



## **JOINT CITY COUNCIL AND PLANNING COMMISSION WORK SESSION AGENDA**

**Monday, March 10, 2025 - 6:00 PM**

**City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365**

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All public meetings of the City of Newport will be held in the City Council Chambers of the Newport City Hall, 169 SW Coast Highway, Newport. The meeting location is accessible to persons with disabilities. A request for an interpreter, or for other accommodations, should be made at least 48 hours in advance of the meeting to Erik Glover, City Recorder at 541.574.0613, or [e.glover@newportoregon.gov](mailto:e.glover@newportoregon.gov).

All meetings are live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190. Anyone wishing to provide written public comment should send the comment to [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov). Public comment must be received four hours prior to a scheduled meeting. For example, if a meeting is to be held at 3:00 P.M., the deadline to submit written comment is 11:00 A.M. If a meeting is scheduled to occur before noon, the written comment must be submitted by 5:00 P.M. the previous day. To provide virtual public comment during a city meeting, a request must be made to the meeting staff at least 24 hours prior to the start of the meeting. This provision applies only to public comment and presenters outside the area and/or unable to physically attend an in person 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.

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### **1. WELCOME**

### **2. PURPOSE / SCHEDULE**

### **3. PROPOSED CITY CENTER PLAN**

4. QUESTIONS

5. POLICY, PLAN, AND DEVELOPMENT CODE CONCEPT

6. COMMENTS / QUESTIONS

7. PUBLIC INVESTMENTS / INCENTIVES / PARTNERSHIPS

8. DISCUSSION

9. ADJOURNMENT

HANDOUTS

**Materials:**

[2025-03-10\\_Newport CCRP Work Session PowerPoint](#)

[2025-02-25\\_Newport City Center Memo 5 - Plan and Code Concepts](#)

[2025-02-25\\_Newport City Center Memo 5 - Appendix A](#)

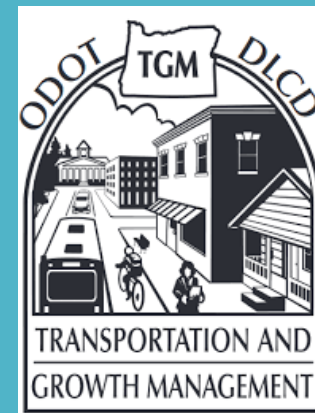
[2025-02-25\\_Newport City Center Memo 5 - Appendix B](#)

[Draft City Center Revitalization Mtg Minutes 02-28-2025](#)

# Newport City Center Revitalization Plan

Joint PC/CC Work Session #2

March 10, 2025



# AGENDA



Welcome	5 min
Purpose / Schedule	5 min
Proposed City Center Plan	25 min
Questions	20 min
Policy, Plan, and Development Code Concept	15 min
Comments / Questions	15 min
Public Investments / Incentives / Partnerships	15 min
Discussion	20 min



# PURPOSE

*Develop land use policies, regulations, financial incentives, to support reinvestment in Newport's City Center.*

*Identify transportation solutions that compliment proposed land use policies to promote mixed use development to create a live-work environment where residents have convenient access to employment and essential services.*

# SCHEDULE



Citizen Advisory Committee (CAC)



Targeted Interviews / Events



Project Website



Site Visit / Walking Tour



Memos / Report



PMT Meetings



Public Events (2)



Planning Commission / City Council

# TASK

1. Project Management

2. Outreach

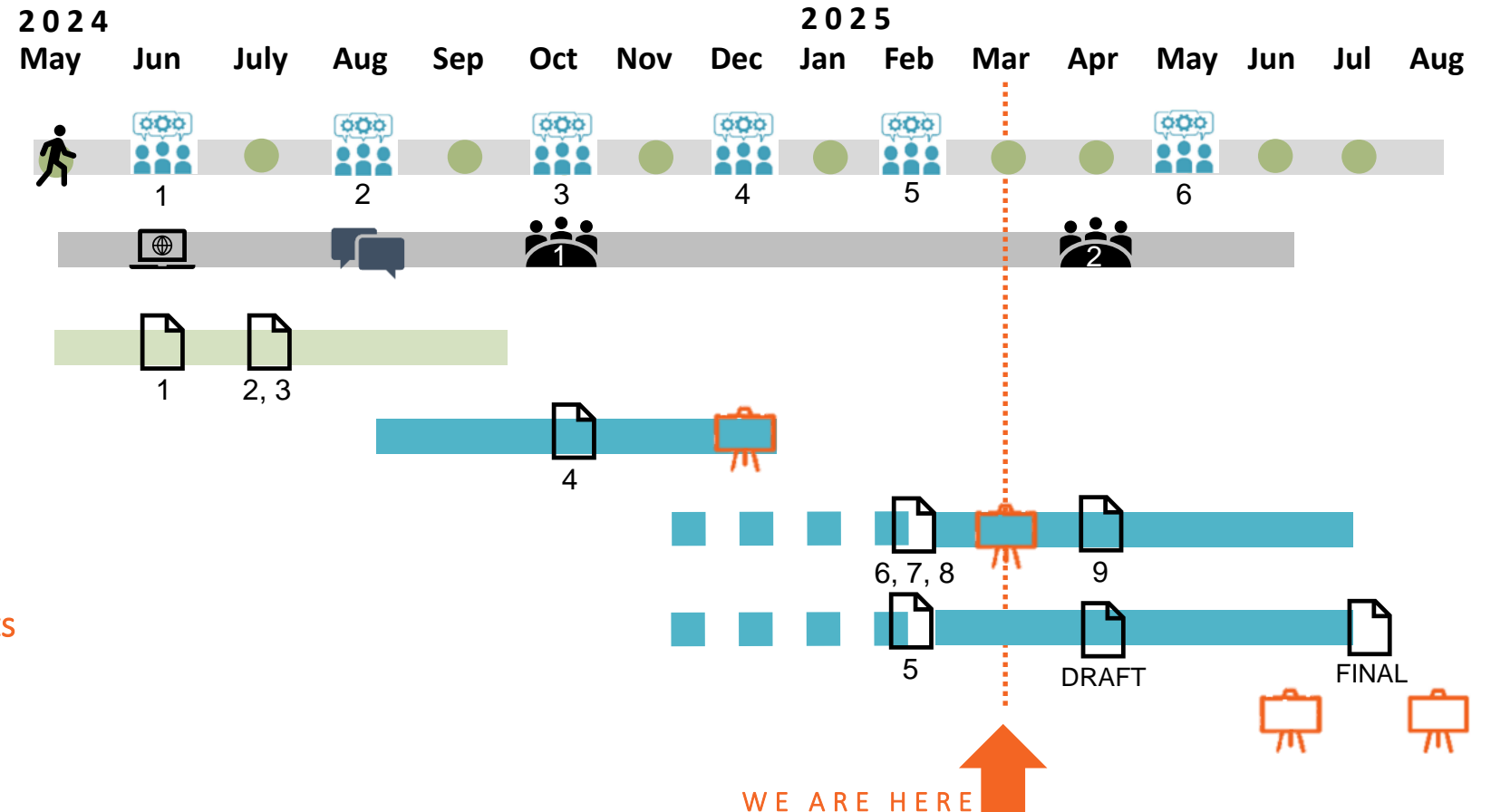
3. Policy Basis for Plan

4. Gap Analysis

5. Plan Implementation

6. Comprehensive Plan / Code Amendments

7. Adoption



## On 2/28 we asked the CAC:

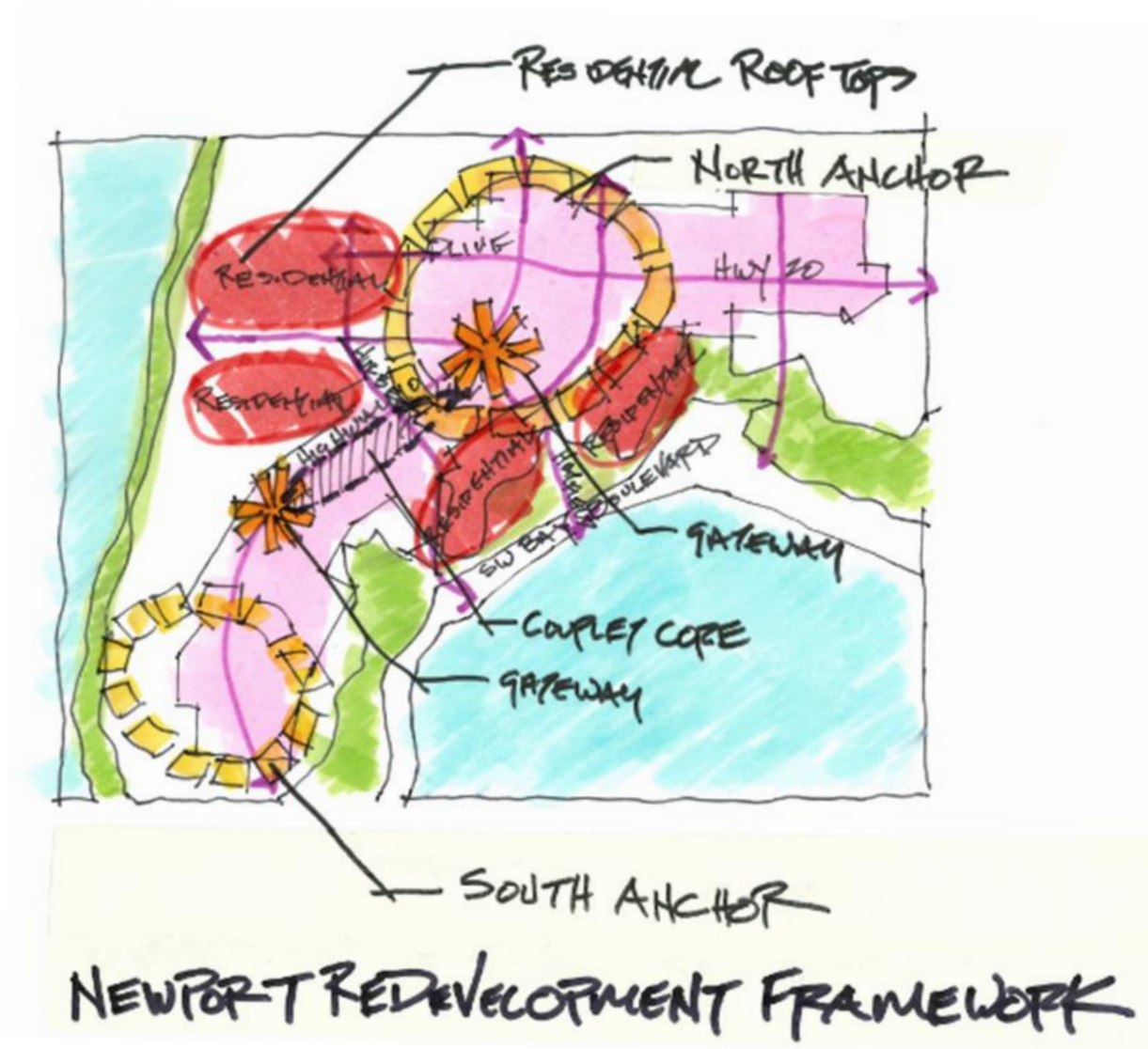
1. Is the proposed plan achieving the stated goals / objectives?
2. Are there any goals we are not adequately addressing?
3. How can the info be made more clear for the public?

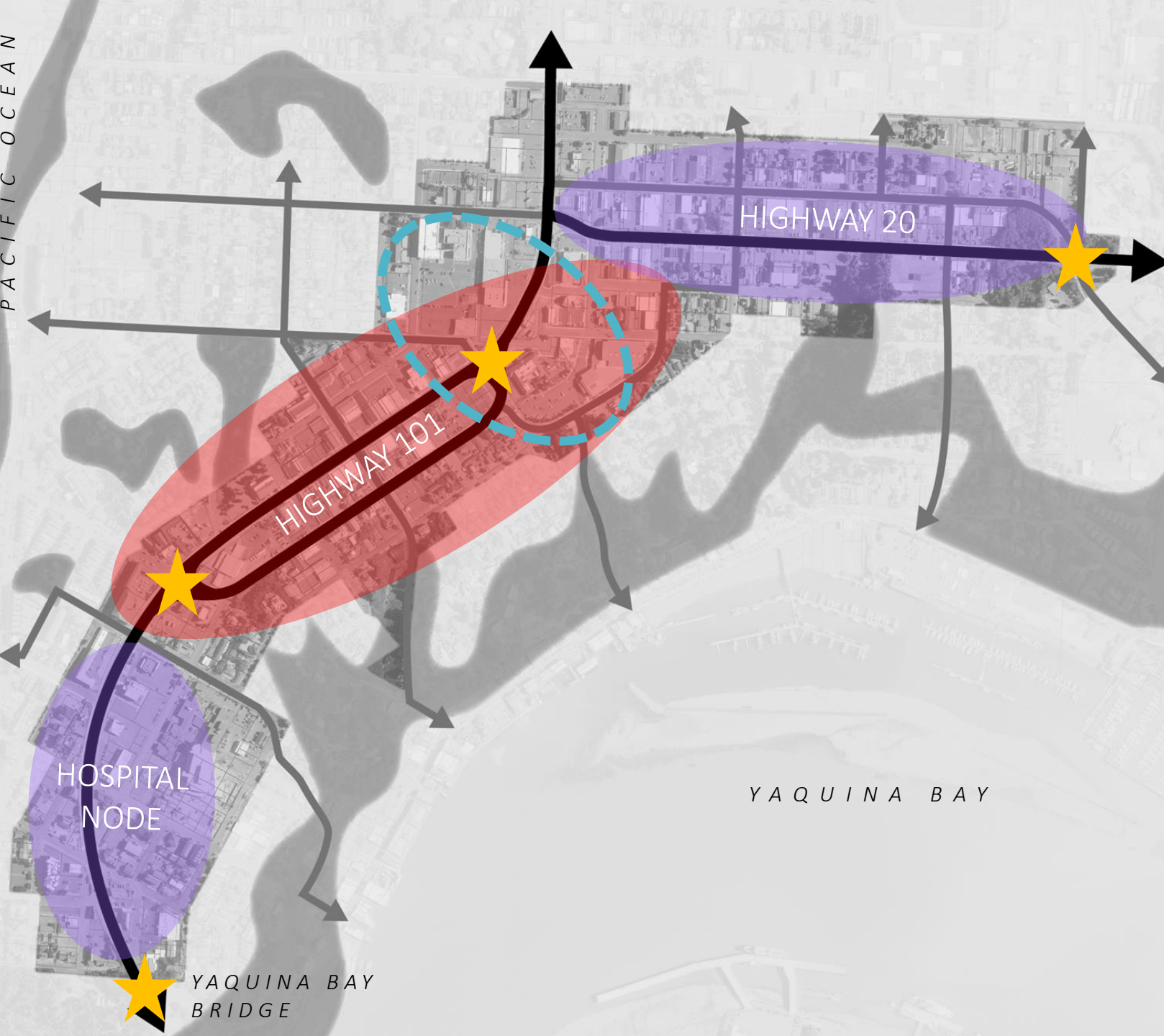
*A: Yes, but simplify and clarify!*

# PROPOSED CITY CENTER PLAN

# PROJECT GOALS

- 1: An active mix of uses in a walkable environment.
- 2: Safe, efficient traffic flow and managed parking.
- 3: A clean, welcoming appearance.
- 4: Planned property development and acquisition.
- 5: Targeted investment in infrastructure.





# CONCEPT & CONTEXT

-  CENTRAL BUSINESS DISTRICT
-  URBAN MIX (ODOT)
-  GOVERNMENT CENTER
-  STEEP SLOPES
-  HIGHWAY 101/20
-  KEY CONNECTIONS
-  GATEWAYS





HIGHWAY 101 CORRIDOR
















HIGHWAY 20 CORRIDOR

# Vision of a Vibrant City Center



# SIGNALS AND BIKE ROUTING

## LEGEND




-  Existing Bike Connections
-  Proposed Bike Connections
-  Key Routes
-  Parcel Boundary
-  Study Area
-  Highway 101 / Highway 20
-  Rapid Flashing Beacon (Existing / Potential)
-  1 Samaritan Pacific Community Hospital
-  2 City Hall
-  3 Historic Bayfront
-  4 Library
-  5 History Museum
-  6 Courthouse
-  7 Newport High School
-  8 Recreation Center





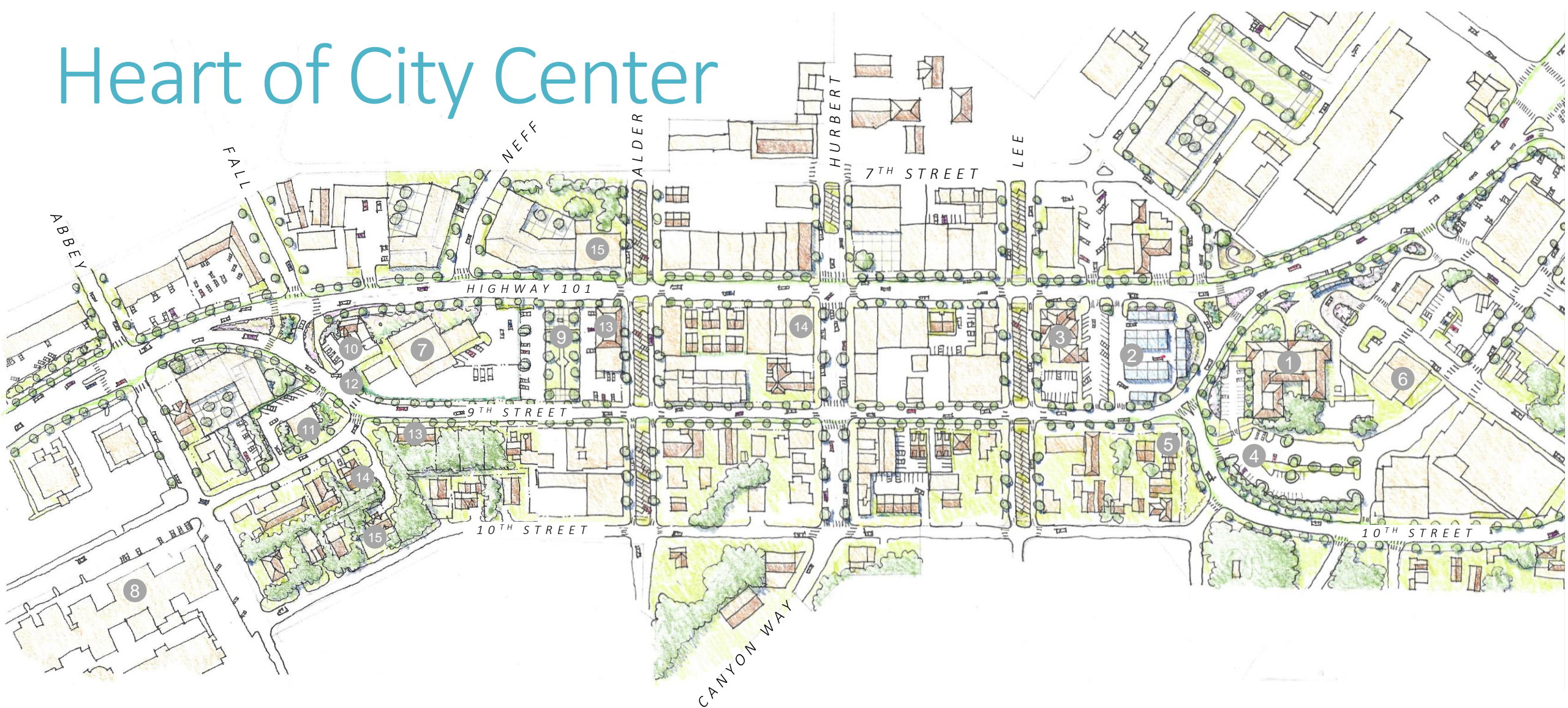
# Wayfinding Signage

## LEGEND

-  Wayfinding Sign
-  Gateway Feature
-  Directory Sign



# Heart of City Center



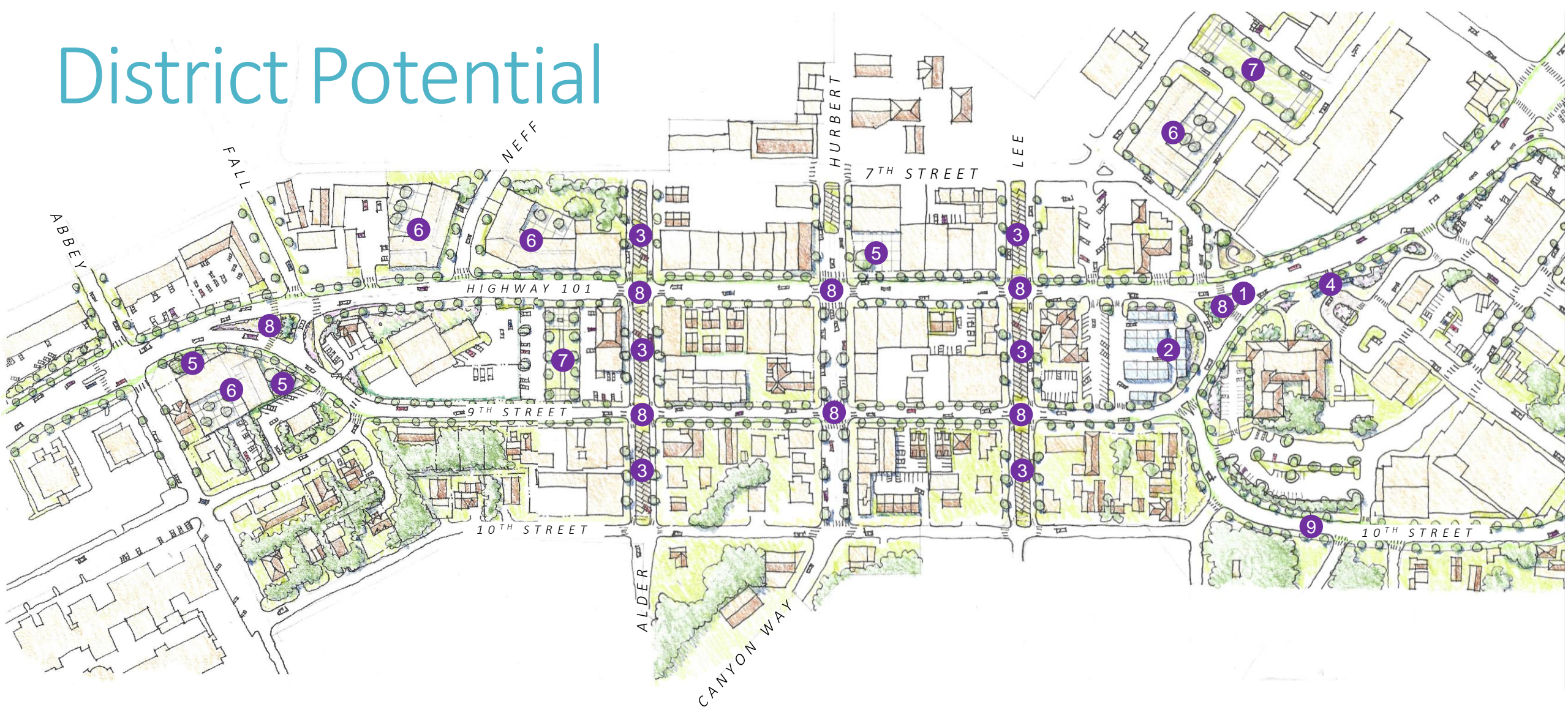
## EXISTING FEATURES

- |                          |                       |                      |                               |                |                  |
|--------------------------|-----------------------|----------------------|-------------------------------|----------------|------------------|
| 1 City Hall              | 4 City Parking Lot    | 7 National Guard     | 10 Chamber of Commerce        | 13 Museum      | 13 Pig n'Pancake |
| 2 Farmer's Market Lot    | 5 Accountant's Office | 8 Hospital           | 11 Dentist Office             | 14 Ane's Home  | 14 Kite Shop     |
| 3 Lincoln County Offices | 6 Senior Center       | 9 Founding Rock Park | 12 RV Dump Station (relocate) | 15 Mary's Home | 15 Bank          |





# District Potential



## POTENTIAL FEATURES

- |                             |                           |  |
|-----------------------------|---------------------------|--|
| 1 Gateway                   | 4 Relocated Bus Stop      | 7 Park Improvements                              |
| 2 Farmer's Market w Canopy  | 5 Plaza                   | 8 Enhanced Pedestrian Crossings                  |
| 3 Festival Street / Parking | 6 Potential Redevelopment | 9 Enhanced 10 <sup>th</sup> Street Bike Corridor |

