of land in the R-1 zone district, one unit for every 2,500 sf of land in the R-2 zone district, and one unit for every 1,250 sf of land in R-3 and R-4 zone districts.
2. Cottage Clusters. One dwelling unit for every 1,250 sf in R-3 and R-4 zone districts.

C. Minimum Lot Size. None.

D. Off-Street parking Requirements. As specified in Section 14.14.

E. Unit Size. The maximum average floor area for a cottage cluster shall not exceed 1,400 sf per dwelling unit. Community buildings shall be included in the average floor area calculation for a cottage cluster.

F. Minimum Outdoor Open Space/Patio Area. 150 sf per townhouse unit.

G. Utilities. Each dwelling unit shall be served by separate utilities.

Staff: These provisions are generally consistent with what the City presently allows. Cottage cluster and townhouse projects are treated similarly with many of the development standards applying to the perimeter of the lot, parcel, or tract that is being developed.

14.31.030 Number of Units in Building

No building in a townhouse project may exceed six townhouse dwelling units.

Staff: This is an existing limitation in Section 14.31 and would prohibit large rowhouse development.

14.31.040 Townhouse Design Standards

A. New townhouses shall meet the following design standards:

1. Entry Orientation. The main entrance of each townhouse must:
 - a. Be within 8 feet of the longest street-facing wall of the dwelling unit; and

b. Either:

- i. Face the street (see Figure 14);
- ii. Be at an angle of up to 45 degrees from the street (see Figure 15);

Figure 14. Main Entrance Facing the Street

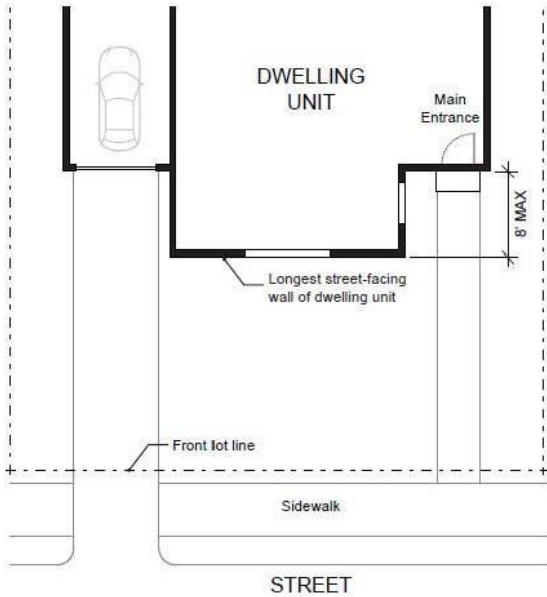
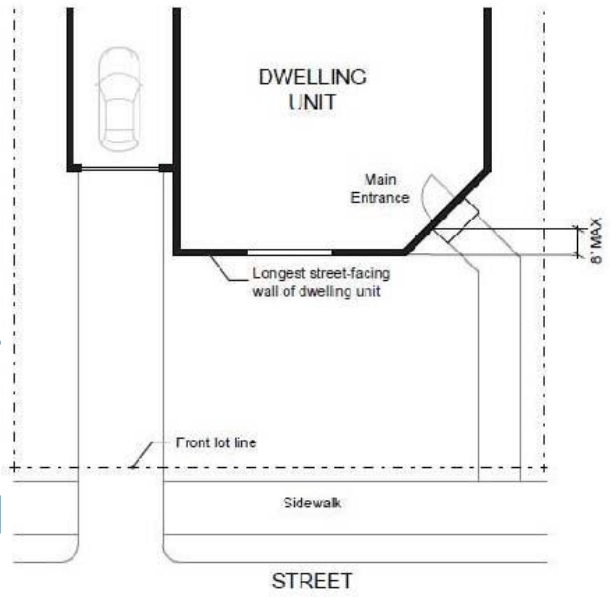


Figure 15. Main Entrance at 45° Angle from the Street

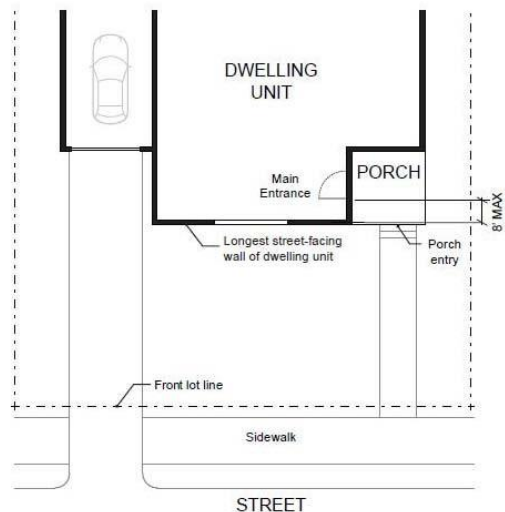


iii. Face a common open space or private access or driveway; or

iv. Open onto a porch (see Figure 17).
The porch must:

- (A) Be at least 25 square feet in area;
- and (B) Have at least one entrance facing the street or have a roof.

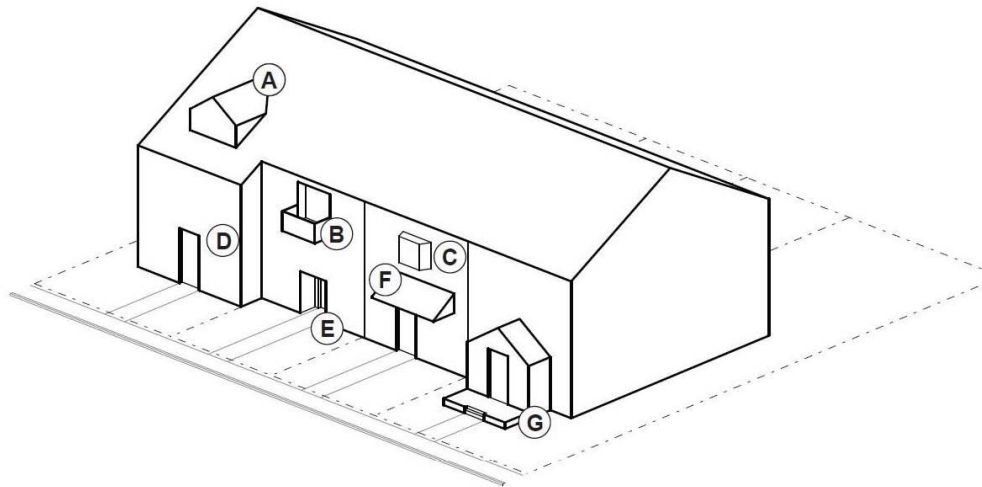
Figure 17. Main Entrance Opening onto a Porch



2. Unit Definition. Each townhouse must include at least one of the following on at least one street-facing façade (see Figure 23):

- a. A roof dormer a minimum of 4 feet in width, or
- b. A balcony a minimum of 2 feet in depth and 4 feet in width and accessible from an interior room, or
- c. A bay window that extends from the facade a minimum of 2 feet, or

Figure 23. Townhouse Unit Definition



- (A) Roof dormer, minimum of 4 feet wide
- (B) Balcony, minimum 2 feet deep and 4 feet wide. Accessible from interior room.
- (C) Bay window extending minimum of 2 feet from facade
- (D) Facade offset, minimum of 2 feet deep
- (E) Recessed entryway, minimum 3 feet deep
- (F) Covered entryway, minimum of 4 feet deep
- (G) Porch, meets standards of subsection (1)(b)(iv) of section (C)

- d. An offset of the facade of a minimum of 2 feet in depth, either from the neighboring townhouse or within the facade of a single townhouse, or
- e. An entryway that is recessed a minimum of 3 feet, or
- f. A covered entryway with a minimum depth of 4 feet, or
- g. A porch meeting the standards of subsection (1)(b)(iv) of this section.

3. **Windows.** A minimum of 15 percent of the area of all street-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard. See Figure 18.

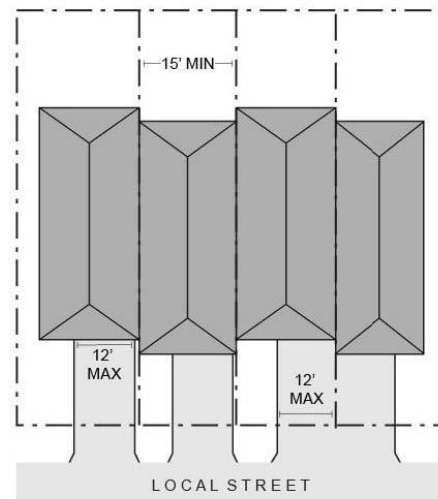
Figure 18. Window Coverage



4. **Driveway Access and Parking.** Townhouses with frontage on a public street shall meet the following standards:

- a. Garages on the front façade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are prohibited unless the following standards are met (see Figure 24). For the purposes of this section, “driveway approach” means the edge of a driveway where it abuts a public right-of-way.

