



PLANNING COMMISSION REGULAR SESSION AGENDA
Monday, July 28, 2025 - 7:00 PM
City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

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.

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. 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 and Roll Call**
Commission Members: Bill Branigan, Bob Berman, Jim Hanselman, Gary East, Braulio Escobar, John Updike, and Robert Bare.
2. **Approval of Minutes**
 - 2.A **Approval of the Planning Commission Work Session Meeting Minutes of July 14, 2025.**
[Draft PC Work Session Minutes 07-14-2025](#)
[07-14-25 PC Work Session Meeting Video Link](#)
 - 2.B **Approval of the Planning Commission Regular Session Meeting Minutes of July 14, 2025.**
[Draft PC Reg Session Minutes 07-14-2025](#)
[07-14-25 PC Regular Session Meeting Video Link](#)

3. Citizens/Public Comment

A Public Comment form is available immediately inside the Council Chambers. Anyone who would like to address the Planning Commission on any matter not on the agenda will be given the opportunity after submitting a form. Each speaker should limit comments to three minutes. The normal disposition of these items will be at the next scheduled Planning Commission meeting.

4. Action Items

4.A Initiate Legislative Process for City Center Revitalization Plan Form-Based Zoning Amendments.

5. Public Hearings

5.A 3-CP-22: City Center Revitalization Comprehensive Plan Amendments.

Memorandum

Attachment A - Draft Amendments to the Newport Peninsula Urban Design Plan and Transportation System Plan Components of the Newport Comprehensive Plan

Attachment B - Draft Memo #1 - Goals, by David Evans & Associates, dated 6.27.24

Attachment C - Draft Memo #2 - Existing Conditions (PowerPoint), by dated 8.23.24

Attachment D - Draft Memo #3 - Market Analysis, by ECONorthwest, dated 8.15.24

Attachment E - Draft Memo #4 - Gap Analysis, by David Evans & Assoc. et al., dated 12.10.24

Attachment F - Draft Memo #5 - Initial Code Concepts, by Urbsworks, dated 2.24.25

Attachment G - Draft Memo #6 - Public Investment, by David Evans & Assoc. et al., dated 4.7.25

Attachment H - Draft Memo #7 - Partnerships - Implementation, by ECONorthwest, dated 5.8.25

Attachment I - Draft Memo #8 - Multi-Modal Analysis, by David Evans & Associates, dated 6.25

Attachment J - Draft Memo #9 - Form Based Code, Parts 1-4, by Urbsworks, dated 6.30.25

Attachment K - Draft Memo #9 - Form Based Code, Parts 5-6, by Urbsworks, dated 6.30.25

Attachment L - Public Involvement Plan, by JLA Public Involvement, dated 8.16.24

Attachment M - Public Event #1 Summary, by JLA Public Involvement, dated 1.21.25

Attachment N - Public Event #2 Summary, by JLA Public Involvement, dated 5.8.25

Attachment O - Minutes from Citizen Advisory Committee Meetings

Attachment P - Minutes from Planning Commission & City Council Work Sessions

Attachment Q - Notice of Public Hearing

6. Director Comments

7. Adjournment

**City of Newport
Draft Planning Commission Work Session Minutes
July 14, 2025**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. Time End: 7:00 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East	
Commissioner Braulio Escobar (absent, excused)	PUBLIC
Commissioner John Updike	
Commissioner Robert Bare	
Citizen Advisory Member Dustin Capri	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
<p>CALL TO ORDER AND ROLL CALL</p> <p>a. Roll Call</p>	<p>None.</p>
<p>ZONING ORDINANCE HOUSEKEEPING AMENDMENT PACKAGE.</p>	<p>Mr. Tokos presented the package of code revisions addressing the housekeeping amendments for NMC Chapter 14.</p> <p>The Commission discussed key revisions to the draft code, including added definitions, classification of cottage clusters, and standards for single room occupancy. They clarified enforcement language in the compliance section, and recommended maintaining a paper copy of amendments.</p> <p>Additional topics included no-build easements within setbacks, parking requirements for single room occupancy, clear vision areas for child care properties, and how landscaping requirements shifted from a Consumer Price Index for All Urban Consumers (CPI) model to substantial improvements.</p> <p>Digital publications were evaluated to see if they met the notice of intent requirements, and the Iron Mountain Impact Area was reviewed. Language was amended to say assisted living facilities were allowed in R-2 zones with clear and objective standards, instead of discretionary standard.</p>

**WASTEWATER TREATMENT MASTER PLAN
AMENDMENTS.**

Tokos reviewed the draft Wastewater Treatment Plan amendments, and discussed funding for capital projects.