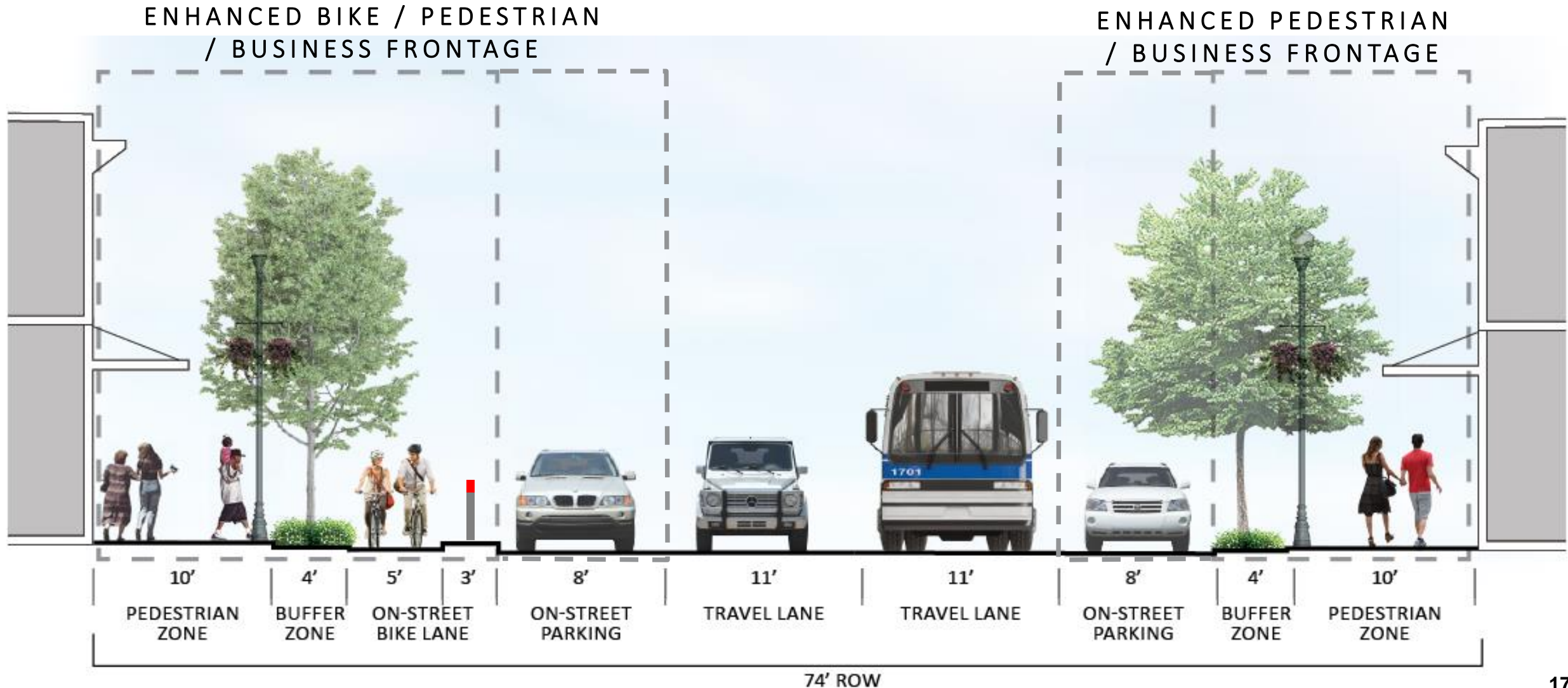


# Farmers Market / Covered Parking





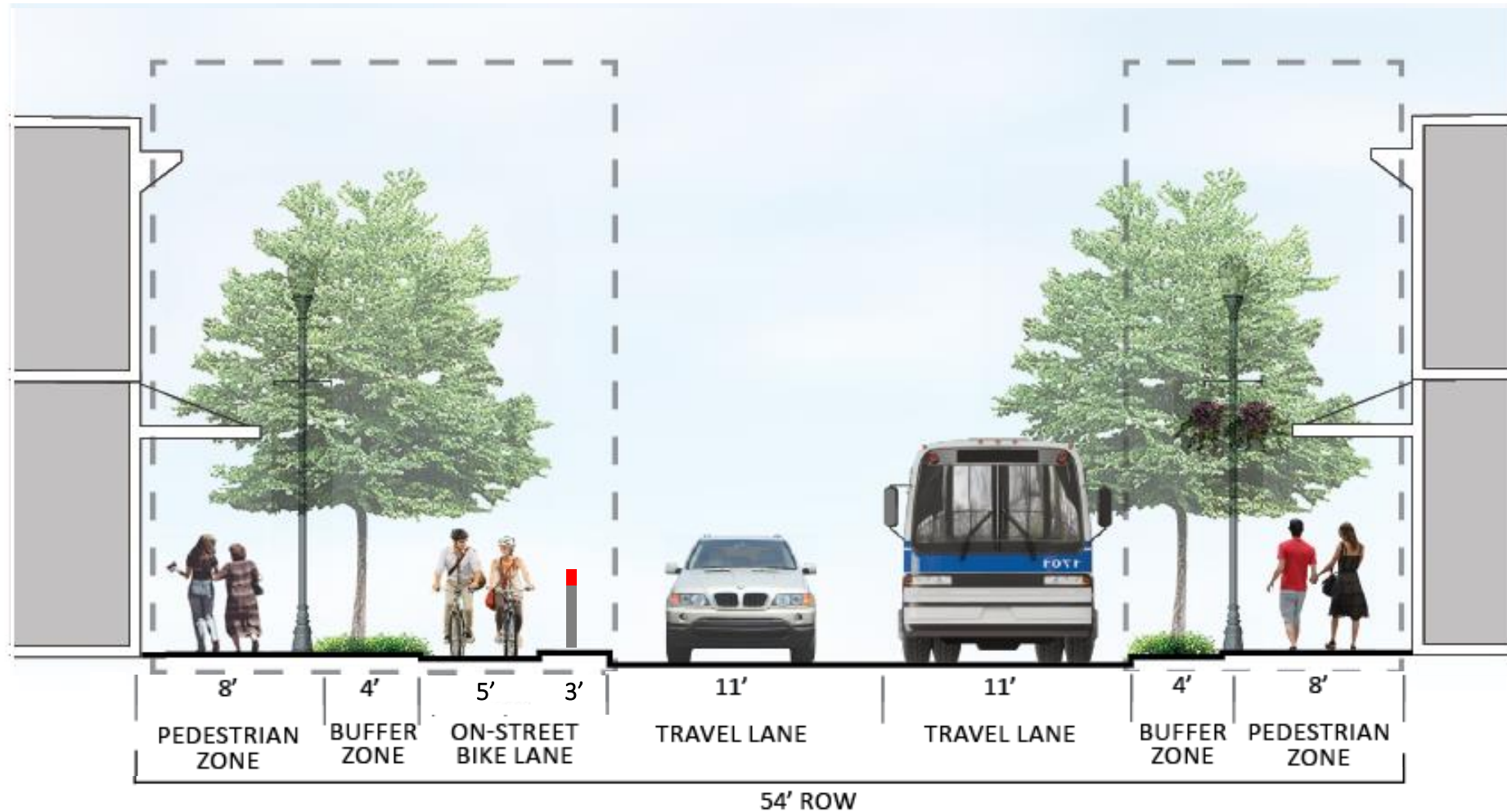
# Highway 101 'Great Street' (SB Coulpet)



# SW 9<sup>th</sup> 'Great Street' (NB Couplet)

ENHANCED BIKE / PEDESTRIAN  
/ BUSINESS FRONTAGE

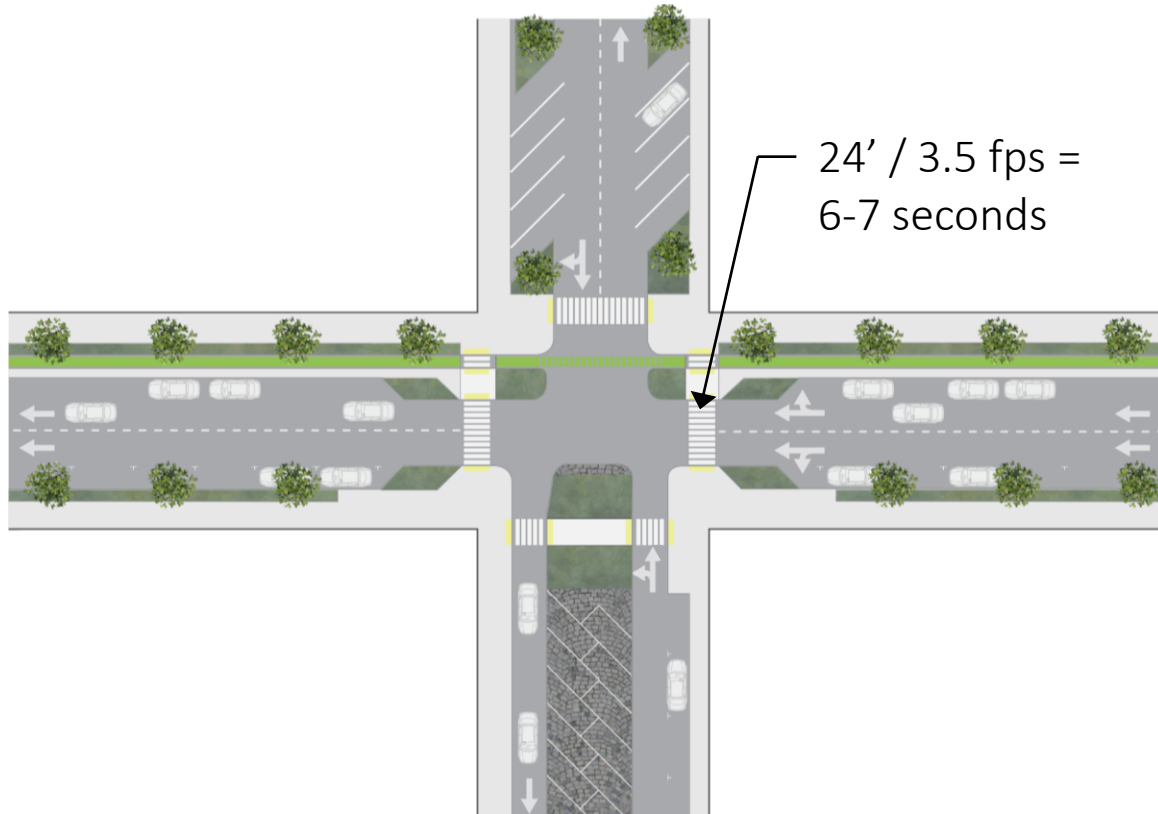
ENHANCED PEDESTRIAN  
/ BUSINESS FRONTAGE





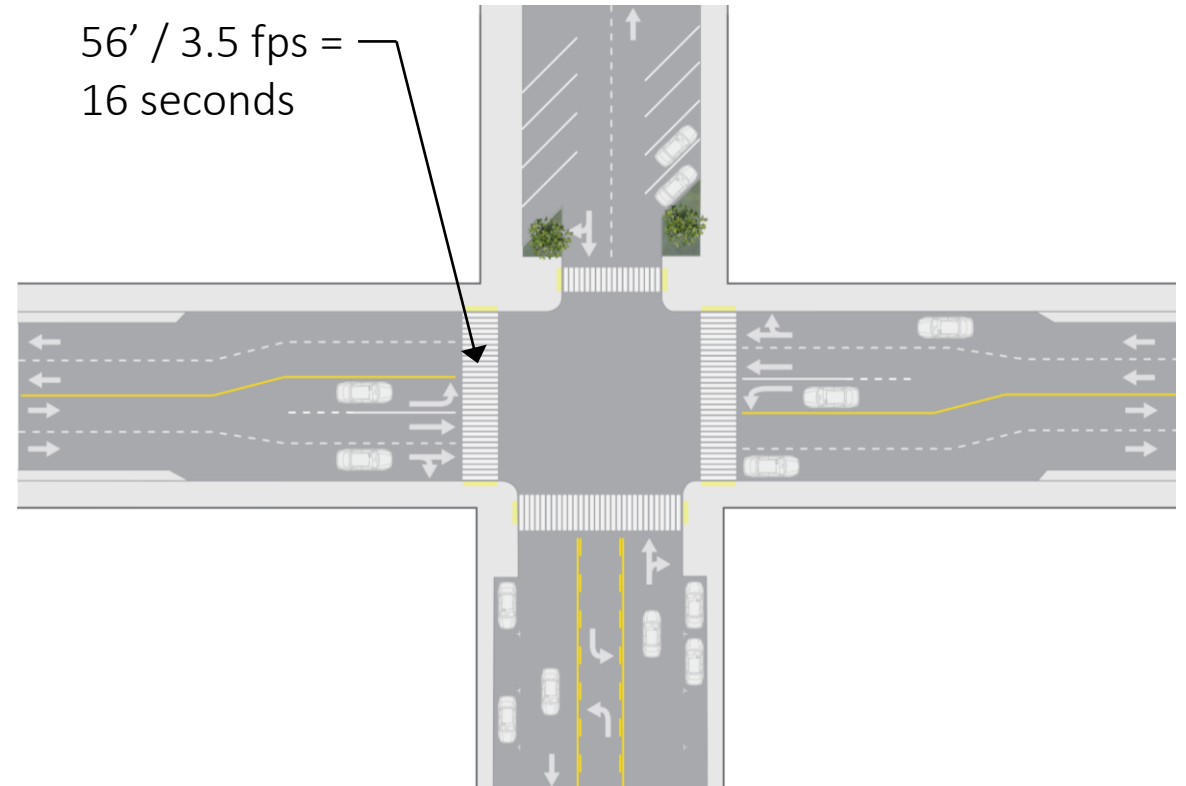
# City Center Walk-ability

COUPLET



Significant safety improvements  
Short pedestrian crossings  
Maximizes buffer/enhancement

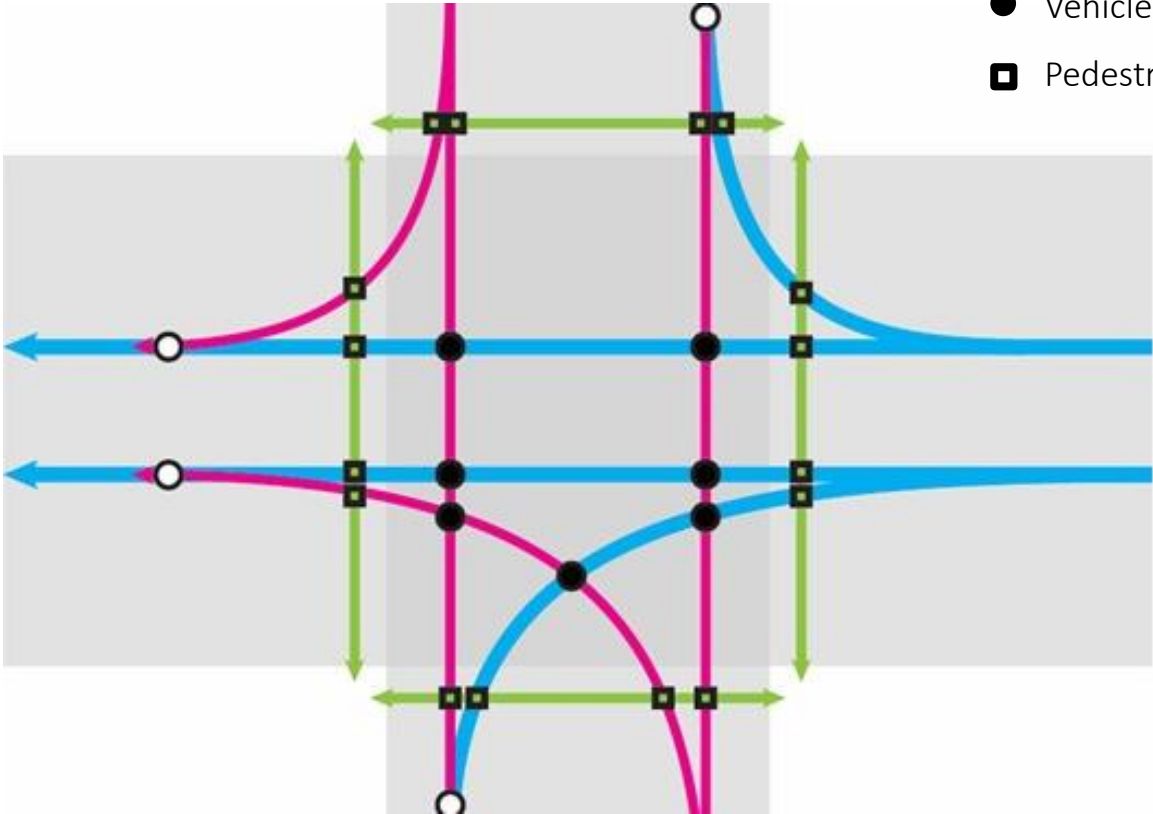
TWO-WAY



Minimal safety improvements  
Long pedestrian crossings  
Minimal buffer/enhancement

# Pedestrian / Vehicle Conflicts

COUPLET

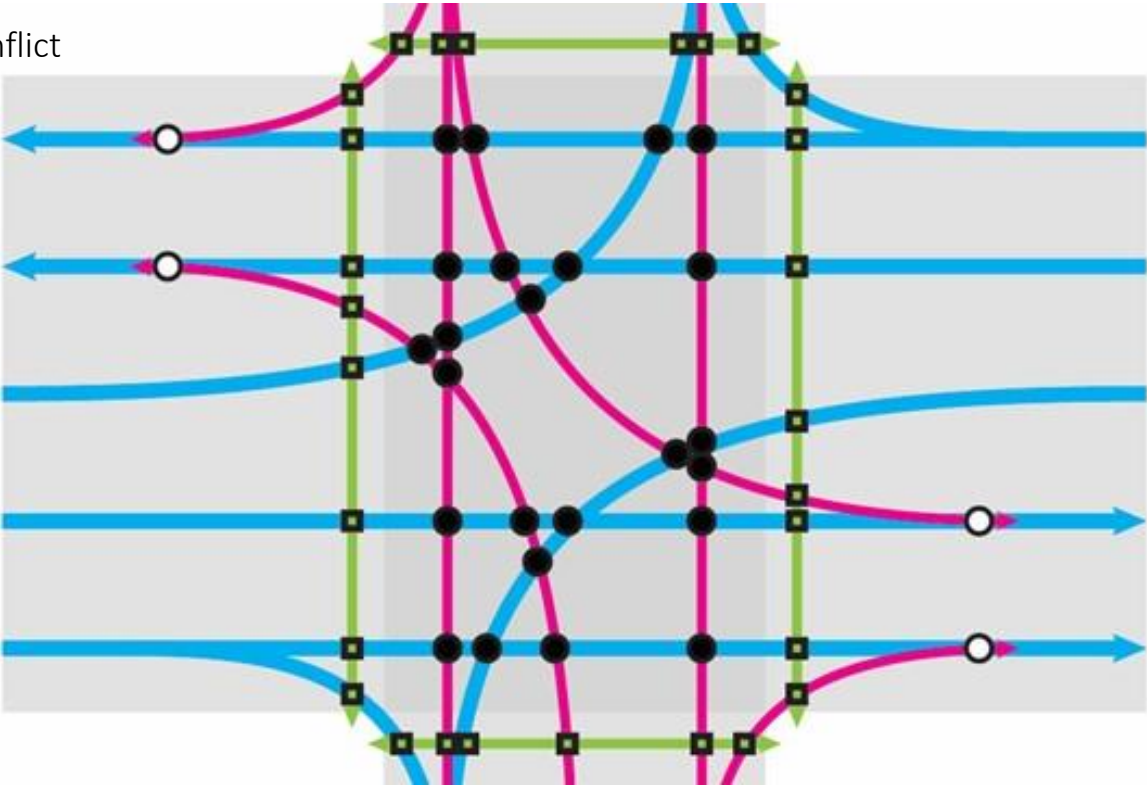


- Vehicle Conflict (Merge)
- Vehicle Conflict (Crossing)
- ▣ Pedestrian Conflict

27

4 Vehicle Conflicts (Merge)  
7 Vehicle Conflicts (Crossing)  
16 Pedestrian Conflicts

TWO-WAY



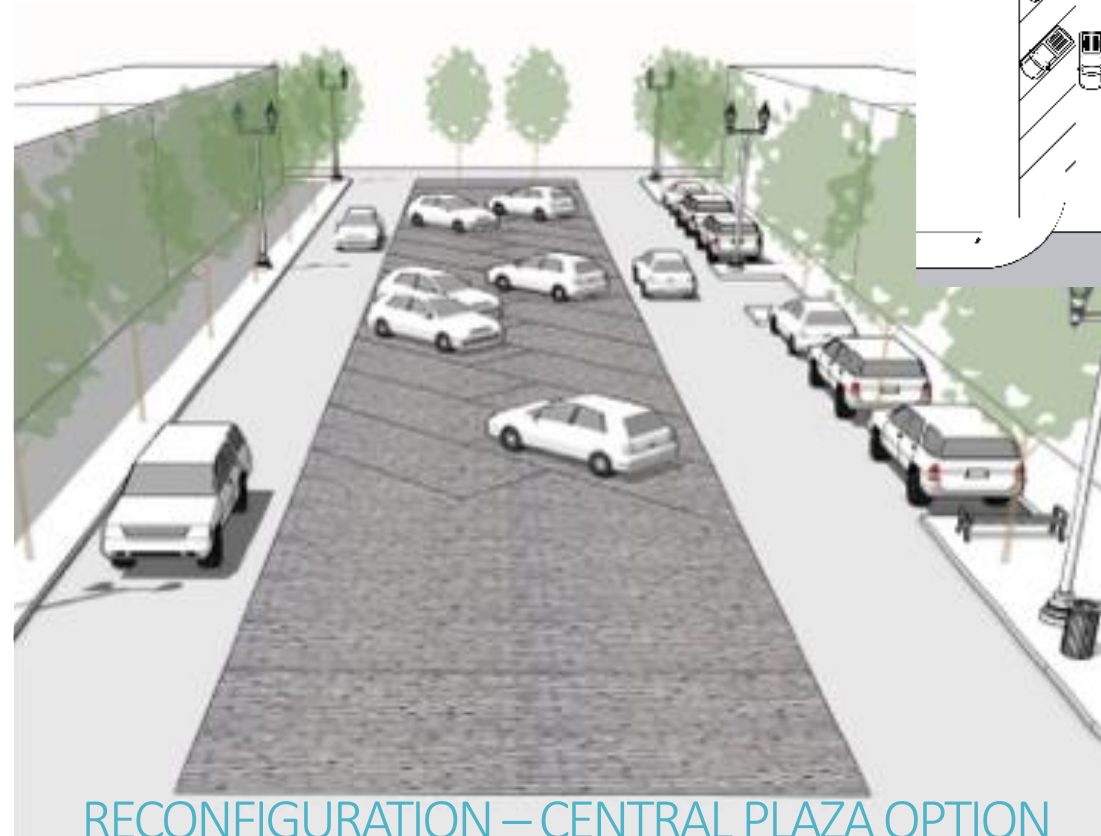
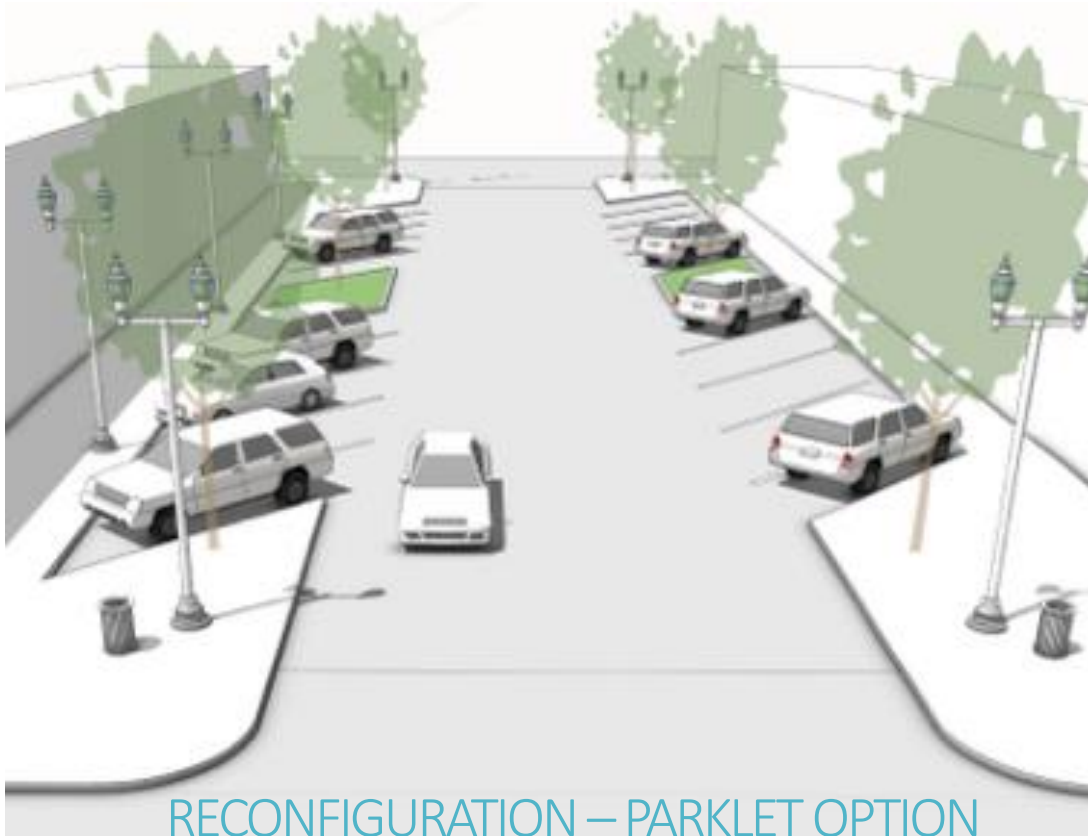
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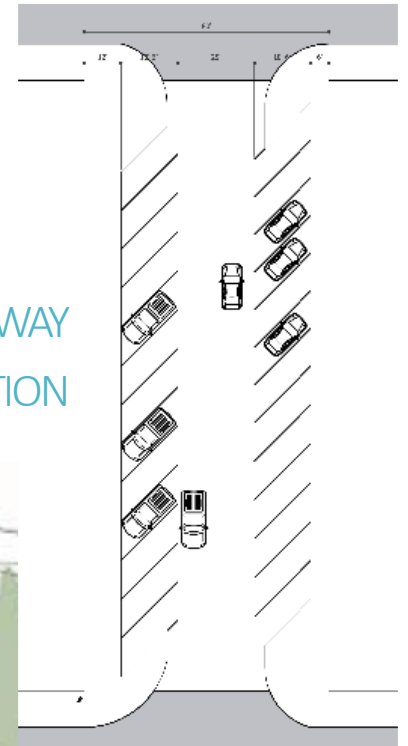
4 Vehicle Conflicts (Merge)  
24 Vehicle Conflicts (Crossing)  
30 Pedestrian Conflicts

# Festival Streets (Alder, Lee)

## Streetscape improvement options



EXISTING RIGHT OF WAY  
CONFIGURATION





# Festival Streets (Alder, Lee)

## What other cities are doing

### W. Lancaster Boulevard

Lancaster, CA

Metro Population: 158,000 | City Population: 156,633



After

Photo: Greg Finner



Before

Photo: City of Lancaster

### W. Lancaster Boulevard's successful redesign led to \$130 million in private investment.

- 2 travel lanes and a center turn lane were converted to diagonal parking and plaza space in the center of the street.
- Street trees, benches, and landscaping were added along sidewalks and in the new median.

### Main Street

#### PARKING



Photo: Greg Finner

On most days, a well-designed center median defined by landscaping and distinct paving provides additional parking to downtown businesses.

#### MARKET



Photo: City of Lancaster

On farmers market days and holidays, the central parking turns into a space for vendors, while pedestrians replace cars in the auto lanes, demonstrating how a street can be a place as well as a transportation corridor.

#### A COMPLETE REDESIGN



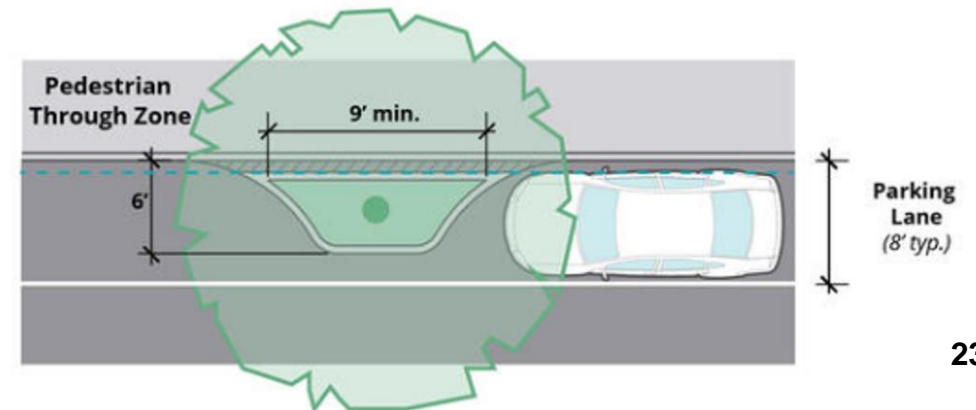
Photo: City of Lancaster

The City of Lancaster completely rebuilt Lancaster Boulevard in eight months.



