



**PLANNING COMMISSION WORK SESSION AGENDA**  
**Monday, June 23, 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 the City Recorder at 541.574.0613, or [cityrecorder@newportoregon.gov](mailto:cityrecorder@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.

**1. Call to Order**

*Bill Branigan, Bob Berman, Jim Hanselman, Gary East, Braulio Escobar, John Updike, Robert Bare, and Dustin Capri.*

**2. Unfinished Business**

**2.A Update on Comprehensive Plan Streamlining Project (Beth Young).**

[Memorandum](#)

[DRAFT CH 0 - Introduction and Purpose 10.24.24](#)

[DRAFT CH 1 - Citizen Involvement](#)

[DRAFT CH 2 - Land Use Planning](#)

[DRAFT CH 3 - Agricultural & Forest Lands](#)

[DRAFT CH 4 - Natural and Historic Resources](#)

[DRAFT CH 5 - Natural Hazards and Resilience](#)

[DRAFT CH 6 - Recreation, Library Services and the Arts](#)

[DRAFT CH 7 - Economic Development](#)

DRAFT CH 8 - Housing  
DRAFT CH 9 - Public Facilities and Services  
DRAFT CH 10 - Transportation  
DRAFT CH 11- Estuaries, Coastal Shorelands, & Beaches and Dunes

**2.B City Center Revitalization Comprehensive Plan Amendments.**

Memorandum

Draft Comprehensive Plan Amendments

PowerPoint Presentation from 6.2.25 Council Work Session

Draft City Center Activation Action Plan, dated May 2025

**3. New Business**

**3.A Planning Commission Work Program Update.**

PC Work Program 6-18-25

**4. Adjournment**

# Memorandum

To: Planning Commission  
From: Beth Young  
Date: June 18, 2025  
Re: Comprehensive Plan Summary

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Attached is the Comprehensive Plan Summary, the document that will be online and available at City Hall. This is a reconfiguration of the Comprehensive Plan, not the official City of Newport Comprehensive Plan.

**Here is the disclaimer at the beginning of the Summary (in Chapter 0)**

*This is a summary of the official City of Newport Comprehensive Plan and Amendments. This is not the Newport Comprehensive Plan, and should not be construed to be a replacement or an amendment to the Newport Comprehensive Plan.*

*The intent of this document is to provide an introduction to all of the workings of the City of Newport and to capture the breadth of the Comprehensive Plan in a shorter, simpler and reader-friendly format that will, we hope, facilitate ease of use and fast access to needed information that is in the Newport Comprehensive Plan.*

***Here is how the chapters were moved around:***

<i>Newport Comp Plan Summary Chapter:</i>	<i>Corresponds to Old Chapter</i>
Ch. 1 – Citizen Involvement	8 (b) Admin of the Plan (Citizens section)
Ch. 2 – Land Use Planning	4(c) Newport Peninsula 8(a) Plan Management 8(b) Administration of the Plan
Ch. 3 – Agricultural and Forest Lands	3(b) Forest Lands

Ch. 4 – Natural and Historic Resources	2 Physical and Historical Characteristics 3 Environment
Ch. 5 – Natural Hazards	<section>
Ch. 6 – Recreation, Library Services and the Arts	6(a) Parks and Rec 6(d) Library 6(e) Arts
Ch. 7 – Economic Development	4(b) Economics
Ch. 8 – Housing	4(a) Housing
Ch. 9 – Public Facilities and Services	5 (b) Water supply 5(c) Wastewater 6(b) Fire 6(c) Police
Ch. 10 – Transportation	5(d) Newport TSP
Ch. 11 – Estuaries, Coastal Shorelands, and Beaches & Dunes	7 The Bay Area

#### Attachment

Draft Chapter 0 (Intro)  
 Draft Chapter 1 (Citizen Involvement)  
 Draft Chapter 2 (Land Use Planning)  
 Draft Chapter 3 (Agricultural and Forste Lands)  
 Draft Chapter 4 (Natural and Historic Resources)  
 Draft Chapter 5 (Natural Hazards and Resilience)  
 Draft Chapter 6 (Recreation, Library Services and the Arts)  
 Draft Chapter 7 (Economic Development)  
 Draft Chapter 8 (Housing)  
 Draft Chapter 9 (Public Facilities and Services)  
 Draft Chapter 10 (Transportation)  
 Draft Chapter 11 (Estuaries, Coastal Shorelands, and Beaches & Dunes)

# The Newport Comprehensive Plan Summary: An Introduction

This is a *summary* of the official City of Newport Comprehensive Plan and Amendments. This is not the Newport Comprehensive Plan, and should not be construed to be a replacement or an amendment to the Newport Comprehensive Plan.

The intent of this document is to provide an introduction to all of the workings of the City of Newport and to capture the breadth of the Comprehensive Plan in a shorter, simpler and reader-friendly format that will, we hope, facilitate ease of use and fast access to needed information that is in the Newport Comprehensive Plan.

<photo of Newport>

## **Organization of this Document**

This Plan is organized around Oregon's 19 Statewide Land Use Planning Goals (note: some Statewide Goals do not apply to Newport).

Newport Comp Plan Summary Organization	
<i>Newport Comp Plan Summary Chapter:</i>	<i>Corresponds to Statewide Goal(s):</i>
Ch. 1 – Citizen Involvement	1
Ch. 2 – Land Use Planning	2 and 14
Ch. 3 – Agricultural and Forest Lands	3 and 4
Ch. 4 – Natural and Historic Resources	5 and 6
Ch. 5 – Natural Hazards	7
Ch. 6 – Recreation, Library Services and the Arts	8
Ch. 7 – Economic Development	9
Ch. 8 – Housing	10
Ch. 9 – Public Facilities and Services	11
Ch. 10 – Transportation	12
Ch. 11 – Estuaries, Coastal Shorelands, and Beaches & Dunes	16, 17, 18 and 19

## What are Oregon's Statewide Goals?

In 1973 Senate Bill 100, codified into Oregon Revised Statute 197, changed the face of Oregon and established Oregon's landmark Statewide Land Use Planning Goals. Usually referred to as Statewide Goals, or simply Goals, they are Oregon's mandatory standards for comprehensive planning. Goals set requirements for comprehensive plans and how land use decisions are to be made. They also set standards on how certain types of land are planned and zoned.<sup>1</sup> Each city and county in the state was required to prepare and adopt comprehensive plans consistent with the statewide planning goals approved by the Land Conservation and Development Commission.

## The ABCs of LCDC and DLCD

The Statewide Goals also apply to state agencies when they make decisions affecting land use. The Land Conservation and Development Commission (LCDC) is responsible for adopting rules to interpret the goals and land use planning laws. LCDC is a seven-person panel appointed by the Governor and confirmed by the Senate. The commission meets regularly, and commissioners serve without compensation. The Department of Land Conservation and Development (DLCD) carries out commission decisions and administers other parts of the State of Oregon's land use laws.

<photo: outdoor class like mushrooming, or activity like frisbee golf, surfing, pickleball?>

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<sup>1</sup> "Planning for Natural hazards: Key Elements of a Comprehensive Plan in Oregon's Statewide Land Use Planning Program (Oregon Department of Land Conservation and Development, July 2000)

## Chapter 1 Citizen Involvement (Statewide Goal 1)

*Oregon Statewide Goal 1: “To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.”*

### City Council and Advisory Committees

Per the **Charter of the City of Newport** (2008, Appendix X), The Newport City Council consists of a mayor and six councilors nominated and elected from the city at large. The Council enacts legislative, administrative and quasi-judicial authority by ordinance, resolution or motion. These become incorporated into the Newport Municipal Code, the City of Newport Comprehensive Plan and/or other City documents. The council also appoints the city manager, city attorney and the the municipal judge.

The city council may decide to form boards, commissions, committees or task forces to assist them in carrying out some of their work. Vacancies are filled by appointment of the mayor with confirmation by the Council. Boards and commissions are established, reorganized and sunsetted by ordinance.

All meetings of these groups are subject to the requirements of Oregon public meeting laws, which include prior notice of meetings and agendas, and an opportunity for citizens to submit written comment before, during or after the meeting, or verbally comment at the meeting.

City of Newport  
Statement on Diversity,  
Equity and Inclusion  
(2012)

“The City of Newport is passionate about being and inclusive organization and a community that embraces diversity in ethnicity, race, age, gender identity, sexual orientation, self-identity and perspectives.”

### Planning Commission

The Planning Commission consists of seven Newport residents who are not officials or employees of the city. The Planning commission makes quasi-judicial decisions which may be appealed to the City Council. In 2012 a group of Citizen Advisors to the Planning Commission was established to provide additional citizen input of legislative matters under the Planning Commission’s purview. Vacancies for the Planning Commission and the advisory group are filled by the mayor, with approval by the council. Planning Commission meetings are subject to Oregon public meeting laws.

<photo of PCs in Chamber?>

### Direct Citizen Participation

From time to time, Newport citizens are invited to comment on specific planning projects, studies and City publications by using multiple outreach methods and various measurement tools in order to maximize participation from all Newporters.

## Neighborhood Groups

The City Council offers assistance and guidelines to the establishment of neighborhood groups. In Newport, neighborhood groups are non-governmental, nonprofit organizations limited by geographical lines established by the City Council. They, as any nonprofit serving Newport citizens, may apply for city grants but are independent of the City of Newport.



2024 Poster announcing a Nye Neighbors Association event

## GOALS, POLICIES and IMPLEMENTATION MEASURES: CITIZEN INVOLVEMENT

**Goal:** To involve citizens in the development and implementation of the city's Comprehensive Plan and its implementing ordinances.

**Policy 1:** The city shall develop methods of community outreach that encourage participation in the planning process.

**Implementation Measure 1:** The Planning Commission shall serve as the official citizens' advisory committee to the City Council. Whenever a major change (as determined by the Commission) to the Comprehensive Plan or an implementing ordinance is under

consideration, three persons from the community at large shall be designated by the Planning Commission as a Citizens' Advisory Committee.

**Implementation Measure 2:** The city may promote or assist neighborhood organizations to assist in decision making. When appropriate, the Planning Commission and/or City Council may hold meetings in neighborhoods affected by the issues under consideration.

**Implementation Measure 3:** If an important issue needs study, then the Planning Commission or the City Council may call for the formation of an ad hoc committee. The committee shall be appointed by the Mayor and confirmed by the City Council. Effort shall be made to select persons from different sides of the issue.

**Policy 2:** The city will encourage the participation of citizens in the legislative rather the quasi-judicial stage of plan development and implementation.

**Implementation Measure 1:** The city will make reasonable attempts to contact and solicit input in the formulation of comprehensive plan elements and ordinance provisions. The city may use the neighborhood organizations to discuss specific proposals. The media will be used as much as possible to make citizens aware of city policy and actions.

**Implementation Measure 2:** The city will develop clear and objective standards by which to review development proposals. Those standards should be developed only after a concerted effort by the city to involve citizens in the formulation process.

**Implementation Measure 3:** The city will rely on its staff to administer the plan and ordinances if clear and objective standards can be developed. If, however, administration of a plan or implementing ordinance provision involves a legal, factual, or policy decision, the decision shall be made by the Planning Commission and/or the City Council after adequate public notice to interested or affected persons.

**Implementation Measure 4:** The Planning Commission shall serve as the official Committee for Citizen Involvement. On matters of neighborhood or city-wide significance, the Planning Commission shall make an effort to solicit the input of citizens.

## Chapter 2 Land Use Planning (Statewide Goals 2 and 14)

*Statewide Land Use Goal 2: “To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.”*

*Statewide Land Use Goal 14: “To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.”*

### Comprehensive Plan Amendments

Planning is a process. Because conditions change, the planning process should remain dynamic. Oregon's statewide planning program addresses this need in two ways: first, a “post-acknowledgement review process” where the Department of Land Conservation and Development reviews any amendments to the Comprehensive Plan created by city ordinances and other legislative actions. The DLCDC reviews for compliance with the Statewide Planning Goals. Second, the DLCDC conducts a periodic review program that mandates the maintenance of local comprehensive plans. Cities must submit their plans periodically to the state through the DLCDC which reviews the plans for consistency and compliance with new rules and statutes.

In addition to state requirements, local jurisdictions should have a well-defined review and amendment process. That process should attempt to strike a balance between changing circumstances and the need to provide certainty in the rules. This section presents such a process.

There are two types of comprehensive plan changes: text and map.

#### Text Amendments

Changes to the text of the plan shall be considered legislative acts and processed accordingly. These include conclusions, data, goals and policies, or any other portion of the plan that involves the written word.

#### Map Amendments<sup>1</sup>

There are three official maps within this plan. They are (1) the General Land Use Plan Map (commonly called the “Comp Plan Map”), the Yaquina Bay Estuary and Shorelands Map, and the Ocean Shorelands Map.

Three types of amendments are possible to each of these maps. The first involves wide areas of the map and many different properties, and these are considered major, legislative changes. The second usually involves small areas and affects only a few pieces of property. These amendments are considered minor and are quasi-judicial in nature. The third amendment is an amendment based on a demonstrated error in a map designation of a property or the establishment of boundaries on one of the maps. Errors may

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<sup>1</sup> Map Amendments Section amended by Ordinance No. 1868 (February 17, 2004).

include, but are not limited to cartographic mistakes; scrivener's errors in a description of a designation or boundary; incorrect map designations of property based on an erroneous assumption of property ownership; the need to reconcile conflicts between a comprehensive plan map designation and a zoning map designation of a property; or the need to adjust comprehensive plan designations or boundaries based on the correction of errors in the Urban Growth Boundary under the Newport Comprehensive Plan process for resolution of errors in the Urban Growth Boundary.

Major, minor, and error amendments to any of the three maps shall be processed consistent with the procedure established in Chapter 14.52/"Procedural Requirements" of the Newport Municipal Code. Major, minor, and error amendments to the maps shall be accompanied by findings addressing the following:

A. Major Amendments:

- 1.) A significant change in one or more goal or policy; and
- 2.) A demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities; and
- 3.) The orderly and economic provision of key public facilities; and
- 4.) Environmental, energy, economic, and social consequences; and
- 5.) The compatibility of the proposed change with the community; and
- 6.) All applicable Statewide Planning Goals.

B. Minor Amendments:

- 1.) A change in one or more goal or policy; and
- 2.) A demonstrated need to accommodate unpredicted population trends, housing needs, employment needs or change in community attitudes; and
- 3.) The orderly and economic provision of key public facilities; and
- 4.) The ability to serve the subject property(s) with city services without an undue burden on the general population; and
- 5.) The compatibility of the proposed change with the surrounding neighborhood and the community.

C. Error Amendments:

- 1.) An error was made in the establishment of a map designation or boundary; and,
- 2.) The correction of the error by the amendment of a map designation or boundary is necessary to resolve an issue created by the error.

### Comprehensive Plan Amendments: Initiation

A comprehensive plan text revision may be initiated by the Newport City Council, the Newport Planning Commission, the owner (or his/her authorized representative) of any property included in the urban growth boundary, or any resident. Changes proposed by a property owner or resident shall be initiated by the filing of an application for such change. The application shall be on a form prescribed by the City of Newport. Accompanying the application shall be a fee. The City Council shall from time to time set, by resolution, the fees for comprehensive plan changes. All modifications initiated by a motion of the City Council or an application from a property owner or resident shall be forwarded to the Planning Commission for review and recommendation, who shall review the request and send a recommendation back to the City Council.

## Comprehensive Plan Amendments: Hearings and Notification

All changes shall be considered by the Planning Commission and City Council at public hearings. Notices and other procedural requirements shall be made in accordance with Chapter 14.52/“Procedural Requirements” of the Newport Municipal Code. The City Council shall hear the matter at a regularly scheduled meeting. If the Council approves the request, they shall pass an ordinance reflecting the change. Denial may be made upon a motion duly seconded and passed by a majority of the Council voting.

## Comprehensive Plan Amendments: Findings of Fact

All requests for amendments to the data, text, inventories, graphics, conclusions, goals and policies, or implementation strategies shall be accompanied by findings that address the following:

### A. Data, Text, Inventories or Graphics:

- 1.) New or updated information.

### B. Conclusions:

- 1.) A change or addition to the data, text, inventories, or graphics which significantly affects a conclusion that is drawn for that information.

### C. Goals and Policies:

- 1.) A significant change in one or more conclusion; or
- 2.) A public need for the change; or
- 3.) A significant change in community attitudes or priorities; or
- 4.) A demonstrated conflict with another plan goal or policy that has a higher priority; or
- 5.) A change in a statute or statewide agency plan; and 6.) All the Statewide Planning Goals.

### D. Implementation Strategies:

- 1.) A change in one or more goal or policy; or
- 2.) A new or better strategy that will result in better accomplishment of the goal or policy; or
- 3.) A demonstrated ineffectiveness of the existing implementation strategy; or
- 4.) A change in the statute or state agency plan; or
- 5.) A fiscal reason that prohibits implementation of the strategy.

## Comprehensive Plan Interpretations

It may become necessary from time to time to interpret the meaning of a word or phrase or the boundaries of a map. Whenever such an interpretation involves the use of factual, policy, or legal discretion, a public hearing before the Planning Commission consistent with the procedural requirements contained in Section 2- 6-1 of the Zoning Ordinance (No. 1308, as amended) shall be held.

A ruling for an interpretation shall be approved only if findings are presented that comply with the following: (1)the interpretation does not change any conclusion, goal, policy, or implementation strategy, (2) the interpretation is based on sound planning, engineering, or legal principles, and (3), the interpretation is consistent with the Comprehensive Plan.

## Additional Map Information

The official maps shall be identified by the City Council and shall be on file with the City of Newport's Department of Community Planning and Development. A correct and up-to-date original of each map shall be maintained by the planning department. Regardless of the existence of copies of the official maps that may be made or published, the official maps shall be the final authority for determining boundaries for various districts and features. In the event that an official map becomes damaged, destroyed, lost, difficult to interpret, or outdated, the City Council shall, by ordinance, adopt a new official map, which shall supersede the old one. Adoption of a new official map shall be a legislative matter and shall be processed as such. Where uncertainty exists as to the boundaries of districts shown on the official maps, the following rules shall apply:

A. Boundaries indicated as approximately following the center line of streets, highways, or alleys shall be construed to follow such center lines.

B. Boundaries indicated as approximately following platted lot lines shall be construed as following such lot lines. C Boundaries indicated as approximately following city limits shall be construed as following city limits.

D. Boundaries indicated as following shore lines shall be construed to follow the mean higher high water line of such shore lines. In the event of change in the shore line, the boundary shall be construed as moving with the actual shore line.

E. Boundaries indicated as approximately following the center lines of streams, rivers, canals, lakes, or other bodies of water shall be construed to follow such center lines.

F. Areas below the mean higher high water line or the line of non-aquatic vegetation, whichever is most landward in the estuarine area, shall be considered to be in the estuarine management unit rather than the adjacent shoreland zone.

G. Boundaries indicated as parallel to or extensions of geographic features indicated in subsections 1 through 6, above, shall be so construed.

H. Distances not specifically indicated on the official maps shall be determined by the scale of the map.

## Newport City Limits and the City of Newport Urban Growth Boundary

In Oregon, each city has a defined urban growth boundary (UGB) which determines the direction(s) in which the city will grow. Only areas within a city's UGB can eventually become part of that city. Periodically, UGBs are expanded by the state--usually at a city's request--to accommodate a growing population or other factors.

The Newport urban area includes lands within the city limits. It becomes necessary, however, to identify lands outside those limits that will become available for future growth. With that in mind, the City of Newport and Lincoln County have agreed upon a site-specific boundary that limits city growth until the year 2031: the City of Newport Urban Growth Boundary (UGB)



*Welcome sign on Highway 101 at the Newport City Limits.*

*Newport is surrounded by unincorporated Lincoln County, but some areas adjacent to the City may be annexed into the City with State of Oregon approval.. These are areas within the City's Urban Growth Boundary (UGB).*

The UGB delineates where annexations and the extension of city services will occur. Converting those county lands within the UGB will require coordination between the county, the property owners, and the city. This chapter provides the framework and the policies for those conversions and service extensions. Decision makers can also use this section as a guide for implementation of the urbanizing process.

## GOALS, POLICIES and IMPLEMENTATION MEASURES: LAND USE PLANNING

**Goal: To promote the orderly and efficient expansion of Newport's city limits.**

**Policy 1:** The City of Newport will coordinate with Lincoln County in meeting the requirements of urban growth to 2031.

**Implementation Measure 1:** The adopted urban growth boundary for Newport establishes the limits of urban growth to the year 2031.

- A. City annexation shall occur only within the officially adopted urban growth boundary.
- B. The official policy shall govern specific annexation decisions. The city, in turn, will provide an opportunity for the county, concerned citizens, and other affected agencies and persons to respond to pending requests for annexation.
- C. Establishment of an urban growth boundary does not imply that all included land will be annexed to the City of Newport.

**Policy 2:** The city will recognize county zoning and control of lands within the unincorporated portions of the UGB.

**Implementation Measure 2:** A change in the land use plan designations of urbanizable land from those shown on the Lincoln County Comprehensive Plan Map to those designations shown on the City of Newport Comprehensive Plan Map shall only occur upon annexation to the city.

- A. Urban development of land will be encouraged within the existing city limits. Annexations shall address the need for the land to be in the city.
- B. Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth allowed in the city's plans. Those facilities must be available or can be provided to a site before or concurrent with any annexations or plan changes.

**Policy 3:** The city recognizes Lincoln County as having jurisdiction over land use decisions within the unincorporated areas of the UGB.

**Implementation Measure 3:** All such decisions shall conform to both county and city policies.

- A. Unincorporated areas within the UGB will become part of Newport; therefore, development of those areas influences the future growth of the city. Hence, the city has an interest in the type and placement of that growth. Lincoln County shall notify the city of any land use decision in the UGB lying outside the city limits. The county shall consider recommendations and conditions suggested by the city and may make them conditions of approval.
- B. The city shall respond within 14 calendar days to notifications by the county of a land use decision inside the adopted UGB. The county may assume the city has comments only if they are received inside of that 14 days.

**Policy 4:** The development of land in the urban area shall conform to the plans, policies, and ordinances of the City of Newport.

**Implementation Measure 4a:** The City of Newport may provide water and wastewater services outside the city limits consistent with the policies for the provision of such services as identified in the applicable Goals and Policies of the Public Facilities Element of the Comprehensive Plan.

**Implementation Measure 4b:** Amendments to UGB Boundaries or Policies. This subsection delineates the procedure for joint city and county review of amendments to the urban growth boundary or urbanization policies as the need arises.

- A. Major Amendments:

- 1) Any UGB change that has widespread and significant influence beyond the immediate area. Examples include: Quantitative changes that allow for substantial changes in the population or development density; qualitative changes in the land use, such as residential to commercial or industrial; or changes that affect large areas or many different ownerships.
  - 2) A change in any urbanization policy.
- B. Minor Boundary Line Adjustments: The city and county may consider minor adjustments to the UGB using procedures similar to a zone change. Minor adjustments focus on specific, small properties not having significant impact beyond the immediate area.
- C. Determination of Major and Minor Amendments: The planning directors for the city and county shall determine whether or not a change is a minor or major amendment. If they cannot agree, the planning commissions for the city and county shall rule on the matter. The request shall be considered a major amendment if the planning commissions cannot agree.
- D. Initiation, Application, and Procedure: Individual or groups of property owners, agencies that are affected, the planning commissions, or the city or county governing bodies may initiate amendments. Applicants for changes are responsible for completing the necessary application and preparing and submitting the applicable findings with the application. The planning commissions for the city and county shall review the request and forward recommendations to the Newport City Council and the Lincoln County Board of Commissioners. The city and county governing bodies shall hold public hearings on the request. Amendments become final only if both bodies approve the request.
- E. Findings shall address the following:
- 1) Land Need: Establishment and change of urban growth boundaries shall be based on the following:
    - a. Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and
    - b. Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks and open space, or any combination of the need categories in this subsection.
  - 2) Boundary Location: the location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:
    - a. Efficient accommodation of identified land needs;
    - b. Orderly and economic provision of public facilities and services;
    - c. Comparative environmental, energy, economic, and social consequences; and
    - d. Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.
  - 3) Compliance with applicable Statewide Planning Goals, unless an exception is taken to a particular goal requirement.

- F. Correction of Errors: cartographic mistakes, misprints, typographical errors, omissions, or duplications are technical in nature and not the result of new information or changing policies. If the Newport City Council and the Lincoln County Board of Commissioners become aware of an error in the map or text of this adopted urbanization program, either body may cause an immediate amendment to correct the error. Both bodies must, however, agree that an error exists. Corrections shall be made by ordinance after a public hearing. The governing bodies may refer the matter to their respective planning commissions, but that is not required.

**Policy 5:** The city is responsible for public facilities planning within its urban growth boundary.

## Chapter 3      Agricultural & Forest Lands (Statewide Goals 3 & 4)

*Statewide Land Use Goal 3: To protect farmland for continued production of food and fiber.*

*Statewide Land Use Goal 4: “To conserve forest lands . . . and to protect the state’s forest economy by making possible economically efficient forest practices . . . consistent with sound management of soil, air, water and fish and wildlife resources, and to provide for recreational opportunities . . .”*

An often-cited reason for establishing Oregon’s unique land use system in the early 1970’s was the fear that residential communities—subdivisions—would creep into Oregon’s forests and prime agricultural lands, limiting commercial forestry and agricultural practices and straining Oregon’s economy, environment and overall quality of life. Statewide Goals 3 and 4 were developed in response to these concerns.