Figure 24. Townhouses with Parking in Front Yard



- i. Each townhouse lot has a street frontage of at least 15 feet on a local street; and
- ii. A maximum of one (1) driveway approach is allowed for every townhouse. Driveways may be shared; and
- iii. Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot; and

- iv. The garage width does not exceed 12 feet, as measured from the inside of the garage door frame.
- b. The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards in subsection (a).
 - i. Off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard of a townhouse; and

Figure 25. Townhouses on Corner Lot with Shared Access

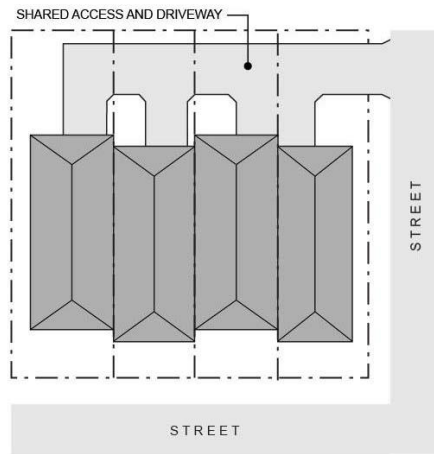
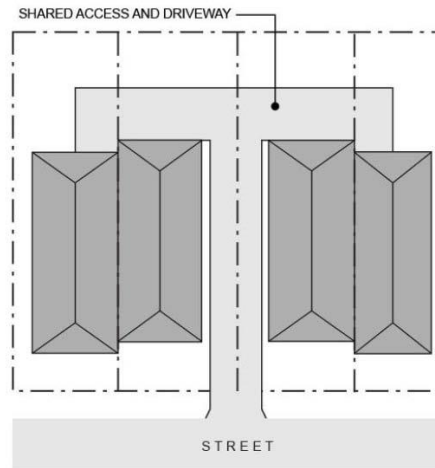


Figure 26. Townhouses with Consolidated Access



- ii. A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot. See Figure 25; and
 - iii. Townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses. See Figure 26; and
 - iv. A townhouse project that includes consolidated access or shared driveways shall grant appropriate access easements to allow normal vehicular access and emergency access.
- c. Townhouse projects served by an alley providing access to the rear yards of all units are exempt from compliance with subsection (b).

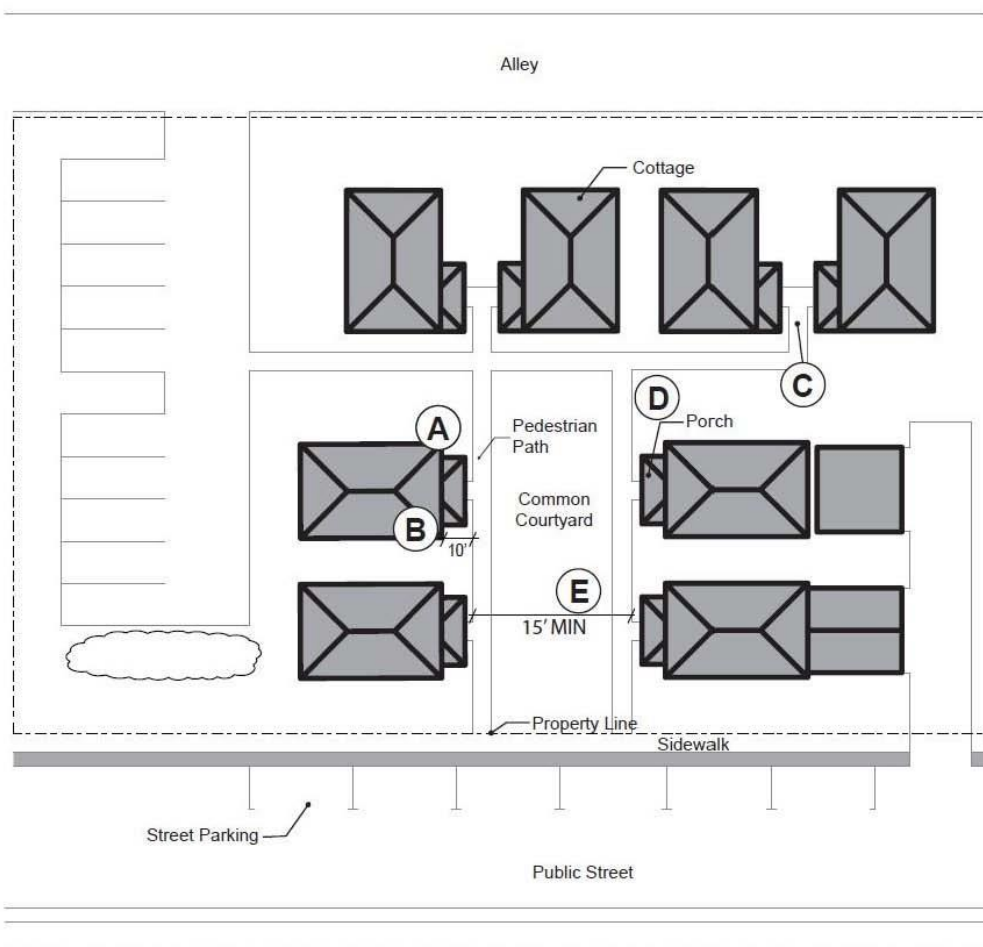
Staff: The design standards listed above have been taken from DLCD's draft Model Code for Large Cities. I did not have time to convert the graphics; however, I left the figure numbers so that you can cross-reference to the model code that includes the graphics. A copy of the model code is enclosed. Adopting design standards is optional.

14.31.050 Cottage Cluster Design Standards

A. Cottage clusters shall meet the following design standards:

- 1. Cottage Orientation. Cottages must be clustered around a common courtyard and must meet the following standards (see Figure 27):

Figure 27. Cottage Cluster Orientation and Common Courtyard Standards



- (A)** A minimum of 50% of cottages must be oriented to the common courtyard.
- (B)** Cottages oriented to the common courtyard must be within 10 feet of the courtyard.
- (C)** Cottages must be connected to the common courtyard by a pedestrian path.
- (D)** Cottages must abut the courtyard on at least two sides of the courtyard.
- (E)** The common courtyard must be at least 15 feet wide at its narrowest width.

- a. A minimum of fifty (50) percent of cottages within a cluster must be oriented to the common courtyard and must:
 - i. Have a main entrance facing the common courtyard; and
 - ii. Be within 10 feet from the common courtyard, measured from the façade of the cottage to the nearest delineation of the common courtyard; and

- iii. Be connected to the common courtyard by a pedestrian path.
 - b. Cottages within 20 feet of a street property line may have their entrances facing the street.
 - c. Cottages not facing the common courtyard or the street must have their main entrances facing a pedestrian path that is directly connected to the common courtyard.
2. Common Courtyard Design Standards. Each cottage cluster must share a common courtyard in order to provide a sense of openness and community of residents. Common courtyards must meet the following standards (see Figure 27):
- a. The common courtyard must be a single, contiguous, useable piece; and
 - b. Cottages must abut the common courtyard on at least two sides of the courtyard; and
 - c. The common courtyard must contain a minimum of 150 square feet per cottage within the associated cluster; and
 - d. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension; and
 - e. The common courtyard shall be developed with a mix of landscaping and lawn area, recreational amenities, hard-surfaced pedestrian paths, and/or paved courtyard area. Impervious elements of the common courtyard shall not exceed ~~75~~50 percent of the total common courtyard area; and
 - f. Pedestrian paths qualify as part of a common courtyard. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.

Staff: A request was made at the 1/11/21 work session to reduce the hardscape maximum area limitation. The 25% threshold discussed would be hard to meet given the paths and courtyard areas have to be interconnected. A 50% limit is more workable.

3. Community Buildings. Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards:
- a. Each cottage cluster is permitted one community building, which shall be included in the calculation of average floor area, pursuant to subsection (B)(5); and

- b. ~~If a A-community building that meets the development code's definition of aincludes a dwelling unit, then the dwelling unit portion of the building~~ must meet the maximum 900 square foot footprint limitation that applies to cottages; ~~unless a covenant is recorded against the property stating that the structure is not a legal dwelling unit and will not be used as a primary dwelling.~~

Staff: Alternate language for this provision that builds upon the Commission's 1/11/21 work session discussion.