# Side Streets (Alder, Lee, Hurbert)

What other cities are doing

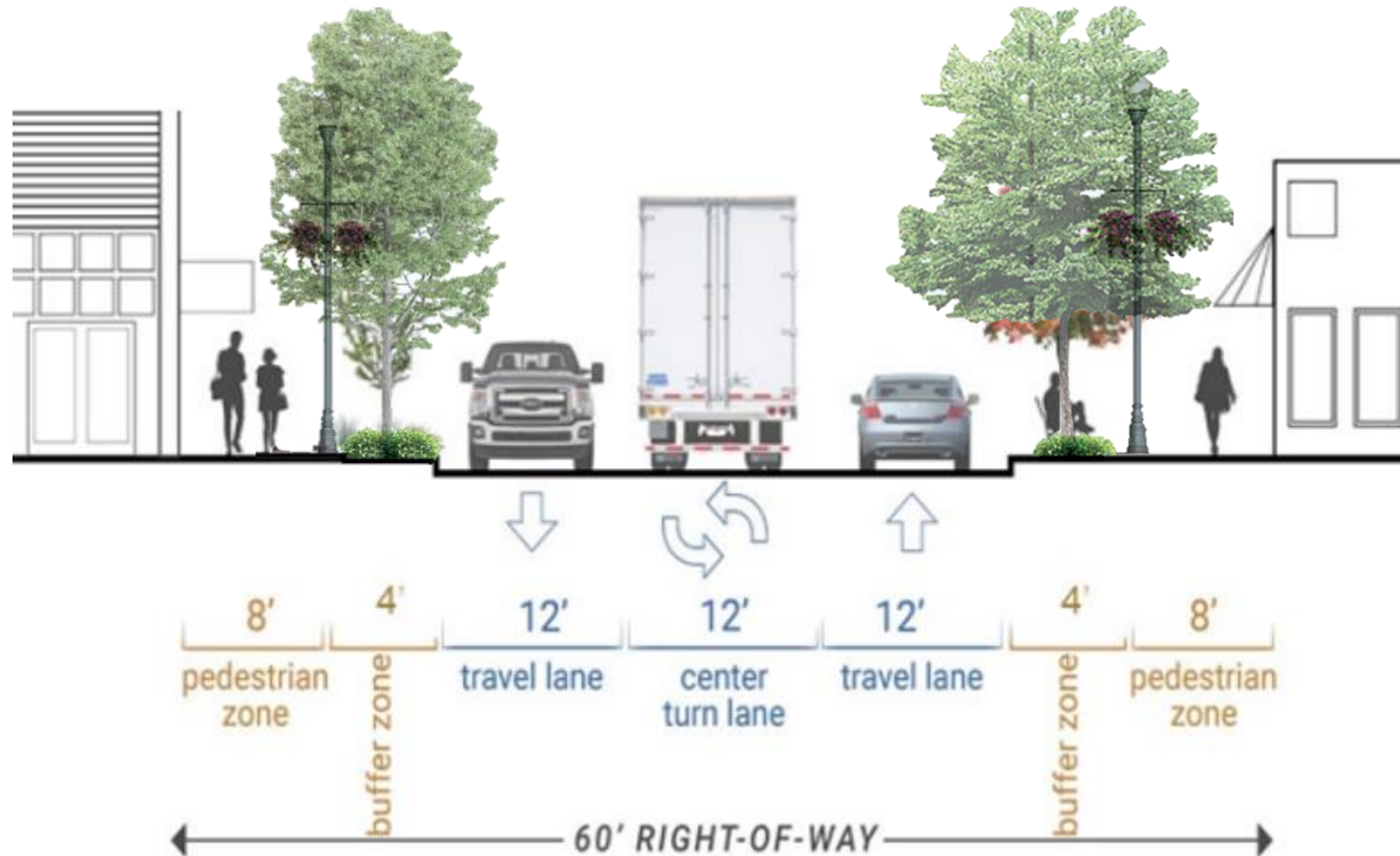




# Hwy 20 'Green Gateway'



# Highway 20 'Green Gateway'





# PROJECT GOALS

- 1: An active mix of uses in a walkable environment.
- 2: Safe, efficient traffic flow and managed parking.
- 3: A clean, welcoming appearance.
- 4: Planned property development and acquisition.
- 5: Targeted investment in infrastructure.

# MET BY:

INFILL, WIDER / BUFFERED SIDEWALKS

REDUCED VEHICLE / PEDESTRIAN CONFLICTS

GATEWAYS, STREETSCAPING, CODE UPDATES

INCENTIVES, PARTNERSHIPS

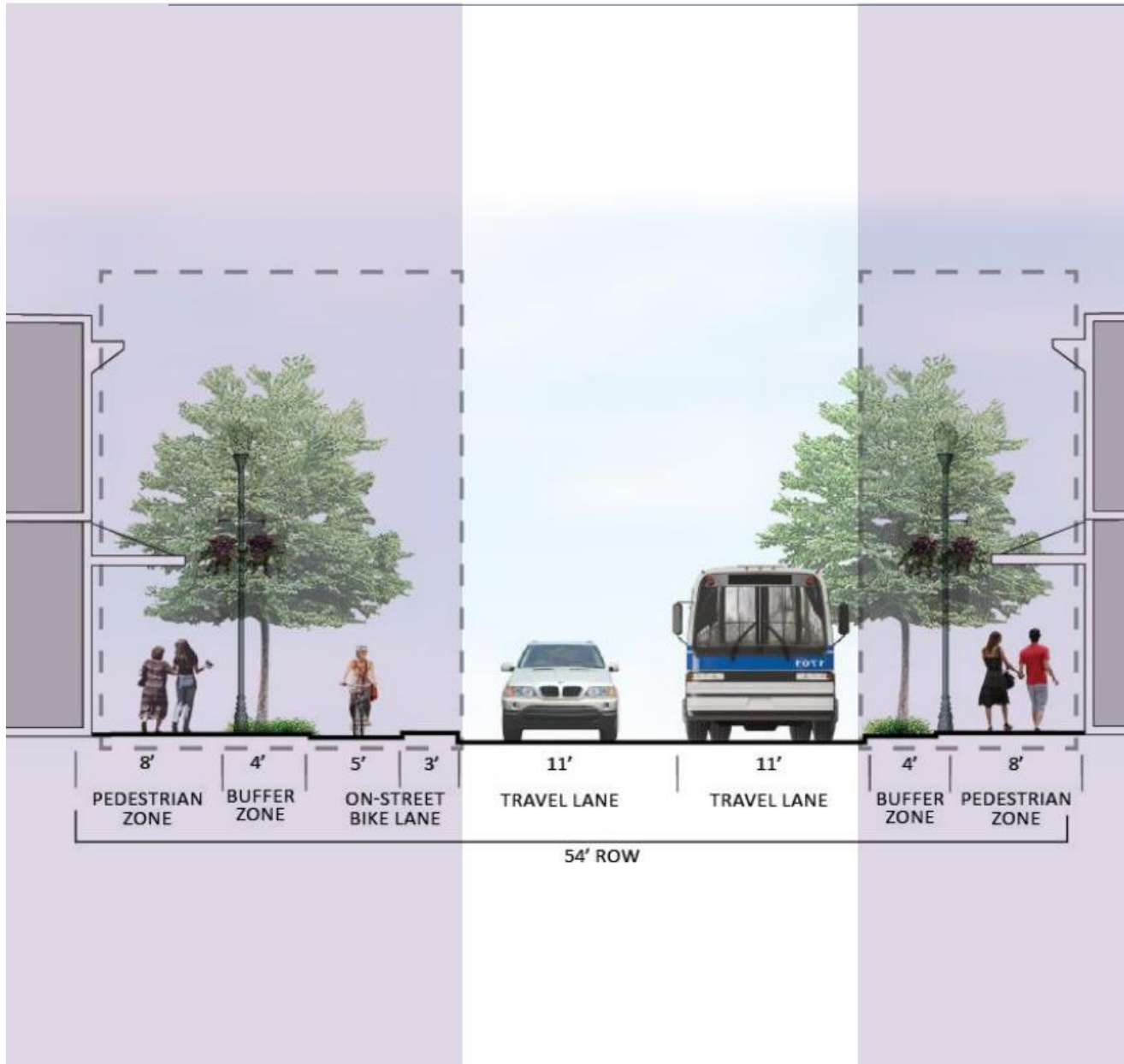
IMPLEMENTATION ACTIONS / STRATEGY

# QUESTIONS

# POLICY, PLAN, AND DEVELOPMENT CODE CONCEPTS

# Code Amendments

- Foster mix of land uses, safe / walkable environment, managed parking, and cohesive CCARP aesthetic identity
  - Minimum = “clean, welcoming appearance”
- Address public realm, building form, site design, housing, parking:
  - Amend Chapter 14.30, create new City Center Design Review District, similar to Historic Nye Beach Design Review District.
  - Amend Engineering and Construction Standards Manual, Newport Comprehensive Plan, and municipal code.
  - Consistent with ODOT / DLCD.
- City Center Design Review District:
  - “form based” approach / de-emphasize land use
  - emphasize building shape, size, and relationship to streets and open spaces.
- Design and Development standards - clear and objective particularly as they apply to housing.



## Public Realm

This section of the City Center Design Review District will address:

- » Public realm standards
- » Universal design and accessibility

This section of the City Center Design Review District will include standards for:

- » Sidewalk zone minimum requirements.
- » Sidewalk zone extensions.
- » Activities within the sidewalk zones and sidewalk zone extensions, including parklets, café seating, and bike parking corrals.
- » Street furniture, including benches, trash receptacles, way finding signage, bike parking racks, and bollards.
- » City Center street trees.
- » Universal design and accessibility, ensuring street design that is barrier-free, ergonomic, and accessible by all people.

## CODE CONCEPT | PUBLIC REALM

*Discussion: Should streetscape elements (e.g., street furniture, street tree planting) differ between Hwy 101 and Hwy 20?*



Street furniture



## Building Form

This section of the City Center Design Review District will address:

- » Development standards that apply to building massing, building orientation, setbacks, and height

Design standards will foster:

- » Building massing that frames streets.
- » Building massing that maximizes views from living and working spaces inside, especially from upper levels.
- » Promote new buildings that incorporate main street-style building patterns, such as corner entries, storefront bulkhead and building cornice.
- » Standards that apply to building frontage and façade design.
- » Require higher retail storefront with transom and tall bay heights.
- » Require weather protection.

- » Permit encroachments into the right of way, such as bay windows and entry overhangs.
- » Encourage tall entry marquee-type overhangs.
- » Coordinate the placement and projection of overhangs, bay windows, and other encroachments with utilities and the right of way (ROW) clearances.
- » Require detailed façade design for buildings facing urban open spaces.
- » Permit pedestrian-scaled signage.
- » Limit signage to storefront and podium zones (not at top of buildings).
- » Limit signage and building illumination.

*Discussion: Is this list complete or are there items listed that do not belong? Should building form regulations emphasize the difference between subareas (e.g., Hwy 101 versus Hwy 20), or unify them?*





## Site Design

This section of the City Center Design Review District will address:

- » On-site parking location and design
- » Pedestrian circulation and accessibility
- » Accessible site design; e.g., accessible paths between parking and building
- » Site landscaping
- » On-site open space
- » Lot Size

Design standards will foster:

- » Service access at the center of blocks and on side streets so that loading and parking access from the Hwy 101 couplet is minimized (e.g., minimizing curb cuts).
- » Alleys or partial alleys.

- » The break down of big blocks with massing and pedestrian connections.
- » Urban development that supports public investment in the public realm.
- » Allow consolidation of lots to enable larger development.
- » Accessible site design; e.g., accessible paths between parking and building.

*Discussion: Is this list complete?*

## CODE CONCEPT | HOUSING

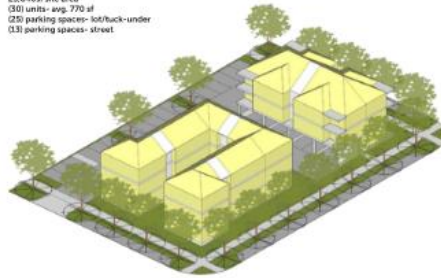
**Site BB-**  
Single-Stair Mixed-Use

9,500sf of site area  
(8) units- avg. 660 sf  
2,600sf commercial  
(3) parking spaces- lot  
(5) parking spaces- street



**Site CC-**  
Woody Walk-Ups

25,840sf of site area  
(30) units- avg. 770 sf  
(25) parking spaces- lot/truck-under  
(33) parking spaces- street



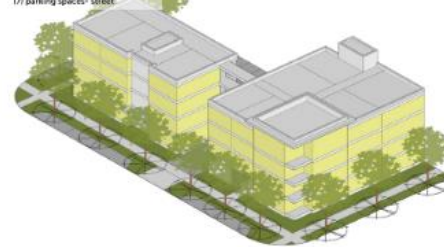
**Site DD-**  
Woody Walk-Up + Townhouses

23,750 sf of site area  
(6) townhomes- 2,300 sf, 2 park ea.  
(14) units- avg. 760 sf  
(14) parking spaces- lot  
(5) parking spaces- street



**Site EE-**  
Elevator Apartment

19,500 sf of site area  
(36) units- avg. 675 sf  
(23) parking spaces- lot/truck-under  
(7) parking spaces- street



**Site FF-**  
Duplexes

4,750 sf of site area  
(4) duplex units- avg. 1,100 sf  
(2) parking spaces- street



**Site GG-**  
Duplex Cluster

14,250 sf of site area  
(8) duplex units- avg. 1,100sf  
(9) parking spaces- lot  
(8) parking spaces- street



Illustrations from housing test site models, see Appendix A

## Housing

This section of the City Center Design Review District will address:

- » Redevelopment site options
- » Potential for housing units and types

Design standards will foster:

- » Permit standalone residential development.
- » Permit a range of standalone residential uses including townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments. This range of development typologies will allow for a transition between downtown and surrounding zones.
- » Permit high intensity middle housing in commercial zones.
- » Right-size parking requirements and site design standards to support housing goals.

- » Use a form based approach to regulate shape, size, and density of residential structures.
- » Encourage a mixing of home ownership and rental housing side-by-side on the same block wherever possible.
- » Broadly permit vertical and horizontal mixed-use.
- » Allow an urban-style residential frontage with no minimum front setback, and possibly with a maximum setback.
- » Encourage urban-style residential buildings that face city center streets.
- » Permit ground floor spaces that can accommodate "live-work" office space.

Discussion: Is this list complete or are there items listed that do not belong?

See Appendix A for housing test site models.

Appendix A diagrams and 3D models were developed to test different housing configurations on CCARP project area sites identified for potential redevelopment. Drawings illustrative purposes only and do not indicate imminent redevelopment.

COMMENTS / QUESTIONS

# INVESTMENTS / INCENTIVES PARTNERSHIPS

## Create a Sense of Place

**Develop a Unified Identity:** Commission a branding study and engage the community.

**Enhance Key Gateways:**

- **South Gateway:** Public space design, placemaking, and early improvements using URA/state funds.
- **North Gateway:** Landscape upgrades, transit integration, and potential play spaces at City Hall.

**Create Flexible Public Spaces:** Evaluate "festival streets" on Alder and Lee for community events.

*Key Partners: Travel Oregon, Chamber of Commerce, Public Arts Committee*

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## Support the Business Environment

**Parking Management:** Work with the Parking Commission on a permit system and on-street parking strategies.

**Storefront & Tenant Improvement Grants:** Encourage business growth through façade and interior upgrades.

**Business-Event Alignment:** Strengthen ties between businesses and local events to boost foot traffic.

*Key Partners: Parking Advisory Committee, City Center Property Owners, Local Business Owners*

## Prevent Business Displacement

**Affordable Leasing & Rent Stabilization:** Support small businesses facing redevelopment pressures.

**Access to Capital & Resources:**

- Financial literacy, marketing, and regulatory support.
- Micro-grants and loan funds for resilience.
- Streamlined permitting for small businesses.
- Commercial condos and cooperative ownership models.

*Key Partners: Greater Newport Chamber of Commerce, Local Business Owners, Economic Development Organizations*

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## Secure a Permanent Farmers Market Site

**Secure a Year-Round covered location** for the farmer's market

*Key Partners: Newport Farmers Market, City of Newport*

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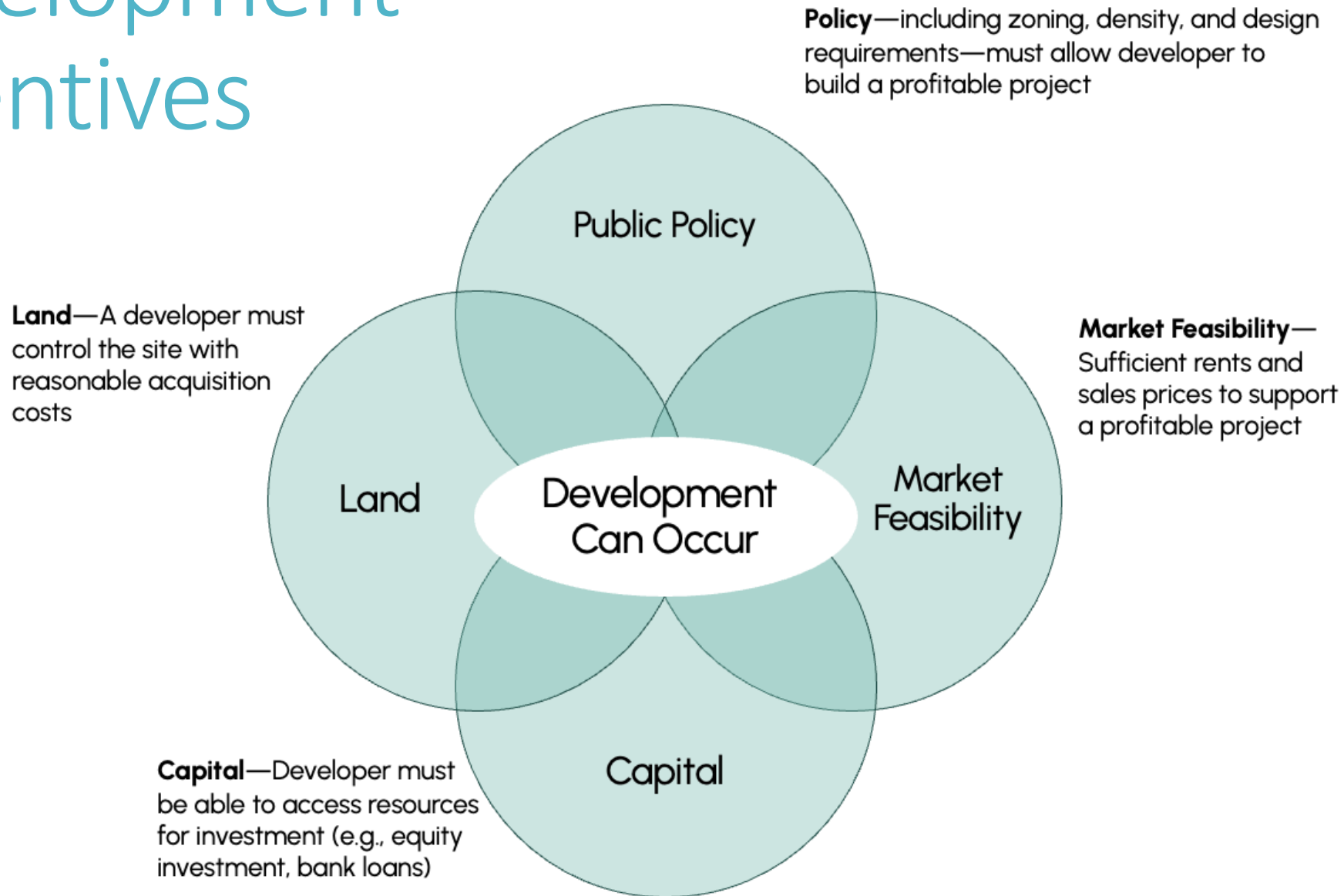
## Attract Housing Development

**Affordable and market rate housing:** Pursue public-private partnerships on both private and Agency-owned sites

*Key Partners: Local/regional developers, Housing Authority of Lincoln County (HALC), Northwest Coastal Housing (NWCH), Habitat for Humanity of Lincoln County, Regional Rural Revitalization Strategies Consortium (R3), Community Development Financial Institutions (CDFIs)*



# Development Incentives



# Incentives and Partnerships: Capital

**Business Support Grants:** Establish storefront and tenant improvement grants to enhance commercial spaces.

**Development Incentives:** Consider tax abatements, loan guarantees, and pre-development grants to lower project costs and accelerate timelines.

**Explore a Housing Investment Fund:** Blend city, private, and philanthropic funds for flexible financing, leverage State revolving loan funds for housing.

# Incentives and Partnerships: Market

**Retail & Industrial Revitalization:** Market vacant spaces to new businesses and support small-scale industry.

**Expand Events:** Increase events and programming to drive foot traffic.

**Consider a Main Street Program:** Coordinate programming, secure grants, and encourage consistent business hours.

**Encourage Adaptive Reuse:** Incentivize redevelopment of legacy buildings to attract investment.

**Connections with Developers:** Build relationships with developers throughout Oregon and develop materials to communicate the incentives and partnerships available in the City Center.

# Incentives and Partnerships: Land

**Leverage URA-Owned Land:** Support mixed-use and residential projects with land write-downs on URA-owned land

**Strategic Acquisitions:** Continue acquiring land along US 20 and US 101 for large-scale projects.

**Enable Development Through Infrastructure:** Invest in water, sewer, and road improvements to support higher-density housing.

**Collaborate with Private Owners:** Identify opportunities with stakeholders (e.g., faith-based organizations) to repurpose underutilized properties.



# Incentives and Partnerships: Policy

**Zoning & Code Updates** (earlier slides!)

**Fast-Track Development Approvals:** Revisit City permitting processes and prioritize policy changes for housing development projects

**Stakeholder Engagement:** Work with developers, businesses, and property owners to align policies with community needs.

# DISCUSSION

# FINAL STEPS

## Advisory Committee Meeting #1 - June 28, 2024

	Detailed Project Overview
	Committee Charter
	Review and Refine Plan Goals, Objectives, and Project Evaluation Criteria
	Rank Relative Importance of Goals and Objectives
	Targeted Outreach Interviews

## Advisory Committee Meeting #2 – Aug. 23, 2024

	Review Existing Conditions Memo <i>(both physical and socio-economic conditions)</i>
	Overview of Real Estate Market Conditions and Trends
	Identification of Assets, Barriers, and Opportunities

## Advisory Committee Meeting #3 – Oct. 25, 2024

	Review Gap Analysis <i>(i.e. gap between likely future development and goals / vision)</i>
	Strategies for Addressing Gaps
	Materials and Approach to Public Event #1

## Advisory Committee Meeting #4 – Dec. 13, 2024

	Review Results from Public Event #1
	Plan and Code Amendments, Investments, and Incentives Needed to Address Gaps

## Advisory Committee Meeting #5 – Feb. 28, 2025

	Review Plan / Code Amendment Concepts, Public Investments, Proposed Incentives
	Multi-Modal Impact Assessment

## Public Event #2 - Early April, 2025

## Advisory Committee Meeting #6 – Apr. 25, 2025

	Review Public Event #2 Feedback
	Draft Plan / Code Amendments
	Final Invest / Incentive Recommendations





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## Newport City Center Revitalization Plan Project

Recommended Land Use and Urban Design Changes and Strategies

### Contents

03	INTRODUCTION + TASK OBJECTIVES
06	OVERVIEW OF AMENDMENTS
10	CODE CONCEPT: PUBLIC REALM
12	CODE CONCEPT: BUILDING FORM
14	CODE CONCEPT: SITE DESIGN
16	CODE CONCEPT: HOUSING
19	CODE CONCEPT: PARKING



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### Consultant Team

#### Urbsworks, Inc.

Marcy McInelly, AIA  
Emily Montalvo Diaz  
Kevin Howard  
Taylor Berberich  
David Berniker

This Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST Act), local government, and the State of Oregon funds.

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

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#### David Evans and Associates Inc.

#### ECOnorthwest

# Introduction

## Newport City Center Revitalization Plan: Memo #5 Objectives

Urbsworks' scope of work for Task 5.1 and Memo #5, Comprehensive Plan and Development Code Concepts, says *Subconsultant shall lead the development of Memorandum #5 which will include recommendations and proposed conceptual amendments to City's Comprehensive Plan and Development Code necessary to implement the preferred alternative for plan and code amendments identified in Revised Memorandum #4. Subconsultant shall submit to DEA, and DEA shall provide to City and APM.*

Draft Memorandum #5 must include:

- » *A series of Area Plan Maps showing where the proposed Comprehensive Plan designations and zoning districts would be applied in the Project Area. Boundaries for application of plan designations and zoning must be composed of whole parcels with identifiable boundaries for individual parcels.*
- » *A description of potential Comprehensive Plan designations and zoning districts, with a description of the types of allowed land uses and development requirements that will affect the type, density, and appearance of development in each designation and district. The Comprehensive Plan designations and zoning districts must be consistent with the preferred alternative identified in Revised Memorandum #4.*
- » *A description of potential Development Code amendments to implement the preferred alternative in Revised Memorandum #4.*

The scope requires Memo #5 to address eight critical aspects of site and building design.

### CRITICAL ASPECTS OF SITE AND BUILDING DESIGN

Parking requirements

Pedestrian circulation

Building Mass / Floor-to-Area Ratio

Building Orientation

Lot Size

Setbacks

Landscaping

Height

## INTRODUCTION

In addition to addressing critical aspects of site and building design,

*Consultant shall coordinate with Agency Region 2 Traffic on any changes to roadway standards that may affect the State highway system. Development of Memorandum # 5 must be coordinated with development of Draft Memoranda #6 and #7 to identify potential Comprehensive Plan and Development Code amendments that support implementation of Public Investments in Revised Memorandum #6 and Incentives and Public-Private Partnerships in Draft Memorandum #7.*



*The new City Center Design Review District will be that same as the CCARP Project Area.*

*The CCARP Project Area is US Highway 101 and adjacent properties between the north end of the Yaquina Bay Bridge and US Highway 20, and US Highway 20 and adjacent properties between US Highway 101 and the eastern City Limits, as shown above..*



## INTRODUCTION

### ADOPTION OF AMENDMENTS

FEBRUARY 2025	MARCH	APRIL	MAY-JUNE 2025
<p><u>Draft Memo #5: Comprehensive Plan and Development Code Concepts (this memo)</u></p> <p>CAC #5 (02/28/25) Draft Memorandum #9: Comprehensive Plan and Development Code Amendments (04/09/2025)</p>	<p>Joint PC / CC Work Session (03/10/25) CAC #6 (05/09/25)</p>	<p>Public Event #2 (04/03/25)</p> <p><u>Draft Memorandum #9: Comprehensive Plan and Development Code Amendments (04/09/2025)</u></p> <p>Online survey (04/02 – 04/20/25)</p>	<p>CAC #6 (05/09/25)</p> <p>Planning Commission Work Session #2 (06/09/25)</p> <p>City Council Work Session (06/16/25)</p> <p><u>Revised Memo #9 (07/01/25)</u></p>

Adoption of code amendments is scheduled for mid-to-late summer of 2025, with Planning Commission and City Council hearings tentatively scheduled for late July and early August.