### *Agricultural Lands*

The City of Newport’s urban growth boundary (UGB) contains no agricultural lands

### *Forest Lands*

Forest lands comprise more than 90% (572,000 acres) of the total area of Lincoln County. They are the source of raw materials for the county’s leading industry: timber and forest products. Forest lands provide the watersheds necessary for municipal water supplies and for recreation, and they are the principal habitat for big game and spawning and nursery areas for anadromous fish. Consequently, forest lands are a valuable aesthetic, economic, and recreational resource. Within the city’s urban growth boundary (UGB), however, commercial forestry is neither visible nor desired.

*Big Creek Forest Walking Trail, 2014.*



## Economic Importance

The relevance of these holdings to the economic well being and livability of Lincoln County is evident. Forests are a renewable, productive resource of importance not only to the county, but to the state and nation as well. Because of its various interests, the Newport area faces a major challenge in balancing the competing needs for commercial forest uses, outdoor recreation, environmental protection, and urban uses. To this end, Newport has two major tasks in the Comprehensive Plan: First, there must be an identification of those lands that are forest lands; and, second, there must be a determination of the ultimate disposition of those lands during the next 20 years.

## Forest Lands Identified

The criteria for identifying Newport's forest lands are the following:

- > Lands composed of existing and potential forest lands that are suitable for commercial forest uses.
- > Other forested lands needed for watershed protection, wildlife and fisheries habitat, and recreation.
- > Lands where extreme conditions of climate, soil, and topography require the maintenance of vegetative cover irrespective of use.
- > Other forested lands in urban and agricultural areas that provide urban buffers, windbreaks, wildlife and fisheries habitat, livestock habitat, scenic corridors, and recreational use.

This task can be further broken down by identifying those forest lands that are commercial and those that are "other" forest lands where the production of trees is not the primary importance (e.g., open space, watershed protection, habitat, recreation, erosion protection, view, aesthetics, etc.).

With these criteria in mind, the City of Newport has identified the following potential commercial forest lands within the UGB: (Note: other forested lands within the UGB are identified and discussed in other chapters)

- 1.) 80 acres just east of Forest Park (a city park)
- 2.) 75 acres between Highway 20 and the Bay Road
- 3.) 95 acres north of the Newport Municipal Airport
- 4.) 66+ acres north of the airport (owned by the City of Newport)
- 5.) 500+ acres south of Thiel Creek Road

## Summary and Conclusions

The city has determined that all of the above parcels and a number of smaller ones that are privately owned and wooded are either committed to urban development or are needed for urban uses; therefore, because of size, location, proximity to existing or planned public facilities and services, or topography, they are not suitable for commercial forestry uses.

- 1.) Due to location, size, and adjacent conflicting uses, suitable lands are not available for commercial forestry within the City of Newport's urban growth boundary.
- 2.) There are some forest lands within the urban growth boundary that provide aesthetic scenic and environmental qualities.

## GOALS, POLICIES and IMPLEMENTATION MEASURES: AGRICULTURAL AND FOREST LANDS

**Goal:** To conserve where appropriate those forest lands possessing significant aesthetic, scenic and environmental qualities and providing for the conversion of other forested acreage to urban uses.

**Policy 1:** The City of Newport will encourage retaining existing trees and woodlands consistent with the needs of urban development.

**Policy 2:** The city will promote the conservation of existing forest lands having high value aesthetic, scenic, and environmental qualities.

**Policy 3:** Forest lands within city, county, state, and federal parks shall be managed.

**Policy 4:** The inclusion of additional commercial forest lands within the UGB shall occur only upon a finding that the land is needed for urban development.

**Policy 5:** Forested lands in the UGB but outside Newport city limits which may be currently suitable for commercial forest uses may be used for those purposes regardless of current zoning when done in accordance with applicable forest management practices and regulations.

**Policy 6:** Forest lands within the city limits may be used for forestry purposes; however, conflicts with urban uses shall be minimized and preference given to properly developed urban uses in instances of adverse affects on such urban uses.

**Implementation Measure 1:** The city will develop and adopt appropriate management regulations for woodlands with the city limits.

**Implementation Measure 2:** The city will, as a part of reviewing any land use decision before the Planning Commission or City Council, make recommendations for the retention of valued woodlands.

**Implementation Measure 3:** The city will review and study the advisability of mandatory regulations governing vegetative cover, both natural and restored, on development projects prior to the next regularly scheduled periodic review.

**Implementation Measure 4:** Appropriate Zoning Ordinance regulations shall be investigated and considered to promote the conservation of high value recreational and scenic woodlands prior to the next regularly scheduled periodic review.

## Chapter 4      Natural, Historic and Cultural Resources (Statewide Goals 5 & 6)

*Statewide Land Use Goal 5: To protect natural resources and conserve scenic and historic areas and open spaces.*

*Statewide Land Use Goal 6: To maintain and improve the quality of the air, water and land resources of the state.*

### *Natural Resources*

City of Newport Comprehensive Plan, Chapter 2 “Physical Description” lists climactic features, vegetation, and other natural aspects of the City proper and surrounding areas at that time, concluding: “several significant natural areas . . . identified in this section that need protection from urban encroachment.”

### *Air and Water Quality*

Urbanization affects, and usually diminishes, the quality of water bodies and aquifers in and around a city. Increased harmful particulates in the air and noise pollution are usually byproducts as well, diminishing the quality of life for all. Although many of these effects are regulated by the federal and state government, Newport has also enacted policies and implementation measures to ensure that Newport is a healthy and and enjoyable place to live, work, visit or play.

<placeholder for photo(s) of beautiful natural resource in Newport (creek, trees, nature)>

### *Historic Nye Beach and other Urban Design Districts*

In <year> the Newport City Council established the Historic Nye Beach Design Review Overlay. This zone is bounded by the Pacific Ocean to the west; SW/NW Hurbert and NW Brook Streets to the east; NW 12<sup>th</sup> Street to the north; and SW 2<sup>nd</sup> Street to the south. For new construction or structural exterior work within these boundaries, the builder or homeowner must follow either design guidelines or from a menu of design standards. These allow creativity and innovation while also maintaining the unique style, look and feel of this one-of-a-kind neighborhood.

At that time, the City Council also listed five potential urban design districts within the Newport Peninsula: the City Center District, Waterfront District, the Upland Residential District, the East Olive District, and the Oceanfront Lodging/Residential District, while allowing that additional design review districts could be established.

### *Historic and Cultural Resources*

In the 1990's the City compiled a list of historic sites in the City, listed below. All of these sites are shown on the City of Newport Official GIS Map (below) and are included in the City of Newport Comprehensive Plan.

Yaquina Head Lighthouse (850 & 860 NW Lighthouse Drive)

In Yaquina Head Outstanding Natural Area. Owner: US Bureau of Land Management.

116 NW Gilbert Way

Home of composer Earnest Block during his later years. Privately owned.

Jump-Off Joe Rock (west end of NW 11<sup>th</sup> Street)

Eroded-away rock formation, now sandy beach. Owner: Oregon State Parks.

620 SW Alder Street

Once known as "the Castle," this imposing home is a private residence.

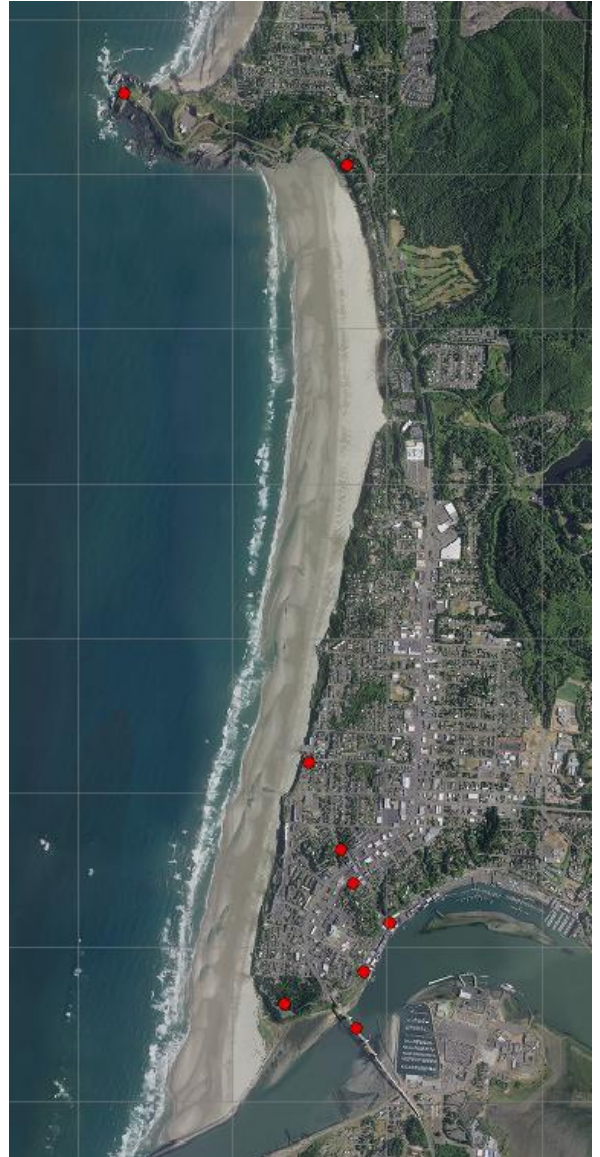
Burrows House Museum (545 SW 9<sup>th</sup> Street)

Owner: City of Newport, leased to the Lincoln County Historical Society.

Log Cabin Research Library (909 SW Fall Street)

Owner: City of Newport, leased to the Lincoln County Historical Society.

*The City of Newport Official GIS Map shows several historical sites (in red) as listed in City of Newport Comprehensive Plan.*



Old Yaquina Bay Lighthouse (842 & 846 SW Government Street)

In 36-acre Yaquina Bay State Recreation Site.  
Owner: Oregon State Parks.

Yaquina Bay Bridge

Owner: Oregon Department of Transportation.

757 SW 13<sup>th</sup> Street

Known as the Royal A. Bensell Home; privately owned.

U.S. Coast Guard Station (925 SW Naterlin Drive)

Owner: US Coast Guard District 13.

300 block, SW Bay Boulevard

Site of Abbey (later Bayview) Hotel, now demolished.



*The old Yaquina Bay Lighthouse welcomed tired seafarers to Yaquina Bay, 1871-1874. It was decommissioned shortly after the Yaquina Head Lighthouse, four miles to the north, was built.*



*1920's postcard of the Abbey Hotel on the Bayfront (now gone)*

267 NW Cliff Street

Landmark 1910 Oceanfront Hotel. Formerly the New Cliff House, The Gilbert, the Sylvia Beach Hotel, and in 2025, the Hotel Sylvia.

Old Oddfellows Hall (720 SW Hurbert Street)

Imposing building sitting on the corner of the North Coast Highway and SW Hurbert Street since 1918.  
Privately owned.

520 SW 2<sup>nd</sup> Street

Built in 1900, this house was a private residence, then The Oar House, a bed-and-breakfast. Currently a privately-owned residence.

“The Grand” or the 1886 Building (618 SW Bay Boulevard)

Building demolished in 2023.

Pacific Maritime Heritage Center (333 SE Bay Boulevard)

Large former residence and nightclub looking over the Yaquina Bay since 1910. Currently the Pacific Maritime Heritage Center, owned and operated by the Lincoln County Historical Society.

## HISTORIC DISTRICTS

“... the Bayfront and the Nye Beach areas are two potential historic districts. No specific study and determination has been made, but the importance of those two areas for their historic significance suggests that the city should explore the possibility of designating them as historic districts.”

## CULTURALLY SIGNIFICANT SITES

“As for archaeological sites, all of the Newport Planning area falls within the "high density" archaeological site density classification shown in the 1976 Lincoln County Statewide Inventory of Historic Sites and Buildings. In addition, the state archaeologist has said that areas as far as five miles upstream on all streams and rivers emptying into the ocean are archaeological sensitive areas.”

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--1993 City of Newport Comprehensive Plan  
(Appendix X)

## GOALS, POLICIES and IMPLEMENTATION MEASURES: NATURAL, HISTORIC AND CULTURAL RESOURCES

### Natural Resources

**Goal: To protect and, where appropriate, enhance the natural and scenic beauty of the Newport area.**

**Policy 1:** All state, county, and city parks within the Newport urban growth boundary shall be protected with appropriate zoning.

**Policy 2:** The City of Newport shall develop and, when necessary, update the Parks and Recreation Plan contained in this comprehensive plan. Park land acquisition and development shall be consistent with this plan.

**Policy 3:** Identified natural and scenic areas of exceptional value shall be protected. The city shall use the adopted comprehensive plan for an inventory of such areas. The city shall study appropriate regulations consistent with this policy (i.e., as it deals with private property).

**Policy 4:** The City of Newport shall participate with local, state, and federal agencies to meet environmental statutes.

**Goal: To protect and, where practical, enhance identified environmentally sensitive areas.**

**Policy 1:** Identified environmentally sensitive areas shall be mapped on the Ocean Shorelands Map.

**Policy 2:** Residential development and commercial and industrial buildings shall be prohibited on active foredunes, conditionally stable foredunes that are subject to ocean undercutting or wave overtopping, and beaches and deflation plains that are subject to ocean flooding. Other development in these areas shall be permitted only if the findings required in Policy 8, below, are met and it is demonstrated that the proposed development: (a) is adequately protected from any geologic hazards, wind erosion, undercutting, ocean flooding and storm waves; and (b) is designed to minimize adverse environmental effects.

**Policy 3:** Foredunes shall not be breached by non-natural causes except in an emergency and shall be restored after the emergency by the party causing the breach.

**Policy 4:** The city shall cooperate with federal and state agencies, private individuals, and others in the determination of natural areas.

**Policy 5:** The city will complete the Goal 5 process for wetlands identified on the U.S. Fish and Wildlife Service Wetland Inventory maps by the next regularly scheduled periodic review.

**Policy 6:** The criteria for review of all shore and beach front protective structures shall provide that: (a) visual impacts are minimized; (b) necessary access to the beach is maintained; (c) negative

impacts on adjacent property are minimized; and (d) long-term or recurring costs to the public are avoided.

**Policy 7:** Significant shoreland and wetland biological habitats and coastal headlands shall be protected. Uses in these areas shall be consistent with the protection of natural values.

**Policy 8:** Development in beach and dune areas other than older, stabilized dunes shall only be permitted if the following issues are examined and appropriate findings are made: (a) the type of use proposed and the adverse effects it might have on the site and adjacent areas; (b) temporary and permanent stabilization programs and the planned maintenance of new and existing vegetation; (c) methods for protecting the surrounding area from any adverse effects of the development; and (d) hazards to life, public and private property, and the natural environment that may be caused by the proposed use.

**Policy 9:** Excavations and fill shall be limited to those minimal areas where alteration is necessary to accommodate allowed development. Cleared areas, where vegetation is removed during construction, shall be revegetated or landscaped to prevent surface erosion and sedimentation of near shore ocean waters.

**Goal: To protect the air quality of the Newport area while maintaining a climate conducive to economic growth.**

**Policy 1:** The City of Newport will comply with state and federal agencies, especially the Department of Environmental Quality and the Environmental Protection Agency, to assure a continued high level of air quality.

**Goal: To maintain a level of water quality that is consistent with state and federal regulations.**

**Policy 1:** The Department of Environmental Quality has identified major water table areas with sensitive aquifers within the Newport urban growth boundary. A program to regulate these areas has not yet been developed by the DEQ. Once a program is developed, the city will comply with DEQ to carry out this program.

**Policy 2:** Any development will be required to leave some amount of permeable surface as required by the Zoning Ordinance (Newport Municipal Code)

**Goal: To cooperate with the state and federal agencies responsible for noise regulation.**

**Policy 1:** The City of Newport recognizes that noise can cause problems, thereby affecting the livability of the city. The city will cooperate and comply with state and federal agencies responsible for the enforcement of state and national regulations regarding noise.

**Policy 2:** The City may consider noise issues as appropriate in the land use process by including noise nuisance issues within land use approval criteria.

**Goal: To conserve energy.**

**Policy 1:** The City of Newport shall encourage energy conservation through strict enforcement of Uniform Building Code energy efficiency standards.

**Policy 2:** The city shall cooperate with energy utilities in their energy conservation programs.

**Policy 3:** The city will encourage the use of forms of transportation (e.g., bicycles and mass transit) that are more energy efficient.

**Policy 4:** The city will encourage neighborhood commercial areas in order to conserve energy.

**Policy 5:** The city shall encourage the location of high density residential areas near high capacity transportation corridors in order to achieve greater energy efficiency.

### Wetlands

**Goal: To identify and regulate identified wetlands consistent with state and federal laws.**

**Policy 1:** The city will coordinate with state and federal agencies in the delineation and regulation of wetlands.

**Policy 2:** The city shall, until more detailed information is developed, use the South Beach wetland study, the National Wetland Inventory, and other official sources for the identification of wetlands. That information shall be used to guide property owners in the development of their property.

**Implementation Measure 1:** The city shall complete the wetland study for South Beach. The study may be the basis for a wetland conservation plan consistent with state law.

**Implementation Measure 2:** The city will conduct a complete inventory of wetlands within the UGB prior to the next Periodic Review, subject to budgetary and time restraints.

### Aggregate and Mineral Resources

**Goal: To protect the Iron Mountain Quarry and allow conflicting uses, subject to the limitations and development criteria contained in the City of Newport Zoning Ordinance.**

**Policy 1:** The city shall create an Iron Mountain Impact Area where limitations and development criteria shall be introduced. The development criteria shall be established to balance the need to protect the resource site and development rights of property within the impact area, and the criteria shall be both clear and objective.

**Policy 2:** Any City of Newport urban growth boundary amendment within Lincoln County's Iron Mountain Impact Area shall address this section and Goal 5 of the Statewide Planning Goals. Adequate findings of fact that speak to all the criteria shall be made before any urban growth boundary modification may be made.

## Historic and Cultural Resources

**Goal: To maintain and preserve identified historic and cultural resources; encourage private and public efforts aimed at preservation; provide public information concerning the city's historic resources; and provide public access to important historic cultural sites where appropriate and possible.**

**Policy 1:** The City of Newport shall work with the Lincoln County Historical Society and the State Advisory Committee on historic preservation, as well as with local residents to maintain and update the inventory of historically and culturally significant resources.

**Policy 2:** The City of Newport shall cooperate with the Lincoln County Historical Society and the Chamber of Commerce in the establishment of historical markers and information to increase awareness of Newport's historic background.

**Policy 3:** The City of Newport may consider the creation of historic districts, property acquisition, ordinance provisions, tax benefits, and other incentives to facilitate the preservation of an historic area.

**Policy 5:** The bayfront and the Nye Beach areas shall be considered for historic district status. The Goal 5 analysis and possible ordinance development will be completed by the next regularly scheduled periodic review.

**Policy 4:** The City of Newport shall encourage property owners making alterations to identified historic structures to maintain their historic value. The Planning Commission will review all proposals for modification or alteration to structures designated in the inventory as having historical significance. In determining whether or not the proposal complies with this policy, the following shall be considered by the Planning Commission in their review: (a) is the proposed use or alteration compatible with the historic nature of the structure? and (b) will the proposed alteration to the exterior of the structure maintain its historic value?

**Policy 6:** The City of Newport shall protect Mike Miller Park and allow conflicting uses as outlined in this section.

## Chapter 5 Natural Hazards & Resilience (Statewide Goal 7)

*Statewide Land Use Goal 7: To protect people and property from natural hazards.*

Newport has gorgeous ocean views, a picturesque harbor, dramatic wooded ravines and hillsides, and an evergreen forest--all within its city limits. Unfortunately most of this beauty comes with the threat of natural disasters which can endanger lives, destroy property, disrupt basic services and contribute to long-term environmental degradation.



*The Yaquina Bay is home to The Port of Newport International Terminal, active commercial and recreational marinas, Oregon State University research vessels, National Oceanic and Atmospheric Administration's (NOAA) Pacific Fleet, and US Coast Guard Station Yaquina Bay's rescue and support vessels. A near-shore or Cascadia earthquake event could trigger a tsunami that would endanger lives and cause extensive property damage. (Photo courtesy of the Port of Newport)*

Every five years Lincoln County updates its **Multi-Jurisdictional Natural Hazards Mitigation Plan** (Appendix X) to prepare for the long-term effects resulting from hazards. The Plan summary states: "it is impossible to predict exactly when these hazards will occur, or the extent to which they will affect the community. However, with careful planning and collaboration among public agencies, private sector organizations and citizens within the community, it is possible to create a resilient community that will benefit from long-term recovery planning efforts.

Newport's hazard mitigation plan, the **City of Newport Addendum to the Lincoln County Multi-Jurisdictional Hazard Mitigation Plan** ("Mitigation Plan," Appendix X), is updated every five years by the City of Newport with the University of Oregon's Oregon Partnership for Disaster Resilience. This process includes coordination between City departments and other groups to determine the City's Mitigation Strategy, which includes specific action items, lead assignments, relative costs (high, medium, low) and estimated timeframe.

### *Newport Hazard Mitigation Plan Mission Statement*

*To promote public policy and mitigation activities which will enhance the safety to life, and property from natural hazards.*



*Left: Remnants of a failed condominium foundation at "Jump-Off Joe" a geologically unstable headland north of the Nye Beach neighborhood. (Source: Oregon Coast Beach Connection, 2021)*

*Below: City's 2024 GIS Aerial Photo shows ruins are within the DOGAMI-designated "Bluff Erosion Zone" (in pink).*

*DOGAMI is the Oregon Dept. of Geology and Mining Industries.*



The Newport Mitigation Plan includes an inventory of assets including historic sites, recreational amenities and attractions, critical facilities and transportation routes, and a hazard analysis. Newport's potential hazards listed in the 2020-2025 Plan are: windstorm, winter storm (snow/ice), landslide, earthquake (Cascadia), local tsunami, coastal erosion, drought, coastal flood, riverine flood, wildfire, distant tsunami, tornado, crustal earthquake, and volcanic events.

The 1993 City of Newport Comprehensive Plan, Chapter 3 "Environment" includes detailed studies, inventories and maps of potential environmental hazards and nuisances in the City of Newport. The 1993 Chapter 3 is included in this chapter by reference and is in the Appendix as "Former Chapter 3".

## GOALS, POLICIES and IMPLEMENTATION MEASURES: NATURAL HAZARDS AND RESILIENCE

**Goal: To protect life and property, to reduce costs to the public, and to minimize damage to the natural resources of the coastal zone that might result from inappropriate development in environmentally hazardous areas.**

**Policy 1:** In areas of known hazards, the City of Newport shall require a site evaluation of the potential dangers posed by environmental hazards prior to city review and approval of a proposed development. It shall be the applicant's burden to show that construction in an environmentally hazardous area is feasible and safe. Site investigations in geologic hazardous areas shall be prepared by a registered geologist or engineer.

**Policy 2:** The city shall maintain and, where necessary, update ordinances that control development in an environmentally hazardous area.

**Policy 3:** Where hazardous areas are not specifically identified but a potential hazard may exist, the City shall establish procedures within its land use regulations to require a site-specific analysis tool, such as a geologic report.

**Policy 4:** The city shall continue its participation in the Flood Insurance Program administered by the Federal Emergency Management Agency.

**Policy 5:** Development within the Ocean Shorelands Boundary, as identified on the Ocean Shorelands Map, shall comply with development criteria established within the Zoning Ordinance, except to the extent development is permitted in accordance with the variance procedures of the Zoning Ordinance (Newport Municipal Code). The city shall, from time to time, evaluate those regulations to assure compliance with city goals.

**Policy 6:** Nonstructural solutions to problems of erosion or flooding shall be preferred to structural solutions. Where flood and erosion-control structures are shown to be necessary, they shall be designed to minimize adverse impacts on water currents, erosion, and accretion patterns.

**Policy 7:** Engineering solutions or other measures to provide appropriate safeguards shall be required prior to issuance of building permits in identified hazardous areas if required by a geological report.

**Policy 8:** The City of Newport will utilize DOGAMI's (Oregon Department of Geology and Mining Industries') Tsunami Inundation Maps as the basis of a zoning overlay to guide the placement of new essential and special occupancy structures and develop related tsunami hazard resiliency measures.

**Policy 9:** Enact building codes to enhance resiliency of structures within tsunami inundation areas, with an emphasis on those serving high-risk populations or that are necessary for post tsunami recovery.

**Policy 10:** Provide for the development of vertical evacuation structures in areas where reaching high ground is impractical.

**Goal: Promote public education of known hazards, and facilitate orderly and expedient evacuation of residents and visitors in response to a catastrophic event.**

**Policy 1:** Periodically update, implement, and refine natural hazard mitigation and emergency operations plans, and ensure city ordinances and regulations respond to plan recommendations.

**Policy 2:** Encourage and support hazard education, outreach, training and practice.

**Policy 3:** Develop robust and redundant evacuation routes that are well signed and integrated with evacuation assembly areas, shelters and supply caches.