Submitted by: _____
 Sherri Marineau, Executive Assistant

DRAFT

07-14-2025 - Planning Commission Work Session Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1464?view_id=2&redirect=true

**City of Newport
Draft Planning Commission Regular Session Minutes
July 14, 2025**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL 169 SW COAST HIGHWAY NEWPORT	
Time Start: 7:00 P.M.	Time End: 7:10 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East	PUBLIC
Commissioner Braulio Escobar (absent, excused)	
Commissioner John Updike	
Commissioner Robert Bare	

AGENDA ITEM	ACTIONS
REGULAR MEETING	
CALL TO ORDER AND ROLL CALL	
a. Roll Call	None.
APPROVAL OF THE MINUTES	
a. Meeting minutes of Work Session Meeting on June 23, 2025.	Motion by Berman, seconded by East, to approve the work session meeting minutes of June 23, 2025 as written. MOTION carried unanimously with Branigan, Berman, Hanselman, East, Updike, and Bare all voting in favor.
b. Meeting minutes of Regular Session Meeting on June 23, 2025.	Motion by Berman, seconded by East, to approve the regular session meeting minutes of June 23, 2025 as written. MOTION carried unanimously with Branigan, Berman, Hanselman, East, Updike, and Bare all voting in favor.
CITIZEN/PUBLIC COMMENT	
None.	
ACTION ITEMS	
Initiate Legislative Process for Draft Zoning Ordinance Housekeeping Amendments.	Motion was made by Berman, seconded by Updike, to initiate the legislative process for the draft Zoning Ordinance housekeeping amendments. MOTION carried unanimously with Branigan, Berman, Hanselman, East, Updike, and Bare all voting in favor.

<p>Initiate Legislative Process to Amend the Wastewater Section of the Comprehensive Plan.</p>	<p>Motion was made by Berman, seconded by Bare, to initiate the legislative process to amend the Wastewater Section of the Comprehensive Plan. MOTION carried unanimously with Branigan, Berman, Hanselman, East, Updike, and Bare all voting in favor.</p>
<p>DIRECTORS COMMENTS</p>	<p>Tokos reported that a public hearing on the geologic hazards reports will be held at the next City Council meeting.</p> <p>The City received the Wyndhaven Phase 3 plan on June 30th. Developers are utilizing the provision for market-rate developments with over 20 units, which allows the City to cover plan review and inspection fees using Affordable Housing Excise Tax funds.</p> <p>OSU will be dredging the 40th Street pond in August, and the City has entered into a reimbursement agreement to provide funding that supports removing additional material during the process. This item is scheduled to be presented to the City Council at their upcoming meeting. In addition, the City is working with ODOT on signalization at 40th Street, though progress has been slow due to staffing reductions at ODOT.</p>

Submitted by: _____

Sherry Marineau, Executive Assistant

07-14-2025 - Planning Commission Regular Session Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1465?view_id=2&redirect=true

PLANNING STAFF MEMORANDUM
FILE No. 3-CP-22

I. Applicant: City of Newport. (Initiated by motion of the Newport Planning Commission on June 23, 2025).

II. Request: Legislative amendments to the Newport Peninsula Urban Design Plan and Transportation System Plan elements of the Newport Comprehensive Plan to implement the recommendations of the City Center Revitalization planning effort. The amendments provide policy direction for the City to pursue identified transportation solutions, paired with land use regulatory changes, financial incentives, and near-term activation strategies to support reinvestment in Newport’s city center that promotes mixed use development to create a live-work environment where residents have convenient access to employment and essential services.

The city center area that these policies apply to had previously been identified in the Newport Comprehensive Plan as a portion of the “Newport Peninsula” and includes those properties within 2-3 blocks of US 101 and US 20 between the City’s east entrance and the Yaquina Bay Bridge.

III. Planning Commission Review and Recommendation: The Planning Commission reviews proposed amendments to the Comprehensive Plan and provides a recommendation to the City Council. At a later date, the City Council will hold an additional public hearing prior to any decision on the amendments.

IV. Findings Required: The Newport Comprehensive Plan Chapter entitled “Administration of the Plan” (p. 288-289) allows amendments of this nature if findings can be made that there is (a) a significant change in one or more conclusions; or (b) a public need for the change; or (c) a significant change in community attitudes or priorities; or (d) a demonstrated conflict with another plan goal or policy that has a higher priority; or (e) a change in a statute or statewide agency plan. Revisions must comply with OAR 660-023-200(9) and applicable Statewide Planning Goals.