## AMENDMENTS

## Overview of Amendments

CODE CONCEPT	AMENDMENTS	PURPOSE OF AMENDMENTS
<b>Public realm</b> <ul style="list-style-type: none"> <li>» Public realm standards</li> <li>» Universal design and accessibility</li> </ul>	<ul style="list-style-type: none"> <li>» Amendments primarily to Engineering</li> <li>» Some cross references in Chapter 14 of the Municipal Code.</li> <li>» Newport Comprehensive Plan amendments.</li> <li>» Amendments must be consistent with ODOT (Oregon Department of Transportation) "Blueprint for Urban Design: ODOT's Approach for Design in Oregon Communities" (January 2020).</li> <li>» Amendments must be consistent with DLCD (Oregon Department of Land Conservation and Development) "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025).</li> </ul>	<p>Ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations.</p> <p>Coordinate streetscape and building frontage development standards. Additional detail on pages 10-11.</p>

## AMENDMENTS

CODE CONCEPT	AMENDMENTS	PURPOSE OF AMENDMENTS
<b>Building form</b> <ul style="list-style-type: none"> <li>» Development standards that apply to building massing, building orientation, setbacks, and height</li> </ul>	<ul style="list-style-type: none"> <li>» Amendments to Chapter 14.30, resulting in a new design review district similar in function to the Historic Nye Beach Design Review District; tentatively called "City Center Design Review District."</li> <li>» Newport Comprehensive Plan amendments.</li> <li>» Amendments must be consistent with DLCD "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025).</li> </ul>	<p>Ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations.</p>
<b>Site Design</b> <ul style="list-style-type: none"> <li>» On-site parking location and design</li> <li>» Pedestrian circulation and accessibility</li> <li>» Accessible site design; e.g., accessible paths between parking and building</li> <li>» Site landscaping</li> <li>» On-site open space</li> <li>» Lot Size</li> </ul>	<ul style="list-style-type: none"> <li>» New City Center Design Review Guidelines and Standards with numerous cross references in Chapter 14 of the Municipal Code.</li> <li>» Newport Comprehensive Plan amendments.</li> <li>» Amendments must be consistent with DLCD "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025).</li> </ul>	<p>Coordinate streetscape and building frontage development standards. Additional detail on pages 12-15.</p>



## AMENDMENTS

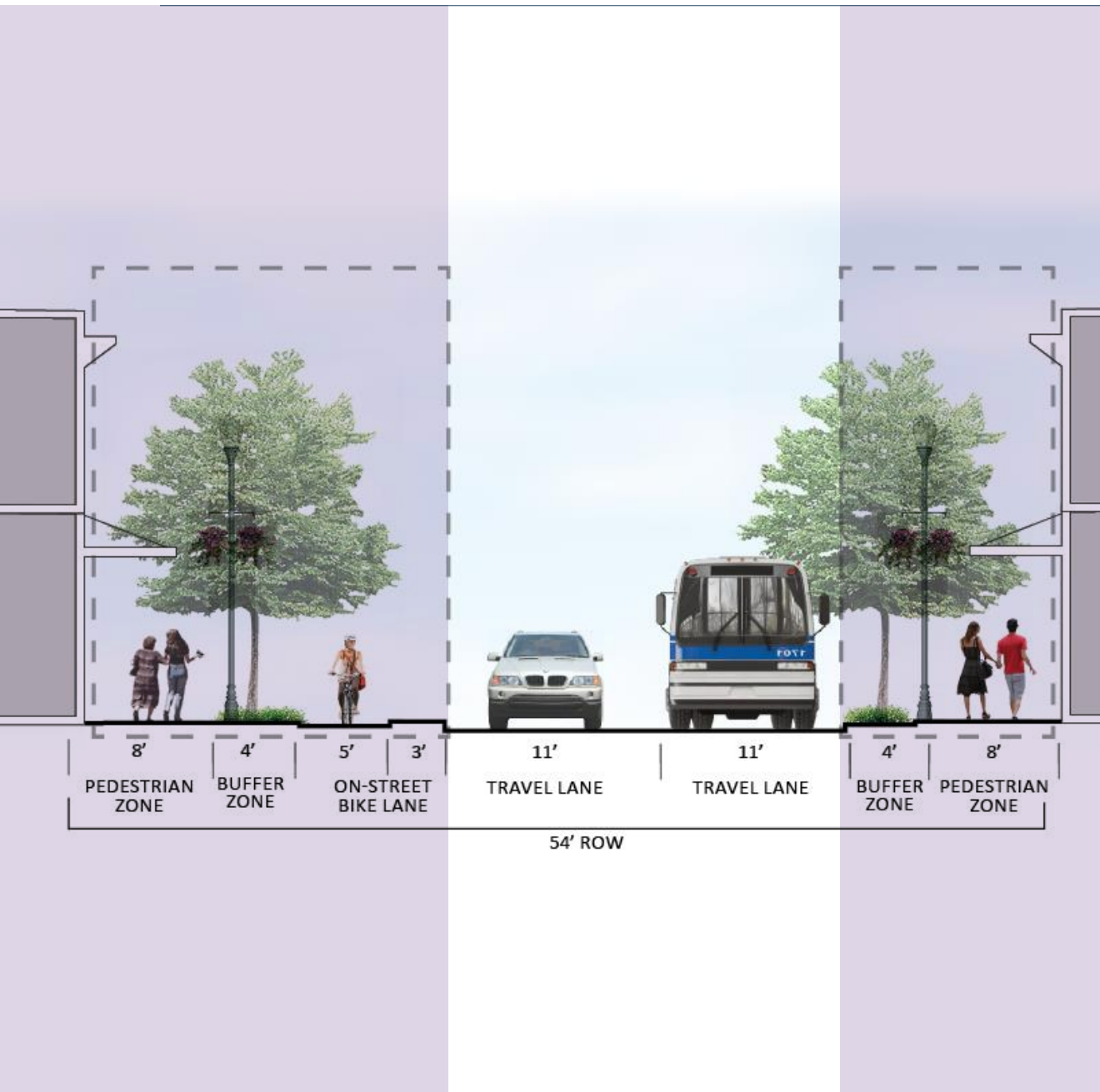
CODE CONCEPT	AMENDMENTS	PURPOSE OF AMENDMENTS
<b>Housing</b> <ul style="list-style-type: none"> <li>» Redevelopment site options</li> <li>» Potential for housing units and types</li> </ul>	<ul style="list-style-type: none"> <li>» Same as above.</li> <li>» Coordinated with Ordinance 2222 to promote the construction of needed housing (adopted September 2024) Middle Housing Ordinance.</li> </ul>	<p>Remove barriers to development of housing on redevelopment sites. Permit all kinds of housing to provide for all levels of affordability</p> <p>Provide a wide variety of housing shapes, sizes, and choices.</p> <p>Additional detail on page 16 and in Appendix A (housing test site models).</p>
<b>Parking</b> <ul style="list-style-type: none"> <li>» Parking requirements</li> <li>» Impact on housing goals</li> <li>» Parking management</li> <li>» Pedestrian circulation and accessibility</li> </ul>	<ul style="list-style-type: none"> <li>» Same as above.</li> <li>» Coordinated with Newport Parking Management Plan (2017).</li> </ul>	<p>Right-size parking requirements for residential uses, mixed-use, and commercial uses.</p> <p>Promote managed parking.</p> <p>Ensure on-site and on-street parking is accessible to building users.</p> <p>Additional detail on page 17 and in Appendix B (Universal Design Guide Book).</p>

## AMENDMENTS

CODE CONCEPT	AMENDMENTS	PURPOSE OF AMENDMENTS
<b>Land use</b> <ul style="list-style-type: none"> <li>» Permitted, prohibited, and conditional uses</li> <li>» Conditions</li> </ul>	<ul style="list-style-type: none"> <li>» Same as above.</li> </ul>	<p>Permit standalone residential buildings. Permit a wide range of land use arrangements and options.</p> <p>Promote a “form based” approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.</p>

In general, the new 14.30 City Center Design Review District and amendments to the municipal code, Engineering and Construction Standards Manual, and Comprehensive Plan will:

- » Promote a “form based” approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.
- » Use a “Regulating Plan” to translate the CCARP vision into a plan and map of the project area. The regulating plan will show where different development and design standards apply.
- » Utilize clear and objective dimensional standards. An example of a dimensional standard is “front yard setback – 20 feet.”
- » In general, provide as much information in tables as possible to aid clarity of the provisions.
- » Display development and design standards in a table (“Development Standards Table”). The standards in the table will be keyed to the Regulating Plan.
- » Use graphics to communicate the intent of the development standards and provisions.
- » Provide purpose statements and visual examples to help explain the intended outcome.



## Public Realm

This section of the City Center Design Review District will address:

- » Public realm standards
- » Universal design and accessibility

This section of the City Center Design Review District will include standards for:

- » Sidewalk zone minimum requirements.
- » Sidewalk zone extensions.
- » Activities within the sidewalk zones and sidewalk zone extensions, including parklets, café seating, and bike parking corrals.
- » Street furniture, including benches, trash receptacles, way finding signage, bike parking racks, and bollards.
- » City Center street trees.
- » Universal design and accessibility, ensuring street design that is barrier-free, ergonomic, and accessible by all people.

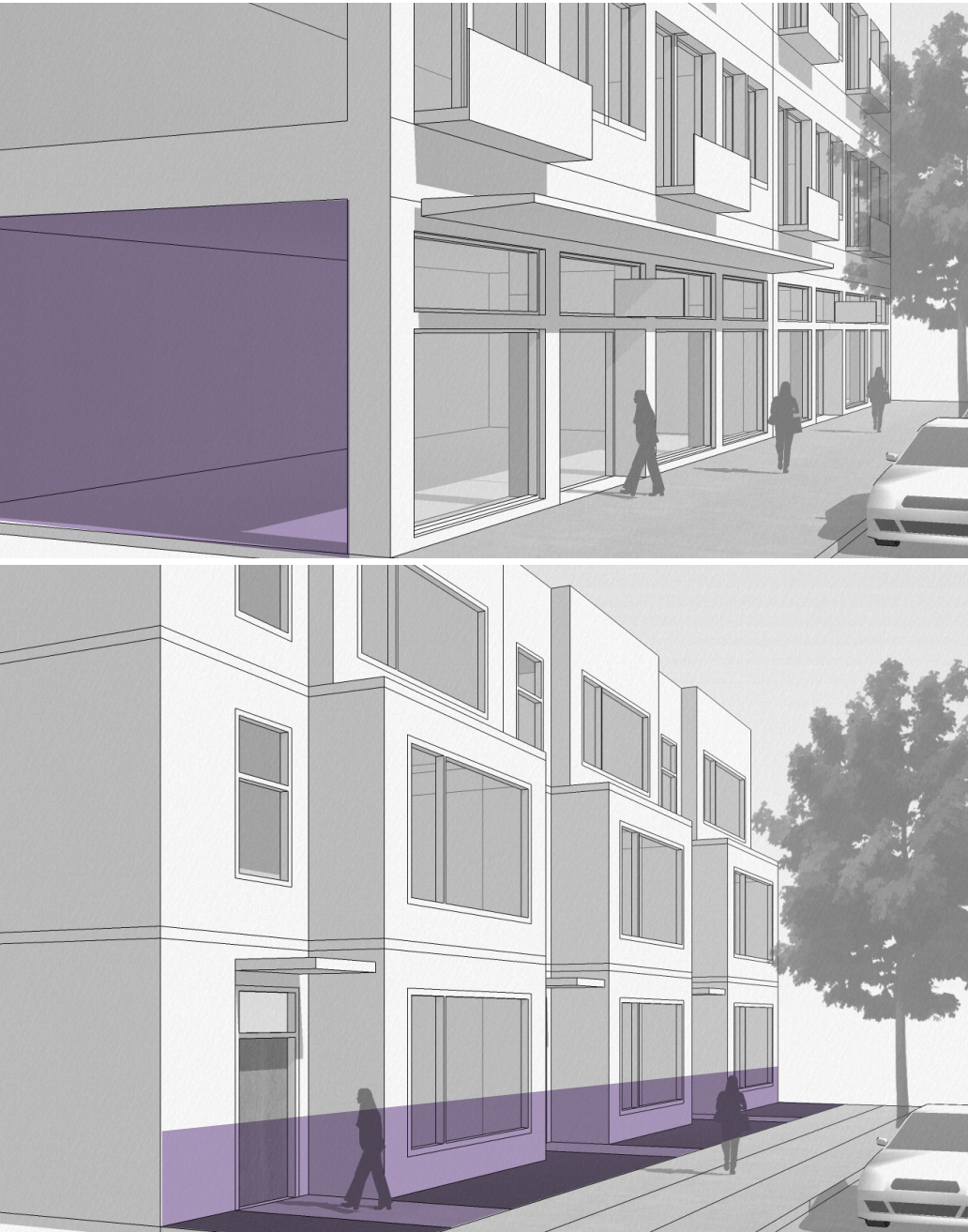
## CODE CONCEPT | PUBLIC REALM

*Discussion: Should streetscape elements  
(e.g., street furniture, street tree planting)  
differ between Hwy 101 and Hwy 20?*



*Street furniture*





## Building Form

This section of the City Center Design Review District will address:

- » Development standards that apply to building massing, building orientation, setbacks, and height

Design standards will foster:

- » Building massing that frames streets.
- » Building massing that maximizes views from living and working spaces inside, especially from upper levels.
- » Promote new buildings that incorporate main street-style building patterns, such as corner entries, storefront bulkhead and building cornice.
- » Standards that apply to building frontage and façade design.
- » Require higher retail storefront with transom and tall bay heights.
- » Require weather protection.

## CODE CONCEPT | BUILDING FORM

- » Permit encroachments into the right of way, such as bay windows and entry overhangs.
- » Encourage tall entry marquee-type overhangs.
- » Coordinate the placement and projection of overhangs, bay windows, and other encroachments with utilities and the right of way (ROW) clearances.
- » Require detailed façade design for buildings facing urban open spaces.
- » Permit pedestrian-scaled signage.
- » Limit signage to storefront and podium zones (not at top of buildings).
- » Limit signage and building illumination.

Discussion: Is this list complete or are there items listed that do not belong? Should building form regulations emphasize the difference between subareas (e.g., Hwy 101 versus Hwy 20), or unify them?



*Large format retail and storefront retail*



*Building setback*



## Site Design

This section of the City Center Design Review District will address:

- » On-site parking location and design
- » Pedestrian circulation and accessibility
- » Accessible site design; e.g., accessible paths between parking and building
- » Site landscaping
- » On-site open space
- » Lot Size

Design standards will foster:

- » Service access at the center of blocks and on side streets so that loading and parking access from the Hwy 101 couplet is minimized (e.g., minimizing curb cuts).
- » Alleys or partial alleys.

## CODE CONCEPT | SITE DESIGN

- » The break down of big blocks with massing and pedestrian connections.
- » Urban development that supports public investment in the public realm.
- » Allow consolidation of lots to enable larger development.
- » Accessible site design; e.g., accessible paths between parking and building.

Discussion: Is this list complete?



*New housing and internal block pedestrian connection*



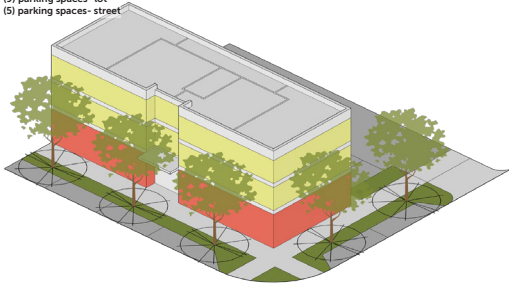
*New plaza*



## CODE CONCEPT | HOUSING

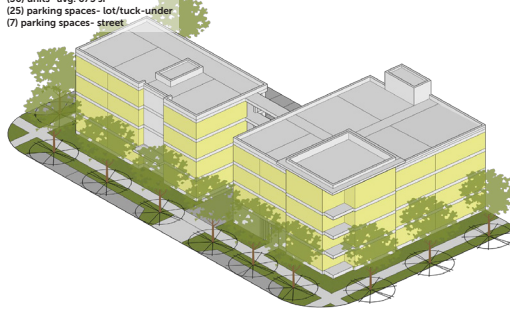
**Site BB-**  
Single-Stair Mixed-Use

9,500sf site area  
(8) units- avg. 660 sf  
2,600sf commercial  
(9) parking spaces- lot  
(5) parking spaces- street



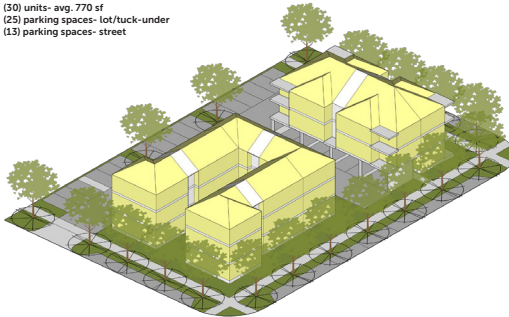
**Site EE-**  
Elevator Apartment

19,500 sf site area  
(56) units- avg. 675 sf  
(25) parking spaces- lot/tuck-under  
(7) parking spaces- street



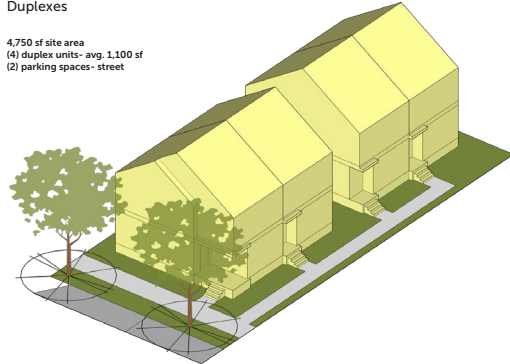
**Site CC-**  
Woody Walk-Ups

25,840sf site area  
(30) units- avg. 770 sf  
(25) parking spaces- lot/tuck-under  
(13) parking spaces- street



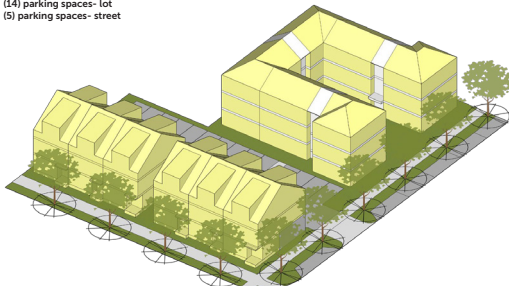
**Site FF-**  
Duplexes

4,750 sf site area  
(4) duplex units- avg. 1,100 sf  
(2) parking spaces- street



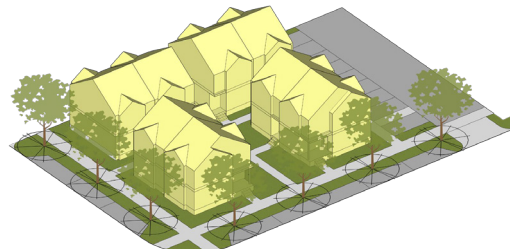
**Site DD-**  
Woody Walk-Up + Townhouses

23,750 sf site area  
(6) townhomes- 2,300 sf, 2 park ea.  
(18) units- avg. 760 sf  
(14) parking spaces- lot  
(5) parking spaces- street



**Site GG-**  
Duplex Cluster

14,250 sf site area  
(8) duplex units- avg. 1,100sf  
(9) parking spaces- lot  
(8) parking spaces- street



## Housing

This section of the City Center Design Review District will address:

- » Redevelopment site options
- » Potential for housing units and types

Design standards will foster:

- » Permit standalone residential development.
- » Permit a range of standalone residential uses including townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments. This range of development typologies will allow for a transition between downtown and surrounding zones.
- » Permit high intensity middle housing in commercial zones.
- » Right-size parking requirements and site design standards to support housing goals.

*Illustrations from housing test site models, see Appendix A*

## CODE CONCEPT | HOUSING

- » Use a form based approach to regulate shape, size, and density of residential structures.
- » Encourage a mixing of home ownership and rental housing side-by-side on the same block wherever possible.
- » Broadly permit vertical and horizontal mixed-use.
- » Allow an urban-style residential frontage with no minimum front setback, and possibly with a maximum setback.
- » Encourage urban-style residential buildings that face city center streets.
- » Permit ground floor spaces that can accommodate “live-work” office space.

Discussion: Is this list complete or are there items listed that do not belong?

See Appendix A for housing test site models.

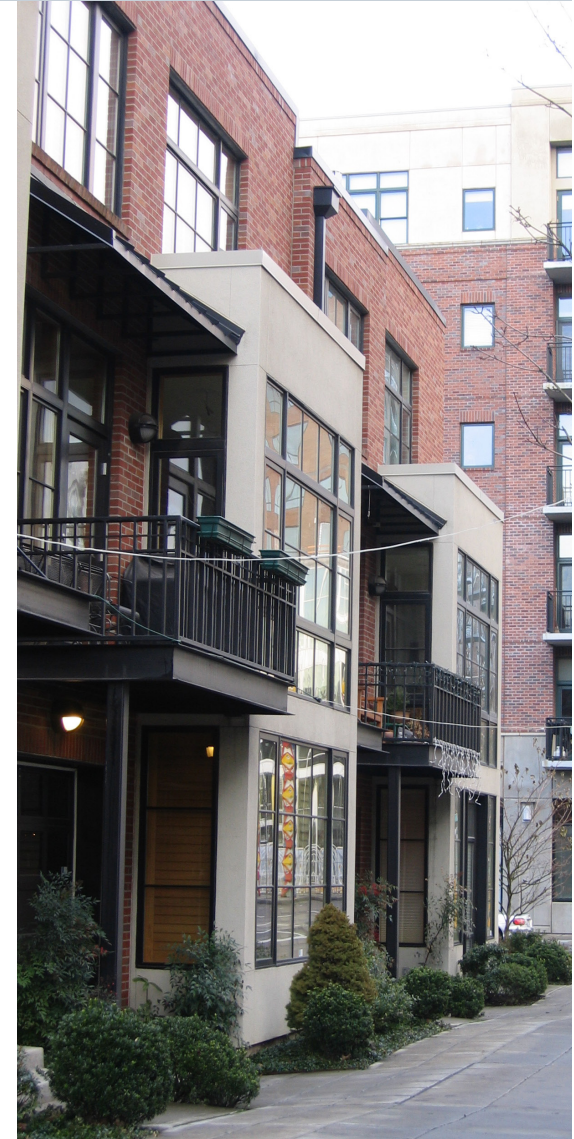
Appendix A diagrams and 3D models were developed to test different housing configurations on CCARP project area sites identified for potential redevelopment. Drawings illustrative purposes only and do not indicate imminent redevelopment.



Nye Beach workforce housing ADU-duplex cluster



Medium-density residential



Live-work units

## CODE CONCEPT | HOUSING

### Hwy 101 Housing Test Sites

» Eight sites studied along Hwy 101

» Total units: 139

Site	Zoning	Site Size (in s.f.)	Commercial (in sf)	Land Use				Parking Spaces			Unit Size ((in sf)		
				Residential (units)				On-site	On-street	Total	Apt	TH	Dup
				Apt	TH	Dup	Total						
Site A	C-1	13,950	1,800	6	4	0	10	11	334		900	1,100	0
Site B	C-1	9,300	3,600	8	0	0	8	9			841	0	0
Site C	C-1	13,950	0	0	9	0	9	3			0	650	0
Site E	C-1	15,000	1,300	20	0	0	20	16			600	0	0
Site F	C-1	12,000	2,200	27	0	0	27	10			650	0	0
Site J	C-1	9,300	0	0	0	8	8	0			0	0	1,100
Site I	C-1	4,000	0	0	0	4	4	0			0	0	900
Site L	C-1	16,500	3,000	53	0	0	53	31			900	0	0
Subtotals							139	80	334	414			

### Hwy 20 Housing Test Sites

» Eight sites studied along Hwy 20

» Total units: 180

Site AA	C-3	38,760	6,600	42	10	0	52	40	18	58	710	1,100	0
Site BB	C-3	9,500	2,600	8	0	0	8	9	5	14	660	0	0
Site CC	C-3	26,840	0	30	0	0	30	25	13	38	770	0	0
Site DD	C-3	23,750	0	18	6	0	24	14	5	19	760	2,300	0
Site EE	C-3	19,500	0	36	0	0	36	25	7	32	675	0	0
Site FF	C-3	4,750	0	0	0	4	4	0	2	2	0	0	1,100
Site GG	C-3	14,250	0	0	0	8	8	9	8	17	0	0	1,100
Site HH	C-3	14,250	0	18	0	0	18	14	2	16	670	0	0
Subtotals							180	136	60	196			

See Appendix A for housing test site models

Total							319	216	394	610			
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Housing test sites show that, with the proposed amendments, over 300 dwelling units could be provided within the CCARP.



## Parking

This section of the City Center Design Review District will address:

- » Parking requirements
- » Impact of parking on housing goals
- » Parking management
- » Pedestrian circulation and accessibility

Design standards will foster:

- » Address accessibility
- » Ensure that parking lot pathways are designed as part of the seamless accessibility network from parking spot to living or working space.

See Appendix A for housing test site models.

Appendix A diagrams and 3D models were developed to test different housing configurations on CCARP project area sites identified for potential redevelopment. Drawings illustrative purposes only and do not indicate imminent redevelopment.

Site	Zoning	Site Size (in s.f.)	Land Use					Parking Spaces			Unit Size ((in sf)		
			Commercial (in sf)	Residential (units)				On-site	On-street	Total	Apt	TH	Dup
				Apt	TH	Dup	Total						
Site A	C-1	13,950	1,800	6	4	0	10	11	334		900	1,100	0
Site B	C-1	9,300	3,600	8	0	0	8	9			841	0	0
Site C	C-1	13,950	0	0	9	0	9	3			0	650	0
Site E	C-1	15,000	1,300	20	0	0	20	16			600	0	0
Site F	C-1	12,000	2,200	27	0	0	27	10			650	0	0
Site J	C-1	9,300	0	0	0	8	8	0			0	0	1,100
Site I	C-1	4,000	0	0	0	4	4	0			0	0	900
Site L	C-1	16,500	3,000	53	0	0	53	31			900	0	0
Subtotals							139	80	334	414			
Site AA	C-3	38,760	6,600	42	10	0	52	40	18	58	710	1,100	0
Site BB	C-3	9,500	2,600	8	0	0	8	9	5	14	660	0	0
Site CC	C-3	26,840	0	30	0	0	30	25	13	38	770	0	0
Site DD	C-3	23,750	0	18	6	0	24	14	5	19	760	2,300	0
Site EE	C-3	19,500	0	36	0	0	36	25	7	32	675	0	0
Site FF	C-3	4,750	0	0	0	4	4	0	2	2	0	0	1,100
Site GG	C-3	14,250	0	0	0	8	8	9	8	17	0	0	1,100
Site HH	C-3	14,250	0	18	0	0	18	14	2	16	670	0	0
Subtotals							180	136	60	196			
Total							319	216	394	610			

Housing test sites show that, counting on-site and on-street parking spaces, about 2 parking spaces per dwelling unit could be provided in the CCARP project area.