**Policy 4:** Collaborate with local, state, and federal partners to effectively leverage resources and establish a culture of preparedness supporting evacuation route planning to minimize risk and maximize hazard resiliency.

*Statewide Land Use Goal 8: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of recreational facilities, including destination resorts.*

<intro text>

<photo space>

<Caption>

## GOALS, POLICIES and IMPLEMENTATION MEASURES: RECREATION, LIBRARY SERVICES & THE ARTS

### RECREATION

**Goal: Provide a Park System that is visually attractive and well-maintained and that can continue to be maintained and improved in a financially and environmentally sustainable manner over time.**

**Policy 1:** Promote beautification and enhanced stormwater management through the use of climate-appropriate, ocean friendly design and landscaping.

**Implementation Measure 1:** Utilize low impact development practices when making park improvements, including retaining native vegetation, minimizing impervious surfaces, selecting pervious materials for paved parking areas, walkways, and hardscaping, and creating rain gardens and bioretention facilities.

**Policy 2:** Ensure that vegetation used in the City’s parks and open spaces be able to withstand local weather and climatic conditions and be as inexpensive and resource-efficient as possible to maintain.

**Implementation Measure 1:** Develop and periodically update a written manual for the care, preservation, pruning, planting, replanting, removal, and disposition of trees and plantings in parks, along public streets, and in other public places.

**Implementation Measure 2:** Train parks maintenance personnel in fundamentals of landscape and grounds maintenance.

**Policy 3:** Consider materials, durability, accessibility, maintenance needs, and lifecycle costs when making decisions about, and budgeting for, proposed improvements and expansions to park and recreation facilities, including restrooms.

**Implementation Measure 1:** Use durable, weather-resistant, environmentally friendly materials for park facility furnishing and amenities to **reduce repair and replacement frequency and costs.**

**Implementation Measure 2:** Develop City standards for site furniture and wayfinding to ensure signage is consistent throughout the city and furnishings are durable, consistent, and attractive. Coordinate with City committees as part of these efforts.

**Implementation Measure 3:** Develop a City policy for memorial items that includes considerations for long-term maintenance.

**Policy 4:** Explore options for how to most efficiently allocate, organize, and budget for adequate staffing to meet desired service levels.

**Implementation Measure 1:** Identify and develop metrics to track quality of service as relates to Park and Recreation Department staffing levels and to assess productivity and quality of parks maintenance.

**Implementation Measure 2:** Use established metrics to assess and make informed decisions about adequacy of current Parks Maintenance and Park and Recreation staffing levels and to determine how to most efficiently allocate Parks Maintenance staffing resources.

**Implementation Measure 3:** Leverage temporary employees as a costeffective way to meet peak season needs.

**Implementation Measure 4:** Consider implementing an online form or hotline for parks maintenance requests.

**Policy 5:** Secure funding for capital improvement projects and maintenance needs identified in the Park System Master Plan.

**Implementation Measure 1:** Include Park System Master Plan capital projects on the list of capital improvement projects eligible to be funded with SDC revenues, where such projects are needed to accommodate future community growth. Assess viability of increasing Parks SDC collections to provide additional funding for capital projects.

**Implementation Measure 2:** Initiate a process to define and prioritize objectives for park and recreation fee pricing to arrive at a set of cost recovery targets. Consider conducting a concurrent market assessment to identify going market rents for comparable facilities in the City's market area.

**Implementation Measure 3:** Be proactive about negotiating development agreements within Urban Renewal Areas in the interest of leveraging partnerships with private developers to create new park spaces.

**Implementation Measure 4:** Utilize visitor revenues to help fund development and maintenance of park and recreation facilities.

**Implementation Measure 5:** Leverage matching grants and community partnerships to supplement City funding.

**Implementation Measure 6:** Conduct a cost-benefit analysis of hiring a **part-time grant writer**.

**Implementation Measure 7:** Explore the creation of a Parks District funded by local property taxes and/or service fees to provide parks, open spaces, trails, and community programs within the district.

**Policy 6:** Maintain capital reserves to replace or make major repairs to Cityowned park and recreational facilities.

**Implementation Measure 1:** Establish the total value of parks and recreational assets, including park equipment and improvements, and conduct analyses to estimate each asset's full life cycle costs. Set replacement reserve targets at an annualized level commensurate with cost estimates, using ten percent of each asset's operating revenue as a recommended benchmark.

**Policy 7:** Work with community stakeholders, including neighbors, the Chamber of Commerce, and service organizations, to encourage volunteer maintenance of City parks and trails, including regular litter pickup and quarterly or annual invasive vegetation removal.

**Implementation Measure 1:** Evaluate the potential benefits and required resources needed to implement an organized volunteer program, and determine whether the City has the capacity to implement the program.

**Implementation Measure 2:** Develop formal agreements regarding maintenance commitments and duration from partners and volunteers, including a liability waiver component.

**Goal: Incorporate and develop a system of multi-use trails offering opportunities for a full range of activities and ability levels.**

**Policy 1:** Maintain and expand the multi-use path and trail system.

**Implementation Measure 1:** Identify opportunities within the city for creating non-motorized connections to existing and planned trails.

**Implementation Measure 2:** Identify the need for trailhead facilities (e.g., parking areas, wayfinding signage, trash receptacles, etc.) and ongoing

maintenance in connection with planning for future trails.

**Implementation Measure 3:** Prepare a more detailed plan for the City's trail system, including classes of trails, trailheads, wayfinding and signage, parking areas, and other amenities.

**Implementation Measure 4:** Establish a City trail-building and maintenance program that provides opportunities for volunteer involvement.

**Implementation Measure 5:** Develop connector trails that provide direct bicycle and pedestrian access from neighborhoods, visitor destinations, schools, and parks onto the City's major trail networks.

**Implementation Measure 6:** Develop a maintenance program for the Bayfront boardwalks.

**Policy 2:** Work with airport staff to identify, map, and further describe opportunities for community use of trails and other facilities on airport property in a manner consistent with the Airport Master Plan.

**Implementation Measure 1:** Develop a formal agreement regarding scope of permissible community use of, and future improvements to, trails on airport property.

**Implementation Measure 2:** Partner in securing easements across intervening properties between the airport and existing or planned trails and other recreational facilities.

**Implementation Measure 3:** Coordinate tree clearing and brushing outside the runway protection zone with potential trail expansion opportunities.

**Policy 3:** Coordinate with community groups on proposed plans for development and maintenance of trails.

**Implementation Measure 1:** Encourage trail advocates to create a formal organization such as a 501(c)(3) non-profit which could enter into an agreement with the City to commit to initial trail-building and future maintenance activities.

**Goal: Meet a full range of indoor and outdoor recreational needs for all ages by including opportunities and facilities for active and passive recreation, sports, socializing, environmental and cultural education, and enjoyment of nature.**

**Policy 1:** Serve all areas of the city in an equitable and effective manner.  
Implementation Measure 3.1.1: Work with private developers to identify, dedicate, and improve park areas as part of future development projects, with a focus on providing additional park and recreational facilities that meet

residents' needs and are consistent with the Vision and Goals of the Park

**Policy 2:** Focus City and other local resources on meeting the needs of residents while also appealing to visitors.

**Implementation Measure 1:** Identify potential sites, acquisition and operating costs for future development of City owned multi-purpose fields.

**Implementation Measure 2:** Develop new informational materials for residents and visitors about City parks and trails.

**Policy 3:** Provide amenities within facilities to meet users' basic needs such as drinking fountains, restrooms, benches, shelters, and flexible open lawn areas.

**Policy 4:** Develop and maintain accessible, all-weather facilities to accommodate small and large group gatherings throughout the year, including picnic shelters, plazas, and other public gathering spaces.

**Policy 5:** Ensure that facilities are planned, designed, and constructed to be safe, easy to maintain, inclusive, and accessible to individuals of all ages, abilities, backgrounds, and income levels.

**Implementation Measure 1:** Periodically evaluate community perceptions of, and any gaps in, safety, accessibility, and maintenance of facilities through surveys, evaluation forms, and community outreach.

**Implementation Measure 2:** Develop recommendations related to siting, design, implementation, and management of new community gardens with a focus on providing accessibility to individuals of all ages, abilities, backgrounds, and income levels.

**Policy 6:** Take an active role in coordinating with field users to help develop and implement a coordinated approach to scheduling, use, and improvement of local playing fields

**Goal: Maintain and improve public access to the beach and improve recreational access to the Bay, including enhancements for people with limited mobility.**

**Policy 1:** Acquire land or easements to create beach access points in areas where there are currently gaps, and to improve existing access that is in poor condition.

**Implementation Measure 1:** Seek opportunities to acquire property through the County's tax foreclosure process, depending on the location, cost of access, and physical conditions or constraints of the subject property.

**Policy 2:** Pursue opportunities to make accessibility improvements and provide informational signage around beaches and the Bay through strategic partnerships.

**Goal: Sustain and enhance partnerships with local community groups and other public agencies, including Lincoln County, the Lincoln County School District, Oregon Parks and Recreation Department (OPRD), the Port of Newport, and others to integrate and manage recreational resources in a collaborative and cost-effective manner.**

**Policy 1:** Cooperate and coordinate in long-range planning for enhancements to park and trail facilities that are jointly used by residents and visitors, including proposed improvements at Yaquina Bay State Park, the County Commons, the Port of Newport, the Agate Beach State Recreation Site, and South Beach State Park.

**Implementation Measure 1:** Partner in acquiring land for or constructing facilities intended for community use within or adjacent to OPRD facilities.

**Implementation Measure 2:** Partner in pursuing grants and funding opportunities for improvements to jointly used park, trail, and recreation facilities.

**Policy 2:** Support plans for development of multi-purpose playing fields and a play area at the County Commons site.

**Implementation Measure 1:** Engage community members and neighboring residents, including families with children, to identify priority needs for the proposed multi-purpose playing fields and play area at the County Commons.

**Policy 3:** Support local organizations in their commitment of labor and resources to help improve and maintain playing fields.

**Implementation Measure 1:** Provide technical support in determining the most cost-effective design for future improvements to existing and new fields.

**Policy 4:** Partner with School District on use of expertise, labor, and equipment in making improvements to City fields.

**Policy 5:** Work together with local partners to schedule joint use of playing fields and facilities in an equitable, efficient manner.

**Implementation Measure 1:** Regularly review and update joint use agreements with community partners approximately every three to five years.

**Implementation Measure 2:** Establish a set of procedures for allocating and scheduling use of fields by local sports teams and/or other community members concurrent with development of the proposed multi-purpose open space at the Agate Beach State Recreation Site and

**Goal: Preserve and maintain large contiguous natural areas for use as open space, wildlife habitat, and passive recreation areas.**

**Policy 1:** 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.

**Implementation Measure 1:** Develop a management plan for open space and passive recreational areas, emphasizing that any development in these areas be done in an environmentally friendly and sustainable manner.

**Implementation Measure 2:** Assess whether or not the City should establish open space provisions tied to large scale development in code.

#### LIBRARY SERVICES

**Goal:** To be a place that stimulates the imagination, invites and enables lifelong learning and creates young readers.

**Policy 1:** The City will provide programs for teens and adults that stimulate the imagination.  
Strategies:

**Implementation Measure 1:** Involve teens and adults in a Stimulate the Imagination initiative. Provide a sponsor or funding for the design of one or more programs and events for teens and adults.

**Implementation Measure 2:** Develop partnerships with schools, churches, clubs, recreation centers, homeschool groups, etc. to promote Library sponsored activities to teens.

**Implementation Measure 3:** Establish advertising activities to promote programs through newsletters, brochures, social media, etc.

**Implementation Measure 4:** Evaluate teen and adult collections to reflect changing interests, keeping those collections fresh and up-to-date.

**Policy 2:** The City will make available early literacy programs for all children from birth to age five.

**Implementation Measure 1:** Insure staffing is sufficient to provide programs and services to children inside the Library.

**Implementation Measure 2:** Implement a plan to work with early childhood service providers to enable children age 0-5 to visit the Library.

**Implementation Measure 3:** Implement a plan to work with families to enable children age 0-5 to visit the Library.

**Implementation Measure 4:** Increase awareness and online tools and resources for this age group and their families through orientations and classes at the Library.

**Policy 3:** The City will provide Hispanic residents and families a Library that is welcoming and enriching.

**Implementation Measure 1:** Initiate an informal group of Hispanic residents to advise the Library regarding collections, programs, communication channels and outreach avenues.

**Implementation Measure 2:** Hire bi-lingual and bicultural staff and/or recruit bi-lingual and bicultural volunteers to assist Hispanic patrons.

**Implementation Measure 3:** Broaden collections that appeal to various Hispanic cultures.

**Implementation Measure 4:** Advertise the Library and its programs and services in Spanish.

**Implementation Measure 5:** Conduct regular orientations and programs in Spanish for adults, children and families.

**Implementation Measure 6:** Provide computer classes in Spanish.

**Policy 4:** The City will continually improve its ability to deliver library services in the library and online using up-to-date technology.

**Implementation Measure 1:** Implement self-check, kiosk vending and PC management software and keep all software and hardware updated.

**Implementation Measure 2:** Advocate for greater depth in the City Information Technology Department.

**Implementation Measure 3:** Use current assessment programs to set IT baselines to identify strengths and inadequacies.

**Implementation Measure 4:** Set technology baselines for staff and develop a training program to keep staff current on emerging technologies.

**Implementation Measure 5:** Create a technology tub program that allows staff access to new devices as they become part of the mainstream IT world.

**Implementation Measure 6:** Redesign the website and online catalog so they are accessible for a broad range of devices and user languages.

**Implementation Measure 7:** Increase technology budget that allows for flexibility to meet changing technology needs.

**Goal: The Library Facility is a gathering place for individuals and groups.**

**Policy 1:** The City will provide its citizens with an attractive and adequately sized facility where they can utilize the collections, programs and activities to their benefit and satisfaction.

**Implementation Measure 1:** Carry out consultant recommendations by implementing a light remodel during FY 14-15.

**Implementation Measure 2:** Develop a timeline and funding plan for implementation of long-term building needs as pointed out in the consultants, “Interior Space Planning and Space Needs Recommendations” during FY 15-16.

**Implementation Measure 3:** Initiate a capital campaign for the Library in FY 17-18.

**Implementation Measure 4:** Commission a Building Program and Conceptual Design for a 22,400-26,500 square foot Library during FY 17-18.

**Implementation Measure 5:** Outline an architectural process and timeline for the construction of an expanded or new Library by FY 18-19.

**Policy 2:** The City will actively promote the strategic plan through partnerships, marketing and public information campaign.

**Implementation Measure 1:** Engage a strategic communications/public relations/marketing consultant or qualified staff to develop a targeted outreach plan in support of all library service goals

**Implementation Measure 2:** Regularly survey citizens; adjust, add, or replace services and programs in response to feedback.

#### ENTERTAINMENT & THE ARTS

**Goal:** To assure access to the arts for all citizens through the provision of appropriate facilities for Newport's many artists and support for a variety of arts programs.

**Policy 1:** The City of Newport will continue to work with the various art groups to provide adequate buildings.

**Policy 2:** The City of Newport will provide maintenance and operation subsidies, subject to City budgeting constraints.

## Chapter 7 Economic Development (Statewide Goal 9)

*Statewide Land Use Goal 9: “To provide adequate opportunities throughout the state for a variety of economic activities vital the health, welfare, and prosperity of Oregon’s citizens.”*

The City of Newport is required by law to submit to the state an economic opportunities analysis (EOA)--an inventory and analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends.<sup>1</sup> The EOA for the City of Newport, “Commercial and Industrial Buildable Lands Inventory and Economic Opportunities Analysis” (ECONorthwest, 2012) is included in this document by reference and is Appendix X. Much of this report is included in the 1993 City of Newport Comprehensive Plan, Chapter 4, Economy, which is included by reference in this chapter as Former Chapter 4, Economy, in Appendix X.

<add photo>

<Caption>

The primary goals of the 2012 EOA are: to project the amount of land needed to accommodate the future employment growth within Newport’s Urban Growth Boundary between 2012 and 2032; to evaluate the existing employment land supply within the Newport UGB to determine if it is adequate to meet that need; and to fulfill state planning requirements for a twenty-year supply of employment land.<sup>2</sup>

### GOALS, POLICIES and IMPLEMENTATION MEASURES: ECONOMIC DEVELOPMENT

**Goal: To create conditions that are attractive to the growth of existing business[es] and attract new businesses to Newport to create jobs.**

**Goal: To provide appropriate workforce and entrepreneurial training opportunities to meet the needs of Newport’s target industries.**

**Goal: [To] provide and adequate number of sites of suitable sizes, types and locations to accommodate a variety of economic opportunities over the planning period.**

**Goal: [To] make investments in public facilities to support the target industries.**

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<sup>1</sup> Oregon Administrative Rule 660-009

<sup>2</sup> Paraphrased from “Commercial and Industrial Buildable Lands Inventory and Economic Opportunities Analysis” (ECONorthwest, 2012)

## Chapter 8 Housing<sup>1</sup> (Statewide Goal 10)

*Oregon Statewide Goal 10: “To provide for the housing needs of citizens of the state.”*

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### Background

Newport has changed considerably since it last adopted its Housing Element of its Comprehensive Plan in 2011. Newport grew from 9,989 people in 2010 to 10,591 people in 2021, an addition of 602 people or 6% growth. Between 2012 and 2021 the City of Newport permitted 396 new units, of which 45% were for single-family units and 55% were for multifamily units.

Housing has long been unaffordable for many in Newport and the surrounding region and has become harder to afford for many people over the last decade. In 2000, 36% of households in Newport were cost burdened and by 2016-2020, 40% of households were cost burdened. Cost burden was most common among renters, 53% of whom were cost burdened in 2016-2020 and 27% of whom were severely cost burdened.

Homeownership is also becoming less affordable in Newport and the surrounding region. The median sales price of housing in Newport in December 2021 was \$403,500. Between December 2016 to December 2021, the median sales price in Newport increased by \$198,000 (96%).

A *Newport Housing Capacity Analysis Report* (HCA) for the years 2022 to 2042 is enclosed as Appendix “D” to the Comprehensive Plan. It considers these issues and is intended to comply with statewide planning policies that govern planning for housing and residential development, including Goal 10 (Housing) and OAR 660 Division 8. The methods used for this study generally follow the *Planning for Residential Growth* guidebook, published by the Oregon Transportation and Growth Management Program (1996).

The HCA is focused on the technical analysis to understand Newport’s housing needs over the next 20 years. It presents information about buildable land and residential capacity in Newport, as well as expected population and housing growth. Further, the HCA identifies key housing needs and provides information necessary to develop policy responses to address the identified housing needs. A document titled *Newport Housing Production Strategy* contains policies and actions developed by the City using the information from the Housing Capacity Analysis.

Technical analysis contained in the HCA was informed by a range of assumptions that influenced the outcomes. The City of Newport and ECONorthwest solicited input about these assumptions from the City’s Project Advisory Committee, Planning Commission, City Council, and the public. Local review and community input were essential to developing a locally appropriate and

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<sup>1</sup> Section replaced in its entirety by Ordinance No. 2207 (3/6/23)

politically viable HCA that will serve as the technical basis for the *Newport Housing Production Strategy*, which will be considered and approved by resolution of the City Council.

Newport’s population within its urban growth boundary (UGB) is expected to grow by around 1,348 people between 2022 and 2042, at an average annual growth rate of 0.5% This is based on Newport’s historical growth rate over the 2000 to 2021 period.<sup>1</sup>

#### **Exhibit 1. Forecast of Population Growth, Newport UGB, 2022 to 2042**

Source: ECONorthwest based on US Decennial Census 2000, and Portland State University, Population Research Center 2021.

12,010	13,358	1,348	11% increase
Residents in 2022	Residents in 2042	New Residents 2022 to 2042	0.5% AAGR

#### **How much housing will Newport need?**

To accommodate the city’s forecasted population growth of 1,348 people, Newport needs to plan for 626 new dwelling units or about 31 new dwelling units per year over the 20- year planning period.<sup>2</sup> About 50% of new housing will be single-family detached; 10% will be single-family attached; 15% will be duplexes, triplexes, and quadplexes; and 25% will be multifamily housing (with five or more units per structure).

#### **How much buildable residential land does Newport currently have?**

Newport has 863 acres of vacant or partially vacant land which can accommodate over 6,800 dwelling units. When removing land included in the Constructability Analysis (which includes land that the City identified as potentially being difficult to serve with infrastructure), Newport still has 413 acres of vacant or partially vacant unconstrained land which can accommodate nearly 3,800 dwelling units. Newport has sufficient land to accommodate population growth. Chapter 6 of the HCA estimates Newport’s capacity for new housing based on Newport’s unconstrained buildable acres.

#### **What are the key housing needs in Newport?**

- **Newport’s existing housing mix is predominately single-family detached.** In the 2015-2019 period, 64% of Newport’s housing was single-family detached, 7% was single-family attached, 13% was multifamily housing (with two to four units per

<sup>1</sup> Newport’s official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between  
<start fixing formatting here>

2022 and 2042, at an annual average growth rate of 0.1%. Newport considered this growth for the official analysis of land sufficiency within the Newport UGB, as required by Goal 10, OAR 660-008, and OAR 660-032.

Given that Newport’s growth rate over the past 20 years has been much greater than the current official forecast, it is reasonable to assume that the official forecast may be under

projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast, which will allow the City to better prepare for an uncertain future. Even when using the historical growth rate to project future population growth, Newport has sufficient land capacity to accommodate growth.

<sup>2</sup> Newport's official population forecast from the Oregon Population Forecast Program through Portland State University (PSU) projects that Newport will increase by 248 people between 2022 and 2042. The City would need about 115 new dwelling units to accommodate this growth. <end fixing formatting here>

structure), and 16% was multifamily housing (with five or more units per structure). Between 2012 and 2021, Newport issued building permits for 396 units, of which 45% were single-family units (both single-family detached and attached) and 55% were multifamily of all types.

- **Demographic changes across Newport suggest increases in demand for single-family attached housing and multifamily housing.** The key demographic and socioeconomic trends that will affect Newport's future housing needs are an aging population, increasing housing costs, and housing affordability concerns for millennials, Generation Z, and Latino populations. The implications of these trends are increased demand from smaller, older (often single-person) households and increased demand for affordable housing for families, both for ownership and rent.
- **Newport needs more affordable housing types for homeowners.** Housing sales prices increased in Newport over the last four years. Between 2016 and 2021, the median sales price in Newport increased by \$198,000 (96%).

A household earning 100% of Newport's median household income (\$57,400) could afford a home valued between about \$201,000 and \$230,000, which is less than Newport's median home sales price of \$403,500. A household can start to afford median home sales prices in Newport at about 186% of Newport's median household income.

- **Newport needs more affordable housing types for renters.** To afford the average asking rent of \$1,360 (which does not include basic utility costs), a household would need to earn about \$54,400 or 95% of MFI. About 54% of Newport's households earn less than \$54,000 and cannot afford these rents. In addition, about 16% of Newport's households have incomes of less than \$17,220 (30% of MFI) and are at risk of becoming homeless.

### **What are the key findings of the Housing Capacity Analysis?**

The key findings and conclusions of the Newport's Housing Capacity Analysis are that:

- **Newport may grow faster than the official population forecast from Portland State University.** According to Newport's official population forecast from Portland State University, Newport's UGB is forecast to grow by 248 people between 2022 and 2042, resulting in the demand for 115 new dwelling units over the 20-year planning period. However, if Newport grew at the same pace it did between 2000 and 2021, it would add 1,348 new people and 626 new dwelling units. Given that Newport's growth rate over the past 20 years has been much greater than current projections, it is reasonable to

assume that the official forecast may be under projecting the future population. For planning purposes, this report relies on the historical growth rate rather than the official population forecast.

- **Newport has sufficient land to accommodate population growth over the 20-year planning period.** Even using the historical growth rate which is greater than the official population forecast from Portland State University, Newport has sufficient land to accommodate population growth. The barriers to growth in Newport are more about infrastructure deficiencies, ability to build housing that is affordable, and other issues discussed below.
- **Newport's needed housing mix is for an increase in housing affordable to renters and homeowners, with more attached and multifamily housing types.** Historically,

about 64% of Newport's housing was single-family detached. While 50% of new housing in Newport is forecast to be single-family detached, the City will need to provide opportunities for the development of new single-family attached housing (10% of new housing); duplexes, triplexes, quadplexes (15% of new housing); and multifamily structures with 5 or more units (25% of new housing).

- The factors driving the shift in types of housing needed in Newport include changes in demographics and decreases in housing affordability. The aging of baby boomers and the household formation of millennials and Generation Z will drive demand for renter and owner-occupied housing, such as single-family detached housing, accessory dwelling units, townhouses, cottage housing, duplexes, triplexes, quadplexes, and multifamily structures. These groups may prefer housing in walkable neighborhoods, with access to services.
- Newport complied with the requirements of House Bill 2001 (2019) to allow duplexes on lots where single-family detached housing is allowed. Newport also allows other missing middle housing types, such as cottage housing, townhouses, duplexes, triplexes, and quadplexes. Allowing this wider range of housing in more areas will likely result in a change in mix of housing developed over the next 20 years, especially in areas with large areas of vacant buildable land.
- Without diversification of housing types and policies to support development of housing affordable to households with incomes below 80% of MFI (\$57,400), lack of affordability will continue to be a problem, possibly growing in the future if incomes continue to grow at a slower rate than housing costs. About 40% of Newport's households are cost burdened (paying more than 30% of their income on housing), including a cost burden rate of 53% for renter households.
- **Newport has a need for additional housing affordable to lower and middle-income households.** Newport has a need for additional housing affordable to households with extremely low incomes and very low incomes, people experiencing homelessness, and households with low and middle incomes. These needs include existing unmet housing needs and likely housing needs for new households over the 20-year planning period.