V. Planning Staff Memorandum Attachments:

- Attachment "A" Draft Amendments to the Newport Peninsula Urban Design Plan and Transportation System Plan Components of the Newport Comprehensive Plan
- Attachment "B" Draft Memo #1 – Goals, by David Evans & Associates, dated 6.27.24
- Attachment "C" Draft Memo #2 – Existing Conditions (PowerPoint), by dated 8.23.24
- Attachment "D" Draft Memo #3 – Market Analysis, by ECONorthwest, dated 8.15.24
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- Attachment "N" Public Event #2 Summary, by JLA Public Involvement, dated 5.8.25
- Attachment "O" Minutes from Citizen Advisory Committee Meetings
- Attachment "P" Minutes from Planning Commission & City Council Work Sessions
- Attachment "Q" Notice of Public Hearing

VI. Notification: Notice of the proposed amendments was provided to the Department of Land Conservation & Development (DLCD) in accordance with the agency’s requirements on June 24, 2025. Notice of the Planning Commission hearing was published in the Lincoln County Leader on Wednesday, July 16, 2025, and it

was provided via email to persons that requested notice of future meetings via the project website or public events (Attachment "Q").

VII. Comments: No public comments have been received in response to the public notice.

VIII. Discussion of Request: Enclosed is a draft set of Comprehensive Plan amendments that includes goal and policy direction to implement the City Center Revitalization planning effort (Attachment "A"). 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. The revisions, and its associated goals and policies, are intended to provide general direction for how the City should proceed with implementation. The Transportation component of the Comprehensive Plan is also being amended to adopt the identified transportation solutions, including direction to proceed with design and construction of the couplet.

By way of background, Newport's commercial areas along US 101 and US 20, particularly between the Yaquina Bay Bridge and US 101/US 20 intersection, have a high percentage of underutilized properties with vacant storefronts and aging, poorly maintained buildings. The City established an urban renewal district over the affected areas in 2015 to plan for, and fund, improvements to attract new investments and facilitate the revitalization of these commercial corridors. As an initial investment the City, through its Urban Renewal Agency, partnered with the Oregon Department of Transportation to update its Transportation System Plan (TSP) to identify how the streetscape can be redefined to catalyze economic development and provide infrastructure needed to support additional density, and mixed use live-work environments. That planning effort was completed in 2022.

The TSP identified two potential transportation solutions for US 101, an option that would remove parking and retain two-way vehicle traffic and an option that would couplet the portion of US 101 between the Armory and City Hall, with 9th Street carrying northbound traffic. The couplet option would retain parking along the subject portion of US 101 and allows for wider sidewalks. Both options include bike facilities, with the two-way option placing both the north and south bound bike lanes on 9th Street and the couplet option placing a bike lane on each one-way street segment.

As the TSP update was winding down, the City turned its attention to initiating a planning effort specific to the city center area that would further refine the two options for realigning US 101 through City Center and identifying the option that best supports desired development patterns. The planning effort would further develop a set of amendments to the City's Comprehensive Plan and development code and identify public investments and incentives needed to encourage desired development and improve livability.

The Newport Urban Renewal Agency, through the City, applied for and received approval of a Transportation Growth Management (TGM) grant to offset a portion of the project costs of the planning work, with such approval occurring in the fall of 2021. These types of grants are managed by the Oregon Department of Transportation (ODOT) via a partnership between that Agency and the Department of Land Conservation and Development. A preliminary scope of work was developed and ODOT issued an RFP to qualified firms. Proposals were received and scored, and a preferred consulting team was selected in the fall/winter of 2022. ODOT worked with a consulting team led by David Evans and Associates and City staff to finalize the scope of work and budget so that a contract could be developed and executed. A draft consultant contract and intergovernmental funding agreement were prepared and routed through the State of Oregon's lengthy procurement process in the fall/winter of 2023 and on February 28, 2024 the Oregon Department of Transportation executed the consulting contract. The City Council, at its March 18, 2024 meeting, approved the funding agreement and it was fully executed on March 22, 2024.

To inform the planning process, the City Council pulled together an 18 member citizen advisory committee representing a broad range of stakeholder interests. That group met seven times between May 31, 2024 and May 16, 2025, reviewing and refining project goals (Attachment "B"), an existing conditions assessment (Attachment "C"), market analysis (Attachment "D"), a gap analysis (Attachment "E"), initial code concepts (Attachment "F"),

public investment recommendations (Attachment "G") and partnership/implementation strategies (Attachment "H"). The Planning Commission and City Council had members participating on the citizen advisory committee, and they also met separately in individual and joint-work sessions with the consulting team to share their perspectives. Copies of the minutes from the citizen advisory committee, Planning Commission and City Council meetings are included as Attachment "O" and Attachment "P".