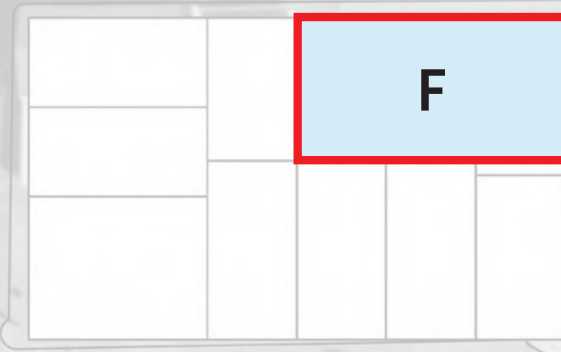
# Appendix A

## City Center Area Redevelopment Plan – Housing Studies for Hwy 101 Potential Redevelopment Sites

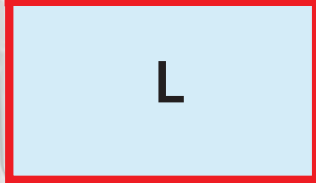
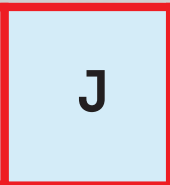
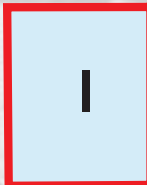
*The following diagrams and 3D models were developed to test and illustrate different housing, site design, and parking configurations on actual sites within the CCARP project area that have been identified for potential redevelopment. Drawings are for testing and illustrative purposes only and do not indicate imminent redevelopment.*

The Newport City Center Revitalization Plan Project: Memo #5  
Comprehensive Plan and Development Code Concepts

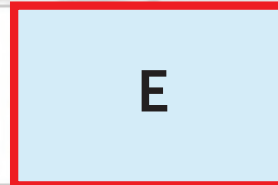
SW 7th St



HWY 101



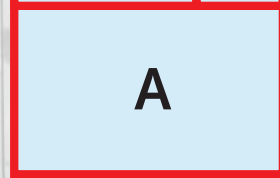
SW Hurbert St



SW Lee St

SW Angle St

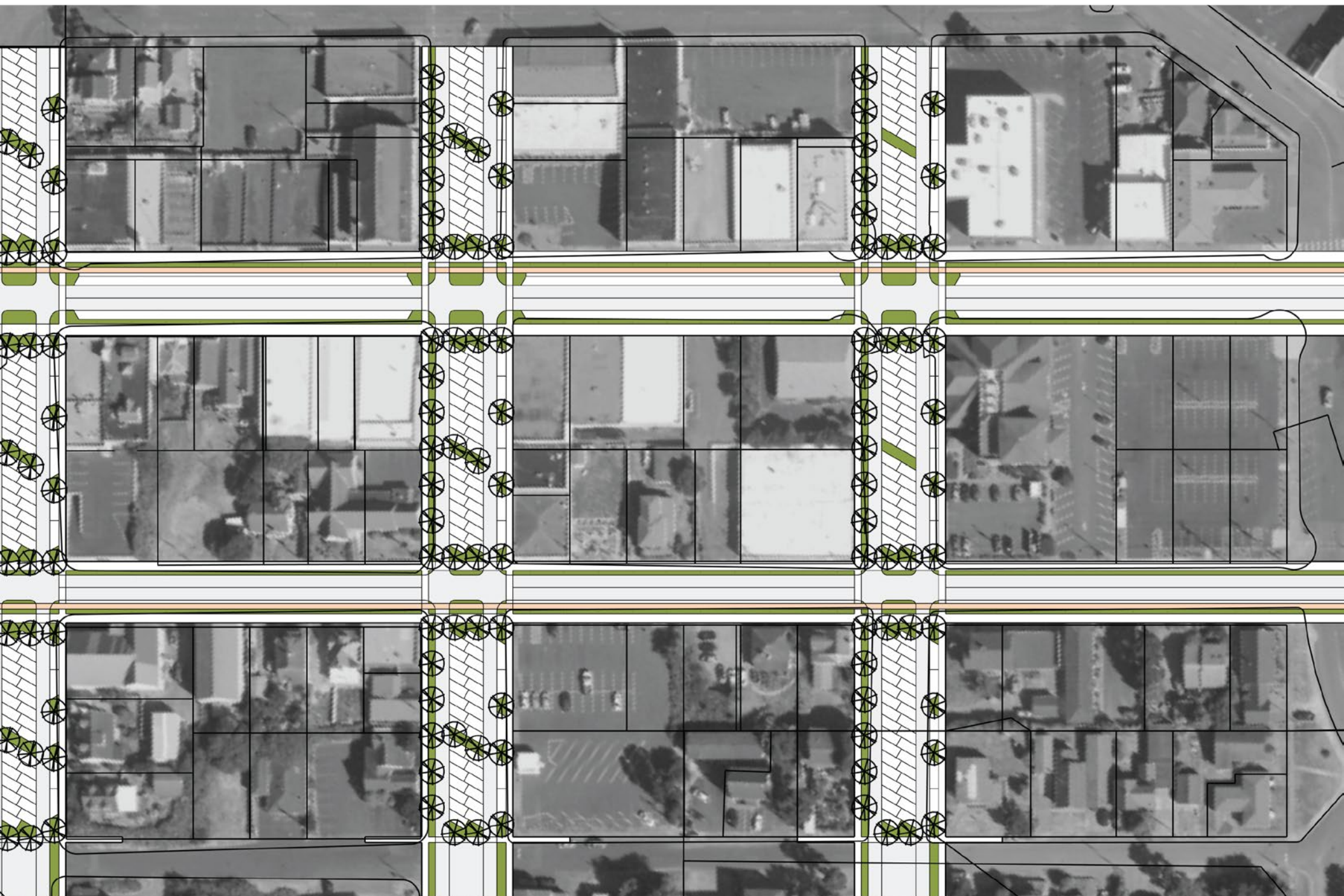
SW 9th St



SW 10th St





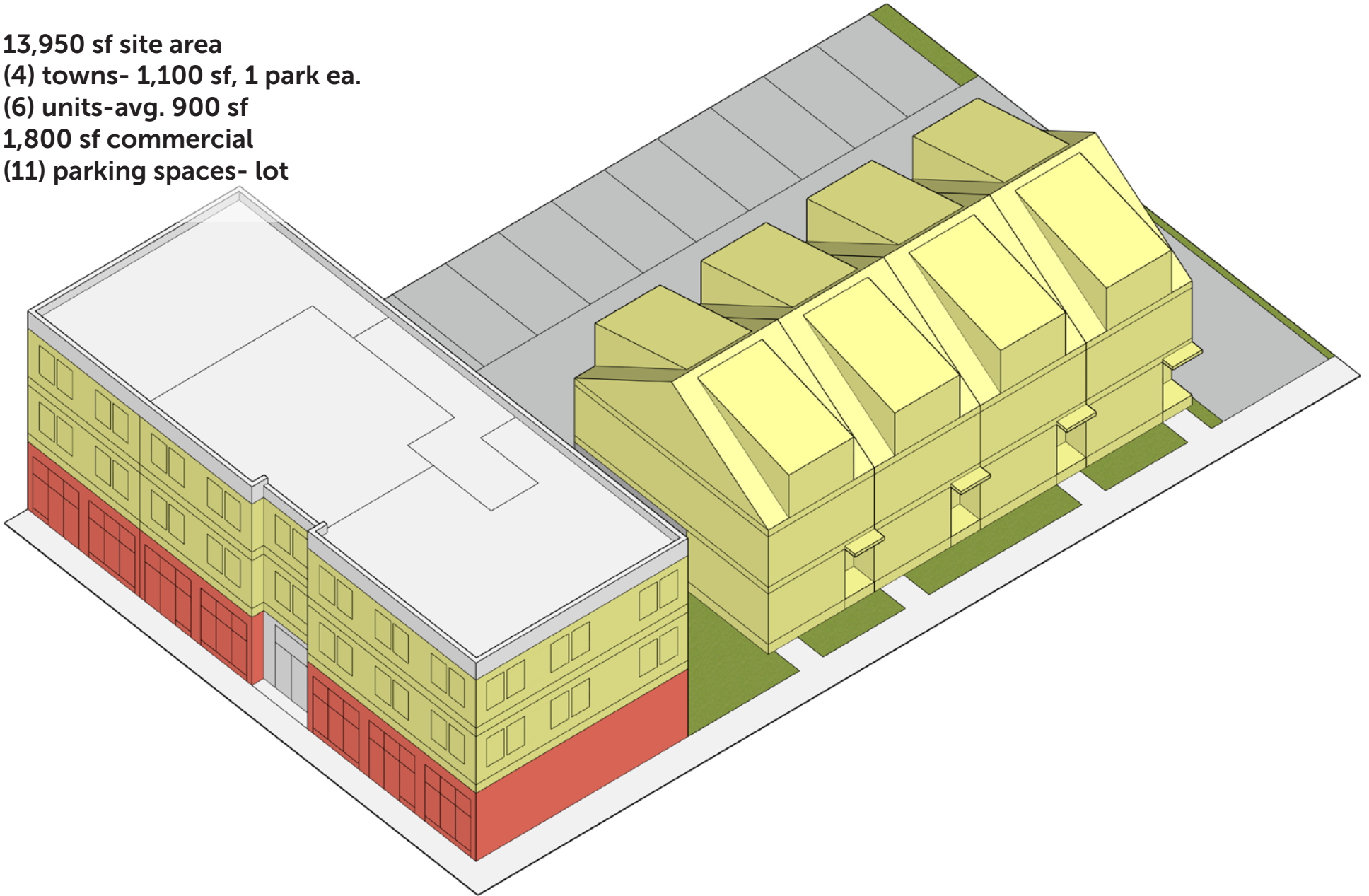




## Site A-

### Single Stair Mixed-Use + Townhouses

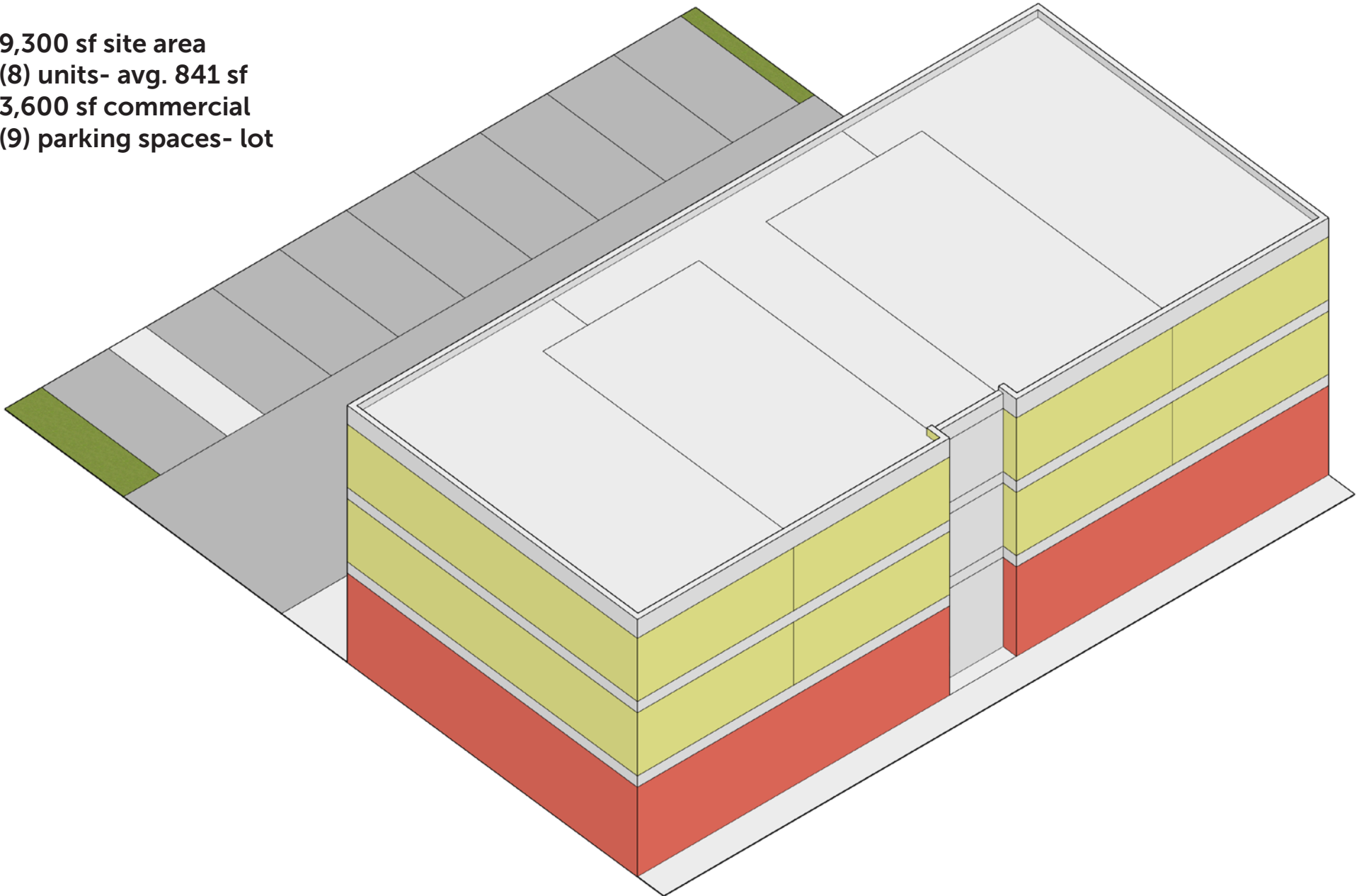
13,950 sf site area  
(4) towns- 1,100 sf, 1 park ea.  
(6) units-avg. 900 sf  
1,800 sf commercial  
(11) parking spaces- lot



## Site B-

### Single Stair Mixed-Use

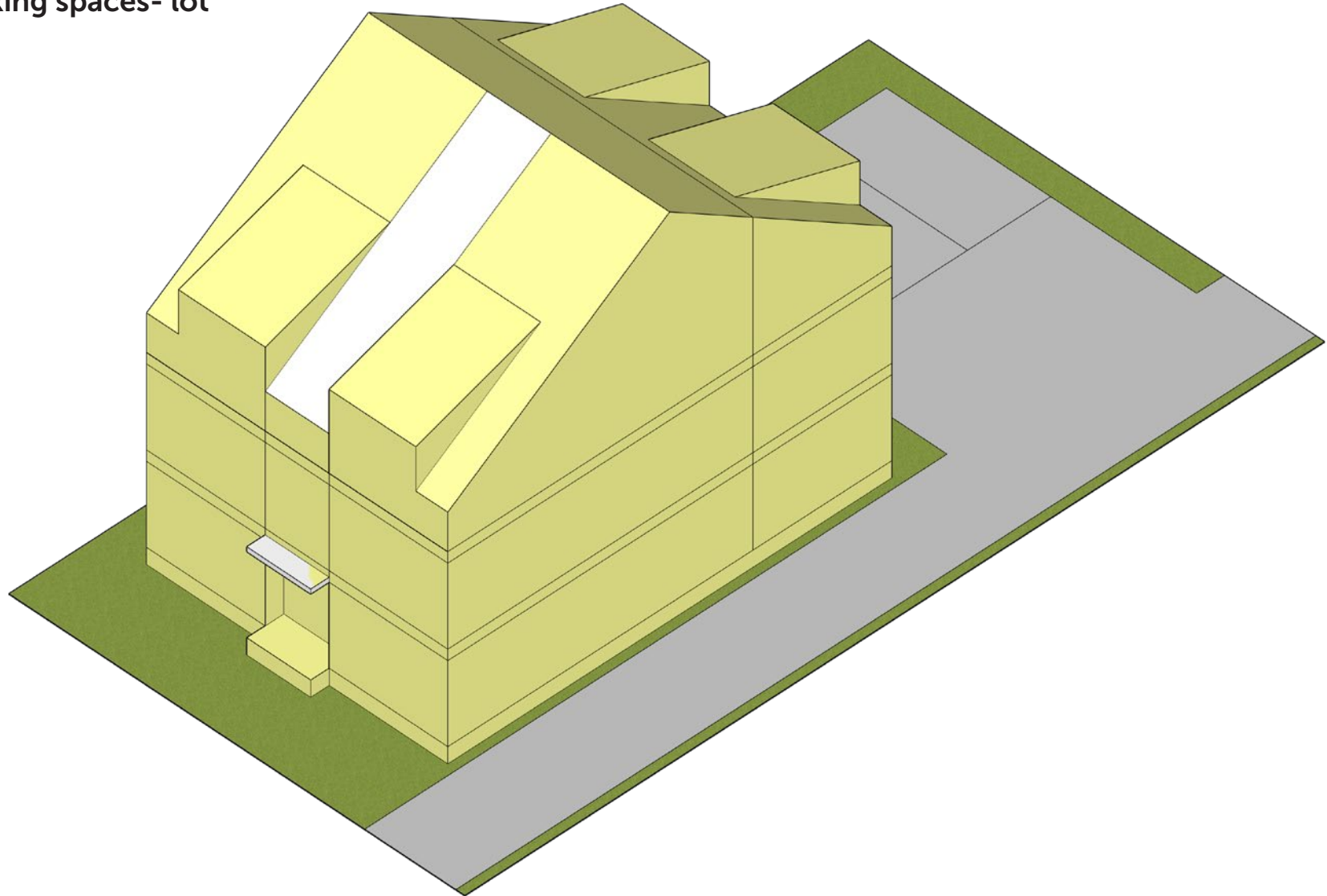
9,300 sf site area  
(8) units- avg. 841 sf  
3,600 sf commercial  
(9) parking spaces- lot



# Site C-

## Woody Walk-Up

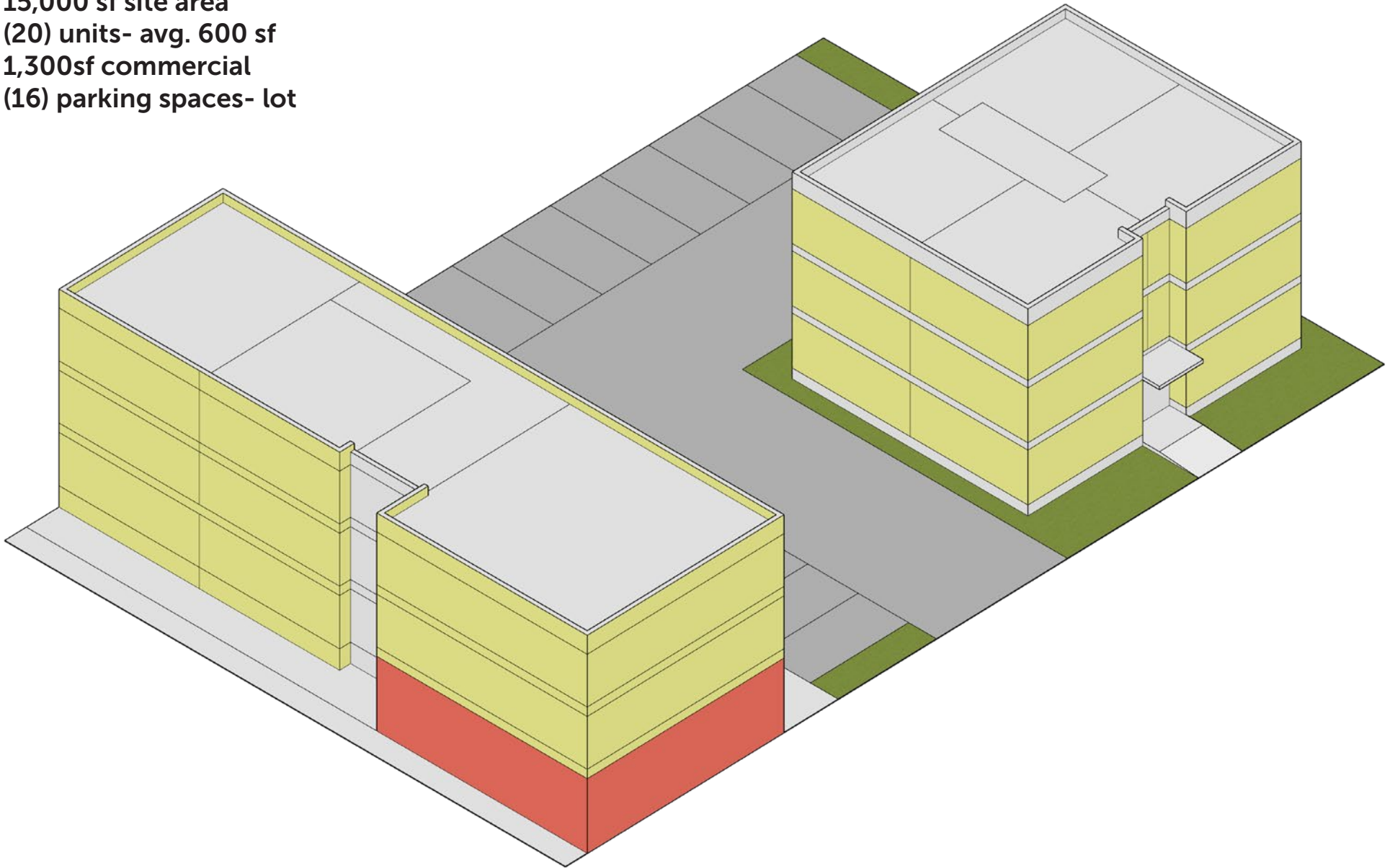
13,950 sf site area  
(9) units-avg. 650 sf  
(3) parking spaces- lot



## Site E-

### Single Stair Mixed-Use + Woody Walk-Up

15,000 sf site area  
(20) units- avg. 600 sf  
1,300sf commercial  
(16) parking spaces- lot

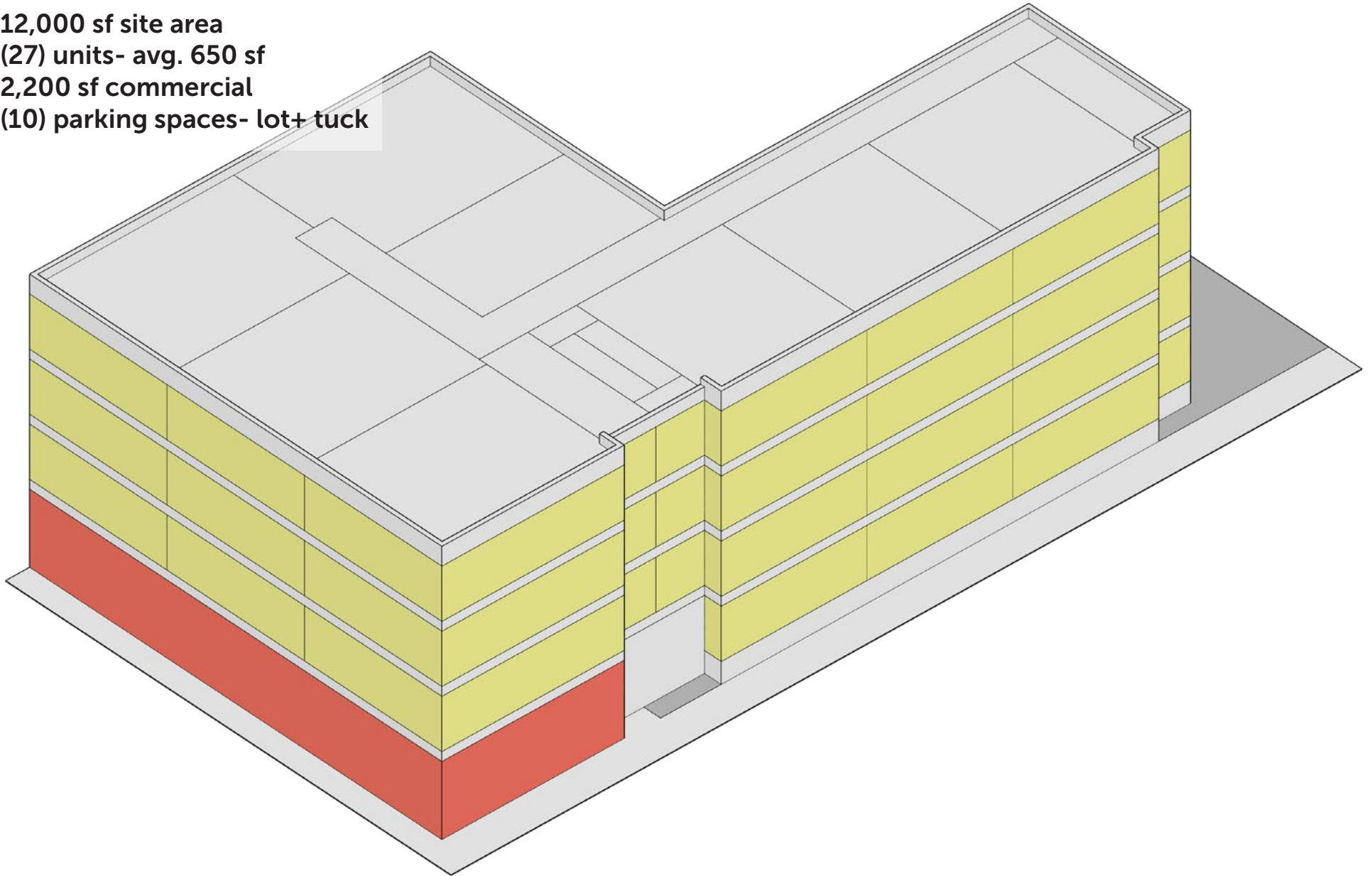




## Site F-

### Mixed-Use

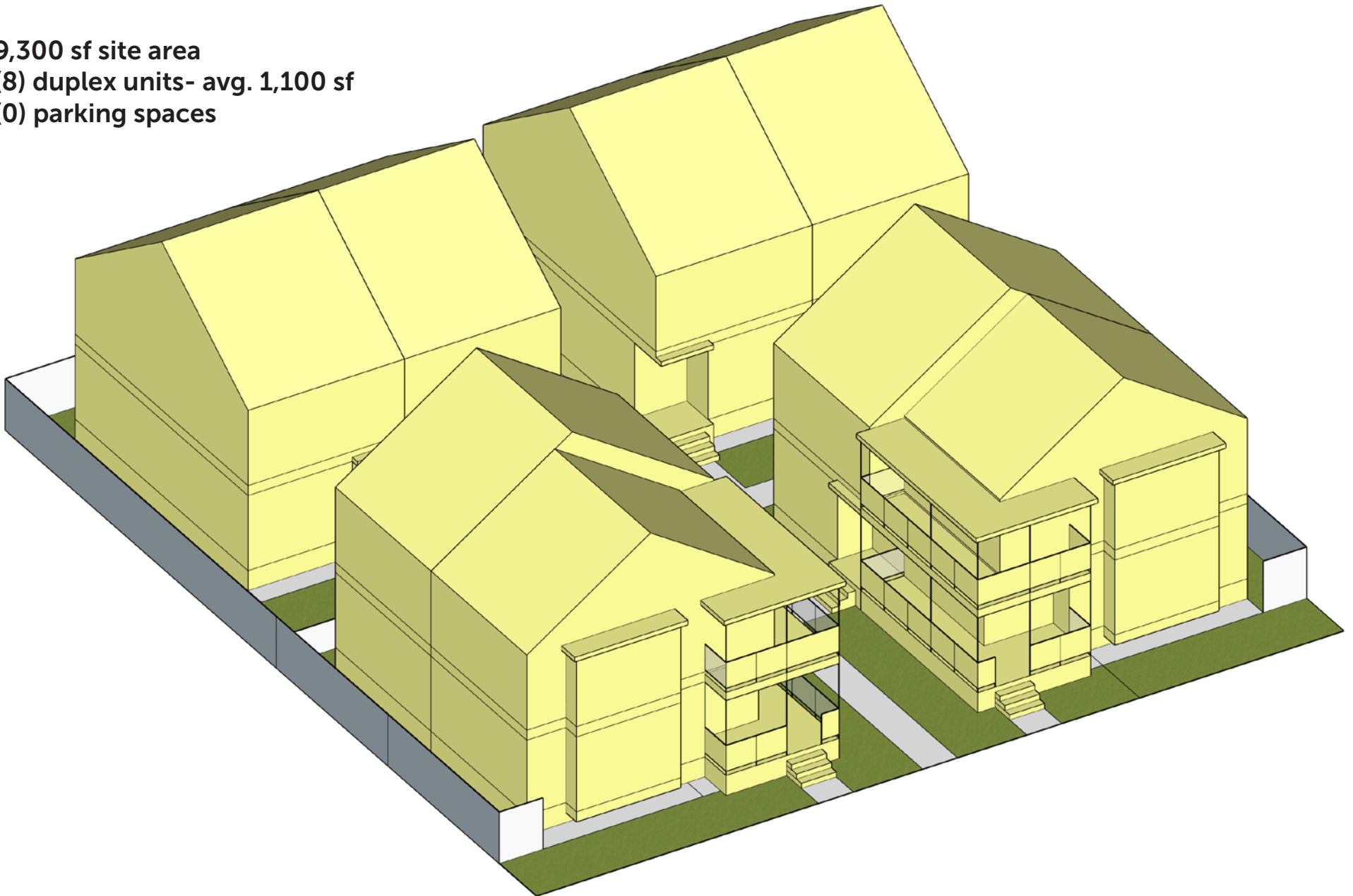
12,000 sf site area  
(27) units- avg. 650 sf  
2,200 sf commercial  
(10) parking spaces- lot+ tuck