- About 33% of Newport’s households have extremely low incomes or very low incomes, with household incomes below \$28,700. At most, these households can afford \$720 in monthly housing costs. Median gross rent in Newport was \$896 in the 2015-2019 period and has increased since, but rents were generally closer to \$1,360 (or more) for currently available rental properties. Development of housing affordable to these households (either rentals or homes for sale) rarely occurs without government subsidy or other assistance. Meeting the housing needs of extremely low-income and very low-income households will be a significant challenge to Newport.
- About 33% of Newport’s households have low or middle incomes, with household incomes between \$28,700 and \$68,900. These households can afford between \$720 to \$1,720 in monthly housing costs. Households at the lower end of this income category may struggle to find affordable rental housing, especially with growing costs of rental housing across Oregon. Some of the households in this group are likely part of the 40% of all households that are cost burdened. Development of rental housing affordable to households in this income category (especially those with middle incomes) can occur without government subsidy.
- The need for these types of affordable housing have impacts on Newport’s economy if people who live in Newport cannot find housing, much less affordable housing, to locate in Newport. People working in Newport frequently commute from places like Toledo, Lincoln City, Waldport, Corvallis, and unincorporated areas of Lincoln County.
- **Housing for people experiencing homelessness is an increasingly pressing problem.** The Point-in-Time count for Lincoln County in 2021 estimated 460 people experiencing homelessness, up from 260 people in 2019. The Point-in-Time count is acknowledged to be an undercount of homelessness, suggesting that the number of people in Lincoln County is higher, not lower, than the 2021 estimate.
- **Newport’s housing market is affected by groups of people who live part of the year in Newport.** These include:
  - **Second homeowners.** Second homes are likely to continue to grow in Newport. It is reasonable to expect that Newport may add about 100 new second homes over the 20-year period. Possibly more if Newport attracts more second homeowners. In addition, some existing housing may convert to second homes over time. Second homes are most likely to be in areas with views of the ocean, especially in areas with lower development densities.
  - **Vacation rentals.** Newport regulates vacation rentals, requiring conditional use permits to authorize vacation rentals and regulating where they are allowed to locate. Newport caps the number of vacation rentals to 176 throughout the city. As a result, there should not be growth in the number of new, legal vacation rentals in Newport.
  - **Student housing.** OSU expects the number of students present in Newport to grow from 100 students in summer (when most students are present) to between 200 and 250 students. OSU owns land in the Wilder area and plans to build 50 to 80

dwelling apartment units, with a mix of studios to four-bedroom units. OSU expects to have two students per dwelling unit and that development of this housing will be completed in 2023.

- **Seasonal employees.** The number of seasonal employees who need housing increases substantially in the summer with increased tourism and the summer fishing season. Seasonal employees in tourism-related industries typically need to seek out their own lower-cost housing during their time in Newport. Seasonal employees in the fishing/seafood processing industries often rely on employer-provided workforce housing. However, employers have struggled to acquire property in Newport that is affordable and meets their workforce housing needs, instead renting rooms for their seasonal workforce in local hotels.

Temporary housing that could meet the needs of seasonal workers includes smaller shared units, such as dormitory housing, studio apartments, accessory dwelling units, student housing, and other small, less costly housing. Some of these types of development could be employer-supplied workforce housing.

- **Newport has sufficient land to accommodate growth but there are key barriers to growth in Newport.** The constructability analysis examined the financial feasibility of different development types given costs of development and the estimated costs of building infrastructure necessary for housing. This analysis found:
  - **Infrastructure deficiencies.** Many areas within Newport have significant infrastructure deficiencies, such as the need for collector and local roads, bridges, culverts, water pipes and pump stations, water storage tanks, wastewater pipes and lift stations, and other types of infrastructure. The areas with the highest costs and largest infrastructure deficiencies were in northern Newport to the east of Highway 101 and areas around Highway 20 above the Bay Front. Infrastructure cost limitations could impact close to 300 acres of buildable land, which has capacity for more than 2,000 dwelling units.
  - **Development costs.** Development costs are higher in Newport. Local developers report that lack of local contractors for certain types of work, limited suppliers for building materials, requirements for deep foundations and special materials and design to meet building code, the need for geotechnical reports, and the need for more extensive grading and retaining walls in hilly areas all contribute to higher development costs. Builders and developers estimated roughly 10-20% higher construction costs than in the mid-Willamette Valley.
  - **Areas of greater development feasibility.** Areas in South Beach, such as the Wilder area or the adjacent land south of the Oregon Coast Community College, appear to have greater financial feasibility for development. In these areas, a mix of housing types appears financially feasible. These areas may provide better opportunities for development over the next 5 to 10 years, including for development of housing affordable to people who live and work in Newport.
  - **There is potential for infill, but costs can still be problematic.** The smaller infill areas studied in the constructability analysis did not have major infrastructure

needs, but with small sites, even the need for extending local streets, making frontage improvements, or upgrading existing pump capacity could make development challenging.

- **Challenges in other areas.** The constructability analysis did not include all land in Newport. It is probable that lands not included in the constructability analysis also have a range of developability status and similar issues with infrastructure deficiencies in some places.
- **Addressing the infrastructure gap.** Given the estimated cost of infrastructure development from the constructability analysis (over \$100 million, excluding the cost of local roads, across the nine areas examined), Newport is not going to be able to address the infrastructure gap without outside assistance.

The *Newport Housing Production Strategy* will include recommendations for a wide range of policies to support the development of housing for people experiencing homelessness and housing for extremely low to middle-income households. The *Housing Production Strategy* will also include recommendations that are intended to improve equitable outcomes for housing development, as well as strategies to support the development of all types of housing.

## GOALS and POLICIES: HOUSING

**Goal 1: To provide for the housing needs of the citizens of Newport in adequate numbers, price ranges, and rent levels which are commensurate with the financial capabilities of Newport households.**

**Goal 2: To provide adequate housing that is affordable to Newport workers at all wage levels.**

**Policy 1:** The City of Newport shall assess the housing needs of Newport residents to formulate or refine specific action programs to meet those needs. The Newport Housing Production Strategy will describe the tools the City has or may implement to support development and preservation of housing.

**Policy 2:** The city shall work with private developers, nonprofits, and federal, state, and local government agencies in the provision and improvement of government assisted and workforce housing, affordable to households with income below 60% of Median Family Income and households with incomes of 60% to 120% of Median Family Income.

**Policy 3:** The city shall encourage diversity and innovation in residential design, development and redevelopment that is consistent with community goals.

**Policy 4:** The City of Newport shall designate and zone land for different housing types in appropriate locations. Higher density housing types shall be located in areas that are close to major transportation corridors and services.

Policy 5: The City of Newport shall coordinate planning for housing with provision of infrastructure. The Community Development Department shall coordinate with other city departments and state agencies to ensure the provision of adequate and cost-effective infrastructure to support housing development.

**Policy 6:** The City of Newport shall discourage, and in some cases, prohibit the development of residences in known environmentally hazardous or sensitive areas where legal and appropriately engineered modifications cannot be successfully made. In support of this policy, the city shall inventory, and to the greatest extent possible, specifically designate areas that are not buildable or require special building techniques.

**Policy 7:** As much as possible, the City of Newport shall protect residential development from impacts that arise from incompatible commercial and industrial uses; however, the city also recognizes that some land use conflicts are inevitable and cannot be eliminated. Where such conflicts occur, the uses shall be buffered, where possible, to eliminate or reduce adverse effects. Residences that develop next to objectionable uses are assumed to be cognizant of their actions, so no special effort by the adjacent use is required. The residential development will, therefore, be responsible for the amelioration of harmful effects.

**Policy 8:** The City of Newport recognizes that mobile homes and manufactured dwellings provide an affordable alternative to the housing needs of the citizens of Newport. The city shall provide for those types of housing units through appropriate zoning provisions.

**Policy 9:** Consistent with the *2022 Newport Housing Capacity Analysis by ECONorthwest*, the City of Newport will encourage development of multifamily housing, including student housing, throughout the City in areas that allow multifamily development. Increasing the supply of multifamily housing is crucial to meeting the needs of Newport's workforce and lower-income households, as well as to supporting student growth at the Hatfield Marine Science Center. The City will identify and implement appropriate tools to support multifamily and student housing development.

## Chapter 9 Public Facilities and Services (Statewide Goal 11)

*Oregon Statewide Goal 11: “A future where essential public facilities and services are readily available to serve the needs of the community”*

### Water Supply

Newport’s earliest water rights date back to a 1909 permit for a dam on Blattner Creek, a tributary of Big Creek. By 1915, the city had established a water supply system and received a Certificate of Water Right for 242 gallons per minute. Between 1915 and 1951 Newport secured additional water rights from Nye Creek, Hurbert Street Creek, and Big Creek. In 1951 the Big Creek Dam and Filtration Plan was completed. In 1963 the City applied for 38,000 linear feet of 14-inch piping to bring water from the Siletz River to the Big Creek reservoir, with proposed completion by 1970 (it was completed in 1994). The Upper Big Creek Dam was completed in 1969 and expanded in 1975.

Currently (2024) the City-owned and -operated system consists of: raw water supplies and intakes, water treatment facilities, water distribution facilities, and treated-water storage facilities. The 2008 **Water System Master Plan**<sup>1</sup> (Appendix X) includes an assessment of the entire system and provides guidance for the 2008-2028 timeframe. The 2024 **Engineering Design and Construction Standards Manual** (Appendix X) provides guidance for water systems.

In 2013 Newport’s dams were deemed “most-critical, high-hazard dams” by the Oregon Dam Safety Engineer. In 2019, actual seepage was discovered in the upper dam, and in 2021 the Governor of Oregon declared the dams Unsafe and Potentially Unsafe and that corrective actions were needed. The City plans to enlarge the upper Big Creek Reservoir and replace both dams with one larger dam, estimated at \$94.9 million to \$123 million dollars. Every year the City issues a detailed **Annual Water Quality Report** (Appendix X).



*Photo from City of Newport “SOS”  
Save our Supply website, 8/21/24*

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<sup>1</sup> This will be replaced with the **2024 Water System Master Plan** when it is finalized.

## Wastewater System

The majority of Newport's wastewater, or sanitary sewer, system was built after 1950. The system includes <x> miles of mainline (including the Underbay Pipeline), <x> manholes, <x> active pump stations, <x> storage wells, and one wastewater treatment plant.



*Aeration and Settling Tanks at the Vance Avery Wastewater Treatment Plant*

The Vance Avery Wastewater Treatment Plant, located in South Beach, was built in 2002 at an initial cost of \$42 million dollars. The plant is capable of treating 15 million gallons of wastewater per day and uses a biological process to treat wastes, creating clean water (which is further treated and pumped into the Pacific Ocean off Nye Beach) and Class A biosolids.

The 2018 update of the **Newport Sanitary Sewer Master Plan** (Appendix X), documents the historical, functional and environmental factors relevant to the City's wastewater system as well as a plan for the future. The 2024 **Engineering Design and Construction Standards Manual** (Appendix X) provides guidance for wastewater systems.

## Solid Waste System

In 1964 The City of Newport acquired its 53-acre sanitary landfill site, now closed, on the north end of Newport east of Highway 101. In 1971 The City of Newport joined the Lincoln County Solid Waste District. The Lincoln County Board of Commissioners and budget committees review and approve the budgets for this District, but the District has its own funding streams and operating missions. The LCSWD and the City of Newport are separate entities.



*The Newport area is serviced by Thompson's Sanitary Service.(photo source: Thompson's Sanitary Service)*

The Lincoln County Solid Waste District is managed by the Lincoln County Solid Waste Consortium, a county-wide collaboration of solid waste management programs, as mandated by state law. It is a cooperative program between the cities of Newport, Depoe Bay, Lincoln City, Siletz, Toledo, Waldport and Yachats; Dahl Disposal Service; North Lincoln Sanitary Service; Thompson's Sanitary Service; and Lincoln County.

## Storm Drainage System

Stormwater is defined as "surface water in abnormal quantity resulting from heavy rain or snowfall." Newport's stormwater system guides excess water over 43 drainage basins of dramatically varying terrain—including Pacific Coast Range foothills and deep ravines in north Newport, and flatlands and sand dunes in South Beach—to nearby streams and creeks and, eventually, to the Yaquina Bay or the Pacific Ocean. The system includes roadside ditches, retention ponds, culverts and pipelines.

*Retention pond illustration from the 2018 Newport Stormwater Master Plan*

The 2018 **Newport Stormwater Master Plan** (Appendix X) identifies system deficiencies and lists 32 needed improvement projects, estimated to total \$14.3 million dollars. The Plan describes each improvement project and ranks them, recommending that nine be undertaken by 2023 while others should be included in long-term planning. The 2024 **Engineering Design and Construction Standards Manual** (Appendix X) provides guidance for storm drainage systems.

## City Streets

The history, organization, and plans for Newport transportation facilities are detailed in **Chapter 10** and the **City of Newport Transportation System Plan** (Appendix X).

The City has approximately 52 miles of paved streets and 11 miles of gravel or private streets. The 2024 **Engineering Design and Construction Standards Manual** (Appendix X) provides guidance for street construction. The 2018 **Pavement Management Plan** (Appendix X) inventories the City's pavement conditions and provides maintenance strategies for the 2018-2038 timeframe.



*Oceanview Drive Emergency, 2024*

## Newport Fire Department

Newport's first fire protection group was created in 1885 as the Newport Hook and Ladder Company #1. Currently (2024) the Newport Fire Department serves all of Newport and is part of the Newport Rural Fire Protection District (NRFPD) which covers 36 square miles including Beverly Beach, Lost Creek and South Beach beyond the city limits. The Newport Rural Fire Protection District contracts with the City of Newport for fire protection.

In 2024 the NFD and NRFPD served approximately 12,500 residents as well as an estimated 2.5 million visitors to the area. Services include fire suppression, emergency medical services including advanced life support, motor vehicle crash rescue and



extraction, hazardous materials response, marine and beach fire and rescue, fire inspections and investigations, emergency management planning, public education, and active participation in

community-wide events throughout the year. In addition the NFD deploys to wildland and wildland-urban interface fires whenever the Oregon State Fire Marshall and the Governor request assistance.

The NFD offers many outreach opportunities and maintains a strong media presence to inform and assist the community. Detailed information on emergency management, the **Newport Fire Department Strategic Plan** (Appendix X) and **NFD Standard of Cover** (Appendix X) are available online.

## Newport Police Department



*Photo from Newport Police Department website (8/21/24)*

Founded in 1882, the The Newport Police Department has grown to a multi-departmental agency serving Newport and--in cooperation with other municipalities, the Lincoln County Sheriff's Office and Oregon State Police--beyond. NPD consists of the Patrol Division, community service officers, the Investigation Division, and support services including records, property and evidence.

### Newport Police Department Mission Statement

[Our mission] is to consistently invest available resources toward our City's reputation as a safe place to live, work, play, learn, and visit . . . by complying with professional standards established by the Oath of Office, Professional Code of Ethics, and administrative directives. We will perform in a manner that promotes the public's trust, confidence, and sense of safety and security.

## Newport Municipal Airport

Code ONP, The 700-acre Newport Municipal Airport is owned and operated by the City of Newport. It is accessed via the South Coast Highway (Highway 101), the only connector between all coastal Oregon cities, 3.5 miles south of the Yaquina Bay Bridge.

The 2017 **Airport Master Plan** (Appendix X) provides historical and environmental information, recommended capital improvement projects for the 2017-2037 timeframe, and potential funding options.



*ONP, May 2012*

#### Port of Newport

The Newport area's first inhabitants, the Yacona, thrived for generations on what they caught from the Yaquina Bay and Pacific Ocean, including oysters. During the gold rush years, white Newporters started shipping oysters to San Francisco. Over the following decades many Newporters made a living fishing nearby waters and working in the canneries that sprung up at the Bayfront. Early in the 20<sup>th</sup> Century gasoline-powered boats and improvements to the harbor entrance allowed fishermen to venture further, catching Chinook salmon, lingcod, albacore tuna, halibut, pink shrimp, groundfish, pacific whiting and Dungeness crab. For many years, the Newport Dungeness Crab Festival brought people from throughout Oregon for a weekend of food and festivities.

Today the Port of Newport, a separate entity independent of the City of Newport, hosts a commercial marina at the Bayfront, the International Terminal (a multi-use shipping facility) east of the Bayfront, a recreational marina and recreational vehicle park near the south end of the Yaquina Bay Bridge.

Ports in Oregon serve a unique function as government agencies that also focus on profit-making enterprises. Like other local governments, ports are authorized to levy taxes, borrow money, issue bonds, and charge for services. A very small portion of most ports' revenues is derived from taxes. The Port of Newport maintains a website with information on Port history, organization, public meetings and strategic plans.



*Commercial Fishing Vessels at Port Dock 5, part of the Port of Newport Marina*

## GOALS, POLICIES and IMPLEMENTATION MEASURES: PUBLIC FACILITIES AND SERVICES

### GENERAL

**Goal:** To assure adequate planning for public facilities to meet the changing needs of the City of Newport urbanizable area.

**Policy 1:** The city shall develop and maintain public facilities master plans (by reference incorporated herein). These facility plans should include generalized descriptions of existing facilities operation and maintenance needs, future facilities needed to serve the urbanizable area, and rough estimates of projected costs, timing, and probable funding mechanisms. Public facilities should be designed and developed consistent with the various master plans.

**Policy 2:** In order to assure the orderly and cost efficient extension of public facilities, the city shall use the public facilities master plans in the capital improvement planning.

**Policy 3:** The city shall work with other providers of public facilities to facilitate coordinated development.

**Policy 4:** Essential public services should be available to a site or can be provided to a site with sufficient capacity to serve the property before it can receive development approval from the city. For purposes of this policy, essential services shall mean water, sanitary sewer (i.e. wastewater), storm drainage and streets. Development may be permitted for parcels without the essential services if: (a) the proposed development is consistent with the Comprehensive Plan; and (b) The property owner enters into an agreement, that runs with the land and is therefore binding upon future owners, that the property will connect to the essential service when it is reasonably available; and (c) The property owner signs an irrevocable consent to annex if outside the city limits and/or agrees to participate in a local improvement district for the essential service, except that annexation shall be required before property that is contiguous to the city limits can receive sanitary sewer service.

**Policy 5:** Upon the annexation of territory to the City of Newport, the city will be the provider of water and sewer service except as specified to the contrary in an urban service agreement or other intergovernmental agreement.

**Policy 6:** Local Improvement Districts (LIDs) should be evaluated as a means of funding public facilities where the construction of such facilities is expected to enhance the value of properties that are adjacent or proximate to the planned improvements. For LIDs in developed residential areas, the aggregate assessment amount within a prospective LID should be no more than 10% of the assessed value of properties within the boundaries of the proposed district. The aggregate assessed value may be higher for other types of LIDs, such as developer-initiated

districts; however, in no case should it exceed 50% of the assessed value of the affected property. When considering a new LID, the City should prepare an engineer's report that sets out the likely cost of constructing the improvement. Consideration should be given to bundling LID projects with other capital projects that the City secures bond funds to construct. For an LID to proceed, it must have a reasonable chance of being self-financing, with adequate reserves to ensure that payments are made on bonds/loans regardless of the property-owners' repayment. If an LID project is considered by the City Engineer to be a partial improvement (a less than ultimate planned design, the City should require that interim improvements conform to current City standards in a manner which will allow for completion of the total facility at such time that resources are available. New LIDs may be initiated by petition or resolution of the City Council.

#### *Formation of an LID by Petition*

The City Council shall evaluate new LIDs proposed by petition to determine if City resources should be expended to formulate an engineer's report. Only those projects with substantial public support should proceed. An LID petition that includes non-remonstrance agreements and/or petitions of support from property owners representing 75% of the benefited area shall be presumed to have substantial public support. If an LID petition seeks to leverage other funding to achieve 100% of the project costs then the City Council should consider the likelihood of whether or not those funds will be available within the timeframe that they would need to be committed for construction. When the City receives petitions for multiple LIDs, priority should be given to prospective LIDs with the highest level of documented support, as measured by recorded non-remonstrance agreements and/or petitions in the benefit area in question. The cost of completing the engineer's report should be included in the total LID assessment. The City should update its fee schedule to include a nonrefundable LID Application Fee to be paid by LID petitioner(s) for petition-initiated LIDs.

#### *City Council-Initiated LIDs*

The City Council on its own motion or upon recommendation by the City Manager may initiate an LID without a petition. In doing so the City Council shall consider the following factors:

- Project purpose and need, including whether or not the improvement addresses an immediate health and safety risk or if it has been identified as a priority improvement in an adopted public facility plan.
- Whether the improvement will address existing deficient infrastructure that is chronically failing.
- Capital cost of the improvement.
- Project cost contingencies and related construction risk factors, such as the need to acquire new public right-of-way, unique construction challenges, or environmental issues.
- Nature of the area benefited, including its existing condition.
- The amount of potential non-LID funding that is expected to be leveraged by the LID, if any. This may include, but is not limited to, federal or state grants, sewer or other types of

service charges, urban renewal funds, revenue or general obligation bonds, and reimbursement districts.

- Percentage of properties within the benefit area that have prerecorded non-remonstrance agreements or have owners that favor formation of an LID. When considering multiple City-initiated LIDs, priority should be given to the LID that addresses the greatest number of factors identified above.

**Policy 7:** The City may use various means to finance, in whole or in part, improvements to public services in order to maintain public facility service levels and to carryout improvements identified in public facility plans, and adopted city goals and policies. This includes but is not limited to consideration of federal or state grants; water, sewer, storm drainage and other types of service charges; urban renewal funds, revenue or general obligation bonds, local improvement districts, and reimbursement districts.

## WATER

**Goal: To provide the City of Newport with a high quality water system that will supply residents and businesses with adequate quantities for consumption and fire protection.**

**Policy 1:** The city will comply with state and federal laws concerning water quality and will take appropriate steps consistent with those laws to protect and maintain drinking water source areas.

**Implementation Measure 1:** The City shall work to establish a source water protection buffer in the Big Creek Watershed. The City declares the Big Creek Watershed a public facility consistent with the definition of Public Facility Systems in OAR 660-011-0005(7)(a)(A). The City will work to establish a source water protection buffer that is consistent with the findings of the Oregon Department of Environmental Quality / Oregon Health Department source water assessment report (PWS #4100566).

**Policy 2:** The water system will be designed and developed to satisfy the water demand of the various users under normal and predictable daily and seasonal patterns of use, and at the same time provide sufficient supplies for most emergency situations.

**Policy 3:** The city may extend water service to any property within the city's urban growth boundary, and may extend water service beyond the urban growth boundary if the extension of service is not inconsistent with an urban service agreement or other intergovernmental agreement. The city may require a consent to annexation as a condition of providing water service outside the city limits.

**Policy 4:** The city will acquire lands within the municipal watershed when available or necessary to protect water quality or improve its water system.

**Policy 5:** The city will reconstruct its municipal raw water storage and distribution facilities to address identified structural deficiencies to Big Creek Dam #1 and Big Creek Dam #2.

**Implementation Measure 1:** The city shall conduct necessary and appropriate engineering studies to determine the safest and most cost-effective approach to ensure the integrity of the municipal water supply. The studies shall identify the cost and timing of needed capital projects to address identified structural deficiencies and comply with Policy 2 of this section.

**Implementation Measure 2:** The city shall explore financing mechanisms, and prepare a financing plan to fund construction needed to resolve the structural deficiencies by 2030.

**Implementation Measure 3:** The city shall use data and findings from Implementation Measures 1 and 2 of this section to update the Water Supply section of the Public Facilities element of the Newport Comprehensive Plan to reflect new information as a result of the engineering and finance studies. <note: this is being done by referencing these studies in the text of the Water Supply section, above>

## WASTEWATER

**Goal: To provide a wastewater collection and treatment system with sufficient capacity to meet the present and future needs of the Newport urbanizable area in compliance with State and Federal regulations.**

**Policy 1:** Improve and maintain the wastewater collection system as identified in the 1990 Public Facilities Plan for the City of Newport, by CH2MHILL, as amended by the following updates: (a) Wastewater Facilities Plan, by Fuller & Morris Engineering & CH2MHILL, dated May 1996, (b) 2006 South Beach Neighborhood Plan, and (c) Sanitary Sewer Master Plan, by Brown and Caldwell, dated February 9, 2018.

**Policy 2:** On-site sewer systems or holding tanks shall not be allowed unless the city's sanitary sewer system is greater than 250 feet away. In any case, a subsurface permit from the Lincoln County Sanitarian must be obtained prior to any development that will rely on an on-site sewer system or holding tank.