4. Pedestrian Access.

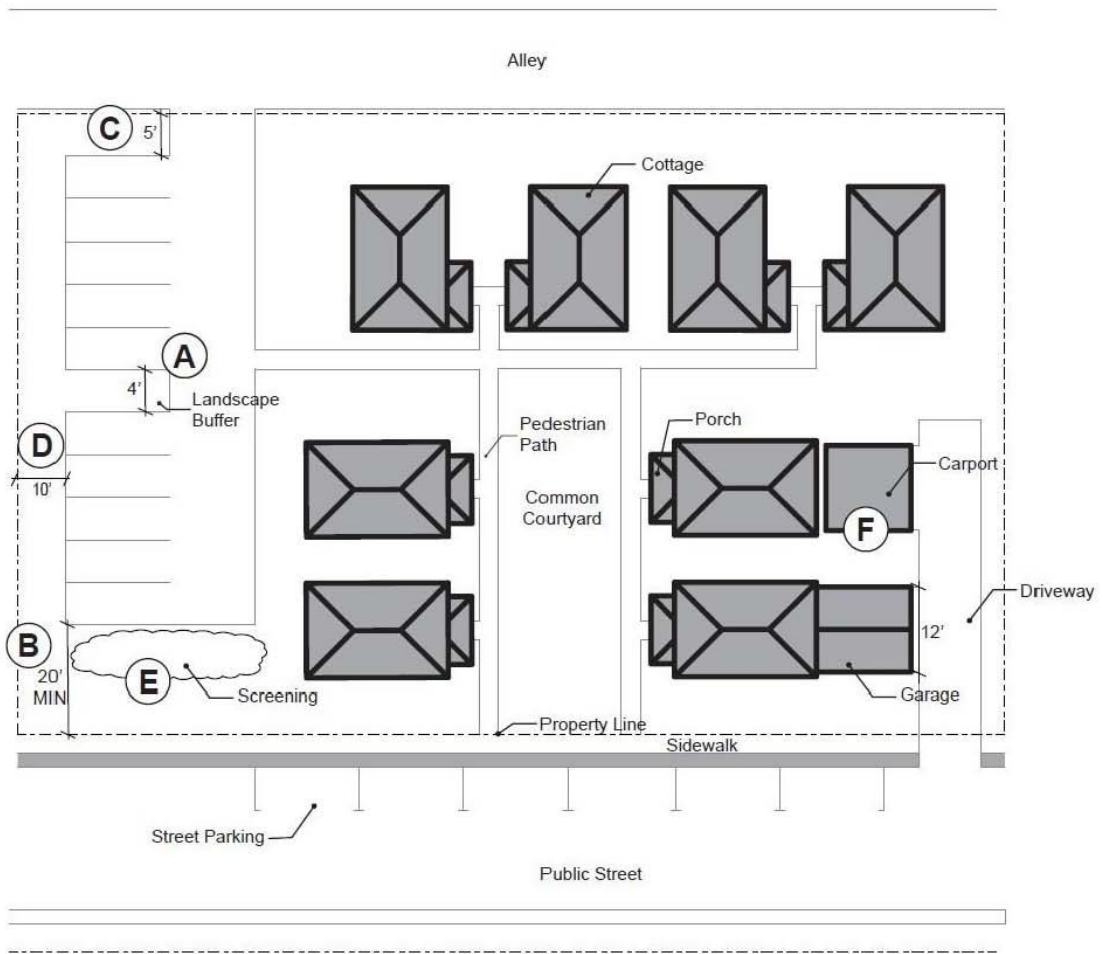
- a. An accessible pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - i. The common courtyard; and
 - ii. Shared parking areas; and
 - iii. Community buildings; and
 - iv. Sidewalks in public rights-of-way abutting the site or roadways if there are no sidewalks.
- b. The pedestrian path must be hard-surfaced and a minimum of five (5) feet wide.

5. Windows. Cottages within 20 feet of a street property line must meet any window coverage requirement that applies to detached single family dwellings in the same zone.

6. Parking Design (see Figure 28).

- a. Off-street parking may be arranged in clusters of not more than five (5) contiguous spaces separated by at least four (4) feet of landscaping. Clustered parking areas may be covered; and
- b. Off-street parking spaces shall not be located within 10 feet of any other property line. Driveways and drive aisles are permitted within 10 feet of other property lines; and
- c. Landscaping or architectural screening at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets; and
- d. Garages and carports (whether shared or individual) must not abut common courtyards. Garage doors for individual garages must not exceed 12 feet in width.

Figure 28. Cottage Cluster Parking Design Standards



- A** Parking allowed in clusters of up to 5 spaces. Clusters separated by minimum 4 feet of landscaping.
- B** No parking or vehicle area within 20 feet from street property line (except alley).
- C** No parking or vehicle area within 5 feet of alley property line.
- D** No parking within 10 feet from other property lines. Driveways and drive aisles permitted within 10 feet.
- E** Screening required between clustered parking areas or parking structures and public streets or common courtyards.
- F** Garages and carports must not abut common courtyards. Garage doors for individual garages must not exceed 12 feet in width.

7. Existing Structures. On a lot or parcel to be used for a cottage cluster project, a pre-existing single-family dwelling may remain within the cottage cluster project area under the following conditions:

- a. The existing dwelling may be nonconforming with respect to the requirements of this code; and
- b. Existing dwellings may be expanded up to the maximum height or footprint required by this code; however, existing dwellings that exceed the maximum height, footprint, and/or unit size of this code may not be expanded; and
- c. The floor area of the existing dwelling shall not count towards the maximum average floor area of a cottage cluster.

Staff: The design standards listed above have been taken from DLCD's draft Model Code for Large Cities. I did not have time to convert the graphics; however, I left the figure numbers so that you can cross-reference to the model code that includes the graphics. A copy of the model code is enclosed. There is one parking provision that I did not include, which requires parking be 20-feet from a street. Such a requirement would be difficult to meet given Newport's terrain and smaller lot and parcel sizes. Allowing cottage clusters and adopting design standards for this type of residential use is optional.

14.31.060 Access

The parent lot shall have a minimum of 25 feet of frontage onto a street. For purposes of this section, a street can be either a public or private way dedicated for street purposes. Townhouse or cottage cluster lots are not required to have frontage on a street, but in no case may a townhouse or cottage cluster lot be further than 100 feet from a street. For townhouse and cottage cluster projects where street frontage for individual lots is not provided, an adequate turnaround is required, as determined by the Fire Marshal. In addition, townhouse or cottage cluster lots with no frontage shall have a perpetual easement across any and all lots that have frontage and any intervening lot.

Staff: This is existing language in NMC Section 14.31 that has been expanded to include cottage cluster projects.

14.31.080 Deed Covenant and Maintenance Agreements

The developer of a townhouse or cottage cluster project shall provide the City with copies of any deed restrictions, covenants and conditions, and any maintenance agreements to the Community Development Director prior to final plat approval. Such documents shall be approved by the City Attorney and Community Development Director to assure that adequate provisions are contained in those documents for maintenance of buildings, utilities, landscaping, parking areas, common areas, private streets or drives, and other items held in common.

Staff: This is existing language in NMC Section 14.31 that has been expanded to include cottage cluster projects.

14.31.090 Subdivision Required

Townhouse and cottage cluster projects will require a segregation of lots, a partition or subdivision, as applicable, will be required with its appurtenant requirements as per the City of Newport Subdivision Ordinance (No. 1285, as amended).

Staff: This is existing language in NMC Section 14.31 that has been expanded to include cottage cluster projects.

The following changes are proposed to NMC 14.40.030(C), Planned Destination Resort, Uses Permitted Outright, Residential Dwellings:

14.40.030 Uses Permitted Outright

The following uses shall be permitted outright provided they are part of, and are intended to serve persons at, a destination resort pursuant to this section, and are approved in a final development plan.

C. Residential dwellings:

1. Single-family dwellings;
2. ~~Duplexes~~Two-family, ~~triplexes~~, ~~fourplexes~~ cottage clusters, and multi-family dwellings;
- ~~3. Condominiums;~~
- ~~4~~3. Town-houses;
- ~~5~~4. Time-share projects; and
- ~~6~~5. Other residential dwellings compatible with the purposes of this section.

Staff: This is the other location where the terms “triplexes” and “fourplexes” is used. They are being deleted as redundant since the type of use is “multi-family.” Cottage cluster is added as a use type, since it is consistent with the range of uses listed. Not necessary to list condominiums as it is a form of ownership, not a use.

Tentative Planning Commission Work Program

(Scheduling and timing of agenda items is subject to change)



January 11, 2021 Work Session

- Initial Review of Land Use Code Amendments to Implement HB 2001 Duplex, Townhouse, and Cottage Cluster Standards (Carried over from 12-13-20 work session).

January 11, 2021 Regular Session

- Organizational Meeting (Elect Chair and Vice-Chair)

January 25, 2021 Work Session

- Discuss Central Lincoln PUD Comments on City's Draft Small Cell Wireless ROW Regulations
- File 5-Z-20 Second Review of Adjustments to Large Wireless and Other Telecommunications Land Use Standards. Will include Provisions for Small Wireless Facilities Outside of the Right-of-Way

January 25, 2021 Regular Session

- File 5-Z-20 Initiate Large Wireless and Other Telecommunications Land Use Standard Legislative Amendments. Will include Provisions for Small Wireless Facilities Outside of the Right-of-Way

February 8, 2021 Work Session

- File 1-CP-17, Review Results from Nov/Jan TSP Outreach, Next Steps
- Second Review of Land Use Code Amendments to Implement HB 2001 Duplex, Townhouse, and Cottage Cluster Standards
- Goal Setting Discussion for FY 2021/2022

February 8, 2021 Regular Session

- Initiate Legislative Process to Amend Land Use Regulations to Implement HB 2001 Duplex, Townhouse, and Cottage Cluster Standards

February 22, 2021 Work Session

- City / DLCDC Presentation on Newport Beach Access Resiliency Plan (placeholder)
- Concepts for Distribution of Affordable Housing CET Funds

February 22, 2021 Regular Session

- Hearing File 1-SV-21, Vacation of a Portion of SW 2nd Street between SW Angle and US 101 (firm)

March 8, 2021 Work Session

- Initial Review of Draft Revisions to Transportation Standards in NMC Chapters 13 and 14 Related to Transportation System plan Update
- Status Update SB / US 101 Corridor Refinement Plan
- Review Council Goals for FY 2021 / 2022

March 8, 2021 Regular Session

- TBD

March 22, 2021 Work Session

- Second Review of Draft Revisions to Transportation Standards in NMC Chapters 13 and 14 Related to Transportation System Plan Update
- Update on TSP Schedule and Concept for Second Round of Community Outreach (Preferred Alternatives)
- Initial Discussion about Code Options for Lifting Restrictions on the Operation of Food Carts (Council Goal)

March 22, 2021 Regular Session

- Hearing on File 5-Z-20, Amending NMC Chapter 14 for Large Wireless and Other Telecommunications Land Use Standards, including provisions for small wireless outside ROWs (firm)

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

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

Date: February 5, 2021

Re: Goal Setting Discussion for FY 2021-22

Enclosed is a copy of the Planning Commission Goals for 2020-21 along with a status update for each of them. They are set out in a preset table format that aligns with an online tool that the Vision 2040 Committee and City Council will be using to gauge how Committee and Department goals align with Vision 2040 strategies. Strategies related to each goal are identified on the table by their key code, and you can find a full description of each strategy in the Vision 2040 brochure. Goals that will not be fully implemented this fiscal year are carried forward on a separate table.