# Site J-

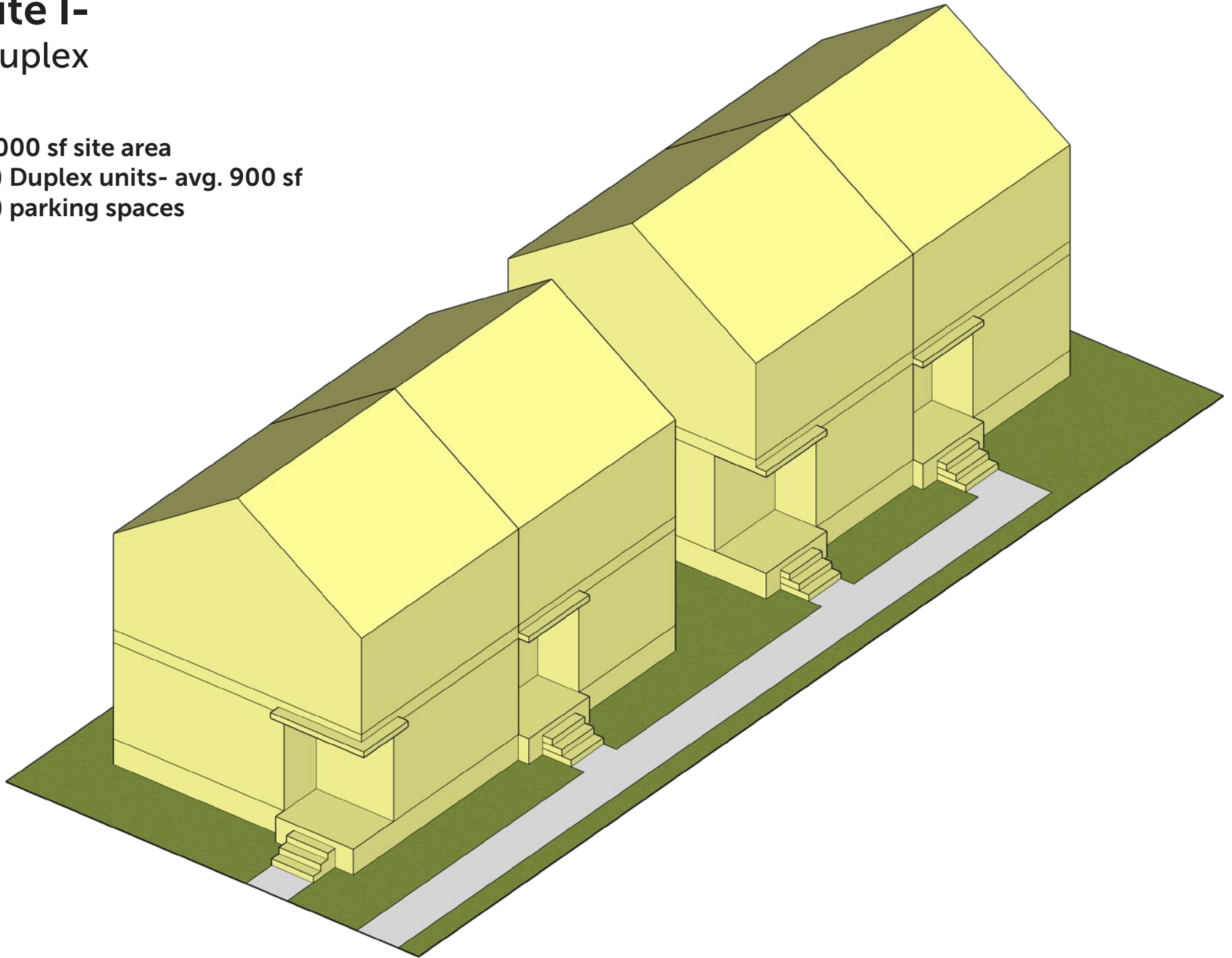
## Duplex Cluster

9,300 sf site area  
(8) duplex units- avg. 1,100 sf  
(0) parking spaces



# Site I- Duplex

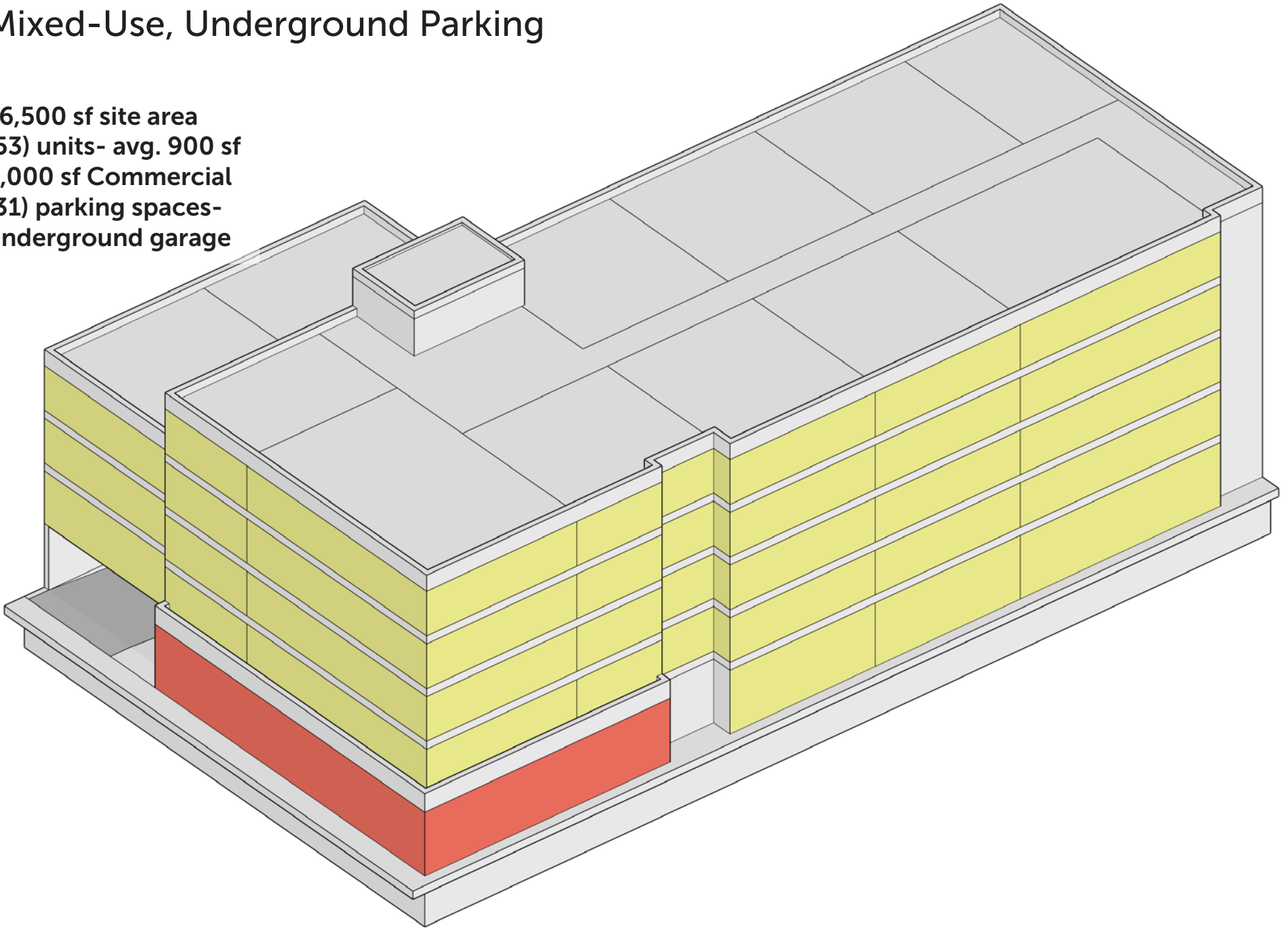
4,000 sf site area  
(4) Duplex units- avg. 900 sf  
(0) parking spaces



## Site L-

### Mixed-Use, Underground Parking

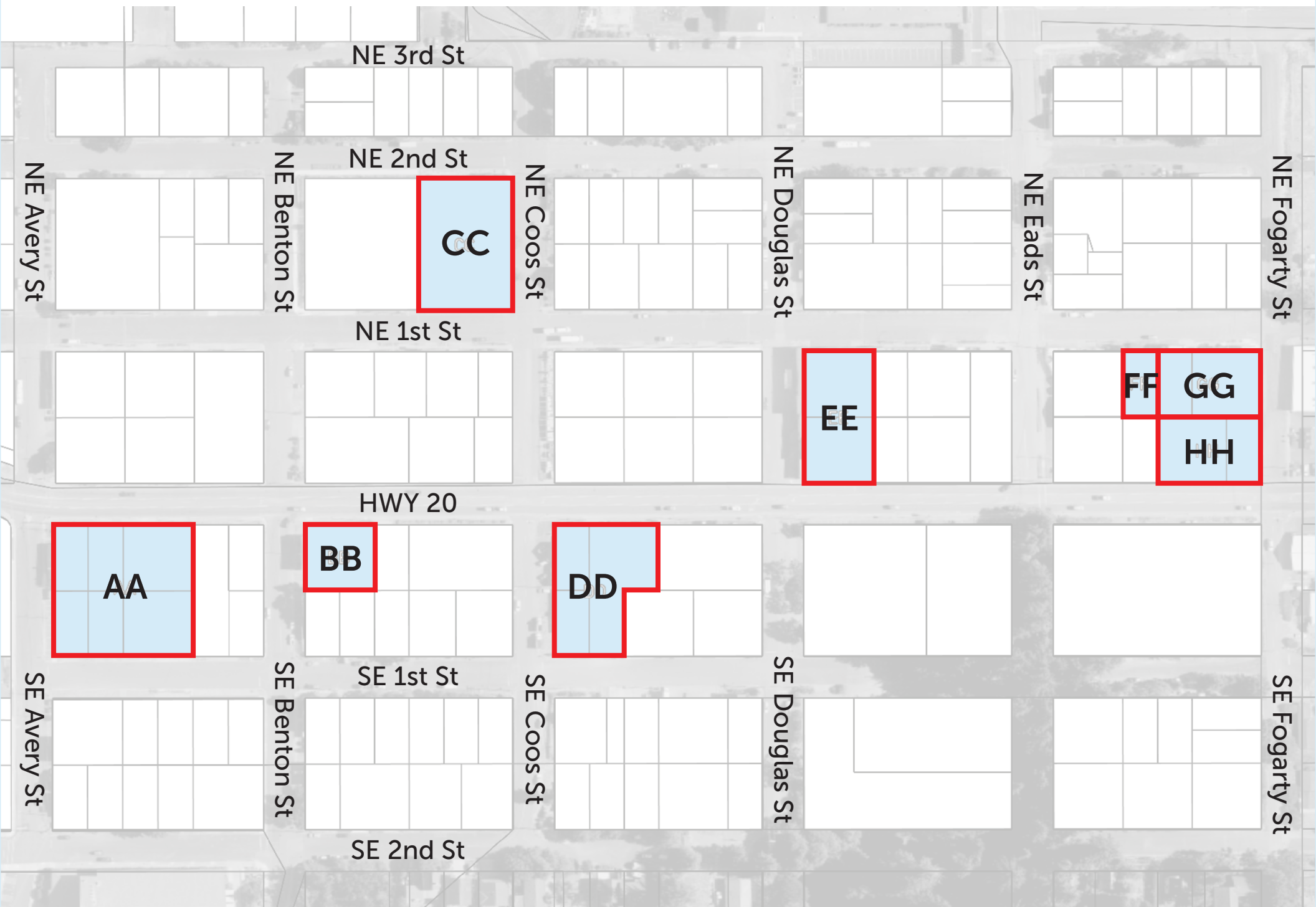
16,500 sf site area  
(53) units- avg. 900 sf  
3,000 sf Commercial  
(31) parking spaces-  
underground garage





## City Center Area Redevelopment Plan – Housing Studies for Hwy 20 Potential Redevelopment Sites

*The following diagrams and 3D models were developed to test and illustrate different housing, site design, and parking configurations on actual sites within the CCARP project area that have been identified for potential redevelopment. Drawings are for testing and illustrative purposes only and do not indicate imminent redevelopment.*







# Site AA-

## Mixed-use + Townhouses

38,760sf site area

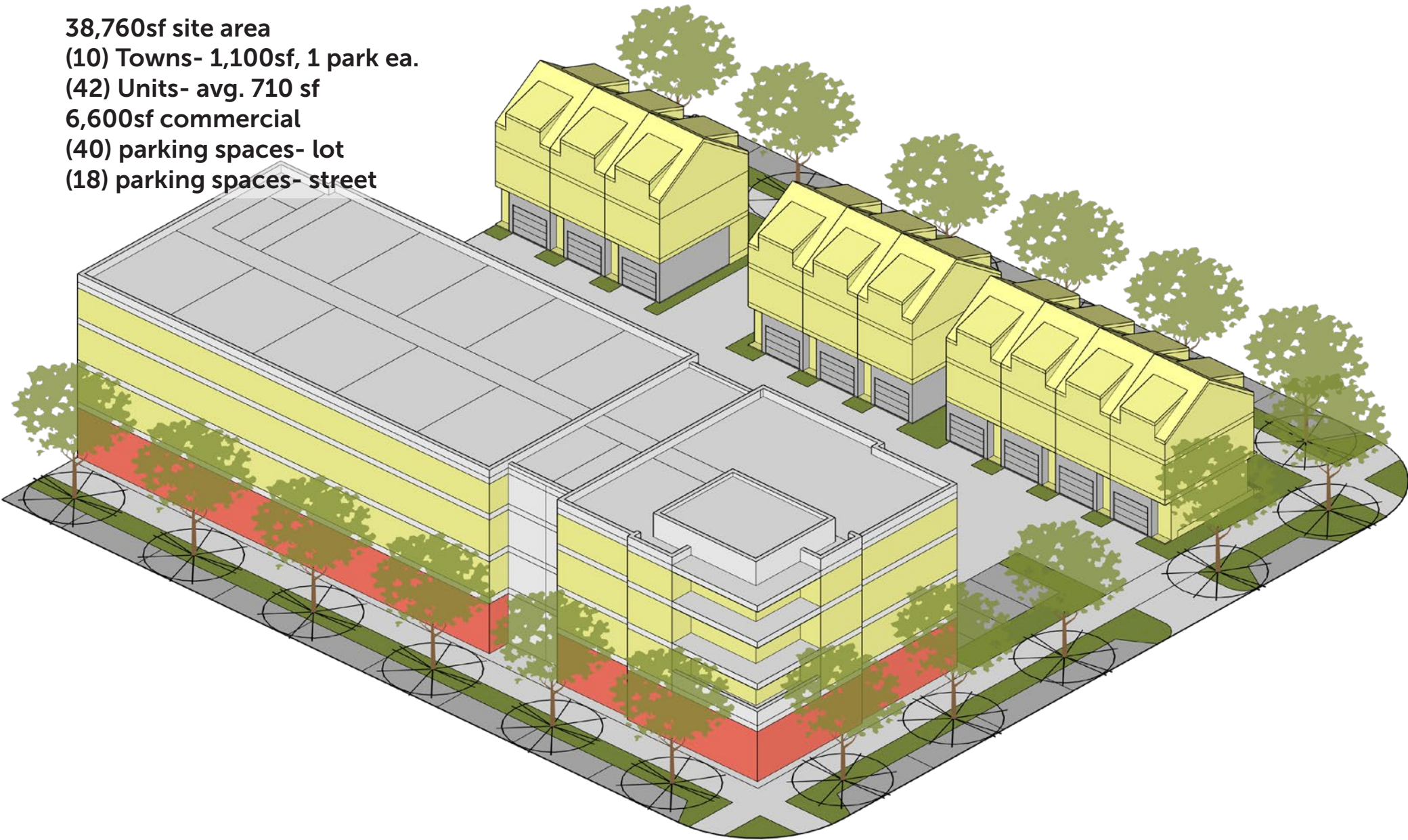
(10) Towns- 1,100sf, 1 park ea.

(42) Units- avg. 710 sf

6,600sf commercial

(40) parking spaces- lot

(18) parking spaces- street

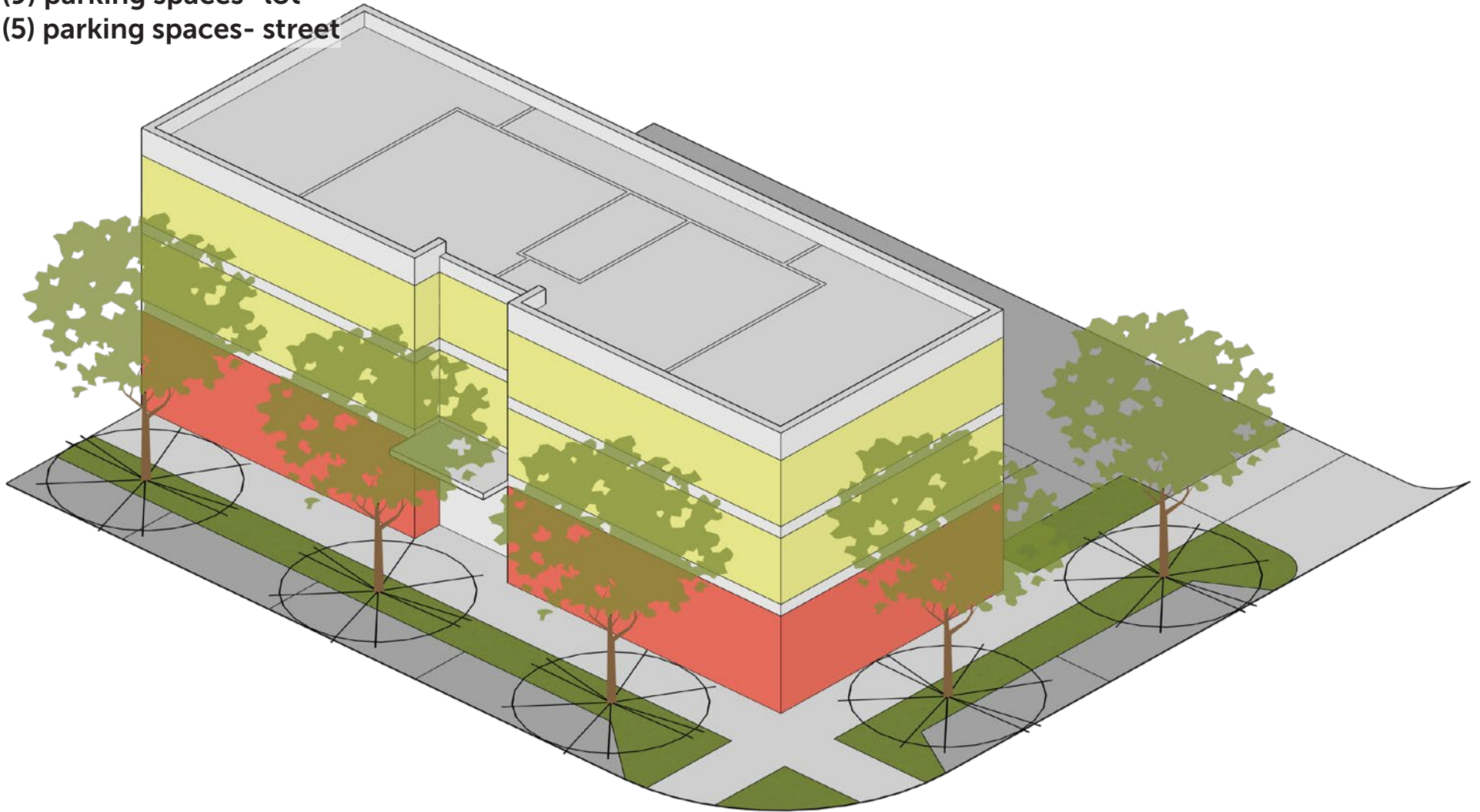




# Site BB-

## Single-Stair Mixed-Use

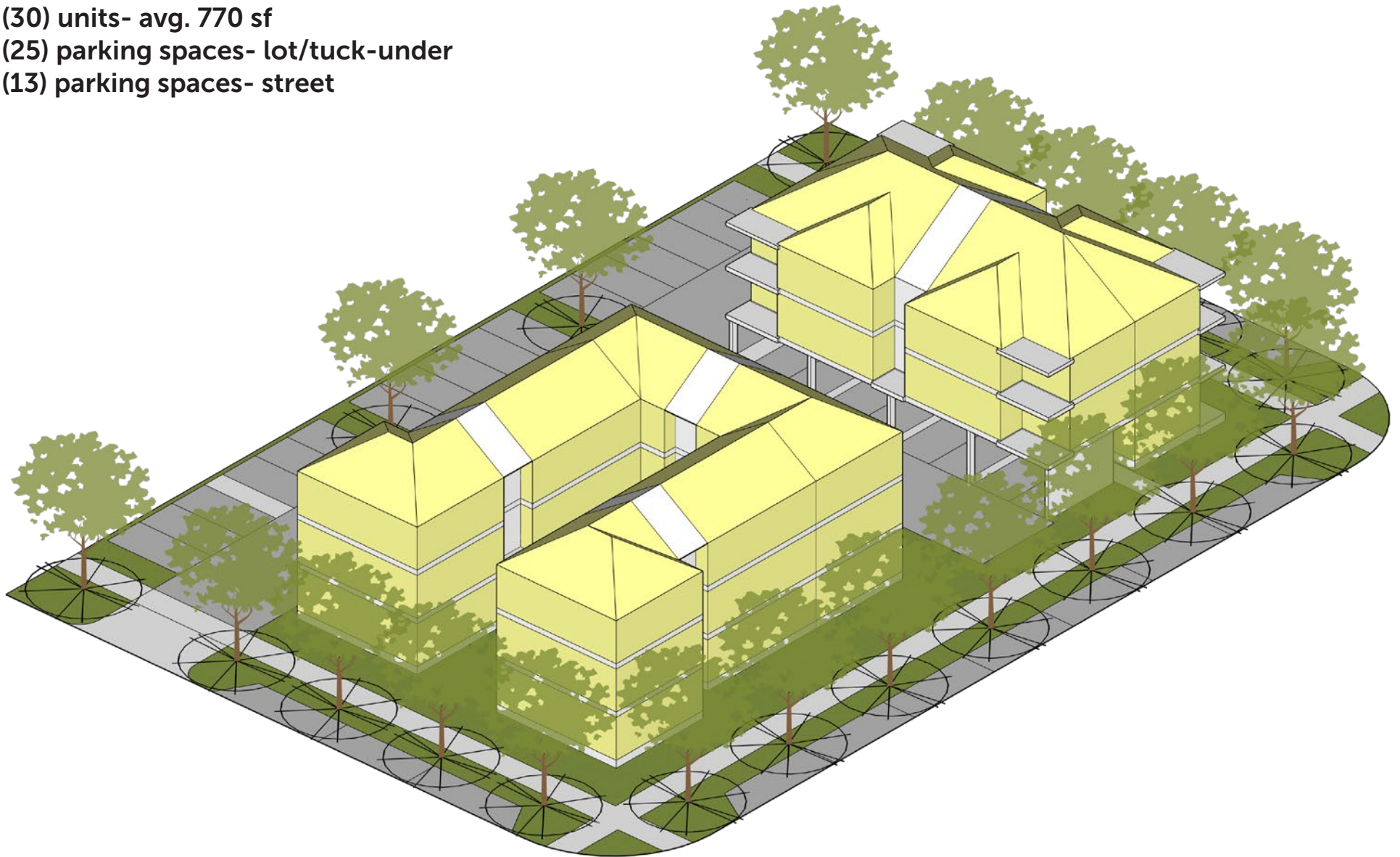
9,500sf site area  
(8) units- avg. 660 sf  
2,600sf commercial  
(9) parking spaces- lot  
(5) parking spaces- street



# Site CC-

## Woody Walk-Ups

25,840sf site area  
(30) units- avg. 770 sf  
(25) parking spaces- lot/tuck-under  
(13) parking spaces- street





# Site DD-

## Woody Walk-Up + Townhouses

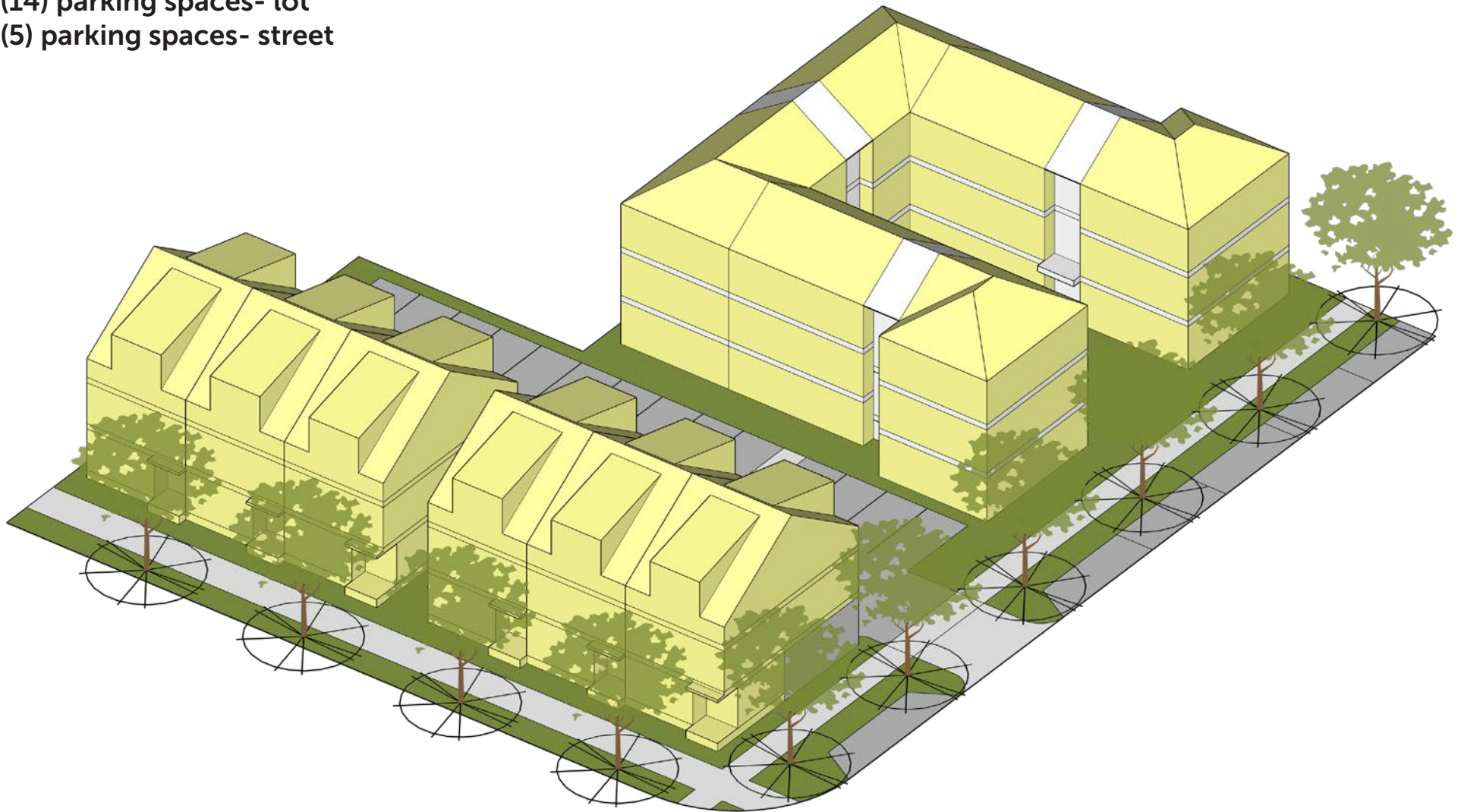
23,750 sf site area

(6) townsh- 2,300 sf, 2 park ea.