Events for the broader community were held early in the planning process to inform and solicit feedback on the project goals, issues of concern in the city center area, transportation solutions, and desired outcomes. The events were advertised via social media, the project website, press releases, utility billing advertisements, postcards delivered city-wide via carrier route, and door to door canvassing. Materials were provided in English and Spanish. The events included a community workshop, a walking tour, and focus group sessions for social service agencies, Spanish language speakers, and members of the general public. An online survey was also provided, where individuals weighed in over a four week period.

Taking the public feedback, the consulting team worked with the citizen advisory committee, Planning Commission and City Council to develop a package of transportation solutions that include the selection of the couplet option along US 101, along with concepts for business partnerships and incentives, short term activation strategies, and a form based code to promote additional housing options and mixed-use development concepts as further described in Memo 5, 6, & 7 (Attachments "F" - "H"). These recommended solutions were then presented to the public at a second round of events to see if they agreed that they are addressing the objectives of (a) creating an active mix of uses in a walkable environment; (b) safe, efficient traffic flow and managed parking, (c) a clean, welcoming appearance, (d) planned property development and acquisition, and (e) targeted investment in infrastructure.

A second round of events was held with the public at large to gauge public support for the recommendations. It was advertised in a similar manner as the first event. It included an in-person open house, online survey, an information booth at the Newport Recreation Center, and a Spanish language focus group. Considering all of the comments received, people generally agreed that the proposed approach successfully meets the project goals. Copies of summary reports for both events are included as Attachment "M" and Attachment "N".

At its final meeting on May 16, 2025, the citizen advisory committee provided a favorable recommendation to the Planning Commission and City Council regarding the proposed solutions for the city center area. The Planning reviewed the draft Comprehensive Plan amendments at a June 23, 2025 work session and initiated the formal legislative process, by motion, that same evening. Notice of this hearing was emailed to those individuals that asked to be kept informed about the project via the project website or the public events. The required DLCD notice and legal publication was also provided (Attachment "Q"). A form based development code, the details of which are included in Attachments "J" and Attachment "K", will be presented at an upcoming public hearing, although it is worth noting that it is built around the couplet and other transportation solutions that are the subject of these proceedings.

IX. Conclusion and Recommendation: The Planning Commission should review the proposed amendments and make a recommendation to the City Council as to whether or not there is a public need for the change. As this is a legislative process, the Commission may recommend changes to the amendments if the Commission chooses to do so. If the Commission provides a favorable recommendation, then an ordinance will be prepared with the requisite findings for the City Council's consideration. The Council may also make changes to the proposal prior to, or concurrent with, the adoption of an implementing ordinance.



Derrick I. Tokos AICP
Community Development Director
City of Newport

July 24, 2025

July 28, 2025 Revisions to the Newport Peninsula Urban Design and Public Facilities Components of the Newport Comprehensive Plan

(Unless otherwise specified, new language is shown in double underline, and text to be removed is depicted with strikethrough. Staff comments, in *italics*, are for context and are not a part of the revisions.)

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, Memos #1 through #9, which serve as an update to the Newport Peninsula Urban Design Study, which and is are incorporated herein as a background reference documents and that 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.

Staff: Changes recognize the City Center Revitalization Plan as an update to the Newport Peninsula Urban Design Plan. The City Center Revitalization Plan is currently a collection of memorandums. The project consultants are consolidating them into a single plan that should be available prior to the City Council hearing. If that happens then this language will be updated to reflect the change.

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.

Staff: Introduces concepts such as interconnectedness, livability and the need to accommodate all types of additional housing, all of which are objectives of the City Center Revitalization planning effort.

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: Newport’s City Center District will become an increasingly active, walkable, and 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.