**Policy 3:** Existing structures within the city limits that contain sanitary facilities shall connect to the city's sanitary sewer system at such time as a gravity main or equivalent wastewater collection system is extended to within 250 feet of the property.

**Policy 4:** City wastewater services may be extended to any property within the urban growth boundary. Except for the very limited circumstances allowed by state law and regulations, the city will not generally provide wastewater services outside the urban growth boundary. The city may require a consent to annexation as a condition of providing wastewater service outside the

city limits and shall require a property to annex before providing wastewater service if it is contiguous to the city limits. Nothing in this policy obligates the City to provide wastewater services outside of the city limits. For property outside the city limits but within the urban growth boundary, wastewater services may be provided at the City's discretion only for: (a) residentially zoned lands as allowed by county zoning without urban services, and (b) commercial and industrial zoned lands as allowed by county zoning at the scale of development in existence on September 4, 2007.

**Policy 5:** When designing the wastewater collection and treatment system to ensure there is sufficient capacity to meet current and future needs of the community, the City shall consider the demands of various users under normal and predictable daily and seasonal patterns of use.

**Policy 6:** When undertaking capital improvement planning, priority shall be given to projects that will repair, replace or upsize wastewater infrastructure with known condition or capacity limitations in order to minimize discharges that could compromise public health and safety, damage real property, or harm the environment.

#### SOLID WASTE SERVICES

**Goal: To provide for the solid waste disposal for the City of Newport in an efficient and environmentally sensitive manner.**

**Policy 1:** Lincoln County shall take the lead role in the provision of solid waste disposal. The City of Newport will coordinate on solid waste disposal by continuing to have representation at the Solid Waste Consortium or its successor.

**Policy 2:** The city shall be in compliance with state and federal solid waste regulations.

**Policy 3:** The city shall encourage recycling.

#### POLICE SERVICES

**Goal: The Newport Police Department seeks to improve the quality of life for Newport and its visitors by protecting persons and property from harm from others through the enforcement of federal, state, and local laws and ordinances.**

**Policy 1:** The department shall monitor and evaluate community support for increasing the number of patrol officers.

**Policy 2:** The department shall continue to maintain efficiency and morale through the training and upgrading of personnel, as well as investment in computers and other support technologies.

**Policy 3:** The department, as part of the city's general fund, shall use a portion of the hotel/motel room tax revenues to help pay for police services necessitated by non-resident service demands.

**Policy 4:** The department shall encourage public education for crime prevention through programs of the department and by others.

**Policy 5:** The department shall support educational and crime prevention programs among youth, particularly through the schools. **Policy 6:** The department shall work cooperatively with interagency efforts as appropriate (e.g., drug enforcement, tactical teams, etc.).

*Statewide Land Use Goal 12: “To provide and encourage a safe, convenient, inclusive and economical transportation system”*

<paraphrase key points in the TSP >

Note: there are no Goals, Policies and Implementation Measures in the TSP

## Chapter 12 Estuaries, Coastal Shorelands & Beaches and Dunes (Statewide Goals 16-18)

*Statewide Land Use Goal 16 (Estuaries): To protect, maintain, where appropriate develop, and where appropriate restore the long term environmental, economic and social values, diversity and benefits of Oregon's estuaries.*

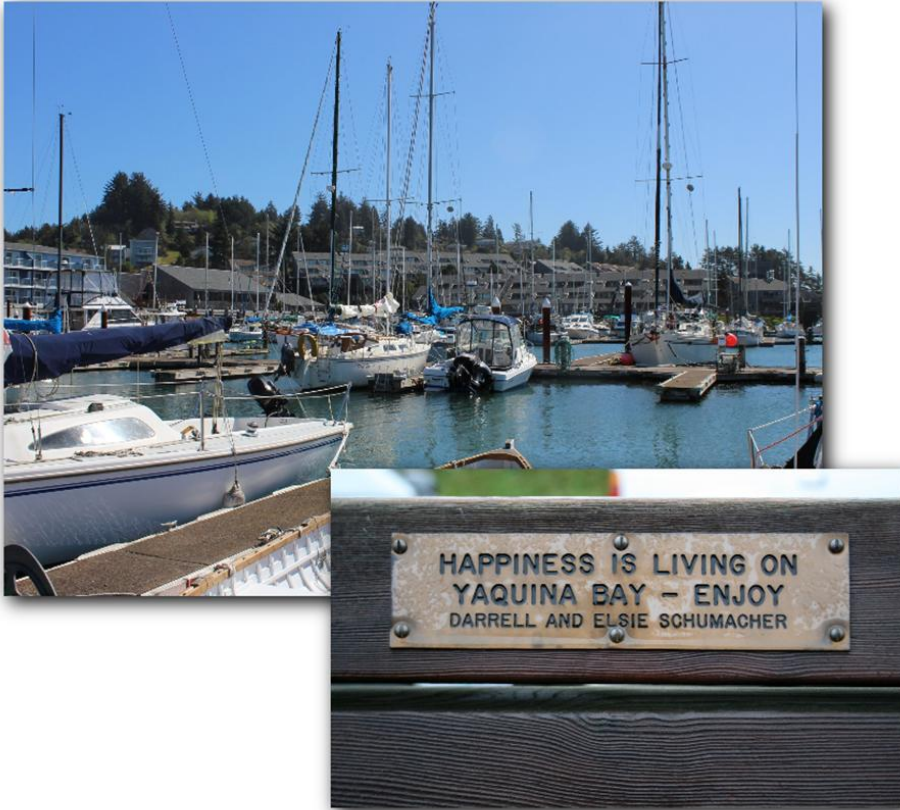
*Statewide Land Use Goal 17 (Coastal Shorelands): To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.*

*Statewide Land Use Goal 18 (Beaches and Dunes): To conserve, protect, where appropriate develop, and where appropriate restore, the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.*

<words about the Estuary and Management Plan go here>



*Photo source: Yaquina Bay Estuary Management Plan Update*



*Photo source: Yaquina Bay  
Estuary Management Plan  
Update*

Every local government is required by the State of Oregon to inventory their beaches and dunes and describe the stability, movement, groundwater resources, hazards and values of the beach, dune and interdune areas. Local governments are then required to formulate beach and dune policies.

<what Newport has done goes here>

Yaquina Head Lighthouse as viewed  
from the south.



## GOALS, POLICIES and IMPLEMENTATION MEASURES: ESTUARY, COASTAL SHORELANDS, and BEACHES & DUNES

### YAQUINA BAY ESTUARY

**Goal: To recognize and balance the unique economic, social, and environmental values of the Yaquina Bay Estuary.**

**Policy 1:** Balanced Use of Estuary. The City of Newport shall continue to ensure that the overall management of the Yaquina Bay Estuary shall provide for the balanced development, conservation, and natural preservation of the Yaquina Bay Estuary as appropriate in various areas.

**Policy 2:** Cooperative Management. The city will cooperate with Lincoln County, the State of Oregon, and the Federal Government in the management of the Yaquina Bay Estuary.

**Policy 3:** Use Priorities. The general priorities (from highest to lowest) for management and use of Yaquina Bay Estuary resources as implemented through the management unit designation and permissible use requirements listed below shall be:

- a.) Uses which maintain the integrity of the estuarine ecosystem;
- b.) Water-dependent uses requiring estuarine location, as consistent with the overall Oregon Estuarine Classification;
- c.) Water-related uses which do not degrade or reduce the natural estuarine

resources and values;

d.) Nondependent, nonrelated uses which do not alter, reduce, or degrade estuarine resources and values.

**Policy 4: Riparian Vegetation.** Riparian vegetation shall be protected along the Yaquina Bay shoreland where it exists. The only identified riparian vegetation within the UGB is that shoreland vegetation adjacent to Management Unit 9-A. This vegetation shall be protected by requiring a fifty (50) foot setback from the high water line for any development in the area. Adjacent public roads may be maintained as needed.

**Policy 5: Dredged Material Disposal Sites.** Dredged material disposal sites identified in the Yaquina Bay and River Dredged Material Disposal Plan, which are located within the Newport urban growth boundary, shall be protected. Development that would preclude the future use of these sites for dredged material disposal shall not be allowed unless a demonstration can be made that adequate alternative disposal sites are available.

**Policy 6: Protection of Mitigation Sites.** The city shall work with Lincoln County, the Port of Newport, and state and federal agencies to assure that potential mitigation or restoration sites are protected from new uses of activities that would prevent their ultimate use for mitigation or restoration. No potential mitigation sites have been identified or designated within Newport's urban growth boundary.

**Policy 7: Bayfront Uses.** The city shall encourage a mix of uses on the bayfront. Preference shall be given to water-dependent or water-related uses for properties adjacent the bay. Nonwater-dependent or related uses shall be encouraged to locate on upland properties.

**Policy 8: Water-Dependent Zoning Districts.** Areas especially suited for water-dependent development shall be protected for that development by the application of the W-1/"Water-Dependent" zoning district. Temporary uses that involve minimal capital investment and no permanent structures shall be allowed, and uses in conjunction with and incidental to water-dependent uses may be allowed.

**Policy 9: Solutions To Erosion and Flooding.** Nonstructural solutions to problems of erosion or flooding shall be preferred to structural solutions. Where flood and erosion control structures are shown to be necessary, they shall be designed to minimize adverse impacts on water currents, erosion, and accretion patterns. Additionally, or cobble/pebble dynamic revetments in MU 8 and 9-A to be allowed, the project must demonstrate a need to protect public facility uses, that land use management practices and nonstructural solutions are inadequate, and the proposal is consistent with the applicable management unit as required by Goal 16.

**Policy 10: Impact Assessment.** Actions in the estuary which--by their size, duration, or location relative to important natural resources--would potentially alter the

estuarine ecosystem shall be preceded by a clear presentation of the impacts of the proposed alteration. Such activities include dredging, fill, in-water structures, riprap, log storage, application of pesticides and herbicides, water intake or withdrawal and effluent discharge, flow-lane disposal of dredged material, and other activities which could affect the estuary's physical processes or biological resources.

The impact assessment need not be lengthy or complex, but it should enable reviewers to gain a clear understanding of the impacts to be expected. It shall include information on:

- a.) The type and extent of alterations expected;
- b.) The type of resource(s) affected;
- c.) The expected extent of impacts of the proposed alteration on:
  - 1) Water quality and other physical characteristics of the estuary,
  - (2) Living resources,
  - (3) Recreation and aesthetic use, and
  - (4) Navigation and other existing and potential uses of the estuary; and
- d.) The methods which could be employed to avoid or minimize adverse impacts.

**Policy 11:** Dredge and Fill. Dredge and fill activity shall be allowed only:

- a.) If required for navigation or other water-dependent uses that require an estuarine location, or if specifically allowed by the applicable management unit;
- b.) If a need (i.e., a substantial public benefit) is demonstrated and the use or alteration does not unreasonably interfere with public trust rights;
- c.) If no feasible alternative upland locations exist;
- d.) If adverse impacts are minimized; and
- e.) If in intertidal or tidal marsh areas, the effects shall be mitigated by creation, restoration, or enhancement of another area to insure that the integrity of the estuarine ecosystem is maintained.

**Policy 12:** Alteration of the Estuary. Uses and activities other than dredge and fill activity which could alter the estuary shall be allowed only:

- a.) If the need (i.e., a substantial public benefit) is demonstrated and the use or alteration does not unreasonably interfere with public trust rights;
- b.) If no feasible alternative upland locations exist; and
- c.) If adverse impacts are minimized.

**Policy 13:** Resource Capability Determinations - Natural Management Units. Within Natural Management Units, a use or activity is consistent with the resource capabilities of the area when either the impacts of the use on estuarine species, habitats, biological productivity, and water quality are not significant or the resources of the area are able to assimilate the use and activity and their effects and continue to function in a manner to protect significant wildlife habitats, natural biological productivity, and values for scientific research and education. In this context, "protect" means to save or shield from loss, destruction, injury, or for future intended use.

**Policy 14:** Resource Capability Determinations - Conservation Management Units. Within Conservation Management Units, a use or activity is consistent with the

resource capabilities of the area when either the impacts of the use on estuarine species, habitats, biologic productivity, and water quality are not significant or the resources of the area are able to assimilate the use and activity and their effects and continue to function in a manner which conserves long term renewable resources, natural biologic productivity, recreational and aesthetic values, and aquaculture. In this context, "conserve" means to manage in a manner which avoids wasteful or destructive uses and provides for future availability.

**Policy 15:** Temporary Alterations in Natural and Conservation Management Units.

A temporary alteration is dredging, filling, or other estuarine alteration occurring over no more than three years which is needed to facilitate a use allowed by the Comprehensive Plan and the Permitted Use Matrices of the Zoning Ordinance. The provision for temporary alterations is intended to allow alterations to areas and resources that would otherwise be required to be preserved or conserved.

Temporary alterations include:

- > Alterations necessary for federally authorized navigation projects (e.g., access to dredged material disposal sites by barge or pipeline and staging areas or dredging for jetty maintenance);
- > Alterations to establish mitigation sites, alterations for bridge construction or repair, and for drilling or other exploratory operations; and
- > Minor structures (such as blinds) necessary for research and educational observation.

Temporary alterations require a resource capability determination to insure that:

- > The short-term damage to resources is consistent with resource capabilities of the area; and
- > The area and affected resources can be restored to their original condition.

**Implementation Measure 1:** All development within the Yaquina Bay Estuary shall be consistent with the management units contained in Newport's Comprehensive Plan and Zoning Ordinance.


**Implementation Measure 2:** The city shall continue to maintain the management unit classification system delineated in this plan and the Zoning Ordinance. The permitted use matrices contained in the Zoning Ordinance shall be maintained as is unless sufficient evidence can be presented to warrant change. Any change in the permitted uses matrices shall be considered an exception to Statewide Planning Goal 16 and shall be processed as such.

**Implementation Measure 3:** The Port of Newport and the city shall cooperate in the implementation of the Port Development Plan (dated July of 1989) or any other plan adopted by the port and consistent with the city's Comprehensive Plan.

# City of Newport

## Community Development Department

# Memorandum

To: Planning Commission/Commission Advisory Committee  
 From: Derrick Tokos, Community Development Director   
 Date: June 18, 2025  
 Re: City Center Revitalization Comprehensive Plan Amendments

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Enclosed is a draft set of Comprehensive Plan amendments that the project consultants have prepared that includes goal and policy direction to implement the City Center Revitalization planning effort. Changes are being made to the Newport Peninsula Urban Design Plan element of the Comprehensive Plan, which was a planning study from the early 1990's that identified City Center, Nye Beach, and Bayfront as distinct districts. The City Center Revitalization Planning effort serves as an update to that study as it relates the City Center.

This draft of the document, and its associated goals and policies, is intended to provide general direction for how the City should proceed with implementation. Please look it over and come prepared to discuss whether or not the contextual language, goals, and policies are clear and consistent with what has been presented to date. To assist with that, I am attaching the PowerPoint presentation from the last work session that summarizes the key concepts and recommendations for revitalizing City Center.

The goals and policies contained in the document are broad in terms of their scope. This is intentional, as the purpose of the amendments is to frame desired outcomes. Staff is developing an action plan, with specific implementation measures, that is consistent with the goals and policies. It will include specific actionable tasks that are resourced across multiple departments and inform our work program. Attached is an initial draft plan, so that you can see how the two documents relate to one another. The action plan is a living document, so it won't be formally adopted (although the items will be picked up with goal setting and budget decisions).

### Attachment

Draft Comprehensive Plan Amendments  
 PowerPoint Presentation from 6.2.25 Council Work Session  
 Draft City Center Activation "Action" Plan, dated May 2025

# **NEWPORT PENINSULA URBAN DESIGN PLAN**

## **Findings:**

Newport's historic peninsula district is the heart of the city. The City of Newport anticipates that population, employment growth, and increased tourism on the peninsula, combined with automobile-dependent development, will negatively affect the quality of life and lifestyle, as well as the physical character of the historic core of the city. The peninsula's ability to accommodate change requires careful attention to urban design in order to preserve and strengthen the inherent qualities which have guided Newport's development to date. These summary findings are more fully developed in the City Center Revitalization Plan which serves as an update to the Newport Peninsula Urban Design Study, ~~which-and~~ is incorporated herein as a background reference documents and provides substantial evidence for these findings, policies, and implementation strategies. It is our key finding that it is necessary to both stimulate and guide development in order to graciously incorporate change and preserve the peninsula as a wonderful place to live, work, and recreate. Consequently, the following policies are adopted for the peninsula.

## **Policies:**

1. Preserve the beautiful natural setting and the orientation of development and public improvements in order to strengthen their relationship to that setting.
2. Enhance new and redeveloping architectural and landscape resources to preserve and strengthen the interconnected, historic, and scenic, and/or aesthetic character and function of each district and/or neighborhood setting.
3. Improve the vehicular and pedestrian networks in order to improve safety, efficiency, continuity, and relationships connecting the peninsula neighborhoods.
4. Coordinate with the Oregon Department of Transportation (ODOT) highway projects which are compatible with and responsive to these policy objectives and design districts implementing said policies.
5. Improve cohesion and livability of each district and/or neighborhood subject to design district overlay by enhancing its function, character, and relationship to its natural setting and orientation.
6. Preserve and strengthen the ability of peninsula institutions to continue as centers of employment.
7. Improve the built environment in order to strengthen the visual appearance and attractiveness of developed areas.

8. Strengthen the peninsula's economic vitality by improving its desirability through improved appearance, function, and efficiency.
9. Preserve and enhance the existing housing supply. Encourage the increase of affordable housing in Newport, while balancing the need for all types of additional housing.
10. Adopt up to six urban design districts on the peninsula for the purpose of implementing said policies in a manner consistent with the purpose of implementing said policies in a manner consistent with the character and function of each area as further defined herein.

### **Implementation:**

The urban design policies may be implemented by additional specific policies related to these objectives in the transportation system plan~~y~~, especially as these may relate to integration of pedestrian, vehicular and bicycle environments and networks, parking, and coordination with ODOT.

These policies may also be implemented by specific development/zoning code amendments requiring integration of key policy elements into development plans. Such policies may include a system of incentives to achieve density, height, pedestrian orientation, and scenic enhancement.

The key implementation for these urban design policies specifically authorized by this amendment shall be the creation of urban design districts. The purpose of each design district shall be to preserve and enhance the function and character of each district area. Design districts shall be considered as refinement plans and adopted as zoning and development code overlays. The character and function of the six urban design districts is as follows:

- 1.) City Center District (including U.S. Highway 101 Corridor).

Boundary: The City Center District 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 (see Figure 1: City Center District Boundary).



Figure 1 City Center District Boundary

#### City Center Goals:

1. An active mix of uses in a walkable environment—infill, wider / buffered sidewalks
2. Safe, efficient traffic flow and parking management—reduced vehicle / pedestrian conflicts
3. A clean, welcoming appearance—gateways, streetscaping, code updates
4. Planned property development and acquisition—incentives, partnerships
5. Targeted investment in infrastructure—implementation actions / strategy

Character and Function: The vision for Newport's City Center is that it District will become an anincreasingly active, walkable, and mixed-use environment with a clean, welcoming appearance. The City Center shall be characterized as an active, walkable, mixed use environment with a clean, welcoming appearance. Vibrant, pedestrian-friendly streetscapes will support local business activity and entice both residents and visitors. The area will integrate a variety of infill housing types, including traditional forms like duplexes, cottages and cottage clusters, small apartments, courtyard apartments, and townhouses to respond to demographic trends and strong market demand for well-designed housing that is smaller in footprint, more compact in design, and that offer choices for different kinds of households and living arrangements. Circulation will be reorganized to be safe and efficient, supported by improved traffic flow, managed parking, and enhanced bicycle and pedestrian facilities. Revitalization will be facilitated by strategic investment in infrastructure, planned property acquisition, and streamlined development approvals.

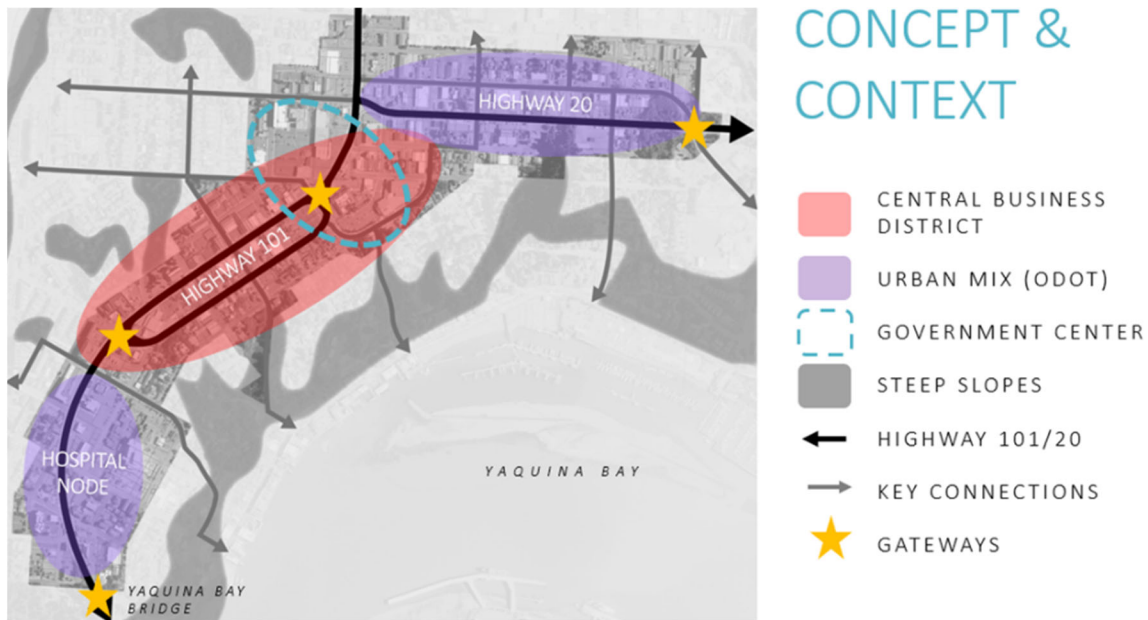


Figure 2 City Center Framework Diagram

Subareas: Several subareas, of slightly varied development character, are envisioned within the City Center District (see Figure 2: City Center Framework Diagram):

- Central Business District (CBD) / Traditional Downtown Zone – this area will become the most intensively developed area in Newport. It is also the primary location for a variety of civic and governmental buildings.
- Urban Mix / Highway 101 Gateway Zone – this area will serve as a transition between the CBD and Yaquina Bay Bridge that is reflective of the oceanfront natural environment, presence of the existing hospital, and increase in development intensity.
- Urban Mix / Highway 20 Gateway Zone - this area will serve as a transition between the CBD and areas east of Newport that is reflective of the forested mountainous natural environment, presence of the existing high school, and increase in development intensity.

Approach: The District promotes development / redevelopment follows a form based approach founded upon the following principles that emphasizes building shape, size, and relationship to streets and open spaces through the following elements:

#### **Public Realm, Building Form, Site Design**

- Ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations.
- Coordinate streetscape and building frontage development standards.

#### **Housing**

- Remove barriers to Streamline development permitting development offer housing on redevelopment sites.
- Permit a range and variety –all kinds– of housing to provide for all levels of

affordability

- Provide-Allow for a wide variety of housing shapes, sizes, and choices.

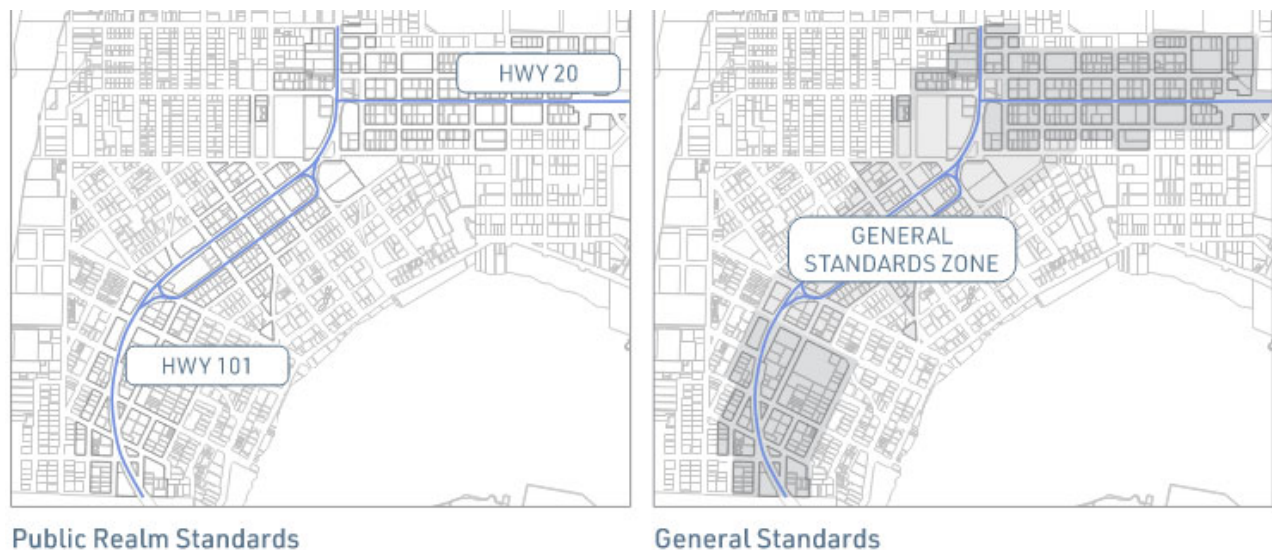
### **Parking**

- Right-size parking requirements for residential uses, mixed-use, and commercial uses.
- Promote managed parking.
- Ensure accessible on-site and on-street parking is accessible to building users.