(18) units- avg. 760 sf

(14) parking spaces- lot

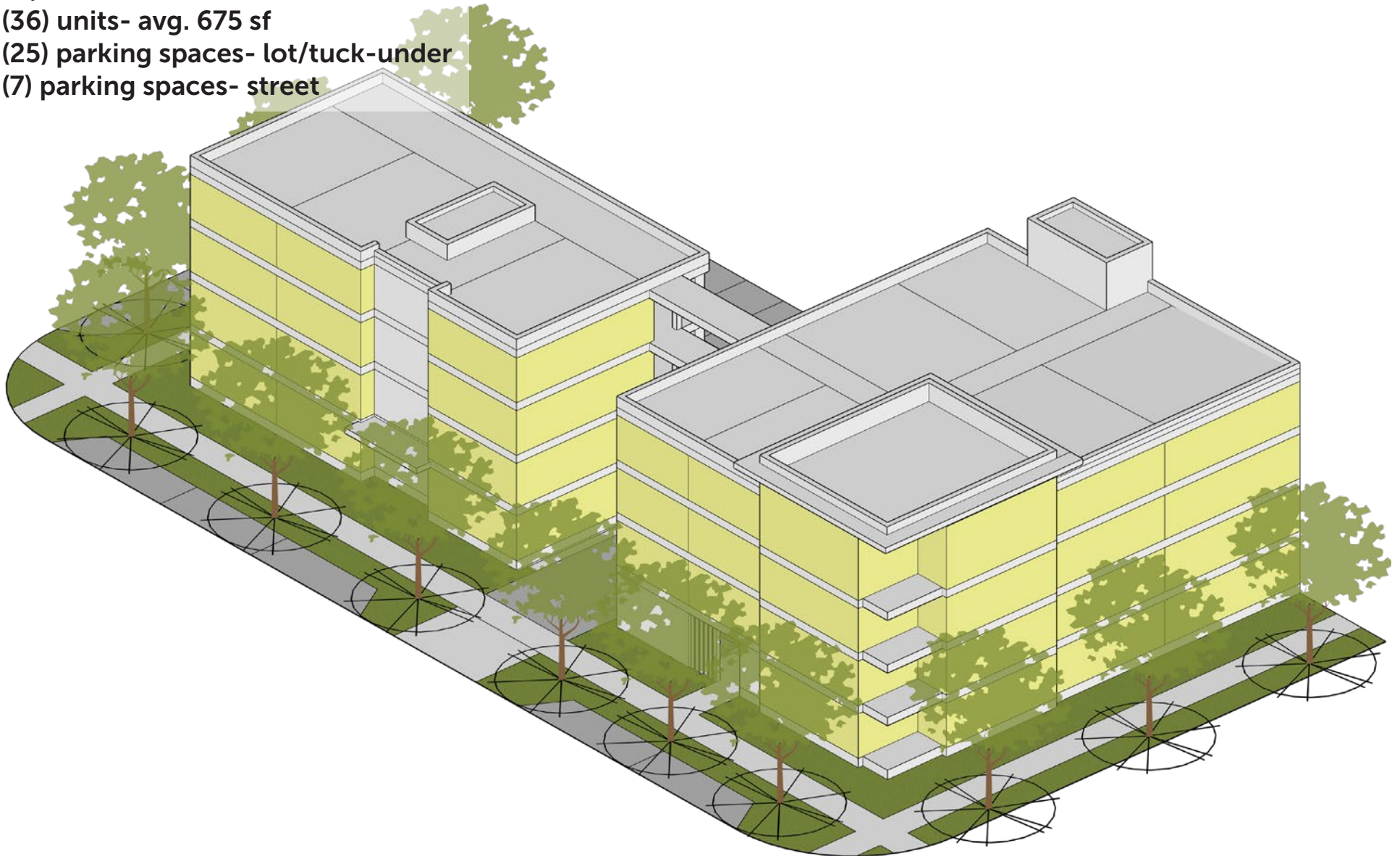
(5) parking spaces- street



# Site EE-

## Elevator Apartment

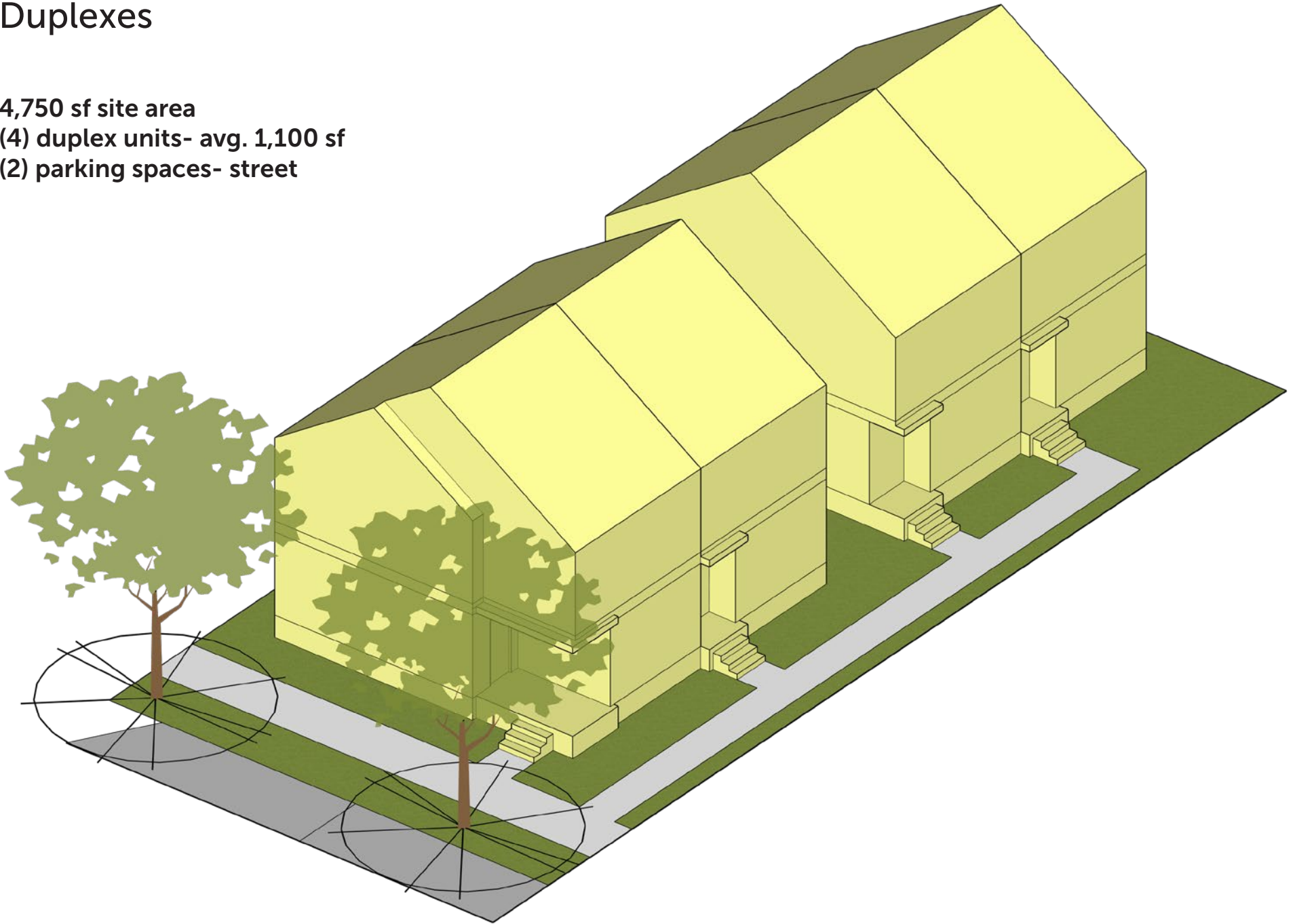
19,500 sf site area  
(36) units- avg. 675 sf  
(25) parking spaces- lot/tuck-under  
(7) parking spaces- street





# Site FF- Duplexes

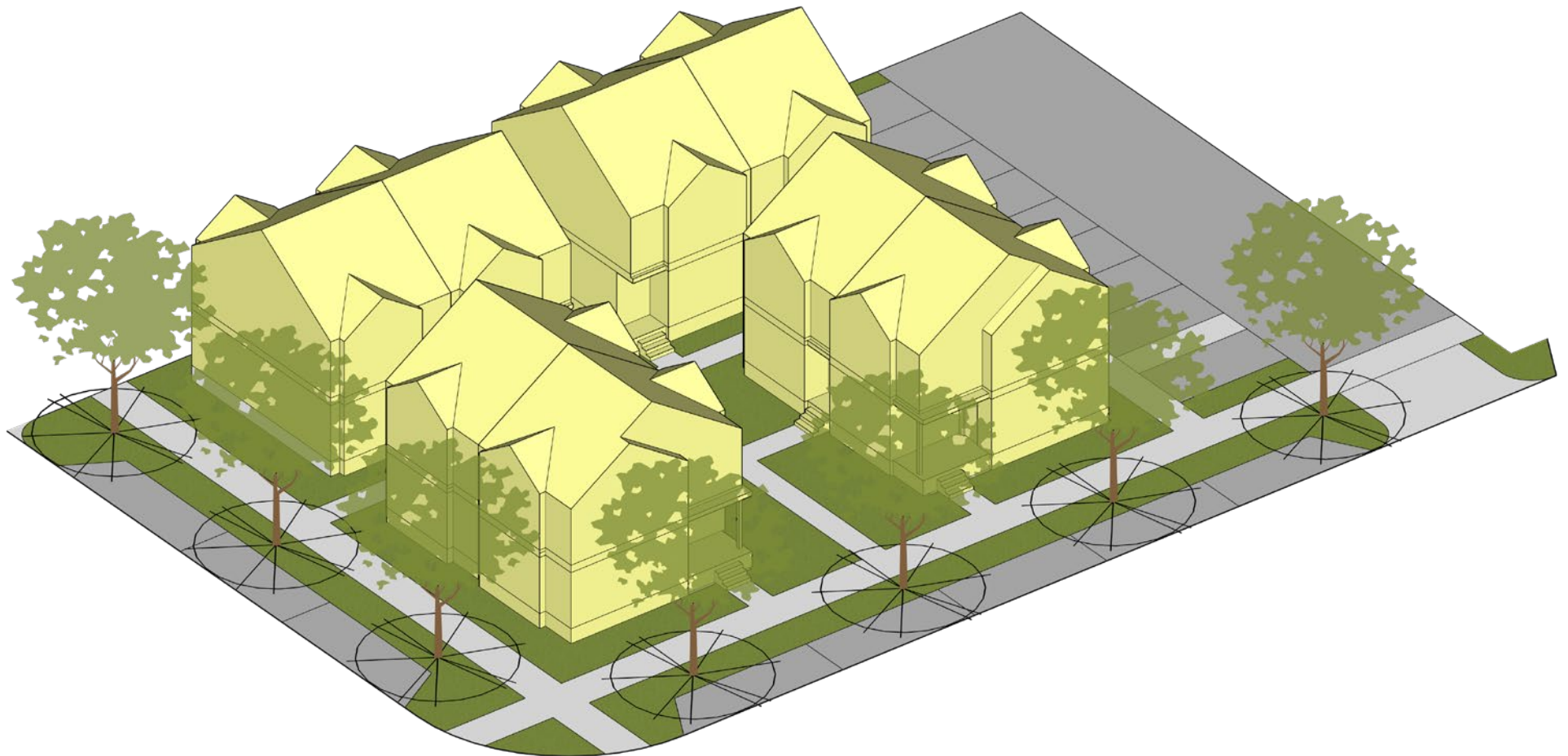
4,750 sf site area  
(4) duplex units- avg. 1,100 sf  
(2) parking spaces- street



# Site GG-

## Duplex Cluster

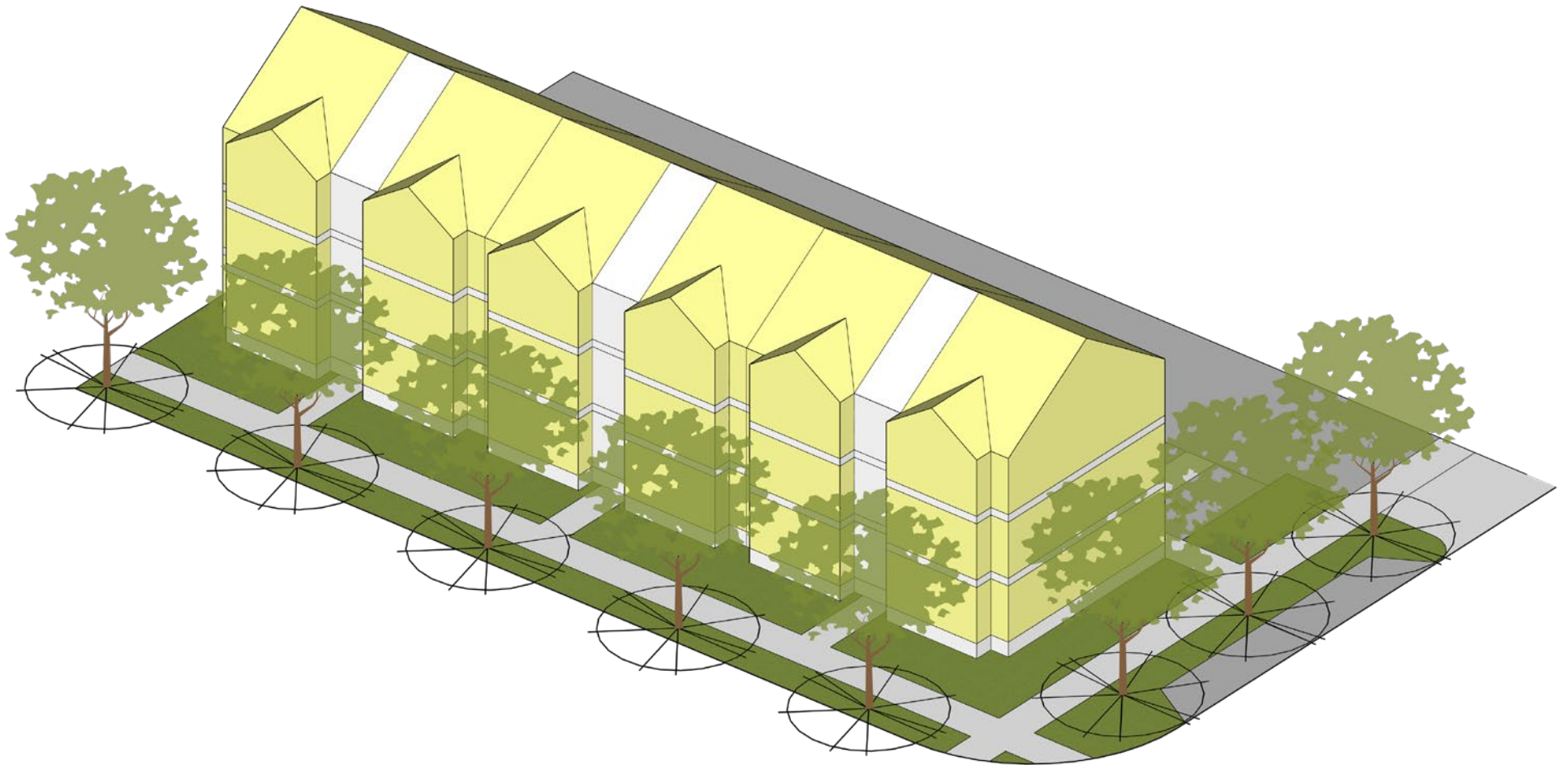
14,250 sf site area  
(8) duplex units- avg. 1,100sf  
(9) parking spaces- lot  
(8) parking spaces- street



# Site HH-

## Woody Walk-Up

14,250 sf site area  
(18) units- avg. 670 sf  
(14) parking spaces- lot  
(2) parking spaces- street



## Appendix B

The Newport City Center Revitalization Plan Project: Memo #5  
Comprehensive Plan and Development Code Concepts

# Universal Design

## Guide Book

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WISHCAMPER PARTNERS

February 2020



## **WISHCAMPER PARTNERS**

Wishcamper Development Partners (“Wishcamper”) is a real estate development company that operates exclusively in the field of affordable housing. Wishcamper’s principals have over 80 years of combined experience across 23 states; having developed or redeveloped over 15,000 units of affordable apartment housing since the early 1970’s. More can be learned at [www.wishcamperpartners.com](http://www.wishcamperpartners.com).

## A CORE TENET: UNIVERSAL DESIGN

Environments that meet the principles of universal design are barrier-free, ergonomic, and accessible by all people.

When applied to the physical environment at the community scale, universal design takes mobility into account in every layout concept and every detail. Universal design is applied to streets and trails, homes, businesses, and civic facilities. It's an ethic as well as an aesthetic; when a community or a facility is designed to function for universal access, it communicates a welcoming and friendly spirit. An intentionally designed universal access community works for and welcomes people of all ages.

Universal design can apply to construction of new homes in the form of single level or stacked designs, as well as to the interior design of homes to incorporate features such as no-step entries, wider hallways, and bathroom fixtures that accommodate people with limited mobility.

Universal design can apply to the design of public facilities in the form of features such as a building entrance that is accessible from a generous ramp and integrated into warm and inviting architecture, rather than stuck on as an afterthought. As a community ethic, universal design can guide and energize social interaction.

**WISHCAMPER**  
+  
**u r b s w o r k s**

## UNIVERSAL DESIGN— WHAT IT IS AND WHAT IT ISN'T

- » Philosophy: Universal Design means the comprehensive, holistic design of the environment for living from the individual dwelling unit to the entire community.
- » Scale: Universal design at the community scale means from the street to the dwelling unit—it is easy and welcoming for everyone of all abilities to be mobile and access opportunities.
- » It is more than elevators in buildings.
- » It bridges the urban design of communities and the architectural design of buildings.
- » It applies the best practices in health, health equity impacts, building design, transportation planning, urban design, and landscape architecture.

*Universal Design is an approach to design that honors human diversity. It addresses the right for everyone — from childhood into their oldest years — to use all spaces, products and information in an independent, inclusive, and equal way. It is a process that invites designers to go beyond compliance with access codes — to create excellent, people centered design. — Elaine Ostroff*

## RELATED CONCEPTS

*Related concepts that have been incorporated into this document:*

**Americans with Disabilities Act** – A federal civil rights law that prohibits discrimination against individuals with disabilities and requires compliance in the design of all public and private places that are open to the general public.

**Active living by design** – Design of environments that makes it easy to exercise and incorporate healthy choices into daily life. You don't need to drive to the park with your children to play, for example—the community is set up to allow you to walk or bike. And the experience of walking or biking to the park is safe and easy, increasing the mental, social, and physical health benefits.

**Visitability** – Applies to the design of private residences and was first conceived of as a series of low- or no-cost improvements so that residents could easily be visited, reducing social isolation.

**Equity and health impacts (CDC)** – Centers for Disease Control has numerous programs and objectives for environmental design meant to reduce health impacts such as asthma, obesity, and diabetes through the design of living and public spaces.

**Aging in Place** – An approach to designing residential and public facilities so that as people age and their physical or mental abilities change, they can stay in their home or their community and prevent or delay institutionalization or medical care.

**LEED-ND** – Was one of the first rating systems to provide LEED credit for universal access.

**A Pattern Language** – Common sense patterns governing environmental design for dignity, safety, sociability and health

**Housing as if People Mattered** – Common sense design principles authored in the 1980s to guide the design of new or retrofitted public housing, and applies to public and private spaces.

**Active Transportation** – Similar to active living by design but applied to the public street and path system of an entire community or region; access to transit is built into Active Transportation guidance.

**Defensible Space** – Design principles (usually promoted by law enforcement professionals) to make it easy and natural for community members to passively monitor public areas.





The neighborhood



Street, trails, and paths



The building

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*Consider how spaces link together at the neighborhood scale to create a connected and cohesive experience for people. – page 6*

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*Streets, trails, and paths are important to creating a connected network that maximizes access and mobility for users of all physical abilities. – page 14*

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*Building designs, including entrances, transitions and wayfinding should be considered for all users. – page 22*

# The neighborhood

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*Consider how spaces link together at the neighborhood scale to create a connected and cohesive experience for people.*





# Mix uses

## PROVIDE A DIVERSE MIX OF USES TO ENCOURAGE MOBILITY AND ACCESS

- » The more schools, grocery stores, libraries, parks, homes, and other useful destinations in an area, the more likely people are to walk. Mixing land uses is important for encouraging mobility overall and specifically among elderly populations.
- » In a universally-designed community the compactness and co-location of land uses encourages physical activities.
- » Integrating playing fields, green space, trails, sidewalks, bicycle lanes, and multi-use paths into the universally designed community encourages physical activity, and contributes to vibrant and active public spaces.



**Compact  
development and  
co-located uses**



**Integrated play areas**

# Maximize access for all users

## ACCESS IS OPPORTUNITY: ESTABLISH A COMPLETE NETWORK OF STREETS, PATHS, AND TRAILS THAT PROVIDES A DIRECT, ACCESSIBLE PATH OF TRAVEL TO ALL FACILITIES

- » A network of well-connected streets improves mobility by allowing people to travel more directly and by different modes. Direct and varied routes that are designed principally for people on foot increase accessibility for all users.
- » A complete, universal-design network that integrates other transportation modes makes movement and use easy and legible between different modes. Sometimes multiple modes may overlap in a single space such as protected bike lanes, auto lanes, and sidewalks. In this case pathways can be separated with clearly marked boundaries, differences in pavement, and signage. At other times different users may be separated on different paths, streets, or trails. Points of connection are an opportunity to create a quality environment.

## Safe and clearly marked crossings



## Curbless street design



Curb ramps permit people using wheelchairs or pushing a stroller to cross more easily. Alternatively consider eliminating curbs altogether to allow unimpeded flow of pedestrians.



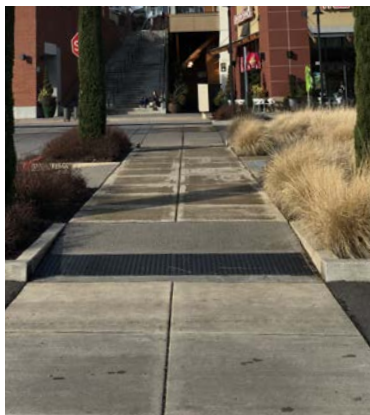


# Public space design and access

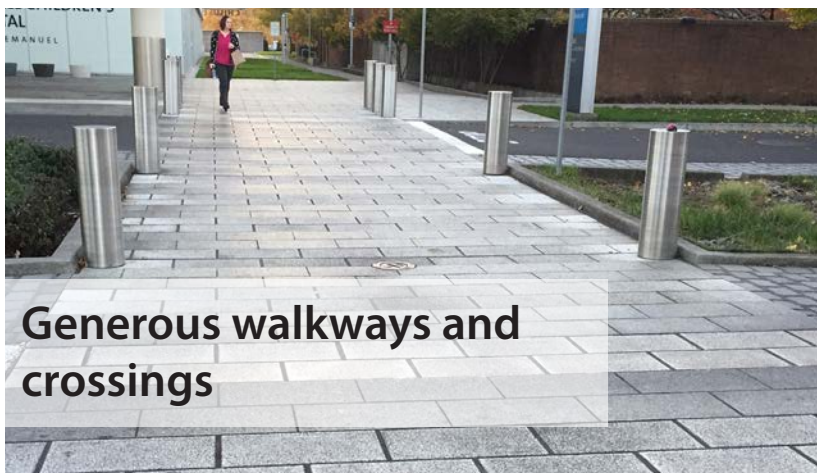
## PROVIDE PUBLIC SPACES THAT ALLOW FOR DIVERSE FUNCTIONS AND CONSIDER THE NEEDS OF VARYING MOBILITY LEVELS.