For your benefit, I am also attaching the Community Development Department goals in the same format. While there is some overlap, there are also goals and implementation objectives related to other work that we do. Goals do not include ongoing baseline work that our Department is required to undertake as it relates to building and land development services, nor does it reflect our responsibilities relative to the administration of Newport's urban renewal districts.

FY 2020-21 has been a challenging year, with the pandemic, budget cuts (including an FTE from our Department), and furloughs, and we needed to shift resources to effectively respond, including the roll-out of a business assistance grant program. That said, significant progress has been made on a number of the goals as outlined in the summary.

This work session is an opportunity for the Planning Commission and Advisory Committee to consider its goals for the upcoming fiscal year. The City Council will meet on February 22nd to identify its goals, and what you provide them coming out of this work session will inform that discussion.

A couple of goals that you might consider, including those that have carried forward, include updating the City's Housing Needs and Buildable Land Inventory to address HB 2003 requirements. This will include a housing production strategy, which is a new state requirement. DLCD is requiring that Newport start next fiscal year, and we expect that funding will be made available to Newport and other communities to retain consultant(s) to assist with the project. Another goal might be to implement recommendations from the code audit that will be a deliverable from the US 101 Commercial-Industrial Corridor Refinement Plan that will wrap up in the fall of 2021. This could be matched up with initiating annexation of unincorporated "island areas" to normalize the city limits where possible.

Attachment

Planning Commission Goals 2020-21

Planning Commission Goals 2021-22

Community Development Department Goals 2020-21

Community Development Department Goals 2021-22

Greater Newport Vision 2040 Brochure

Planning Commission - FY 2020-21

City of Newport, OR :: Goals

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
1	Utilize extensive community engagement to update the City of Newport Transportation Plan in collaboration with the Oregon Department of Transportation.	2-5 Years		2020-21: Public outreach program had to be reworked as a result of the pandemic. Initial round of public engagement to inform "transportation needs" planned for spring of 2020 was deferred to fall/winter of 2020. Project concepts, informed by community feedback, to be further vetted and prioritized by public in spring of 2021. Development of transportation standards and financing options to be completed by the end of the fiscal year. 2021-22: Preparation of the draft TSP will extend through the summer with adoption fall of 2021. Project to be completed by the end of calendar year 2021.		A3 A10 A11 A15 A16 F4	<p>101 Form a Project Advisory Committee of key stakeholders to advise the consulting team, staff and ODOT as the TSP update is developed.</p> <p>240 Provide meaningful opportunities for community members to share their ideas about the condition of the City's transportation system and the types of investments it should be making in the coming years.</p> <p>241 Utilize community feedback to inform the development of transportation project concepts and vet the concepts with the community so they can weigh in and rank priority projects.</p> <p>242 Conduct public hearings before the Planning Commission and City Council on the adoption of the TSP update so that members of the public can share their thoughts about the plan and its various components.</p>
3	Lay the groundwork for a set of regulations and incentives to pair with the Transportation System Plan update that will facilitate revitalization of the US 101 / 20 corridors, including the City Center area.	2-5 Years		2020-21: Includes rework of zoning along the US 101/US 20 corridors to complement desired street improvements identified in the TSP. May include provisions to support additional density and mixed-use live work arrangements. Incentives to include development of an urban renewal funded building facade improvement program. Concept vetted with ODOT/DLCD staff, who indicated that project would be a good fit for TGM grant funding. Pre-app held in March but grant application was not filed due to pandemic related delays to the TSP		A3 A4 A5 A6 F4	<p>102 Identify potential grant funding to cover a portion of the cost of hiring a consulting team to assist with developing the requisite regulations.</p> <p>243 Develop a scope of work, budget, and project justification sufficient to secure grant funding.</p> <p>244 Secure the services of a consulting team, refine scope of work, prepare preliminary outreach program, develop draft schedule and initiate project.</p>

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
					update.2021-22: Anticipate filing grant application 5/21 with awards to be announced 9/21.		
4	Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the urban renewal districts final project phase.	2-5 Years			2020-21: Consultants are under contract and project has been initiated. Schedule calls for adoption at end of October 2021.	A1 A3	103 Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the urban renewal districts final project phase.
5	Initiate updates to Newport commercial / industrial buildable lands inventory.	Ongoing			2020-21: Work on this project has not started and will likely not be started until the City completes the Transportation System Plan update (committed) and housing needs and buildable lands update (state mandated).	A1 A4 C3	104 Initiate updates to Newport commercial / industrial buildable lands inventory.
6	Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.	Ongoing			2020-21: Funding for installing meters along the Bayfront was deferred for a year due to the pandemic. Meter implementation will be a significant part of the Committees initial work. Committee recruitment has been delayed pending resolution of the funding issue. City capacity to adequately staff the committee is also a factor. Most objectives to carry forward, with meter installation targeted for spring/summer 2022 if funded.	A14 C1 C8	105 Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.
7	Identify and initiate any needed refinements to the Historic Nye Beach Design Review Overlay.	Current FY			2020-21: Targeted amendments were made to require oceanfront property along Cliff Street between NW 3rd and Olive to have commercial at street grade(Ord. #2165). Addressed a concern from some Nye Beach stakeholders that land would redevelop with large residential homes, inconsistent with the character of the area. Parking related issues in Nye Beach to be addressed through Parking Advisory Committee. Commission recommended Council refer stakeholder interest in	A6 F4	106 Identify and initiate any needed refinements to the Historic Nye Beach Design Review Overlay.

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
				"neighborhood-scale" visioning in Nye Beach to the Vision 2040 Committee for its consideration. Vision 2040 Committee elected not to pursue development of a neighborhood-scale "Vision of Nye Beach" plan at this time due to resource limitations and concerns about fairness (i.e. why Nye Beach, as opposed to Agate Beach, Bayfront, etc.).			
8	Engage the community on how best to implement housing requirements of HB 2001.	Current FY			2020-21: HB 2001 amendments are in draft form and will be adopted by the end of FY 20/21 as required by state law.	A2 A6 A7	107 Engage the community on how best to implement housing requirements of HB 2001.
9	Implement recommendations from the Homelessness Taskforce that rely upon revisions to the City's land use regulations.	Ongoing			2020-21: Adopted ordinance allowing car camping by homeless persons (Ord. #2170). 2021-22: Housing Needs and Buildable Lands Study, mandated by HB 2003, will inform the City of the type and nature of housing needs of homeless individuals. Portion of Affordable Housing CET Funds could be used for supportive grants to non-profit organizations providing homeless services. Commission could explore adoption of transitional housing standards.	A2	108 Implement recommendations from the Homelessness Taskforce that rely upon revisions to the City land use regulations.

Planning Commission - FY 2021-22

City of Newport, OR :: Goals

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
1	Utilize extensive community engagement to update the City of Newport Transportation Plan in collaboration with the Oregon Department of Transportation.	2-5 Years		2020-21: Public outreach program was reworked as a result of the pandemic. Initial round of public engagement to inform "transportation needs" planned for spring of 2020 was deferred to fall/winter of 2020. Project concepts, informed by community feedback, to be further vetted and prioritized by public in spring of 2021. Development of transportation standards and financing options to be completed by the end of the fiscal year.2021-22: Preparation of the draft TSP will extend through the summer with adoption fall of 2021. Project to be completed by the end of calendar year 2021.		A3 A10 A11 A15 A16 F4	242 Conduct public hearings before the Planning Commission and City Council on the adoption of the TSP update so that members of the public can share their thoughts about the plan and its various components. 240 Provide meaningful opportunities for community members to share their ideas about the condition of the City's transportation system and the types of investments it should be making in the coming years. 241 Utilize community feedback to inform the development of transportation project concepts and vet the concepts with the community so they can weigh in and rank priority projects.
3	Lay the groundwork for a set of regulations and incentives to pair with the Transportation System Plan update that will facilitate revitalization of the US 101 / 20 corridors, including the City Center area.	2-5 Years		2020-21: Includes rework of zoning along the US 101/US 20 corridors to complement desired street improvements identified in the TSP. May include provisions to support additional density and mixed-use live work arrangements. Incentives to include development of an urban renewal funded building facade improvement program. Concept vetted with ODOT/DLCD staff, who indicated that project would be a good fit for TGM grant funding. Pre-app held in March but grant application was not filed due to pandemic related delays to the TSP update.2021-22: Anticipate filing grant application 5/21 with awards to be announced 9/21.		A3 A4 A5 A6 F4	243 Develop a scope of work, budget, and project justification sufficient to secure grant funding. 244 Secure the services of a consulting team, refine scope of work, prepare preliminary outreach program, develop draft schedule and initiate project.