### **Land Use**

- Permit standalone residential buildings. Permit a wide range of land use arrangements and options.
- Promote a “form based” approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.

The City Center District establishes form-based public realm and general standards and street frontage types for the US Highway 101 and Highway 20 gateways and the traditional downtown.



*Figure 3 City Center Standards Applicability*

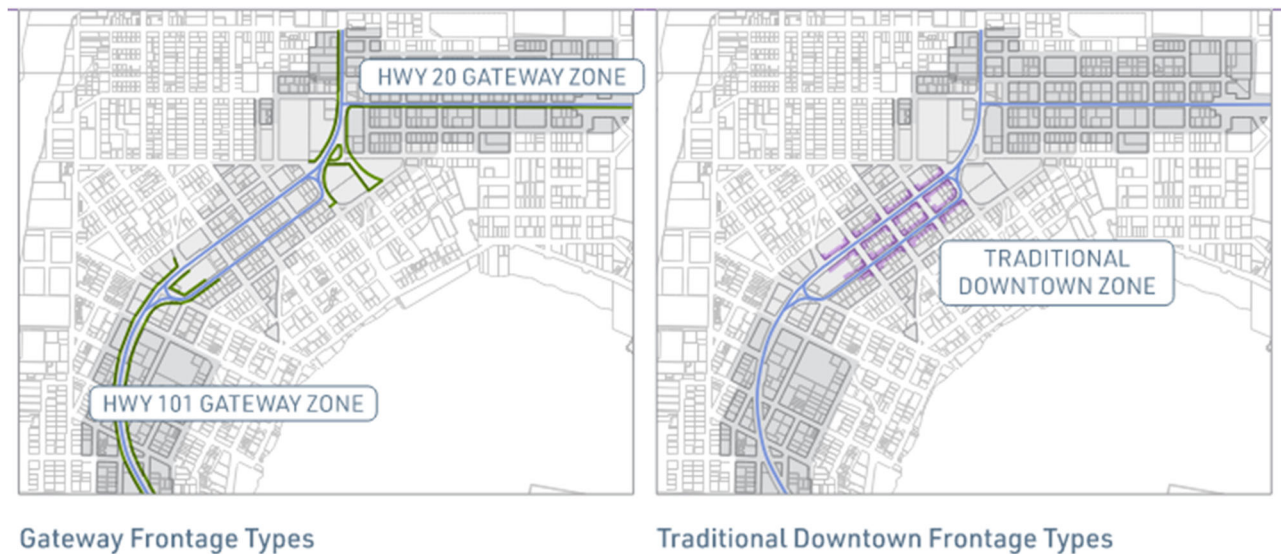


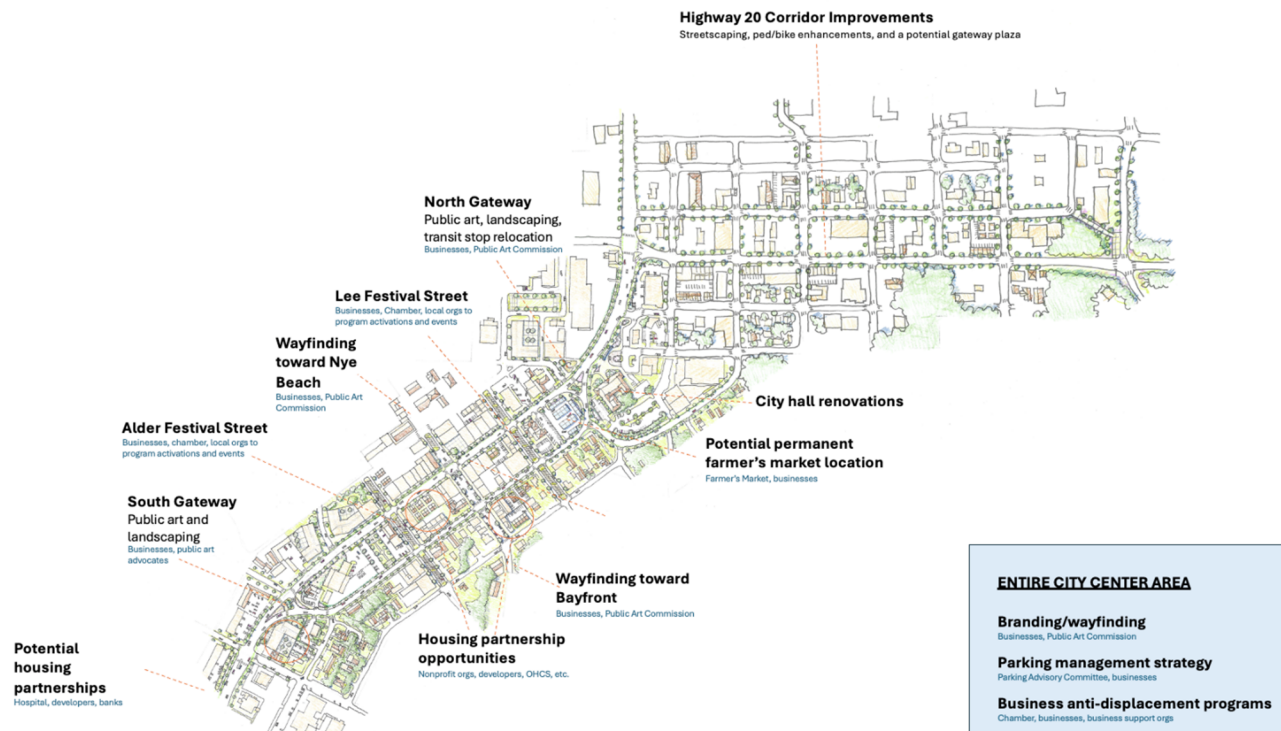
Figure 4 City Center Frontage Types

The design standards apply to building massing, building orientation, setbacks, and height (see Figure 3 City Center Standards Applicability and Figure 4 City Center Frontage Types. The standards will foster building massing that frames streets and maximizes views from living and working spaces inside. They will promote new buildings that incorporate main street-style building patterns, such as corner entries, storefront bulkhead and building cornice. The design standards will help ensure that both residential and retail development sensitively engages the street level and that ground floor spaces can accommodate “live-work” office space.

Implementation Focus Areas: The City Center District currently has a limited supply of multifamily units, attainable housing, vacant commercial land, and updated, move-in ready buildings for businesses. The City Center strategy is to balance economic development with community preservation by ensuring local businesses thrive, residents have access to affordable housing, and visitors experience an engaging, dynamic destination by focusing on:

- Housing Development & Site Readiness
- Business Support & Activation
- Farmers Market & Public Gathering Spaces
- Public Realm Identity: Branding, Wayfinding, Beautification
- Development-Enabling Codes & Parking Strategy
- ODOT Partnership & Transportation Project Advancement

By proactively managing growth and addressing potential displacement, the City Center District will reflect its unique coastal character and benefit all stakeholders. The Short-term implementation plan for City Center activation outlines nine actions for fiscal year 2025-2026 through fiscal year 2027-2028.



*Figure 5 City Center District Implementation Focus Areas*

~~A. City Center~~

~~The City Center area shall be characterized by Twentieth Century Commercial and Vernacular style structures. This area will be the most intensively developed commercial node on the peninsula. It will be enhanced as the City Center by development of a transportation network which links this area to all others on the peninsula. The building sites and public rights-of-way are to be characterized by land efficient parking and views of the Pacific Ocean and Yaquina Bay.~~

~~B. City Center North~~

~~City Center North shall be characterized by concentrating government buildings into a government center both east and west of U.S. Highway 101. It will serve as a gateway to the peninsula while linking with the Center in both function and character.~~

~~C. City Center South~~

~~City Center South shall focus on the Pacific Communities Hospital development. Development in this area shall be pedestrian and bicycle oriented, with effective linkages to the City Center and the U.S. Highway 101 Corridor.~~

2.) Waterfront District.

Historically, this area was the original development site with the City of Newport. Marine dependent industries--timber transport, fishing, etc.--were the first source of livelihood for early settlers and inhabitants and shall continue to be referenced in the design of the area. The Waterfront District shall continue to reflect the working class character of the commercial fishing industry. Appropriately, existing commercial buildings line both sides of Bay Boulevard and are of wood frame construction, clad with stucco, masonry and tin, covered with flat and gable roofs, 1 - 3 stories in height, with zero building setbacks. Many buildings have awnings, and some are built on pilings above the water. Piers project beyond the buildings. The historic character of the area is strong due to numerous intact, original buildings which date from the 1870's through the 1940's, and preservation of these historic buildings should continue to the extent possible. (At the intersection of Hatfield Drive and Bay Boulevard, the addition of contemporary buildings and lack of intact historic buildings has changed the character of the area to the east.) The U.S. Coast Guard Station/Ocean House Hotel Site is noteworthy architecturally as a unique building of the Colonial Revival style within the City of Newport. The location of this building on a bluff above the Waterfront District is an important aspect of its significance and shall be preserved.

3.) Nye Beach District.

The Nye Beach District is significant for the collection of cohesive architectural resources and landscape elements which reflect a working-class neighborhood. The area consists of wood frame buildings, 1 to 2½ stories in height, covered with gable and hip roofs, and clad with clapboard, shingle and/or fire retardant siding. The landscape character of the area is defined by rock walls, terraces, sidewalks, and small front lawns. There are some small scale commercial buildings within this residential neighborhood which relate directly in building materials, scale, and massing to the character of the area. (Some changes have occurred in the neighborhood, including building alterations such as retardant siding materials and infill of non-compatible buildings on once vacant properties.) The Nye Beach sub-area is most important as a cohesive neighborhood, defined by the character of these vernacular buildings and the building/site relationship. Every effort should be made to integrate the goals of the Nye Beach Study (*Seventh Amendment to the Newport Urban Renewal Plan*) with any new developments in this area for maximum benefit to the city and community.

4.) Upland Residential District.

Quiet area of well-maintained, modern single-family residential homes to be maintained overlooking Yaquina Bay. Sites are characterized by steep slopes and shall be sensitively developed. Existing vegetation, such as shore pines, fir, hemlock, and Monterey Cypress, is important to the character of this area, as well as the entire peninsula, and should be preserved.

5.) East Olive District.

This district consists of mixed use development and the middle school, high school, county fairgrounds, and city/ county maintenance shops. The East Olive District shall redevelop with emphasis on attractive development character and corridor improvements, including efficiently organized vehicular, pedestrian and bicycle traffic, and site planning that emphasizes pedestrian orientation and children's safety.

6.) Oceanfront Lodging/Residential District.

Multi-story buildings of varying heights, including rectangular oceanfront motels of contemporary construction. Occasional views of ocean between buildings to be encouraged. Orientation of visitors to the ocean is to be enhanced by the emphasis of native/naturalized plantings on public and private property. Multi-family residential structures to be encouraged. Single-family homes south of motel area, on bluff overlooking the beach, to be respected by adjacent developments. Parking conflicts to be improved by site planning and new buildings to reflect pedestrian orientation. Beach accesses to be maintained or enhanced. Public open spaces to be encouraged. \_\_\_\_\_

## Specific Peninsula Implementation Strategies:

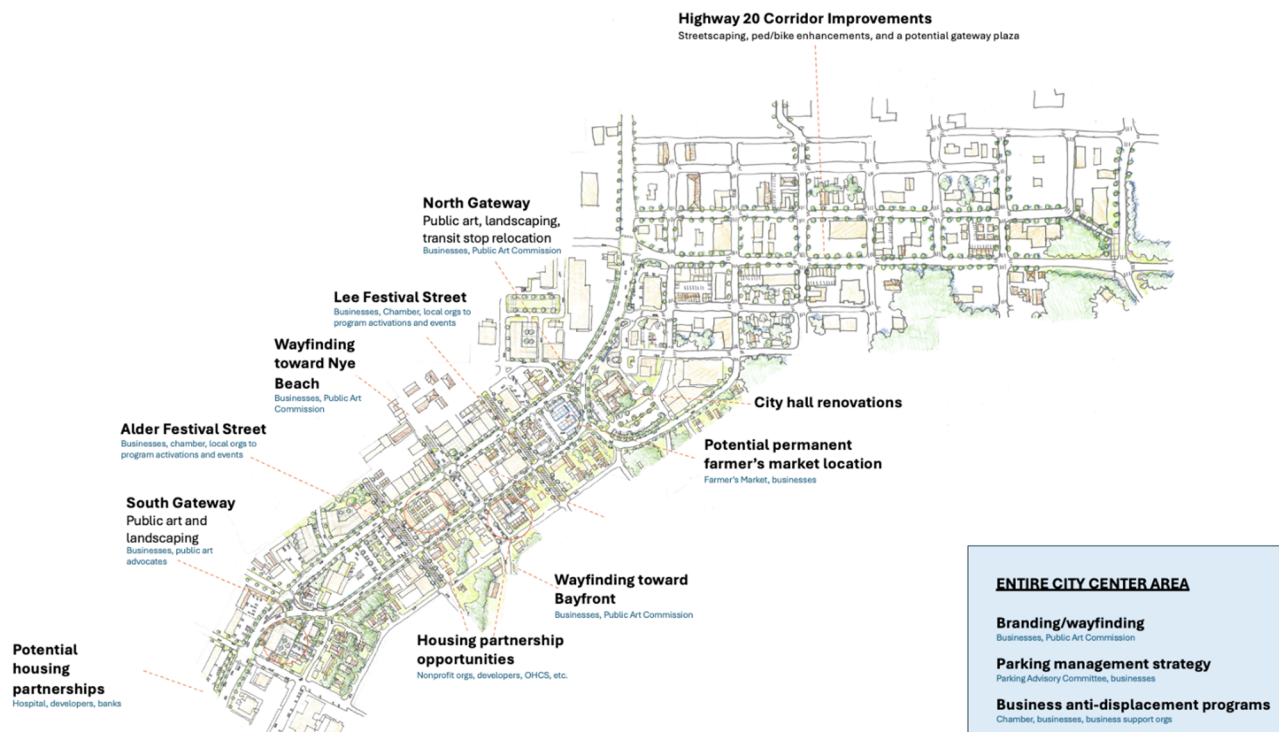


Figure 3 City Center District Implementation Focus Areas

Development on the peninsula and in each urban design district may use these additional implementation strategies:

1.) Encourage development of a pedestrian-friendly environment throughout the peninsula through creation of public open spaces and pedestrian amenities within each of the peninsula's primary sub-areas. Such public places should be supportive of intensive commercial activity centers (such as the City Center), tourist areas (such as the Waterfront and Oceanfront Lodging areas), and orientation to major natural features (such as Yaquina Bay and the Pacific Ocean).

2.) Work with the Oregon Department of Transportation to develop the best coast parkway design, responsive to both the City of Newport's commercial development interests and user accessibility requirements. Include U.S. Highway 20, the East Olive entrance, as a major component of the work with ODOT. Co-ordinate compliance with Oregon's Transportation Rule for improved traffic flow and safety for cars, pedestrians, bicycles, and--where appropriate--transit throughout the peninsula. Further:

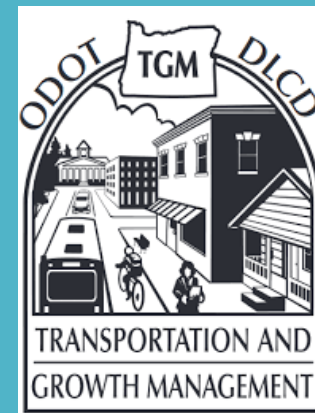
(a) Develop a strong, local circulation network by forming north-south streets (7th north from Bayley to 15th; and 9th north from Bayley to 12th) parallel to U.S. Highway 101 through the central peninsula area.

- (b) Preserve the Yaquina Bay Bridge as a beautiful piece of architecture that greatly enhances the Newport Peninsula's entrance from the South.
- 3.) Encourage developer partnerships in implementation of these urban design principles through a system of incentives (e.g., density, height, pedestrian orientation).
- 4.) Use the redesign of U.S. Highway 101 to link the existing City Center with office employment centers and to link the Waterfront with Oceanfront Lodging/Residential and Nye Beach. Strive to fully integrate U.S. Highway 101 improvements into the City of Newport.
- 5.) Establish visual continuity by seeking opportunities for relocating or undergrounding utilities and implementing a signage program and signage ordinances.
- 6.) Preserve the significant scenic qualities from the Waterfront to the top of the Upland Residential bluff and from the Embarcadero through the Yaquina Bay State Park. Foster developer partnerships in implementation of these scenic preservation principles through a system of incentives (e.g., density, height, pedestrian orientation, parking reductions).
- 7.) Preserve the natural character of the Newport peninsula--its remaining stands of significant native vegetation--by utilizing creative site planning on both public and private development projects. Carefully monitor potential impacts of new development and redevelopment efforts. (Definition of "significant" here is relative, since a single tree--a Douglas Fir or a Monterey Cypress, for example--is significant when located anywhere along the Uplands Residential bluff skyline above the Waterfront, helping form the peninsula's characteristic appearance from the South.)
- 8.) Support the scenic restoration process (a) by implementing improvements within the highway and local street rights-of-way and (b) through the development and redevelopment processes of both commercial and residential lands. Scenic enhancement measures will be compatible with development rights.
- 9.) Resolve the traffic congestion and spatial limitations relating to use of the Lincoln County Fairgrounds, the Newport High School, and the Newport Middle School.

# Newport City Center Revitalization Plan

City Council Work Session

June 2, 2025



# AGENDA



Purpose / Schedule

5 min

Round 2 Outreach Results

5 min

Discussion

5 min

City Center Plan / Code Amendments

10 min

Discussion

15 min

Investments / Incentives / Partnerships

5 min

Discussion

10 min

Next Steps

5 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

2024

May

Jun

July

Aug

Sep

Oct

Nov

Dec

2025

Jan

Feb

Mar

Apr

May

Jun

Jul

Aug



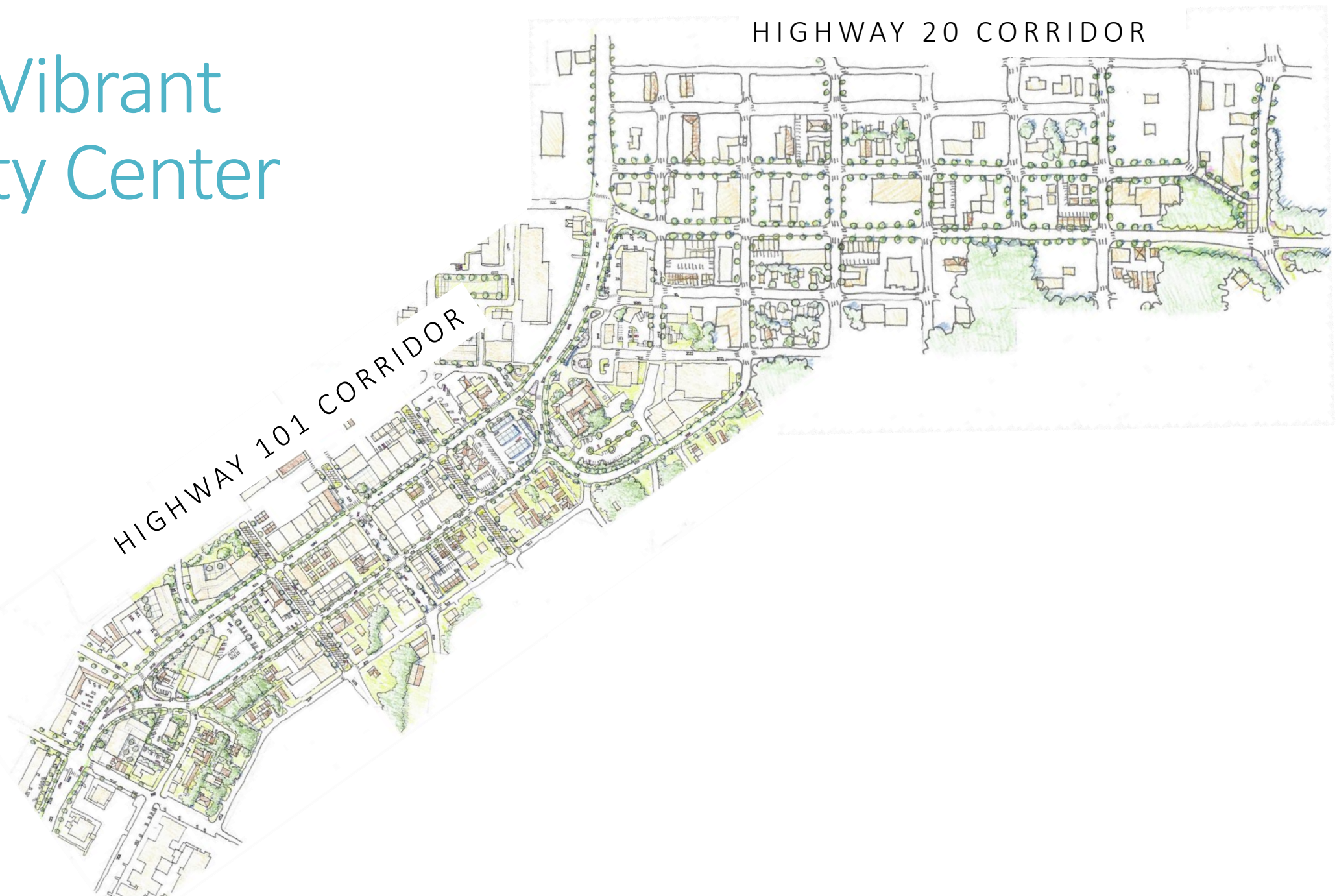
DRAFT FINAL



WE ARE HERE

# ROUND 2 OUTREACH RESULTS

# A Vibrant City Center



# Outreach by the numbers

## In-Person Engagement

- 80 attendees at open house
- 40+ attendees at Spanish event
- 34 surveys in English
- 39 surveys in Spanish
- 7,808 postcards mailed to Newport homes and businesses

## Online Engagement

- 52 surveys in English
- 1 survey in Spanish
- 5 social media platforms used to advertise and announce survey and events (Facebook, Instagram, Facebook Messenger, WhatsApp, NextDoor)

# Feedback from In-Person Events

## Open House

- Impacts of couplets; increased traffic and impacts to roadway or houses near SW 9th Street
- Implementation; can project be funded
- Very little discussion about land use and development code beyond need for, and challenges to, redevelopment

## Spanish-Speaking Event

- Pedestrian accessibility in area
- Efforts to enhance visual appeal of the city center
- Potential for new business development
- Ongoing support and preservation of existing businesses

## Canvassing US 101 Businesses

- How will this impact foot traffic into our business?
- Will we lose our parking spaces and access?
- Will we have to close during construction?



# Supported by All Respondents



Support through **storefront improvements** and **during street construction** was important.



- Alleys for delivery access
- Breaking down big blocks with pedestrian connection
- Residential on top of businesses/offices
- Storefront/pedestrian-scaled signage



**Storefront improvements** and **trash receptacles** were popular across all respondents, online or in-person.



New **passive-use parks** were universally supported; online and in-person.