- » A universal-design path is a public space as much as a pocket park, playground, plaza. The universal design approach treats the entire ensemble as a sequence of outdoor rooms deserving of the same attention to users, programming, adjacencies, and circulation as an architectural design for a building.
- » Universal design of paths and places thinks about the needs of all users (e.g. pedestrians, bicyclists, motorists, transit riders, skaters, scooterists, the elderly, children, those with disabilities). Their needs should be factored into planning, design, and construction.
- » Well-designed spaces feel safe for all users, especially women and girls traveling alone.
- » Often physical separation of users through clearly marked zones such as pedestrian and bike pathways or buffered bike lanes help users feel safe and allow users of varying mobility levels.
- » Shared streets or “woonerfs” can be used to create slow zones for cars and safe spaces for children to play or residents to walk or cycle.
- » Instead of providing abrupt, awkward ramps to buildings as an afterthought, the universal design approach integrates smooth or paved pathways approaching buildings with gradual slopes that facilitate easy access for all users. This is the “ramp as plaza” approach to accessibility.

## Generous ramps that invite use



## Generous walkways and crossings



# Streets, trails, and paths

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*Streets, trails, and paths are important to creating a connected network that maximizes access and mobility for users of all physical abilities.*

COMMUNITY  
UNIT UNION

Spielman Bagels  
& COFFEE





# Seamless accessibility

## PROVIDE CONNECTED AND CONTINUOUS PATHS TO AND THROUGH DEVELOPMENT.

- » Whether it's a sidewalk on a public street or a paved walkway across a development site, facilities should be designed as one interconnected seamless network. For a resident or visitor walking through the neighborhood or accessing a building, the fact that the walkway is on a public street or a private site is not an important distinction. In a universally-designed community the experience of moving from one place to another is seamless, generous in spirit, and inviting.
- » On-site pathways should function as extensions of public sidewalks, encouraging continuity and increasing opportunities for walking. If systems of streets, trails, and paths are identifiable and understandable, it will be easier for all users.

## Connected and continuous paths



## Accessible pathways



# An invitation to move

## SEAMLESS MOVEMENT

- » In a universally-designed community there is no distinction between movement for commuting or movement for recreation. A sidewalk to the park or the bus stop, a trail to the library on the next block over—these are all invitations to move and incorporate the benefits of exercise into daily life.
- » A universally designed community provides variety and choice for getting from A to B. The more variety and options in walking routes, the more fun and interesting is getting out and around.



**An invitation to  
incorporate exercise  
into daily life**



**Active transportation  
for commuting and  
recreation**



# Inviting design

## WELL-DESIGNED SPACES ENCOURAGE USE AND SOCIALIZING

- » The location where trails, paths, and sidewalks meet, and where they cross vehicular streets or driveways, should clearly prioritize pedestrian movement.
- » Curb ramps permit people using wheelchairs or pushing a stroller to cross vehicular streets more easily. Alternatively consider eliminating curbs all together to allow unimpeded flow of pedestrians.
- » Paths should be smooth, sufficiently wide, and allow for adequate turning radii of wheelchairs or walkers. Design paths in such a way that water does not pool on surfaces, and surfaces are slip resistant.
- » Well-designed paths not only improve pedestrian orientation but also encourage social interaction. Amenities such as benches along walkways can help enhance these functions.
- » Multiple entries along a street or path help activate it and facilitate a social environment as does maximum transparency of the ground floor. Porches, stoops, and terraces foster a sense of security while also contributing to the character of a space.
- » To increase clarity, provide a comprehensive sign system that includes directories, maps, and graphics.
- » Make use of landmarks such as plazas, fountains, artwork, etc. to serve as identifiable features to aid navigation.

## Mark transitions with different materials



## Benches and lighting along a path



# The building

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*Building designs, including entrances, transitions and wayfinding should be considered for all users.*





# Building circulation

## IT SHOULD BE EASY AND COMFORTABLE FOR ALL USERS TO MOVE THROUGHOUT A BUILDING

ADA guidelines and universal design strategies generally focus on elevator use as the primary means of vertical circulation, but universal design should be more than elevators in buildings.

As envisioned by this document, universal design is an ethic and approach to the built environment that goes beyond “checking the box” for accessibility. It integrates “Active Design” approaches into the programming and function of a building. Active design strategies applied to the built environment support daily physical activity, active transportation, active movement in buildings, and active recreation.

Universal design acknowledges that accessibility and active design strategies work together to support people at all stages of their lives. After all, everyone’s physical ability changes throughout their lives. Residents of a building or members of a community are at various levels of physical ability at any given time. Universal design does not segregate users by physical ability.

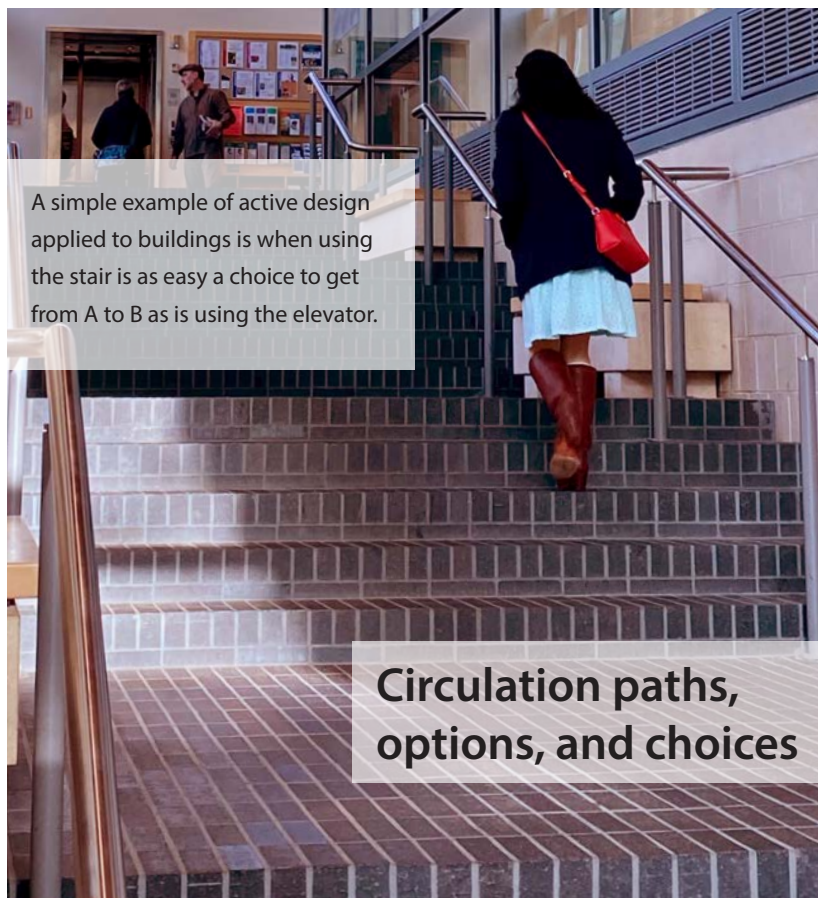
Universal design integrates ADA accessibility requirements and active living by design strategies into the built environment, and does so with intention and creativity. These design strategies provide circulation paths, options, and choices—and honors each choice—so that getting from A to B can be achieved in a variety of ways within a building or a building complex.

A simple example of active design applied to buildings is when using the stair is as easy a choice to get from A to B as is using the elevator. Such an approach is feasible in buildings under four stories. Rather than placing the stair in an out-of-the-way enclosed stairwell, the stair is incorporated into the lobby and public circulations areas, and provides an ever-present and easy option.

When stairs are located next to the elevator bank, are well-lit, prominent, and inviting, then by their location and their design they welcome use as an alternative to the elevator.



**Design that serves people  
at all stages of life**

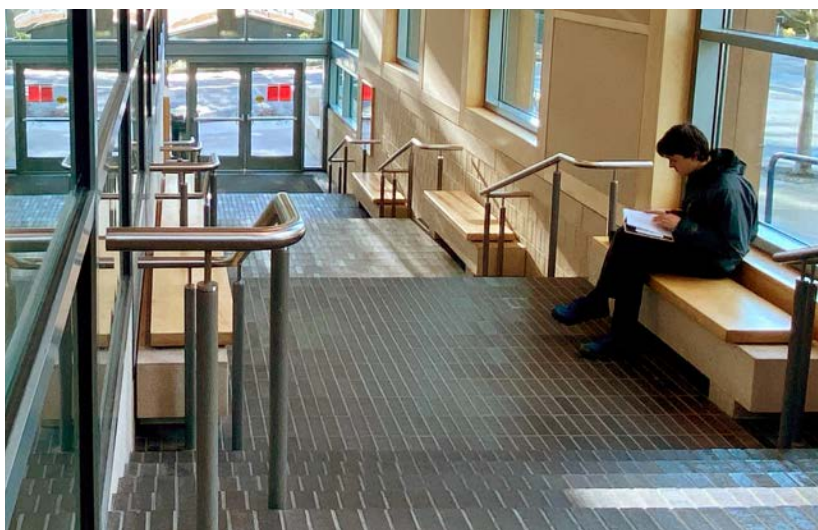


A simple example of active design  
applied to buildings is when using  
the stair is as easy a choice to get  
from A to B as is using the elevator.

**Circulation paths,  
options, and choices**

## STAIRS AND ELEVATORS

- » Design stairs to be more visible in order to encourage their everyday use.
- » Make stairs wide enough to accommodate travel in groups and in two directions, and design stair risers and treads that are comfortable and safe.
- » Widening stairs, having fewer steps per flight, and providing intermittent landings between floors also makes the use of stairs more feasible and comfortable for those who have some physical challenges, such as the elderly and those carrying packages.
- » In order to accommodate people who find stair use physically challenging, provide at least one intermittent landing between floors, and with fewer risers between landings.
- » Include visual cues and signals that enhance stair usage, such as lighting, paint, and art and design visible, appealing, functional stairs.



## **HALLWAYS**

- » Design hallways, corridors, and stairways to be wide enough for two people traveling in opposite direction to comfortably pass one another, even if one is pushing a stroller or using a walker or a wheelchair.

## **ENTERING AND EXITING**

- » Design building entrances so they can be easily identified and navigated by a range of users. Use materials, color, and form to differentiate the entrance from the rest of the building
- » Wider openings and maneuvering clearances at doors allow different users access. A person in a wheelchair, a person with a guide dog, a child in a stroller, or an adult carrying bags of groceries—all have equal access.
- » Automatic doors, either by sensor or push pad, are preferred at all entries. At a minimum ideally one automated door would be provided at the entrance closest to parking or public transportation.



## WAYFINDING

- » Physical access within a location is not always the only obstacle. Once inside a building, users should be able to easily determine where to go and what services are available.
- » Multiple different means of information throughout a building can serve a full range of users and several senses – touch, feel, and sight.
- » Landmarks that make visual and physical connections between the site and the building can aid in orientation.
- » Maps, directories, diagrams, and information displays are useful tools to help users find their destinations easily.



**Different means of information**



Landmarks that make visual and physical connections



# Parking lots and garages

## EASE, SAFETY, AND COMFORT

- » A parking lot is a storage space for cars, and should provide secure storage. It is also a place where everyone is a pedestrian while getting to or from their car. Therefore it should be designed primarily for the ease, safety and comfort of a person rolling or on foot.
- » Parking lot pathways should be designed as part of the seamless accessibility network described on page 16.
- » Clearly defined pathways through parking lots and garages to building entrances, surrounding sidewalks, and transit stops enhance pedestrian safety. These pathways also provide an opportunity to improve the appearance of parking lots.
- » Design parking lots and garages so that vehicles are not the dominant feature.
- » A universal design approach that incorporates active transportation places bicycle parking in privileged locations close to building lobbies, in areas that are well-lit, attractive, and secure. To encourage bicycling as a mode choice, bike parking areas should include bike repair, maintenance, and cleaning stations.
- » Consider designing dwelling units to accommodate bicycle storage inside. This includes designing for easy transport of a bicycle from ground floor lobbies to upper unit floors.

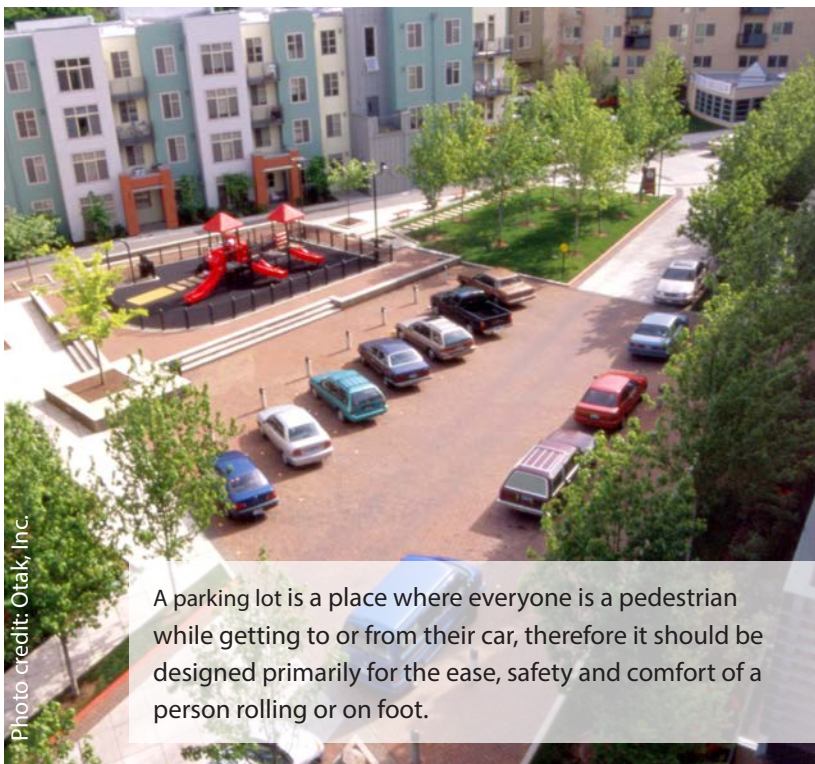


Photo credit: Otak, Inc.

A parking lot is a place where everyone is a pedestrian while getting to or from their car, therefore it should be designed primarily for the ease, safety and comfort of a person rolling or on foot.



**Parking areas for people**



# Common areas

## COMMON AREAS SHOULD BE LOCATED AND DESIGNED TO ENSURE PARTICIPATION OF ALL USERS REGARDLESS OF AGE, GENDER, OR PHYSICAL ABILITY

- » Common areas that include and address the needs of everyone are preferred to spaces that segregate groups from one another. When designing for recreation users, accessibility is ensuring that each part including activities, events, and natural features can be experienced in a variety of ways.
- » Create environments that include the needs of everyone rather than cloister and segregate one group from another.
- » Make amenities easy to locate and accessible by everyone.
- » Consider not only the mobility and access needs of different populations but also the age of users, from small children to older adults.
- » Provide areas or subareas of activity that ensure participation by all users regardless of age or physical ability, and that allow users of different ages to comfortably use the space simultaneously.
- » Make entering and exiting as effortless as possible, and provide multiple ways to move to and through a shared space.



**Subareas of activity that ensure participation by all users**

# Private spaces and visitability

## VISITABILITY

- » A dwelling unit is visitable when it can be lived in or visited by a person who has trouble walking, trouble with steps, or uses a wheelchair or a walker. A private unit that is designed for visitability reduces social isolation.
- » There are four elements making up the concept of visibility. These include zero-step entrance to units, easy access to amenities within the unit, living area with space to entertain and socialize, and one main bathroom on the main floor that can be used by someone with a wheelchair.
- » Consider specific dimensional standards that have been adopted by a number of municipalities:
  - » A zero step route and entry to ensure easy access to the unit.
  - » Bathroom (sink and toilet) on the floor with the visitable entrance. The bathroom must be designed to accommodate an unobstructed circle that is at least 60-inches in diameter.
  - » Doorways that are at least 34 inches wide. This provides adequate clearance considering the width of the door itself when open.



**Accessible  
entrances and  
easy access to  
indoor spaces**



# Renovations + additions

## MAKE EXISTING BUILDINGS MORE ACCESSIBLE

- » Provide flexibility to accommodate trends in the evolution of wheeled mobility devices. Flexible designs will allow spaces to be re-designed in the future to accommodate new users and advances in technology.
- » If for practical or cost considerations automatic doors are not initially provided, their future installation can be easier if an electrical supply and junction box are provided adjacent to door jambs.
- » Alterations and additions can provide improvements to the usability of existing buildings by focusing on strategic insertions of vertical circulation. Also, improvements in horizontal circulation can improve access to older buildings to bring them up to universal design objectives.

## Programmatic + operations considerations

**UNIVERSAL DESIGN CONSIDERATIONS SHOULD NOT ONLY BE ADDRESSED DURING THE INITIAL DESIGN PHASE OF A PROJECT BUT REFLECT A COMMITMENT OVER THE LIFETIME OF A PROJECT.**

- » If designs address those facing the most or highest barriers, the resulting baseline solutions will be stronger. Often barriers to access disproportionately impact income-constrained and physically-impaired populations.
- » Monitoring and evaluating design efforts to provide universal access not only holds one accountable for taking effective measures, but if shared with the public builds a cooperative and trusting relationship.

# Checklist

## THE NEIGHBORHOOD

- ☐ Useful destinations in close proximity
- ☐ Compact development and co-located uses
- ☐ Activity areas connected by accessible paths
- ☐ Network of streets, paths and trails for walking and rolling
- ☐ Outdoor spaces and paths designed with as much care as rooms in a building
- ☐ Consideration for all users
- ☐ Subareas for users of different abilities
- ☐ Shared street designs with slow zone for cars
- ☐ Plazas as ramps, rather than ramps as afterthoughts

## STREETS, TRAILS, AND PATHS

- ☐ Network of connected streets, paths, and trails
- ☐ On-site pathways that function as extensions of public sidewalks
- ☐ No distinction between pathways for commuting and pathways for recreation
- ☐ Wide and smooth paths
- ☐ Activities along paths and paths designed to encourage social interaction
- ☐ Clarity through wayfinding
- ☐ Identifiable features to aid navigation

# Checklist

## THE BUILDING

- ☐ Stairs and elevators that are equally viable choices
- ☐ Wide and generous hallways
- ☐ Accessible and easily identifiable entrances and exits
- ☐ Integrated wayfinding throughout
- ☐ Parking lots designed for pedestrians
- ☐ Access to and through parking lots and garages part of a seamless street, path and trail system
- ☐ Bicycle storage designed to encourage active transportation
- ☐ Dwellings that are accessible to visitors of all abilities

## ACKNOWLEDGMENTS

Produced by Urbsworks, Inc.  
For Wishcamper Development Partners

Concept and writing | Marcy McInelly, AIA  
Research | Pauline Ruegg  
Document design | Erika Warhus  
All images by Urbsworks Inc. except on page 9  
and the top of page 33 (Otak, Inc.)





**City of Newport**  
**Draft City Center Revitalization Planning Committee Minutes**  
**February 28, 2025**

<b>LOCATION:</b> CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT	
<b>Time Start:</b> 2:00 P.M.	<b>Time End:</b> 4:02 P.M.

**ATTENDANCE LOG/ROLLCALL**

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson (absent)	Sherri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen (absent)	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen (absent)	Cathey Rigby, Grant Manager
Laurie Sanders	Anna Iaukea, Urban Renewal Project Mgr. (by video)
Dustin Capri	Jim Hencke, DEA
Karen Rockwell (absent)	Ashley Balsom, JLA (by video)
Brett Estes (by video)	Brandy Steffen, JLA
Rich Belloni (absent)	Mayrangel C Juarez, JLA (by video)
Melony Heim	David Helton, ODOT (by video)
Eric Hanneman	Emily Picha, ECONorthwest (by video)
Rev. Judith Jones (by video)	Marcy McInelly, UrbsWorks
Dr. Ralph Breitenstein	City Manager, Nina Vetter
Timothy Johnson (absent)	
Bob Berman (absent)	
Sofia Tamayo for Deb Jones	Gary Lehman
Cynthia Jacobi	Paul Zemin
Robert Emond (absent)	Steve Hickman

AGENDA ITEM	ACTIONS
<b>COMMITTEE MEMBER INTRODUCTIONS</b>  a. Roll Call	None.
<b>APPROVAL OF MINUTES</b>  a. Meeting minutes of City Center Revitalization Planning Committee Meeting on December 13, 2024	Motion by Breitenstein, seconded by Patrick, to approve the City Center Revitalization Planning Committee Meeting on December 13, 2024 as written. Motion carried unanimously with Weber, Patrick, Sanders, Capri, Estes, Heim, Hanneman, J. Jones, Breitenstein, Tamayo, and Jacobi all voting in favor.
<b>PURPOSE, GOALS, SCHEDULE</b>	Ms. Steffen reviewed the project vision, project goals, schedule heading into the public outreach round 2.
<b>PROPOSED CITY CENTER PLAN</b>	Mr. Hencke reviewed the land use and transportation relationship in the City Center, what was new, and the traffic diagrams. He covered the project and reiterated that the drawings were not final designs but examples of how they could be designed.

Capri wanted to see a more diagrammatic maps that helped the public understand that the drawings were just one way the couplet could be developed. He also wanted the festival streets explained at next public event.

Weber wanted the consultants to be prepared to answer how businesses could address loading on these streets.

Capri asked to add a legend on the district potential map for the red dotted lines for the bike routes. He suggested they move the enhanced pedestrian crossing from Fogarty Street to Eads Street due to bicyclists not wanting to use Fogarty.

Capri suggested removing the long couplet on the Development and Context slide map. He asked if they also wanted to call out the hospital area on the Development and Context slide map and call it "Hospital District." The Committee determined they should keep it as is, but just take out the long couplet on the map.

Capri noted on the Signals and Bike Routing slide map they should change the key bike route from only Fogarty Street, and change it to Eads Street for the north route and Fogarty Street for the south route.

Jones pointed out there were no flashing beacons on 9th Street and asked what would happen at that location. Hencke reported this would be revisited but they only wanted to note on the diagram that they were looking at the intersections, and they needed a new look. ODOT would make decisions on traffic signals and would be fully flushed out with the design. The Committee discussed adding pedestrian crossing signs on the District Potential Maps, including on Hurbert Street.

Jacobi pointed out another advantage of the couplet was that traffic was just one way. She thought this should be listed on the Pedestrian / Vehicle Conflicts slide.

Heim wanted it made clear for the public why they chose the short couplet instead of the long couplet.

Capri wanted the process the group worked through to get to the short couplet idea explained to the public. He also wanted it clear that there had been extensive discussions over the last months and they would be moving on with the short couplet.

Weber thought they should mention that the streets would be repaved and resurfaced to get public buy in. He also noted that he loved "bus mall" ideas, and suggested the bus stop at City Hall be a bicycle and pedestrian hub meeting place, such as a mini bus mall.

Jacobi thought the public needed to know there was financial help for businesses to help during construction. Tokos reminded as the

	<p>project moved forward the details for the funding would be flushed out.</p> <p>Sanders was concerned about residents living in a housing development with highways on both sides of them. She preferred having a busy highway on one side and keeping 9th Street more pedestrian friendly, family friendly, and quieter. She pointed out that 9th Street wasn't constructed for heavy traffic and suggested they investigate the costs involved to update the road.</p> <p>Hanneman wanted to see utilities put underground to beautify the area. He also wanted to see a bike rack mandate be implemented for every major retail store in Newport. Hanneman wanted to see some of this work be spread out more to the US 101 corridor north. He also thought that green ways could be placed down the middle of the street instead of the current "suicide" left turn lanes. Hanneman wanted the group to think in broader terms.</p>
<b>POLICY, PLAN AND DEVELOPMENT CODE CONCEPT</b>	<p>Ms. McInelly covered the policy, plan and development code concept. She questioned if the proposed city plan achieved the project goals, and how they could make the concept clear for the public.</p> <p>Breitenstein suggested they consider more than three stories for the housing concepts. Tokos described the costs and restrictions for building higher building. Capri expressed concerns about limited off-street parking for taller buildings. McInelly noted they factored 1+ parking space per dwelling unit in their scenarios. Some were provided by on-street parking and most were by parking lots. They would want to manage time control for the parking so every resident of the area had a dedicated parking space.</p> <p>Sanders asked if the housing format could only be done with a couplet. McInelly confirmed it wouldn't be possible to have residential ground floor units without a better pedestrian realm that the couplet would provide. Sanders questioned what could happen if there wasn't a couplet. McInelly noted it there most likely be residential over commercial. It was difficult to support retail on US 101 because there wasn't large areas of on-street parking. They needed to make a decision and develop the code accordingly. The Committee discussed how difficult it would be to move buildings back to accommodate a better pedestrian scenario.</p> <p>Rigby suggested they visually address emergency vehicle uses, and delivery zones on the street.</p>
<b>PUBLIC INVESTMENTS / INCENTIVES / PARTNERSHIPS</b>	<p>Ms. Picha discussed partnerships, business assistance, and anti-displacement strategies.</p> <p>Mr. Helton discussed how ODOT funding worked, and how projects were funded and awarded.</p>



	<p>Rigby suggested looking at all city leased owned properties and increasing fees. She also suggested the city create their own land trust so deed restrictions could extend from 30-40 years to up to 99 years to create more interest and leverage in development.</p> <p>Tokos requested a graphic timeline to give people the sense of where we were at in terms of the plan adoption, what the next steps would look like, and what period of time some of the pieces be plugged in. Capri suggested this be a 14 year timeline. Vetter suggested they talk to the city's communications manager to see if there were any concerns about putting out a 14 year timeline and to help strategize.</p> <p>Webber asked how much of the \$11.7 million for the couplet was federally funded. He expressed concerns that federal funding for grants wouldn't be available in the coming years for the project due to the current administration. Tokos explained that US 101 and Hwy 20 wouldn't be planned all at once. They would start with some funding to get plans to do the work and then begin to work it. Getting it lined up with grants might not happen for 3-4 years. ODOT had state funds they could throw at projects as well. There were many different funding sources that would come together for projects.</p> <p>Capri reminded that keystone projects would need to be cost effective to make developers interested in the City Center.</p>
<b>NEXT STEPS</b>	<p>Capri noted the public meeting would happen on April 3rd. Steffen reported the next committee meeting would include input from the round 2 public event, and the final comments received for the draft final plan.</p>
<b>PUBLIC COMMENT</b>	<p>Gary Lehman thought there should be a model of the project created to show to the public. He also thought it would be nice to have a specific person at the city who would be a couplet czar to be the main contact to focus on activities. Lehman noted the hospital and NOAH were looking for housing staff, and it was hard for builders to bring in a workforce to Newport to do projects.</p> <p>Paul Zemin encouraged the city to look at what they had control of currently, instead of looking down the road 7-10 years to construct a couplet. He suggested they look to address the hospital and a parking lot there. Zemin also thought they should think bigger than just moving the bus stop, and consider getting a transportation stop off US 101. He suggested they provide lockers for bicyclists and pedestrians, instead of just offering a rack. Zemin also wanted the light at US 101 and Hwy 20 to be shortened.</p> <p>Steve Hickman thought that the messaging to the public needed to emphasis any elements of the plan that came from the public to help get buy-in.</p>

Submitted by: \_\_\_\_\_

Sherri Marineau, Executive Assistant

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