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
4	Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the urban renewal districts final project phase.	Current FY			2020-21: Consultants are under contract and project has been initiated. Schedule calls for adoption at end of October 2021.	A1 A3	103 Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the urban renewal districts final project phase.
5	Initiate updates to Newport commercial / industrial buildable lands inventory.	Ongoing			2020-21: Work on this project has not started and will likely not be started until the City completes the Transportation System Plan update (committed) and housing needs and buildable lands update (state mandated).	A1 A4 C3	104 Initiate updates to Newport commercial / industrial buildable lands inventory.
6	Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.	Ongoing			2020-21: Funding for installing meters along the Bayfront was deferred for a year due to the pandemic. Meter implementation will be a significant part of the Committees initial work. Committee recruitment has been delayed pending resolution of the funding issue. City capacity to adequately staff the committee is also a factor. Most objectives to carry forward, with meter installation targeted for spring/summer 2022 if funded.	A14 C1 C8	105 Update off-street parking requirements in line with Parking Study or related recommendations adopted by the City Council.
9	Implement recommendations from the Homelessness Taskforce that rely upon revisions to City land use regulations.	Current FY			2020-21: Adopted ordinance allowing car camping by homeless persons (Ord. #2170). 2021-22: Housing Needs and Buildable Lands Study, mandated by HB 2003, will inform the City of the type and nature of housing needs of homeless individuals. Portion of Affordable Housing CET Funds could be used for supportive grants to non-profit organizations providing homeless services. Commission could explore adoption of transitional housing standards.	A2	108 Implement recommendations from the Homelessness Taskforce that rely upon revisions to the City land use regulations.

Community Development Department - FY 2020-21

City of Newport, OR :: Goals

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
50	Update the Newport Transportation System Plan (Joint City/ODOT Project).	2-5 Years		<p>2020-21: Future conditions forecasting complete and reviewed by project advisory committee. Public outreach program had to be reworked as a result of the pandemic. Initial round of public engagement to inform "transportation needs" planned for spring of 2020 was deferred to fall/winter of 2020. Project concepts, informed by community feedback, to be further vetted and prioritized by public in spring of 2021. Development of transportation standards and financing options to be completed by the end of the fiscal year. 2021-22: Preparation of the draft TSP will extend through the summer with adoption fall of 2021. Project to be completed by the end of calendar year 2021.</p>		A3 A10 A11 A15 A16 F4	<p>248 Complete future transportation system condition forecasts to inform outreach and decision making.</p> <p>249 Provide meaningful opportunities for community members to identify needs and options for improving the transportation system.</p> <p>250 Use community feedback to inform the development of transportation project concepts and vet the concepts with the public so that they can weigh in on their relative priority.</p> <p>251 Develop an updated set of transportation standards and financing options for priority capital projects.</p> <p>252 Prepare a draft Transportation System Plan.</p> <p>253 Initiate Transportation System Plan adoption process.</p>
51	Establish a set of land use regulations and incentives to complement the Transportation System Plan update and facilitate revitalization of the US 101 / 20 corridors, including the City Center area.	2-5 Years		<p>2020-21: Includes rework of zoning along the US 101/US 20 corridors to complement desired street improvements identified in the TSP. May include provisions to support additional density and mixed-use live work arrangements. Incentives to include development of an urban renewal funded building facade improvement program. Concept vetted with ODOT/DLCD staff, who indicated that project would be a good fit for TGM grant funding. Pre-app held in March but grant application was not filed due to pandemic related delays to the TSP update. 2021-22: Anticipate filing</p>		A3 A4 A5 A6 F4	<p>254 Identify potential grant funding to cover a portion of the cost of hiring a consulting team to assist with developing the requisite regulations and incentive programs.</p> <p>255 Develop project justification, scope of work, outreach program, budget, and schedule sufficient to secure grant funding.</p> <p>429 Coordinate with funding partners to get consultants under contract and initiate project.</p>

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
					grant application 5/21 with awards to be announced 9/21.		
52	Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the South Beach urban renewal districts final project phase.	2-5 Years			2021-22: Consultants are under contract and project has been initiated. Schedule calls for adoption at end of October 2021.	A1 A3	<p>257 Prepare a Request for Proposal defining scope of work in consultation with the Urban Renewal Agency.</p> <p>258 Select consultant, refine scope of work, and execute consulting contract.</p> <p>259 Engage community to reprioritize final phase of urban renewal projects and identify parameters for future use of 2.3 acres at NE corner of 35th and US 101.</p> <p>260 Amend South Beach Urban Renewal Plan to reflect agreed upon changes.</p>
53	Implement Parking Study recommendations adopted by the City Council.	Ongoing			2021-22: Funding for installing meters along the Bayfront was deferred for a year due to the pandemic. Meter implementation will be a significant part of the Committees initial work. Committee recruitment has been delayed pending resolution of the funding issue. City capacity to adequately staff the committee is also a factor. Most objectives to carry forward, with meter installation targeted for spring/summer 2022 if funded.	A14 C1 C8	<p>261 Recruit and empanel a Parking Advisory Committee to provide recommendations to policymakers and staff regarding city parking policy and programs.</p> <p>262 Coordinate with Parking Advisory Committee on final refinements for the Bayfront metering, timed parking, and permit parking plan.</p> <p>263 Prepare a Request for Proposals for installation of meters and related improvements (target spring 2021 for implementation).</p> <p>264 Develop draft ordinance changes to lift Bayfront off-street parking standards that serve as an impediment to development/redevelopment (to be implemented concurrent with metering).</p> <p>430 Initiate discussions with Nye Beach businesses on alternatives for managing parking in a sustainable manner.</p>
54	Facilitate Provision of Additional Housing	Ongoing			2020-21: Committee formed to assist staff and policymakers with	A2 A6 A7	265 Incorporate "skinny" public street options into subdivision and zoning

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
	Opportunities within the City				developing a framework for distribution of affordable housing CET funds. That work should be complete spring/summer of 2021. HB 2001 amendments are in draft form and will be adopted by the end of FY 20/21 as required by state law.2021-22: Skinny street standards and adjustments to City exaction requirements are being developed as part of the TSP update with adoption anticipated by the end of calendar year 2021.		ordinances to reduce costs that may be an impediment to development. 266 Adjust exaction requirements to ensure they are equitable, particularly for small scale residential projects. 267 Initiate program to distribute construction excise tax funds to eligible affordable housing projects. 268 Engage the community on how best to implement HB 2001 (2019), including whether or not the City wants to allow more than duplexes in low density residential areas. 269 Assist policy-makers in identifying a location and, in the permitting of, an overnight homeless shelter.
55	Develop and Roll Out COVID-19 Business Assistance Grant Program	Current FY			2020-21: Program not anticipated at time of goal setting, but necessitated as a result of the pandemic. \$1,000,000 in unrestricted SB URA interest earnings identified as available. \$900,000 distributed via City administered application process to 117 eligible businesses. Average award \$7,630 with funds dispersed 6/20. Remaining \$100,000 leveraged \$430,000 from the state. Those funds were dispersed to 60 eligible businesses by the end of calendar year 2020.	C3 C8	418 Identify funding that the City can make available directly, or through its partners, as grants for small business impacted by the pandemic. 419 Develop a simple application process and rating system for equitable distribution of funds and vet with policy-makers to ensure program is achieving desired outcomes. 420 Advertise program, conduct outreach with affected businesses, and help business owners complete applications in a timely manner. 421 Review applications for compliance with criteria, prepare a list of qualifying businesses with preliminary awards. Vet with advisory committee and make adjusts based upon the groups feedback. 422 Facilitate timely distribution of funds to grant recipients. 423 Leverage other local and state resources to expand grant

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
56	Develop Regulatory Framework for Deployment of 5G Small Wireless Facilities	Current FY		2020-21: Identified as a Council priority in early 2020 in response to public testimony with direction to staff to initiate work on code amendments when LOC model ordinance and design standards released. This occurred summer of 2020. Framework for city permitting process and design standards applicable to small wireless within rights-of-way presented to Council Feb/Mar of 2021 (Ord. #2176). Small wireless and other amendments to communication facility standards outside of rights-of-way, including towers, have been developed with public hearings to be held spring of 2021.		A4 A18	opportunities for local businesses. 424 Initiate once League of Oregon Cities releases model ordinance and design standards. 425 Research relevant state, federal laws, and implementing ordinances from other local governments. Review existing rules, regulatory limitations, and policy options with Planning Commission. 426 Develop draft regulations and design standards for application within public rights-of-way and on private property. Review with affected utilities regarding right-of-way deployments. 427 Conduct public hearings to solicit input of the proposed regulations, design standards, and review fees. 428 Develop application materials and conduct staff training.
57	Partner with DOGAMI and DLCD on Tsunami Resiliency Initiatives	2-5 Years		2020-21: Tsunami Hazard Overlay adopted with Ord #2166. City was originally going to match funding with DLCD for beach access resiliency assessment. City funding had to be pulled due to budget reductions. DLCD was able to fully fund with City providing technical support. Scope of work prepared and consultant hired. Assessment work started 2/21.2021-22: Securing funding for implementation to begin fall/winter of 2021.		A13 E5 F4	442 Develop a tsunami hazard overlay zone to establish design standards and restrict certain essential facilities and special occupancy uses within tsunami inundation areas. Effort to build upon DOGAMI "Beat the Wave" modeling. 443 Engage affected property owners and conduct public hearings to solicit additional input to inform final revisions prior to adoption. Facilitate adoption of the overlay zone. 444 Work with DLCD to secure funding to assess beach access points to identify opportunities to improve functionality and resiliency for evacuation purposes. 445 Complete the beach access assessments and utilize results to secure funding to implement recommended improvements.