# PROPOSED CITY CENTER DESIGN DISTRICT

# 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

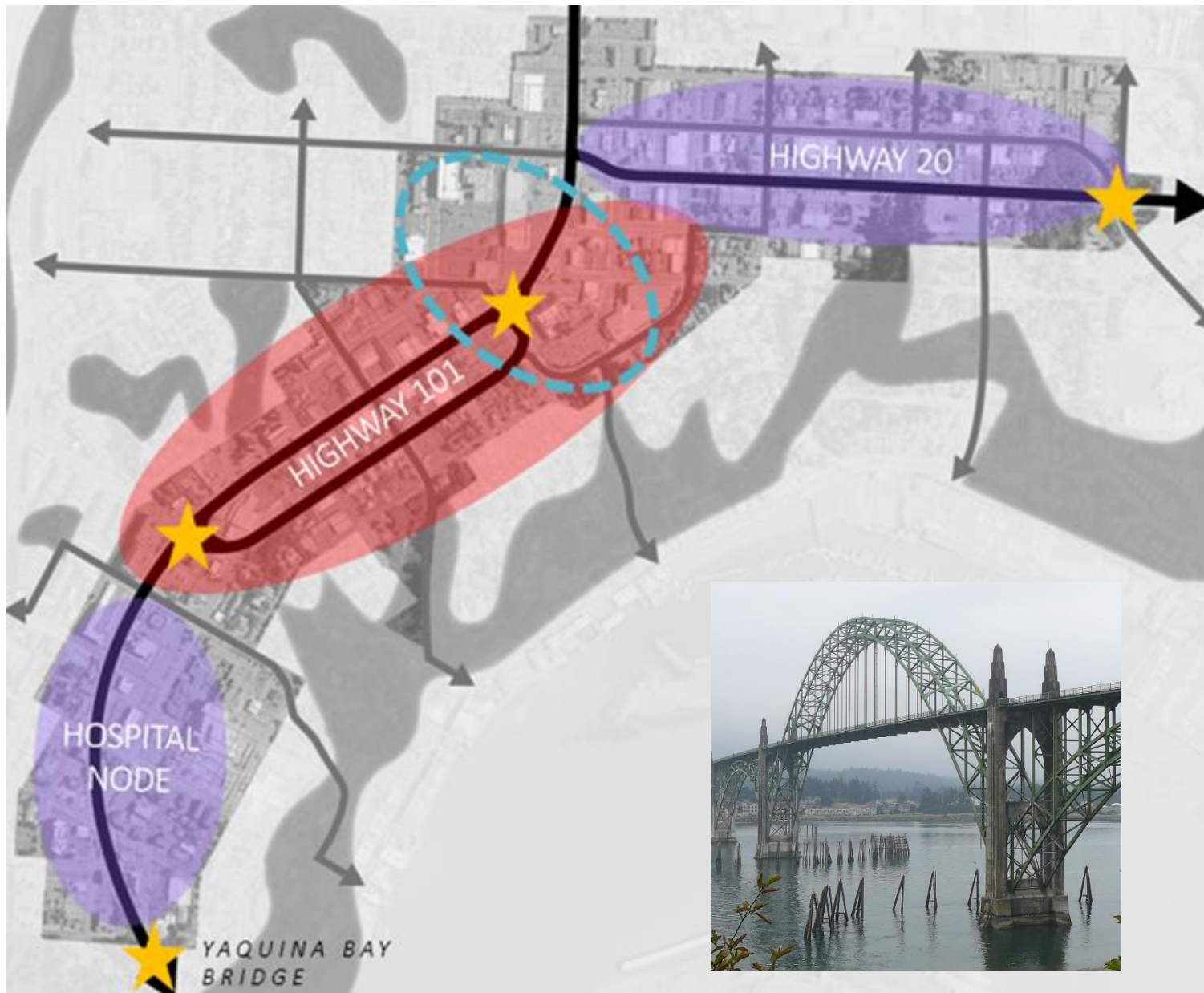
REDUCED VEHICLE / PEDESTRIAN CONFLICTS

GATEWAYS, STREETSCAPING, CODE UPDATES

INCENTIVES, PARTNERSHIPS

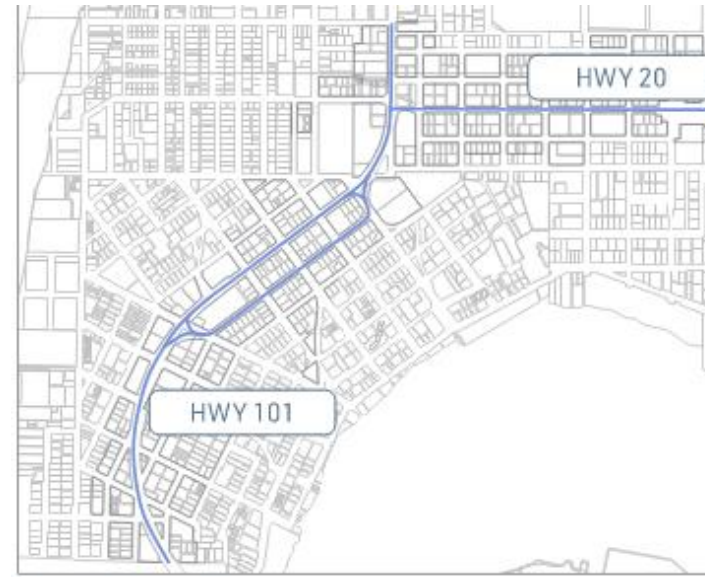
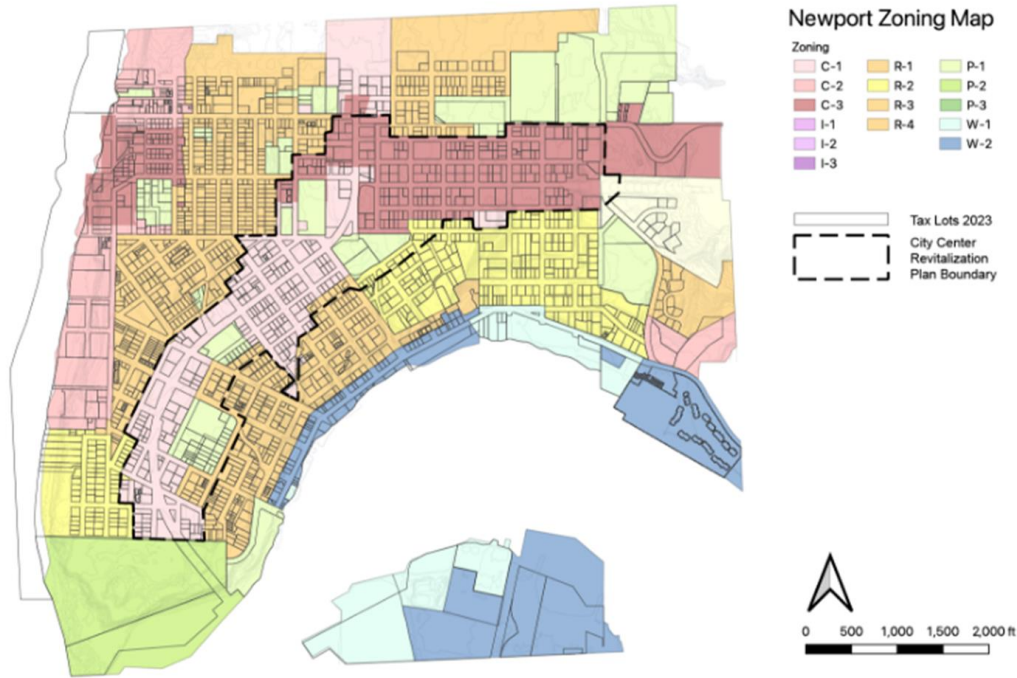
IMPLEMENTATION ACTIONS / STRATEGY

# CONCEPT & CONTEXT



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

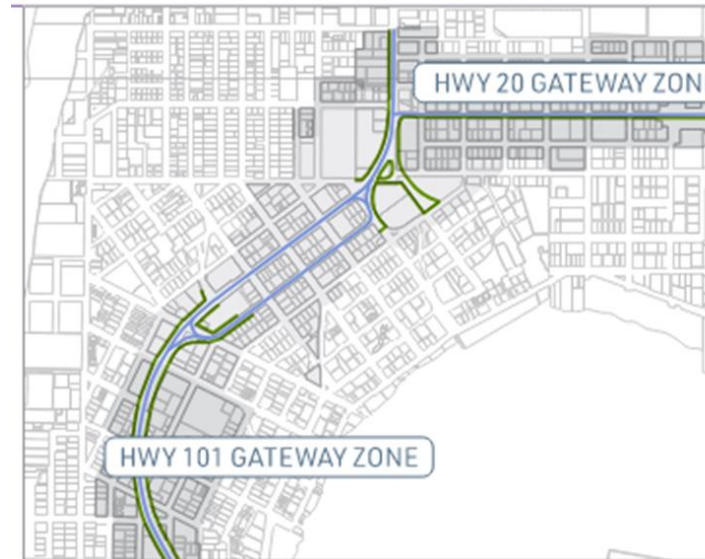
# Applicability



Public Realm Standards



General Standards

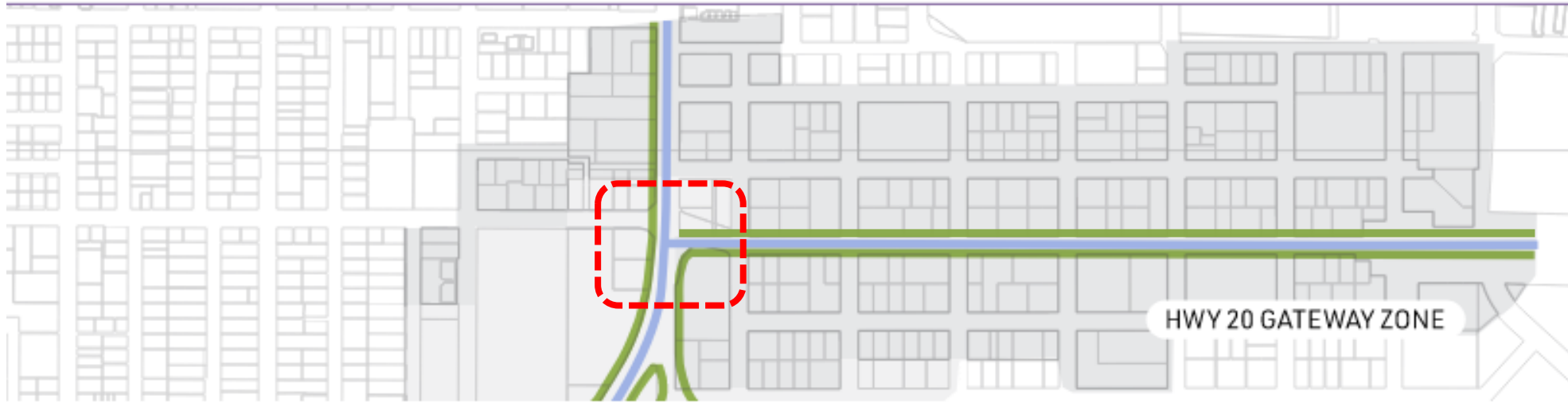


Gateway Frontage Types



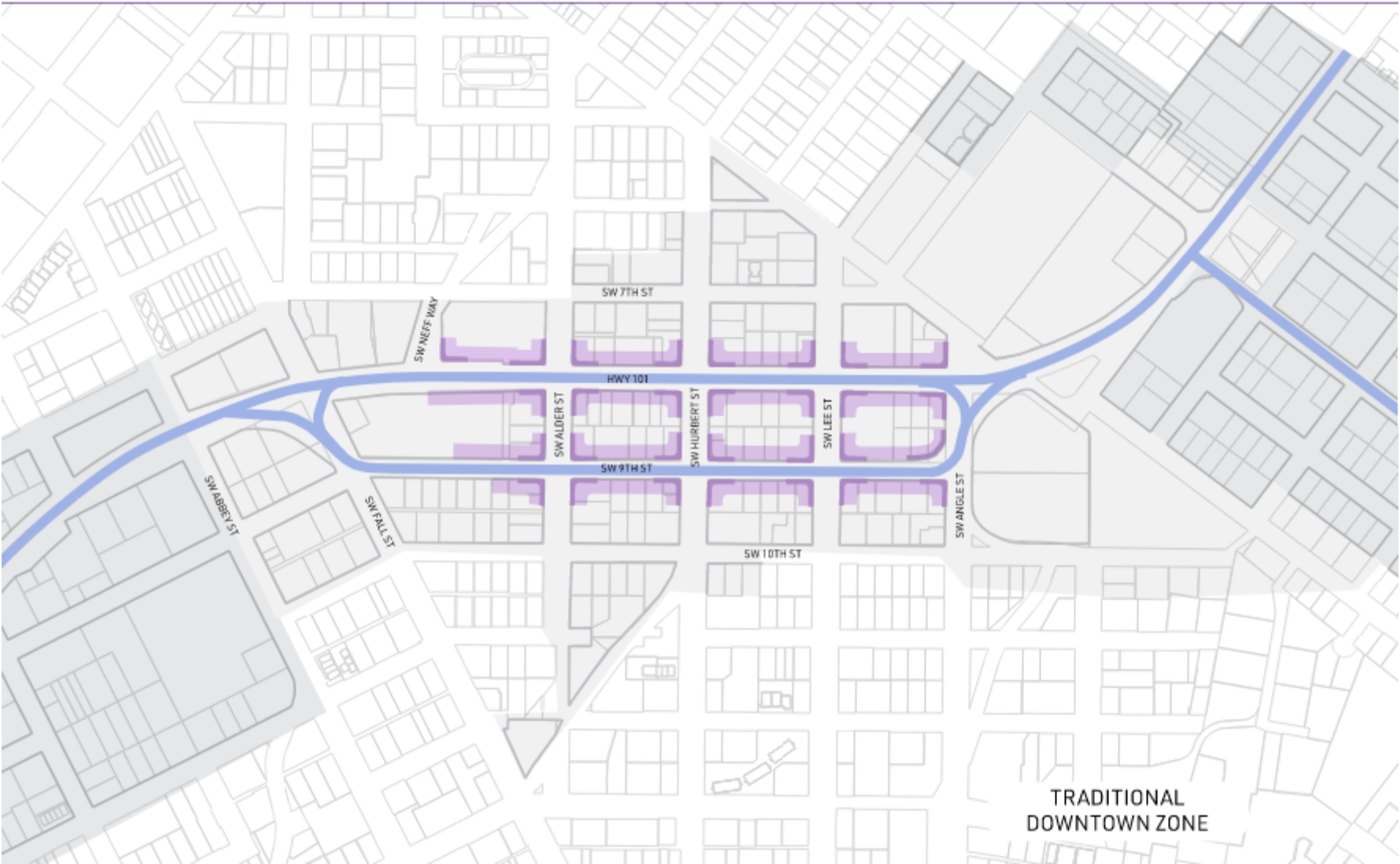
Traditional Downtown Frontage Types

## HWY 20 GATEWAY ZONE AND HWY 101 GATEWAY ZONE



Hwy 101 / US 20 Intersection improvement:  
Additional Southbound Turn Lane (from TSP)

TRADITIONAL DOWNTOWN ZONE



LEGEND

- URBAN FRONTAGE REQUIRED
- RETAIL OR RETAIL-READY FRONTAGE REQUIREMENT
- GENERAL STANDARDS APPLY
- PRIMARY STREET

## STREET CROSS SECTIONS

### Hwy 101 – Southbound couplet

Traditional Downtown Main Street

Supports residential and retail uses at the ground level.

Aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



Cross Section illustrates Urban Frontage – Shopfront (left) and Urban Frontage – Residential Porch-Stoop-Terrace, (right), see page 40.

### SW 9th St. – Northbound couplet

Traditional Downtown Secondary Street

Generally supports residential and some retail uses at the ground level.

Generally aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



Cross Section illustrates Urban Frontage – Residential Porch-Stoop-Terrace, vertical separation standard (left); horizontal separation standard (right), see page 40.

## STREET CROSS SECTIONS

---

### Hwy 20 – Olive St.

Improved pedestrian realm supports residential and some retail uses at the ground level.

Street environment and function will be improved with the consolidation of driveways on Olive Street; business access will be relocated to a single, central location on each block face or lot, and on side streets.

Generally aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



## STREET CROSS SECTIONS

SW Hurbert St.

Parklet Street



## STREET CROSS SECTIONS

### SW Alder and SW Lee Streets

Festival Street or Plaza Street



#### CAC comments:

- Provide power outlets.
- Accommodate deliveries.



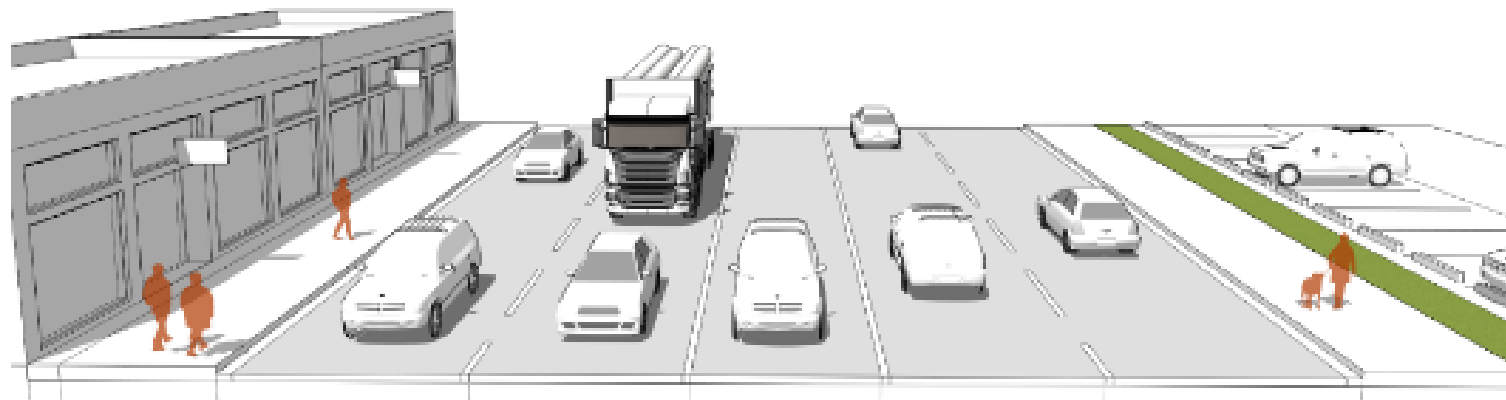
## STREET CROSS SECTIONS

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### Hwy 101 –South of the couplet

Does not align with ODOT Blueprint for Urban Design Urban Mix recommendations.

Unimproved pedestrian realm and lack of on-street parking does not support retail, however, public realm and development requirements (e.g., FBC frontage types, General Standards) represent significant enhancements to Hwy 101 S.



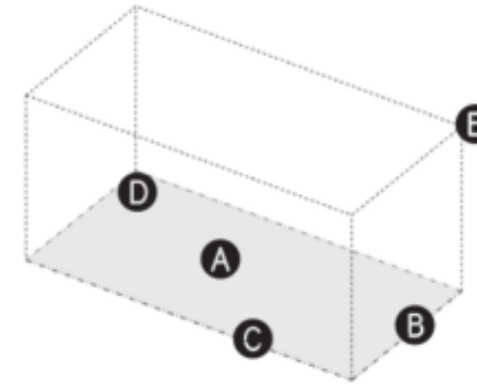
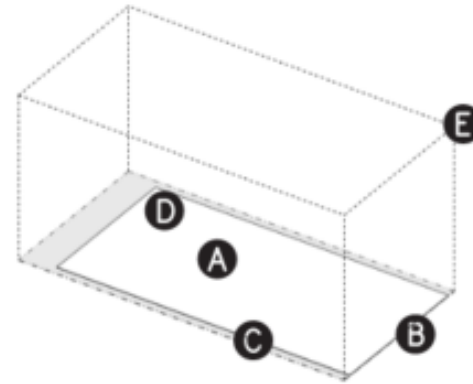
Cross Section showing existing conditions within existing right of way with Landscape Frontage Type applied (right) and General Design Standards applied (left).

Cross section enhancements and FBC frontage zone requirements represent opportunities for Hwy 101 Gateway Zone and hospital-related redevelopment enhancements.

## SUMMARY OF BASE ZONE DEVELOPMENT STANDARDS

The base zone development standards will apply to new development along with the new form based standards.

Most lots within the CCARP are zoned C-1, C-3, or P-1. The building envelope standards for these three zones are the same except for a minor difference in lot coverage.



14.13.010 DENSITY LIMITATIONS	C-1 AND C-3	P-1
<b>A</b> Minimum lot size (square feet)	5,000	5,000
<b>B</b> Minimum lot width (feet) <span style="color: red;">confirm</span>	0	0
<b>C</b> Setbacks – Front and 2nd Front / Side / Rear (feet)	0 / 0 / 0	0 / 0 / 0
<b>D</b> Maximum lot coverage (%)	85-90	100
<b>E</b> Maximum building height (feet)	50	50
Density – Land Area Required per Unit (sq. feet)*	1,250 *	1,250 *

\* In NMC 14.13.020 (Table "A"), 1,250 sq. feet is the current density standard for C-1, C-3, and P-1.

Amend NMC 14.13.020 (Table "A") to:

- 1) Permit additional residential density on CCARP C-1-, C-3-, and P-1-zoned lots, and
- 2) Permit townhouses in CCARP C-1-, C-3-, and P-1-zoned lots except for along Hwy 101, SW 9th, and Hwy 20/Olive St.

FRONTAGE  
TYPES

BUILD-TO LINE

FRONTAGE  
CATEGORIES

SHOPFRONT



FORECOURT



PORCH-STOOP-  
TERRACE



LANDSCAPE  
FRONTAGE 2



URBAN Frontages

LANDSCAPE Frontages



Shopfront frontage is characterized by a façade that is aligned close to the frontage line with the building entrance at sidewalk grade.



Forecourt frontage is characterized by portions of the façade close to the frontage line alternated by portions of the façade which are set back.

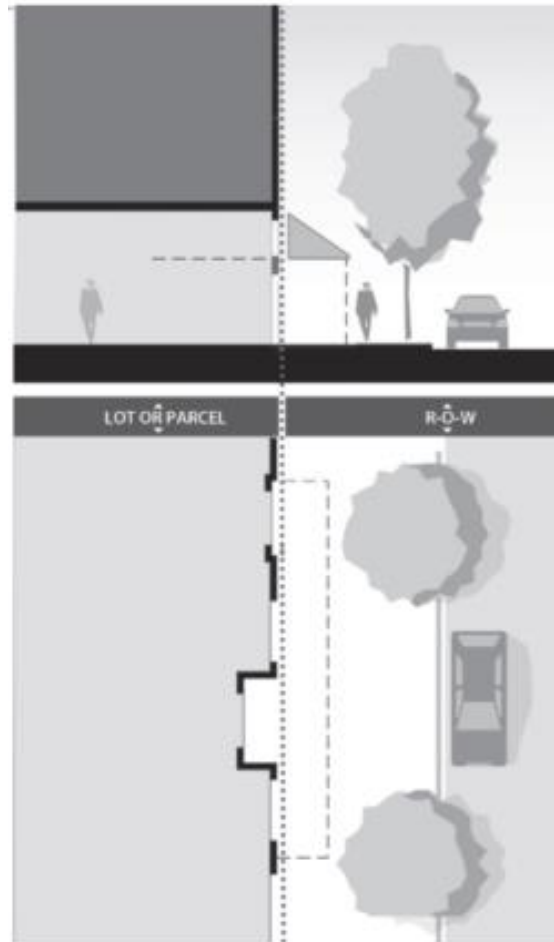


Porch-stoop-terrace frontage is characterized by a façade that is aligned close to the frontage line with the first story set back from the frontage line with a porch, a stoop, or a terrace.



Landscape frontage 2 is characterized by a low wall, fence, and/or vertical landscaping such as a hedge that is aligned with the frontage line.

## FRONTAGE TYPES



### URBAN FRONTAGE – SHOPFRONT

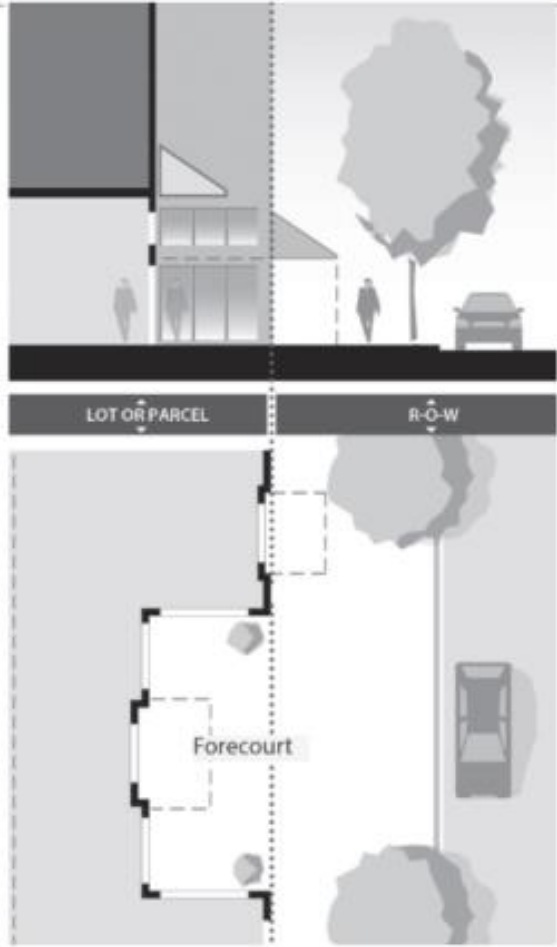
- |   |    |
|---|----|
| <b>A</b> Minimum ground floor height (feet)         | 18 |
| <b>B</b> Minimum ground floor depth (feet)          | 20 |
| <b>D</b> Building Setback from Build-to Line (feet) | 0  |

Retail ready ground floor shall be constructed to meet commercial building standards.

Characterized by a façade that is built up to the Build To Line. The building entrance shall be at sidewalk grade. The Shopfront Frontage shall have substantial glazing on the ground floor, and, where required, provide awnings or canopies cantilevered over the sidewalk. Building entries shall provide a canopy or awning and/or be recessed behind the front building façade.