Community Development Department - FY 2021-22

City of Newport, OR :: Goals

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
50	Update the Newport Transportation System Plan (Joint City/ODOT Project).	Current FY		<p>2020-21: Future conditions forecasting complete and reviewed by project advisory committee. Public outreach program had to be reworked as a result of the pandemic. Initial round of public engagement to inform "transportation needs" planned for spring of 2020 was deferred to fall/winter of 2020. Project concepts, informed by community feedback, to be further vetted and prioritized by public in spring of 2021. Development of transportation standards and financing options to be completed by the end of the fiscal year.</p> <p>2021-22: Preparation of the draft TSP will extend through the summer with adoption fall of 2021. Project to be completed by the end of calendar year 2021.</p>		A3 A10 A11 A15 A16 F4	389 Complete Transportation System Plan Adoption Process.
51	Establish a set of land use regulations and incentives to complement the Transportation System Plan update and facilitate revitalization of the US 101 / 20 corridors, including the City Center area.	2-5 Years		<p>2020-21: Includes rework of zoning along the US 101/US 20 corridors to complement desired street improvements identified in the TSP. May include provisions to support additional density and mixed-use live work arrangements. Incentives to include development of an urban renewal funded building facade improvement program. Concept vetted with ODOT/DLCD staff, who indicated that project would be a good fit for TGM grant funding. Pre-app held in March but grant application was not filed due to pandemic related delays to the TSP update. 2021-22: Anticipate filing grant application 5/21 with awards to be announced 9/21.</p>		A3 A4 A5 A6 F4	<p>255 Develop project justification, scope of work, outreach program, budget, and schedule sufficient to secure grant funding.</p> <p>429 Coordinate with funding partners to get consultants under contract and initiate project.</p>

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
52	Develop a Refinement Plan for South Beach Commercial / Industrial areas to inform the South Beach urban renewal districts final project phase.	Current FY			2021-22: Consultants are under contract and project has been initiated. Schedule calls for adoption at end of October 2021.	A1 A3	259 Engage community to reprioritize final phase of urban renewal projects and identify parameters for future use of 2.3 acres at NE corner of 35th and US 101. 260 Amend South Beach Urban Renewal Plan to reflect agreed upon changes.
53	Implement Parking Study recommendations adopted by the City Council.	2-5 Years			2021-22: Funding for installing meters along the Bayfront was deferred for a year due to the pandemic. Meter implementation will be a significant part of the Committees initial work. Committee recruitment has been delayed pending resolution of the funding issue. City capacity to adequately staff the committee is also a factor. Most objectives to carry forward, with meter installation targeted for spring/summer 2022 if funded.	A14 C1 C8	261 Recruit and empanel a Parking Advisory Committee to provide recommendations to policymakers and staff regarding city parking policy and programs. 262 Coordinate with Parking Advisory Committee on final refinements for the Bayfront metering, timed parking, and permit parking plan. 263 Prepare a Request for Proposals for installation of meters and related improvements (target spring 2021 for implementation). 264 Develop draft ordinance changes to lift Bayfront off-street parking standards that serve as an impediment to development/ redevelopment (to be implemented concurrent with metering). 430 Initiate discussions with Nye Beach businesses on alternatives for managing parking in a sustainable manner.
54	Facilitate Provision of Additional Housing Opportunities within the City	Ongoing			2020-21: Committee formed to assist staff and policymakers with developing a framework for distribution of affordable housing CET funds. That work should be complete spring/summer of 2021. HB 2001 amendments are in draft form and will be adopted by the end of FY 20/21 as required by state law.2021-22: Skinny	A2 A6 A7	265 Incorporate "skinny" public street options into subdivision and zoning ordinances to reduce costs that may be an impediment to development. 266 Adjust exaction requirements to ensure they are equitable, particularly for small scale residential projects. 267 Initiate program to

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
					street standards and adjustments to City exaction requirements are being developed as part of the TSP update with adoption anticipated by the end of calendar year 2021.		distribute construction excise tax funds to eligible affordable housing projects. 269 Assist policy-makers in identifying a location and, in the permitting of, an overnight homeless shelter.
57	Partner with DOGAMI and DLCD on Tsunami Resiliency Initiatives	Current FY			2020-21: Tsunami Hazard Overlay adopted with Ord #2166. City was originally going to match funding with DLCD for beach access resiliency assessment. City funding had to be pulled due to budget reductions. DLCD was able to fully fund with City providing technical support. Scope of work prepared and consultant hired. Assessment work started 2/21.2021-22: Securing funding for implementation to begin fall/winter of 2021.	A13 E5 F4	445 Complete the beach access assessments and utilize results to secure funding to implement recommended improvements.
58	Initiate work on HB 2003 Mandated Housing Needs and Buildable Lands Update	2-5 Years			2021-22: HB 2003 (2019) requires Citys update their housing needs and buildable lands inventories more frequently, with supplemental outreach and more robust analysis, including a set of housing production strategies. The state has included Newport in the initial round of communities required to update plans beginning in FT 2021-22. DLCD has requested technical assistance funding, which if approved by the legislature will likely result in 75% or more of the costs being grant eligible. Work will be informed by the 2020 census.	A2 A7 A9 A14 F4	446 Prepare a scope of work, outreach plan, budget, and schedule in consultation with DLCD to confirm that the project will adequately address HB 2003 requirements. 447 Secure state technical assistance grant funds to hire a consultant(s) to help with plan preparation and outreach. 448 Develop an RFP, select a consultant(s) through a competitive review process, and initiate work on the project.
59	Support Development of STR Ordinance Implementation Work Group Recommendations	Current FY			2021-22: Work group was created by the City Council to observe implementation of the Citys updated short-term rental regulations adopted with Ord. #2144 (2019) and provide recommendations for further	A8 A9 F1 F4	449 Assist Work Group in understanding how City Administration implements ordinance implementation through the summer of 2021 via a series of quarterly meetings. 450 Provide the Work Group

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
					revisions. The group was to be empaneled for 12-months however, their term was extended an additional 12-months due to the pandemic.		with requested information and options for addressing identified issues. 451 Develop ordinance amendments or potential administrative procedural changes at the request of the Work Group for presentation to the City Council.
60	Assist BLM and FHWA on Lighthouse Drive Transportation Study	2-5 Years		2021-22: Project has been initiated by BLM/FHWA. Study is assessing potential access improvements to Yaquina Head Outstanding Natural Area, with an emphasis on bike/pedestrian enhancements. Work expected to extend through the fiscal year, positioning City for Federal Lands Access Program (FLAP) grant application in 2022-23 to pay for needed improvements. Viable source of funding for Lighthouse Drive bike/ped improvements, upgrades to Lighthouse Drive and US 101 intersection, trail connections to Agate Beach and the wayside, and a portion of a Lighthouse to Lighthouse trail connection.	A10 A11 B2 F4	452 Assist BLM, FHWA, ODOT, and consulting team with development of study, including background data and recommendations from Newport TSP Update and public outreach. 453 Provide feedback to BLM/FHWA regarding community priorities for infrastructure investment and incorporate recommendations as an amendment to the Newport TSP. 454 Work in consultation with BLM to develop a grant application to secure a Federal Lands Access Program grant to fund needed improvements.	
61	Facilitate Acquisition of Additional Land in Big Creek Watershed	2-5 Years		2021-22: City Council has expressed an interest in acquiring additional land within the Big Creek watershed to secure the City's water supply. Seed money will come from the sale of an easement to Central Lincoln PUD for a new high-voltage line over the city reservoirs. The high-voltage line will provide a redundant power feed to the City, improving resiliency. City money to leverage grant through USDA Community Forest and Open Space Conservation Program, Oregon Watershed Enhancement Board, or other appropriate means for property	A13 B1 B6	455 Coordinate with Central Lincoln PUD on valuation of the easement, including contributory value of the timber, and other steps outlined in the Council adopted MOU to complete the easement transaction. 456 Contact ownership interests within the watershed to ascertain interest in participating in land sales and/or exchanges. 457 Consult with OCCFA and Sustainable Northwest and prepare application to secure USDA, OWEB or other grant funds to supplement city resources for land acquisition.	