# FRONTAGE TYPES



## URBAN FRONTAGE – FORECOURT

- A** Minimum ground floor height (feet) 18
- B** Minimum ground floor depth (feet) 40
- C** Each dwelling unit which is accessed from the forecourt or the sidewalk shall comply with either the vertical or horizontal standard.
  - Vertical separation – Distance from ground: Minimum 18 inches; maximum 3 feet;
  - Horizontal separation – Distance from Build To Line: Minimum 3 feet; maximum 15 feet
- D** Building Setback from Build-to Line (feet) 0

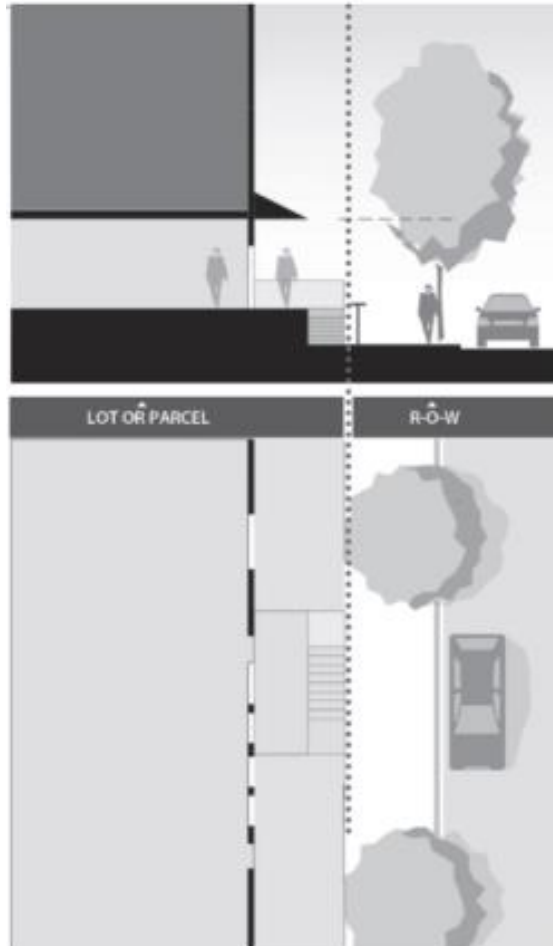
Retail ready ground floor shall be constructed to meet commercial building standards.

Created by recessing a portion of the façade behind the Build To Line. Forecourt Frontage shall be used in conjunction with the Shopfront Frontage. Forecourt Frontage is appropriate for commercial or residential uses, outdoor seating, and hardscaped plaza and/or landscaped gardens.

Not a requirement to create a forecourt, but allowed



## FRONTAGE TYPES



### URBAN FRONTAGE - RESIDENTIAL PORCH-STOOP-TERRACE

**A** Minimum ground floor height (feet) 9' – 10'

**B** Each dwelling unit which is accessed from the sidewalk shall comply with either the vertical or horizontal standard.

Vertical separation – Distance from ground: Minimum 18 inches; maximum 3 feet;

Horizontal separation – Distance from Build To Line: Minimum 3 feet; maximum 15 feet

**C** Building Setback from Build-to Line (feet) 0

Retail ready ground floor shall be constructed to meet commercial building standards.

Urban Residential Building Frontage is characterized by a façade which is set behind the Build To Line and a building entry threshold, such as a porch or terrace, set between the building and the Build To Line. The threshold may be at the pedestrian sidewalk level, elevated above it, or sunken below it. The residential building entry is accessed from the threshold. Landscaping may be provided in the setback area between the building and the sidewalk. A Porch-Stoop-Terrace Frontage is appropriate for residential uses and service commercial or office uses.



# INVESTMENTS / INCENTIVES / PARTNERSHIPS

## Highway 20 Corridor Improvements

Streetscaping, ped/bike enhancements, and a potential gateway plaza

# Partnerships Needed



### ENTIRE CITY CENTER AREA

#### **Branding/wayfinding**

Businesses, Public Art Commission

#### **Parking management strategy**

Parking Advisory Committee, businesses

#### **Business anti-displacement pro**

Chamber, businesses, business support orgs

# TRANSPORTATION

## LEGEND

Existing Bike Connections

Proposed Bike Connections

Key Routes

Parcel Boundary

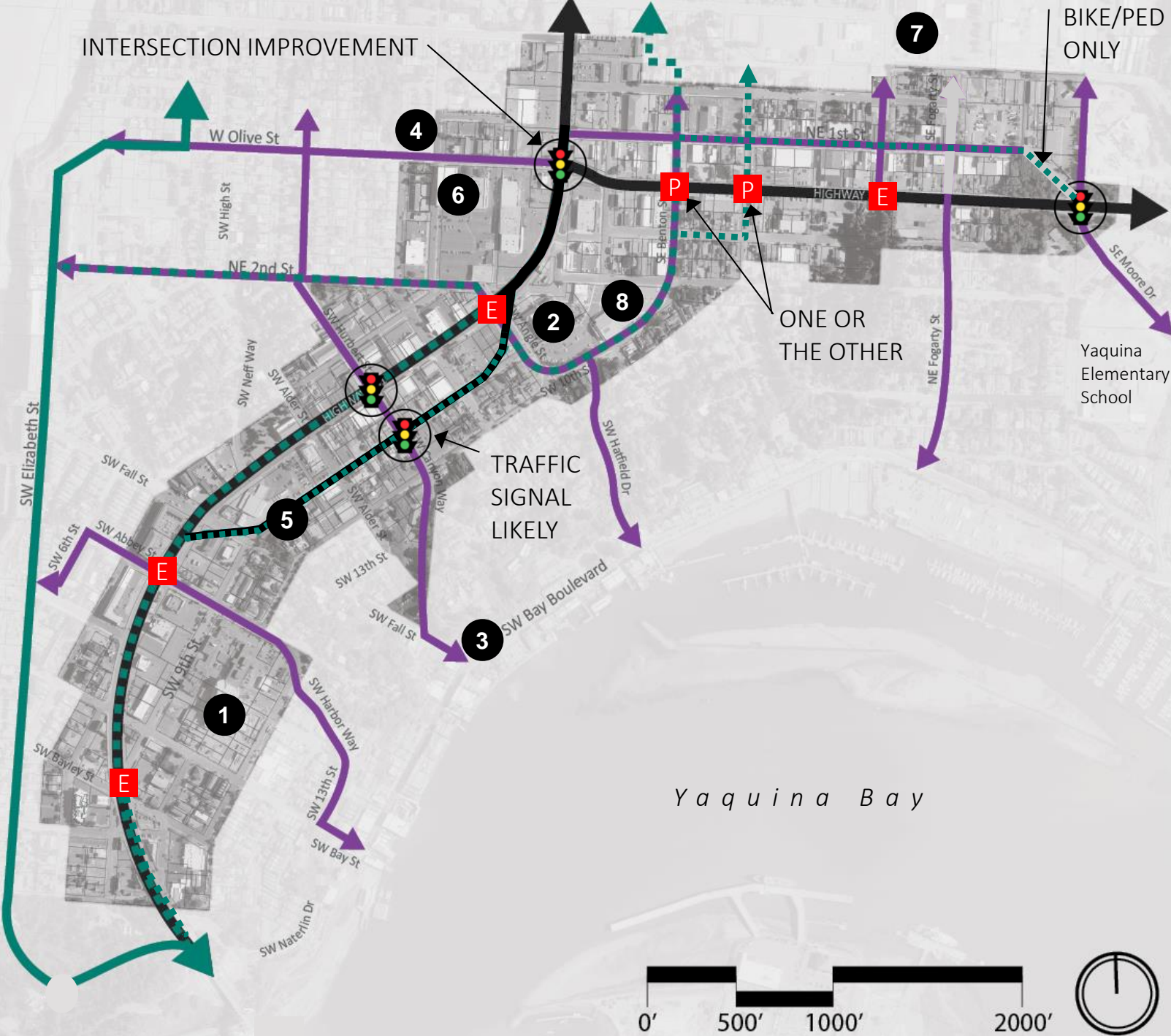
Study Area

Highway 101 / Highway 20

Rapid Flashing Beacon (E) Existing (P) Potential

## LANDMARKS




- 1 Hospital
- 2 City Hall
- 3 Bayfront
- 4 Library
- 5 History Museum
- 6 Courthouse
- 7 High School
- 8 Recreation Center



# WAYFINDING



## LEGEND

-  Wayfinding Sign
-  Gateway Feature
-  Directory Sign

# CITY HALL FRONTAGE



Example of Coordinated Street Furnishings



Example of Parking / Market Canopy



## KEY NOTES

- |   |  |   |                    |   |                           |
|---|--|---|--------------------|---|---------------------------|
| 1 | CLOSE SEGMENT OF SW 2 <sup>ND</sup> STREET | 4 | NEW PARKING LOT    | 7 | CITY HALL                 |
| 2 | NEW TRANSIT SHELTER                        | 5 | FARMERS MARKET LOT | 8 | RECREATION CENTER         |
| 3 | NEW PICK UP / DROP OFF                     | 6 | LANDSCAPE FEATURE  | 9 | POTENTIAL CLOSURE / PLAZA |

# FOUNDING ROCK PARK EXPANSION



## KEY NOTES

- 1 EXISTING FOUNDING ROCK PLAZA
- 2 PARK EXPANSION
- 3 NEW PLAZA
- 4 NATIONAL GUARD
- 5 PIG-N-PANCAKE

# Near-Term Priorities (2026-2027)



## Housing Development & Site Readiness

- Developer contact list; convene roundtable
- Employer-assisted housing outreach
- Explore public-private partnerships & URA predevelopment grants



## Business Support & Activation

- Pilot pop-ups, events, tactical urbanism
- Host business meetups via Chamber
- Draft storefront/tenant improvement grant guidelines



## Farmers Market & Public Spaces

- Engage Farmers Market leadership
- Commission conceptual design & cost estimate



## Public Realm & Identity

- Pilot low-cost beautification
- Explore branding/wayfinding concepts (UO partnership)



## Codes & Parking Strategy

- Zoning for mixed-use/residential
- Form-based code & height/density bonuses
- Reduce parking minimums



## ODOT & Transportation Coordination

- Coordinate w/ODOT on advocacy, scoping, & cost estimates
- Advance grant applications (US 101/20)
- Secure letters of support & local match

# Mid-Term Priorities (2028-2032)



## Housing Development & Site Readiness

- Leverage URA land for mixed-use & housing
- Establish public land sales guidelines
- Prioritize development around hospital, business district, US 20 corridor



## Business Support & Activation

- Launch storefront and tenant grants
- Establish retail partnership network
- Pilot festival street closures/expand temporary activations
- Market vacant sites



## Farmers Market & Public Spaces

- Plan for future of the farmer's market
- Explore multi-use programming
- Integrate w/festival/public space planning



## Public Realm & Identity

- Commission branding and wayfinding plan
- Host community workshops
- Install permanent signage & gateways



## Codes & Parking Strategy

- Monitor code changes and their impact
- Scope parking management study
- Pilot shared or temporary parking strategies

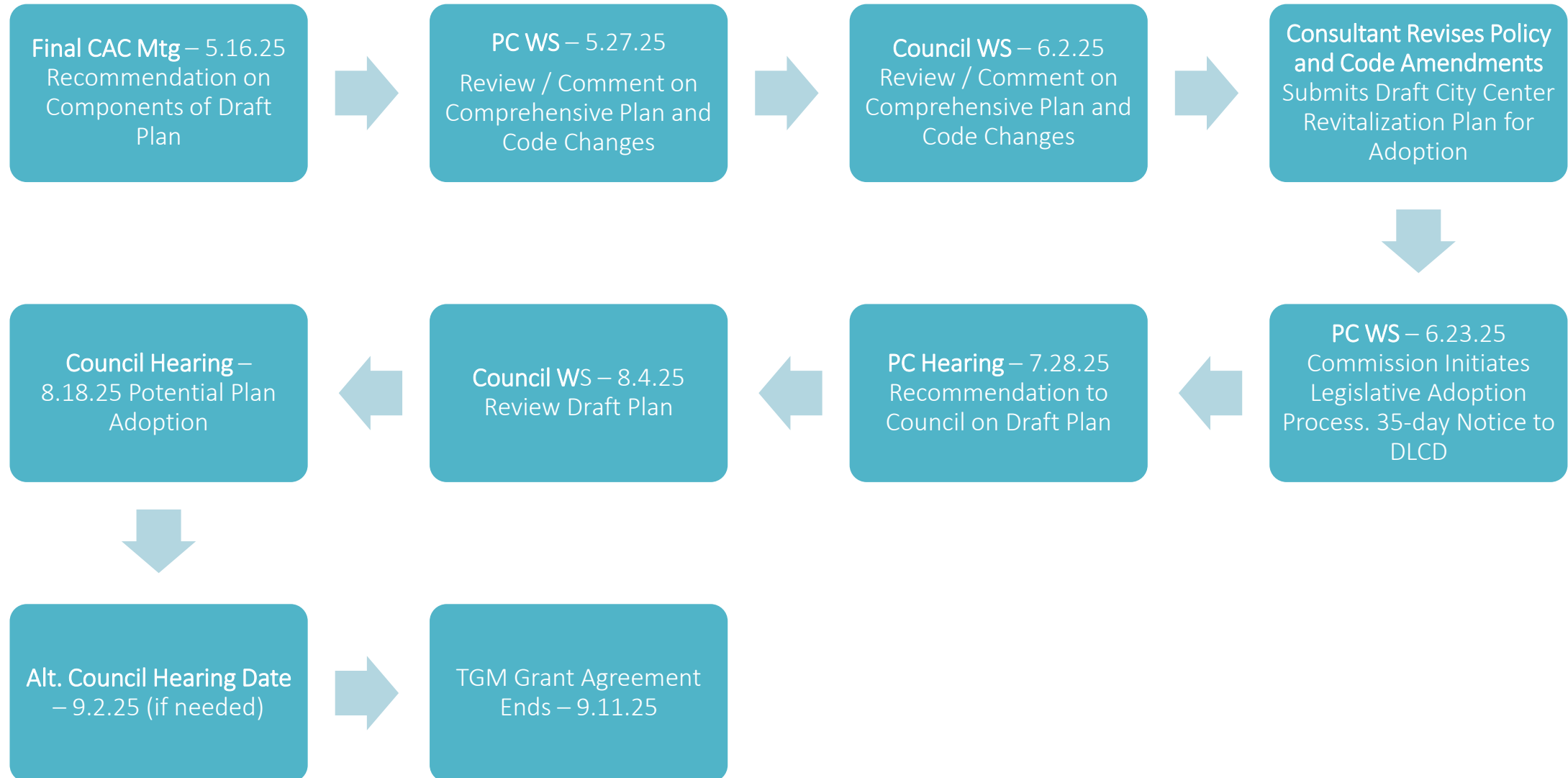


## ODOT & Transportation Coordination

- Support ODOT w/design and funding effort
- Coordinate local infrastructure planning
- Finalize construction & implementation agreements

# NEXT STEPS

# Adoption Schedule



THANK YOU!



# CITY CENTER ACTIVATION

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## Short-term implementation plan

City of Newport

May 2025

# Introduction

As the City of Newport finalizes the City Center Revitalization Plan, the City Center Activation Plan serves as an implementation plan for the short-term (1-3 years) to achieve the goals of the City Center Revitalization Plan, which include:

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

This plan outlines the steps that the City of Newport, with its partners, can take to make progress on these goals, while the City works to identify funding and a plan on major infrastructure upgrades, including the couplet. As an implementation plan, the City Center Activation Plan is a “living document”. While it guides actions for the next one to three years, it should be reviewed, reported upon, and updated regularly. This plan identifies key actions and provides a summary of all actions. This plan supports the following implementation categories, as identified in the City Center Revitalization Plan. For the purposes of this plan, Year 1 represents Fiscal Year 2025-2026.

## US 101:

- Establish the US 101 corridor as a recognizable and inviting destination for local residents and visitors.
- Create public spaces that enhance livability, promote community interactions, and encourage longer visits.
- Foster a thriving business environment
- Increase the supply of diverse, affordable, & workforce housing in the corridor.
- Transform US 101 into a pedestrian-friendly and visually appealing corridor.

## US 20:

- Enhance safety and connectivity for all users along the US 20 corridor.
- Facilitate the creation of diverse housing options along/near the US 20 corridor.
- Promote small-scale industrial and commercial opportunities that complement surrounding uses.

## Identified Action Items

1. Develop and begin implementation of a branding plan
2. Develop and implement a beautification plan for short-term, which could include incremental improvements to general cleanliness, strategic landscape/hardscape improvements and temporary art installations
3. Implement two grant programs (Design & Development Assistance Program, Storefront Façade & Tenant Improvement Program) to support local businesses and potential redevelopment
4. Conduct stakeholder interviews with each property owner & tenant in the Urban Renewal area along US 101
5. Identify and implement low-cost, temporary activation opportunities (i.e. small events, music)
6. Map all City-acquired properties and City-owned properties in the corridor, identify future use plans for these properties and temporary use plans to improve activation
7. Partner with the housing authority on identifying potential housing project locations in the corridor
8. Engage with stakeholders to discuss the possible implementation of a City Center Business Association
9. Initiate 30% design of the City Center Transportation & Streetscape Project

## Action Item #1:

### Develop and Begin Implementation of a Branding Plan

The City Center Revitalization Plan specifically calls for “creating a unified identity”. In order to achieve this goal, the City needs a branding plan for the US 101 corridor part of the City Center Urban Renewal Area.

#### Action Plan

Year 1

- Hire a consulting firm to develop a branding study & begin branding study

Year 2

- Complete the branding study & identify new signage/wayfinding

Year 3

- Begin deploying new signage/wayfinding

#### Cost

The expected cost of the branding study is \$40,000. The cost of implementing new wayfinding and new signage is TBD.

#### Lead

Communications (John Fuller) (with assistance from part-time tourism position)

## Action Item #2:

### Develop and implement a beautification plan for short-term, which could include incremental improvements to general cleanliness, strategic landscape/hardscape improvements and temporary art installations

The City Center Revitalization Plan specifically identifies a key opportunity as “Transform US 101 into a pedestrian-friendly and visually appealing corridor”. While the City works on long-term plans for a couplet, there are opportunities for beautification of the US 101 corridor.

#### Action Plan

##### Year 1

- Conduct community engagement, survey internal City staff, and work with key partners (like the Public Art Committee) to identify potential beautification improvements.

##### Year 2

- Implement the identified beautification improvements

##### Year 3

- Implement the identified beautification improvements

#### Cost

Until the improvements have been identified, the City is not able to estimate costs. We do not currently anticipate needing a consultant, but we may need some contract landscaping/hardscaping planning assistance. Total cost of outside planning assistance is not estimated to cost more than \$50,000.

#### Lead

Urban Renewal (Anna laukea)

### **Action Item #3:**

## **Implement two grant programs (Design & Development Assistance Program, Storefront Façade & Tenant Improvement Program) to support local businesses and potential redevelopment**

The City Center Revitalization Plan identified several potential grant programs including “Launch a storefront improvement grant program to help businesses enhance their curb appeal”, “Consider Tenant Improvement grants to complement the storefront improvement program” and “Provide funding for internal upgrades to attract a diverse mix of businesses”, and “Develop a business anti-displacement strategy”. The City has identified two grant programs that can help achieve these goals.

### **3A: Design & Development Assistance Program**

### **3B: Storefront Façade & Tenant Improvement Program**

## Action Item 3A

Design & Development Assistance Program is a program used to assist property owners in evaluating redevelopment potential on their existing properties by providing technical assistance to evaluate development options. Assistance can include market analyses, design studies, infrastructure analysis, and financial analysis. This program will generate interest from property owners in evaluating development. The goal of each study is to quickly test the feasibility of redevelopment before taking more extensive (and expensive) steps.

### Action Plan

#### Year 1

- Build program goals
- Identify budget for the program & leverage Urban Renewal funds to seek out additional funds

#### Year 2

- Work with partners (i.e. EDALC, SBDC) to identify the right agency to administer the program.
- Launch the program

#### Year 3

- Continue the program

### Cost

TBD?

### Lead

Grants Manager (Cathie Rigby)

### Action Item 3B

Storefront (or façade) improvements can be among the most visually impactful yet low-cost improvements to an area. Through the City Center Revitalization Plan process, the gap and need for key internal structure/tenant improvements were also identified. This program would incorporate both needs.

#### Action Plan

##### Year 1

- Build program goals
- Identify budget for the program & leverage Urban Renewal funds to seek out additional funds
- Work with partners (i.e. EDALC, SBDC) to identify the right agency to administer the program.
- Launch the program

##### Year 2

- Continue the program

##### Year 3

- Continue the program

#### Cost

The Urban Renewal Agency currently has \$1.5 million budgeted for this program.

#### Lead

Grants Manager (Cathie Rigby)

## Action Item 4:

### Conduct stakeholder interviews with each property owner & tenant in the Urban Renewal area along US 101.

In order to facilitate implementation of the City Center Revitalization Plan and ensure stakeholder alignment and engagement, the City needs to conduct stakeholder interviews.

#### Action Plan

##### Year 1

- Identify all property owners and tenants in the district along US 101
- Schedule and plan for the interviews
- Conduct the interviews

##### Year 2

- Summarize interview information
- Build an ongoing engagement platform for stakeholders

##### Year 3

- Continue ongoing engagement mechanisms

#### Cost

There are no significant direct costs for this activity.

#### Lead

Community Engagement & Urban Renewal (Laura Kimberly & Anna laukea)

## Action Item 5:

### Identify and implement low-cost, temporary activation opportunities (i.e. mini events, music, beer/wine walks, close 9<sup>th</sup> for biking, chalk art)

To activate the area and create more demand for business along the US 101 corridor, the City should work with relevant partners and local businesses to support small-scale activation opportunities, such as music events and other small events.

#### Action Plan

##### Year 1

- Identify events and possible spaces
- Build a plan

##### Year 2

- Do the pop-up events

##### Year 3

- Do the pop-up events

#### Cost

The goal is to keep this item low-cost, as much as possible.

#### Lead

Laura Kimberly, Anna Laukea & Keeley Naughton

## Action Item 6:

### Map all City-acquired properties and City-owned properties in the corridor, identify future use plans for these properties and temporary use plans to improve activation

The City has already acquired several properties within the City Center Urban Renewal area. In order to further the goals of the City Center Revitalization Plan, the City needs to map all City-owned properties and build future plans and temporary plans for use of these properties to ensure that the City is contributing towards the plan goals.

#### Action Plan

##### Year 1

- Map all City-acquired properties and City-owned properties in the corridor
- Identify potential uses for these properties (temporary and long-term)

##### Year 2

- TBD

##### Year 3

- TBD

#### Cost

While there are no direct costs assumed at this time, there may be a need for some outside consulting as this action item progresses.

#### Lead

Community Development/Urban Renewal (Derrick Tokos & Anna laukea)

## Action Item 7:

### Partner with the housing authority on identifying potential housing project locations in the corridor

Work with the housing authority on potential projects.

#### Action Plan

Year 1

- Meet with the housing authority to discuss opportunities

Year 2

- TBD

Year 3

- TBD

#### Cost

There are no significant direct costs for this activity.

#### Lead

City Manager's Office (Nina Vetter) & Community Development (Derrick Tokos)

## Action Item 8:

### Engage with stakeholders to discuss the possible implementation of a City Center Business Association

A formal City Center Business Association (or similarly named organization) can be a useful tool in carrying forward development goals. Many years ago, the City Center area did have a business association. The City aims to re-engage stakeholders to discuss the possibility of a future Business Association.

#### Action Plan

##### Year 1

- Meet with stakeholders to discuss the possible implementation of a City Center Business Association

##### Year 2

- TBD

##### Year 4

- TBD

#### Cost

While there are no direct costs assumed at this time, there may be a need for some outside consulting as this action item progresses.

#### Lead

Community Engagement & Urban Renewal (Laura Kimberly & Anna laukea)

## **Action Item 9:**

### **Initiate 30% design of the City Center Transportation & Streetscape Project**

#### **Action Plan**

Year 1

- Begin 30% design

Year 2

- TBD

Year 3

- TBD

#### **Cost**

\$1,000,000

#### **Lead**

Community Development (Derrick Tokos)

# Tentative Planning Commission Work Program

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



June 23, 2025

Work Session

- Update on the Comprehensive Plan streamlining project
- Review draft City Center Revitalization Comprehensive Plan amendments

June 23, 2025

Regular Session

- Initiate legislative process for the City Center Revitalization Comprehensive Plan amendments

July 14, 2025

Work Session

- Review draft Zoning Ordinance housekeeping amendments
- Review draft Wastewater Treatment Plant Comprehensive Plan policy amendments

July 14, 2025

Regular Session

- Initiate legislative process for draft Zoning Ordinance housekeeping amendments
- Initiate legislative process to amend the wastewater section of the Comprehensive Plan

July 28, 2025

Work Session

- Review City Center Revitalization Plan form-based zoning amendments (Urbsworks to attend)

July 28, 2025

Regular Session

- Initiate legislative process for City Center Revitalization Plan form-based zoning amendments
- Placeholder for Toyota of Newport amended Conditional Use Permit
- Public hearing on City Center Revitalization Comprehensive Plan Amendments

August 11, 2025

Work Session

- Overview of 2025 State of Oregon legislation and potential code changes
- Placeholder for South Beach Island Annexation work session item

August 11, 2025

Regular Session

- Placeholder for Fowler Homes Wilder Phase 6 Multi-Family Final Development Plan

August 25, 2025

Work Session

- Review DOGAMI coastal dune hazard map updates and potential code changes
- Overview of CDD updated website (and associated resources)

August 25, 2025

Regular Session

- Public hearing to amend the wastewater section of the Comprehensive Plan
- Public hearing on draft Zoning Ordinance housekeeping amendments

September 15, 2025

Cancelled

September 29, 2025

Regular Session

- Public hearing on City Center Revitalization Plan form-based zoning amendments
- Public hearing on South Beach Island Annexation