Goal#	Goal Title	Goal Type	Goal Progress	Goal Text	Status Updates	V2040 Strategies	Objectives
62	Yaquina Bay Estuary Management Plan Update	2-5 Years		acquisition. Oregon Coast Community Forest Association (OCCFA) and Sustainable Northwest are partners. 2021-22: DLCDC funded project with \$220,000 NOAA grant. Estuary Management Plan governs in-water development and natural resource mitigation and enhancement activities within the bay. City staff to serve a support role, serving on a steering committee, and providing contract6or with background information to inform development of the plan. Once the plan is adopted, City would update its estuary management regulations (last amended in the 1980s). Effort could simplify in-water permitting processes, and will help shoreland property owners better understand estuary resource preservation and enhancement objectives. Includes a climate adaptation element. Plan to be completed spring/summer of 2022.		B6 C1 C5 F4 F7	458 Participate on taskforce to update the plan, providing technical expertise and background data relevant to portions of the estuary within the city limits of Newport. 459 Conduct work sessions with City policy-making bodies to keep them informed of the proposed amendments, and assist DLCDC with public outreach. 460 Initiate updates to the estuary management chapter of the Newport Comprehensive Plan and Corresponding chapter of the zoning ordinance.
63	Update Newport Unsafe Building Codes	Current FY		2021-22: Sync nuisance and unsafe building code provisions in the Municipal Code to create streamlined and equitable process for abating dangerous buildings, including those damaged by landslides or other natural events.		E5	461 Coordinate with Police Departments Code Enforcement staff and State Building Codes Division to develop draft amendments. 462 Conduct work sessions with policymakers to review amendments and update based upon feedback. 463 Initiate ordinance amendment process.

In 2040, the Greater Newport Area is an enterprising, livable community that feels like home to residents and visitors alike. We have carefully planned for growth with well-maintained infrastructure, affordable housing for all income levels, robust public transportation, diverse shopping opportunities, and distinct, walkable districts and neighborhoods.

ENHANCING A LIVABLE REGION



ACKNOWLEDGEMENTS

The Greater Newport Area Vision 2040 was developed with the guidance and collaboration of The Greater Newport Area Vision 2040 Advisory Committee, the Newport City Council, and City of Newport staff, based on thousands of comments and suggestions received from Greater Newport Area community members and visitors. A special thank you to the entire community, but especially to all those who helped guide the process.

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CITY COUNCIL

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GREATER NEWPORT AREA VISION 2040 OUR COMMUNITY VISION

In 2040, Greater Newport is the heart of the Oregon Coast, an enterprising, livable community that feels like home to residents and visitors alike. We live in harmony with our coastal environment – the ocean, beaches and bay, natural areas, rivers, and forests that sustain and renew us with their exceptional beauty, bounty, and outdoor recreation. Our community collaborates to create economic opportunities and living-wage jobs that help keep the Greater Newport Area dynamic, diverse, and affordable. We take pride in our community's education, innovation, and creativity, helping all our residents learn, grow, and thrive. Our community is safe and healthy, equitable and inclusive, resilient and always prepared. We volunteer, help our neighbors, support those in need, and work together as true partners in our shared future.

Look Inside to Explore Our Vision Focus Areas and Strategies to Achieve Our Vision



LEARN MORE



www.newportoregon.gov/vision2040



541-574-0603



TIER I

- A1. Infrastructure Investments.**
Maintain and upgrade local infrastructure within available funding.
- A2. Housing Supply.*†**
Increase supplies of affordable and workforce housing, including rentals and for sale units at prices that are accessible to a broad range of the general public.
- A3. Transportation Corridors.**
Revitalize Highway 101 and Highway 20 in and around Newport to serve as attractive gateways to the community.

TIER II

- A4. City-Wide Beautification.***
Promote city-wide beautification, generating a fresh yet familiar look for Newport through streetscaping, improvements to building façades, and ocean-friendly landscaping.
- A5. City Center Revitalization.†**
Develop a City Center improvement strategy that expands options for living, shopping, working, and dining in the area by promoting walkability, mixed-use development, and refurbishment of historic buildings.
- A6. Mixed-Use Development.**
Promote mixed-use neighborhoods in appropriate areas of the city, incorporating a blend of commercial uses, employment, and residential development that creates a distinct sense of place.
- A7. Housing Development Incentives.*†**
Implement incentives to lower development costs and encourage construction and renovation of an array of housing types to augment the supply of affordable, quality, energy-efficient units.

- A8. Vacation Rentals.**
Assess the growth and distribution of vacation rentals and take longer-term actions that may be required to address impacts on neighborhoods and the community.
- A9. Understanding Impacts of Seasonal Housing.**
Gain a better understanding of the impacts that seasonal housing, including second homes and vacation rentals, has on the availability and affordability of housing and the provision of public services within the community.
- A10. Street, Highway and Bridge Improvements.**
Engage the State of Oregon and community partners to identify bridge alternatives and future street and highway improvements that meet local needs while mitigating congestion and accommodating future growth and increased traffic.

- A11. Bicycle and Pedestrian Safety and Amenities.*†**
Work to improve the safety of bicyclists and pedestrians throughout Newport. Plan, fund, and develop improvements to bicycle and pedestrian amenities in strategic areas of the city, including sidewalks, crosswalks, overpasses, "traffic calming," bike racks, and planned bicycle and pedestrian routes.

- A12. Multiuse Paths and Trails.**
Maintain and expand the multiuse path and trail system.
- A13. Strategic Investments and Partnerships.**
Pursue strategic investments and partnerships to adequately meet the needs of the community as it grows and develops.

- A14. Developable Land.**
Ensure an adequate supply of buildable land by first encouraging redevelopment of underutilized and redevelopable properties. Extend infrastructure to undeveloped land that is zoned for development-related uses.
- A15. Complete Streets.*†**
Design neighborhoods around streets that are well integrated with local transit, are ADA accessible, and accommodate "active transportation" such as cycling, walking, and wheelchair moving.

- A16. Public Transit Improvements and Expansion.*†**
Develop targeted improvements to the local transit system, including better scheduling, signage, and plans for system expansion. Work with Lincoln County to upgrade bus service in Newport and surrounding areas, with improved routes and more frequent service.
- A17. Transit Reliability and Promotion.*†**
Develop and promote transit as a robust and reliable alternative to driving within the Greater Newport Area.

TIER III

- A18. Telecommunication Technology.**
Promote universal, high-speed internet access throughout the city. Expand community and business access to new telecommunication technologies.

CREATING NEW BUSINESSES & JOBS

In 2040, the Greater Newport Area collaborates to create economic opportunities and living-wage jobs that help keep Newport dynamic, diverse, and affordable. Our economy is balanced and sustainable, producing living wage jobs in the trades and professions, while supporting new start-up companies and small businesses based on local talent, entrepreneurship, ideas, and resources.



KEY STRATEGIES

TIER I

C1. Expanded Working Waterfront.*

Leverage our maritime industries and marine-related assets to expand and diversify the capacity of marine businesses, including full utilization of the International Terminal.

C2. Science Economy Expansion.

Expand Newport's science and marine economy, promoting it nationally and internationally as a hub for scientific research, ocean observation, education, and utilization and conservation activities.

C3. Living Wage Jobs.*

Partner with new and existing businesses to retain, expand, and create jobs that pay living wages, providing at least a minimum income necessary so that workers can meet their basic needs.

TIER II

C4. Airport Improvements.

Maintain and enhance the Newport Municipal Airport as a viable community asset that can support business growth and development and improve access to and from the community.

C5. Marine Economy and Economic Development.

Link OSU's Marine Studies Initiative and the area's marine economy into economic development planning.

C6. Tourism Diversification.

Diversify Newport's tourist industry by promoting expansion of ecotourism as well as interpretive programs based on Newport's maritime industries.

C7. Arts and Cultural Destination.

Promote the Greater Newport Area as a major arts and cultural destination.

C8. Local Businesses Support.

Support and retain existing local businesses.

C9. Small Business Development.

Expand training and education for small business development and entrepreneurial skills, including resources for artists, craftspeople, trades, and technology start-ups.

C10. Green and Sustainable Business.

Promote and support businesses in the Greater Newport Area that use and market green and sustainable technologies, materials, and products.



C11. Sustainable Fisheries.

Support innovation and new markets in sustainable fisheries by leveraging new technologies and partnering with the science community.

C12. Diversified Agricultural Economy.

Promote the production, marketing, and direct sales of seafood, value added wood products, and local agricultural products.

C13. "Shoulder Season" Attractions and Festivals.

Develop new attractions, festivals, and marketing to sustain tourism through the shoulder season.

TIER III

C14. Viable and Sustainable Commercial Air Service.

Work with local, state, and federal partners to develop a model for sustainable commercial air service.

C15. Permanent Farmers Market.*

Create a permanent home for a year-round farmers market with expanded hours and business acceleration opportunities for food, beverage, and agriculture related start-ups.

LEARNING, EXPLORING, & CREATING NEW HORIZONS

In 2040, the Greater Newport Area takes pride in our community's education, innovation, and creativity, helping all our residents learn, grow, and thrive.

Our schools are appropriately funded through diverse means of support to meet the highest standards of educational achievement. Our college and university prepare students for rewarding lives and productive careers. The arts and opportunities for creative expression and learning are high quality, diverse, and available to everyone.



KEY STRATEGIES

TIER I

D1. Funding for Schools.

Develop creative, diverse, and alternative sources of funding for educational facilities, classes, programs, and extracurricular activities in the Greater Newport Area schools, including consideration for pre-K and early childhood education.

D2. Vocational Technology and STEM Programs.

Expand vocational tech and Science, Technology, Engineering and Mathematics (STEM) education, including K-12, OCCC, and OSU, and offer classes, training, and certification for marine sector and other jobs.

TIER II

D3. Art in Public Spaces.

Integrate the arts as a key element of the city's identity, including expanding the presence of public art throughout the community.

D4. Expanded and Upgraded Arts Footprint.

Invest in improvements to performing and visual arts venues, including the Performing Arts Center and Visual Arts Center, to increase their capacity to accommodate arts and cultural events.

D5. Summer Arts Offerings.

Expand outdoor summer arts events and offerings, such as music and theater.

D6. Schools and Local Talent.

Promote increased partnerships between schools and local talent, including scientists, artists, craftspeople, and tradespeople who share their knowledge with area classes and students.

D7. Teacher and Administrator Diversity.*

Increase the diversity of teachers and administrators to be more representative of student demographics.

D8. Bilingual and Cross-Cultural Education.*

Establish comprehensive bilingual and cross-cultural educational programs throughout the community, including English for Speakers of Other Languages (ESOL) instruction, to promote better integration and improved achievement of residents of all ages.

D9. Expanded and Integrated Higher Education.†

Support Oregon Coast Community College (OCCC) in gaining accreditation and expanding its offerings, including workforce education and the trades.

D10. Education Partnerships.†

Encourage K-12, community college, professional, and noncredit education partnerships that promote pathways to marine educational programs at Oregon State University (OSU)'s Newport campus.

D11. School-to-Work Programs.*

Work with local schools, OCCC, OSU, and employers to develop a school-to-work program for students, training and certifying them to fill the needs of local employers and the job market.

TIER III

D12. Access to the Arts.*†

Increase the availability of, and access to, lower cost arts venues and performances while supporting new, innovative opportunities, including workshops, film, and student work.



PRESERVING & ENJOYING OUR ENVIRONMENT

In 2040, the Greater Newport Area lives in harmony with its coastal environment. Our ocean, beaches and bay, natural areas, rivers, and forests sustain and renew us with their exceptional beauty, bounty, and outdoor recreation. We retain our connection to nature, protecting our land, air, water, natural habitats, and biodiversity, and promoting more sustainable ways of living.

TIER I

B1. Sewer and Stormwater Management.

Maintain, upgrade, and modernize stormwater and sewer infrastructure to reduce overflows, keep our waterways and beaches clean, and minimize flooding in a manner that is both fiscally responsible and environmentally friendly.

B2. Integrated Shared-Use Trail System.*†

Develop an integrated trail system, accommodating multiple uses, that connects neighborhoods, visitor destinations, open spaces, and natural areas.

TIER II

B3. Parks and Recreation Needs and Upgrades.*

Engage the community in identifying priorities and future needs related to open space, trail, and park and recreation assets. Make recommendations for future park upgrades, planning, and development, paying particular attention to funding maintenance.

B4. Trail-Building Program.

Establish a City trail-building program that provides opportunities for volunteer involvement.

B5. Green Building and Development.

Promote and incentivize environmentally responsible, resource-efficient building and development techniques, including onsite stormwater management, permeable pavement, energy-efficient buildings, ecological landscaping, and native plantings.

B6. Environmental Conservation Partnerships.

Prioritize conservation of significant open spaces and natural resource areas, including beaches and headlands, midcoast watersheds, the Yaquina Bay Estuary, rivers, streams, forests, and fish and wildlife habitat. Partner with local environmental organizations and agencies to expand and strengthen programs to protect and restore natural areas and resources and preserve environmental quality.

B7. Comprehensive Recycling and Reduced Waste.

Target the Greater Newport Area to achieve the highest rate of recycling of any city in Oregon through source reduction, reuse, recycling, composting of food waste, and curbside glass recycling.

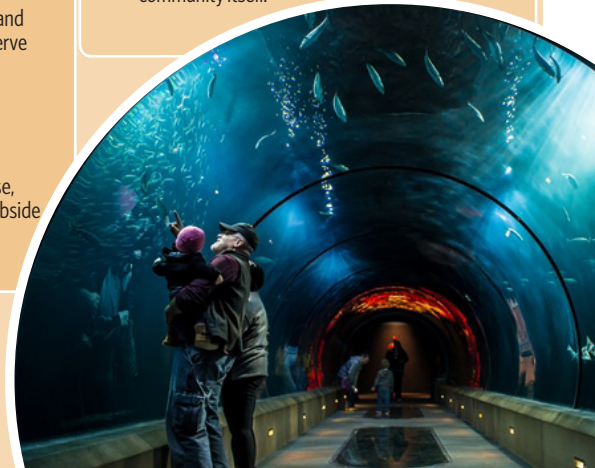
B8. Renewable Energy.

Increase the use of renewable energy to achieve energy independence in the Greater Newport Area, harnessing a combination of renewable energy sources and technologies.

TIER III

B9. Climate Action Plan.

Develop a comprehensive public-private climate action plan to lessen the Greater Newport Area's contribution to climate change, as well as to mitigate the impacts of climate change on the community itself.



KEY STRATEGIES

TIER I

F1. Transparency and Communication.

Encourage and support continued open communication, transparency, and accountability on the part of City leaders and staff.

F2. Vision as Foundational Document.

Ensure Greater Newport's 2040 Vision serves as the foundation for ongoing public processes, planning, and decision-making.

TIER II

F3. Vision-Focused Council and Community.

Promote key elements of Greater Newport's 2040 Vision through the Newport City Council, City staff, Greater Newport Area partners, and Vision advocates who engage with community partners.

F4. Community Engagement.*†

Develop new avenues for Greater Newport Area residents and businesses to engage and participate in the development of plans and policies, and to contribute to the decision-making process.

F5. Culturally Competent and Inclusive Outreach.*

Develop new forms of culturally competent outreach, such as Spanish-language publications and public service announcements, to reach out to and involve the entire community.

F6. Model Communities.

Research the best practices of other communities that have been successful in implementing vision plans and strategic community objectives, and learn from their successes.

F7. Collaboration and Partnerships.

Sustain positive relationships and high levels of civic collaboration between public, private, faith-based, civic, neighborhood, and community-based organizations and the community at large.



F8. Community Forums.*

Develop community forums that bring people of different backgrounds and cultures together to discuss issues and share solutions.

F9. Youth Involvement.

Work through the schools, Oregon Coast Community College, and Oregon State University to increase involvement of younger generations in current affairs and community issues, local government, volunteerism, long-range planning, and decision-making.

F10. Retiree Involvement.†

Encourage area retirees to become more active in civic life, contributing their skills, time, energy, and resources to address community needs, mentor young people, and promote their own health and engagement.

F11. Volunteerism.†

Cultivate the community's spirit of collaboration and engagement to create meaningful opportunities for public involvement and volunteerism for all ages.

IMPROVING COMMUNITY HEALTH & SAFETY

In 2040, the Greater Newport Area is safe and healthy, equitable and inclusive, resilient and always prepared. We volunteer, help our neighbors, and support those in need. Our community's physical, environmental, social, and economic assets allow all of our residents, including families and children, young people, and seniors, to live healthy lives and find the support and services they require, including excellent, affordable, and accessible healthcare and childcare.

KEY STRATEGIES

TIER I

E1. Affordable and Accessible Healthcare.*†

Work to improve access to and affordability of healthcare for all in the community through improved healthcare facilities, education, and preventive services.

E2. Medical Professionals and Specialists.*†

Recruit and retain more healthcare providers and medical professionals in the community, including medical specialists in pediatrics, geriatrics, mental health, chronic diseases, services for veterans, and the prevention and treatment of addiction.

E3. Expanded Mental Healthcare.*†

Expand mental health services in the area, including improved community education, prevention, and counseling services, as well as trauma-informed care that diagnoses and treats the mental health impacts of adverse life experiences.

E4. Improved Service Coordination.

Enhance coordination among social services, non-profits, and faith-based institutions to provide integrated, comprehensive support to residents of our community experiencing poverty, hunger, social isolation, homelessness, addiction, domestic violence, and related issues.

TIER II

E5. Disaster Preparedness.

Expand disaster preparedness and self-reliance programs and activities, focusing on neighborhood level organizing, and including multilingual information, training, and assistance.

E6. Proactive Police and Fire Services.*

Support police and fire services in meeting and addressing growth and changing community needs. Support improved community policing practices that promote positive interactions between public safety officers and the public.

E7. Homelessness Solutions.

Implement proactive solutions to expand services and resources for people who are homeless, including homelessness prevention and other programs and partnerships to help the area's homeless population obtain stable housing.

E8. Translation and Multilingual Services.*

Increase and support existing local capacity to provide translation and multilingual services, including assistance with employment, physical health, mental health, rehabilitation, education, nutrition, legal, immigration, and financial education needs.

E9. Accessible and Affordable Childcare.

Increase the number and capacity of quality accredited childcare facilities and staff in the region and make childcare more accessible and affordable for all families.

E10. Accessible and Affordable Eldercare.†

Work toward meeting the need for quality and affordable housing, independent living, and care facilities for elders in the Greater Newport Area.



E11. Foster Care Improvements.

Study and make recommendations to address the area's child foster care challenges, including causes, solutions, and prevention. Increase the number and quality of foster homes, while implementing preventive approaches that will help keep more children from entering the foster care system.

E12. Access to Healthy Food.

Improve community "food security" by addressing issues of availability, accessibility, and affordability of healthy food.

TIER III

E13. All-Weather Facilities and Activities.*

Improve affordable access to recreational and community facilities, including indoor spaces for sports, family and cultural celebrations, classes, youth programs, and other recreational and social activities that are accessible during evenings and the rainy season.