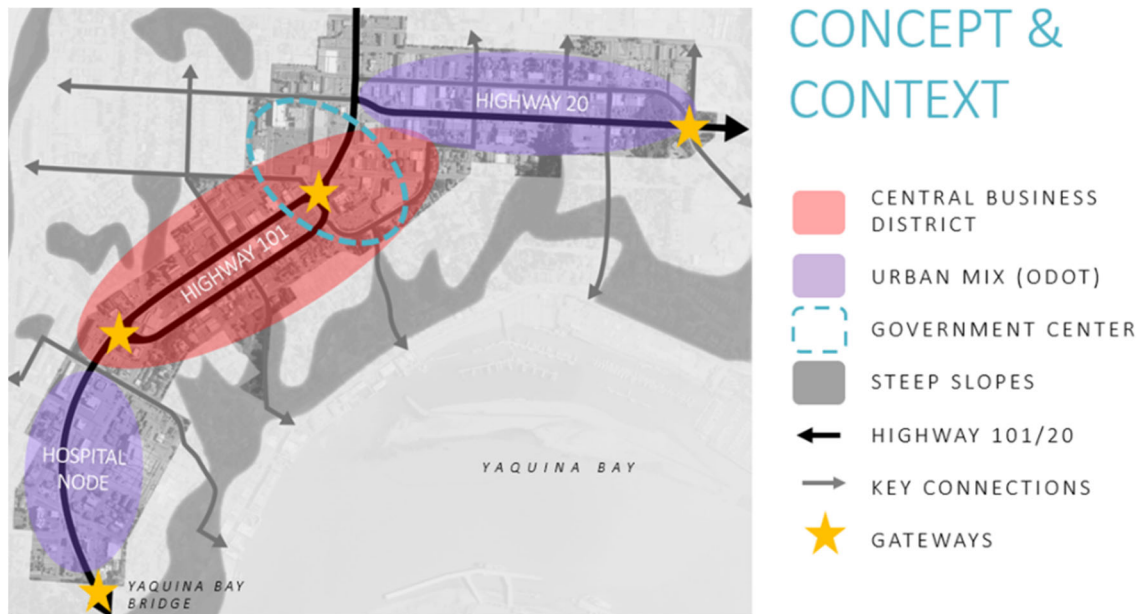


Figure 2 City Center Framework Diagram

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

- a) 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.
- b) 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.
- c) 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: District development / redevelopment follows a form based approach founded upon the following principles:

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

- Streamline development permitting for housing on redevelopment sites.
- Permit a range and variety of housing to provide for all levels of affordability
- 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.

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.

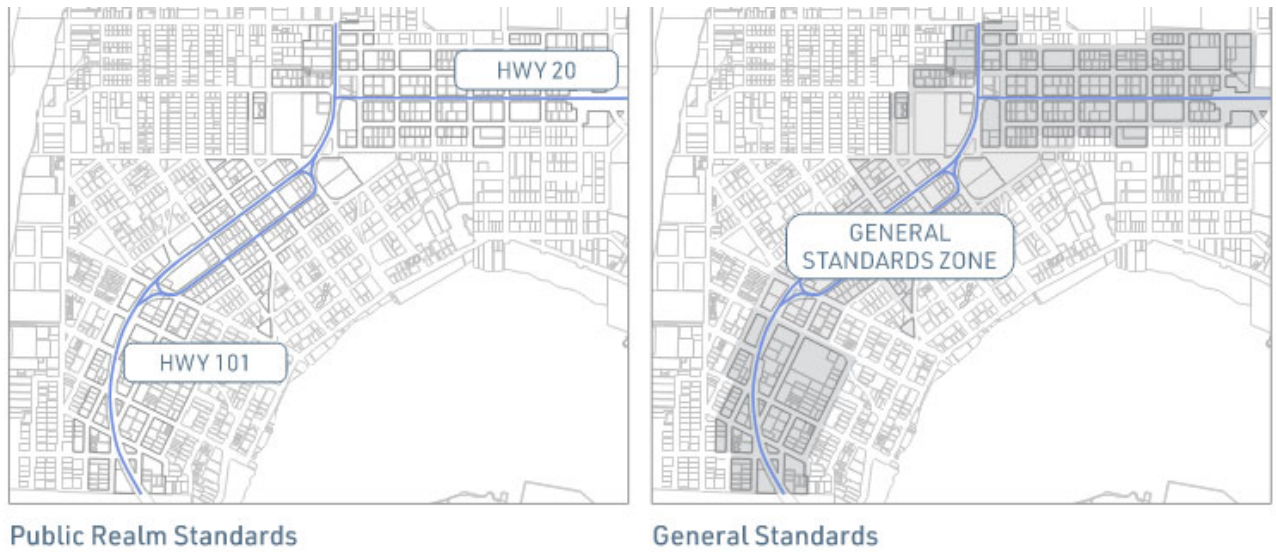


Figure 3 City Center Standards Applicability



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, and 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.

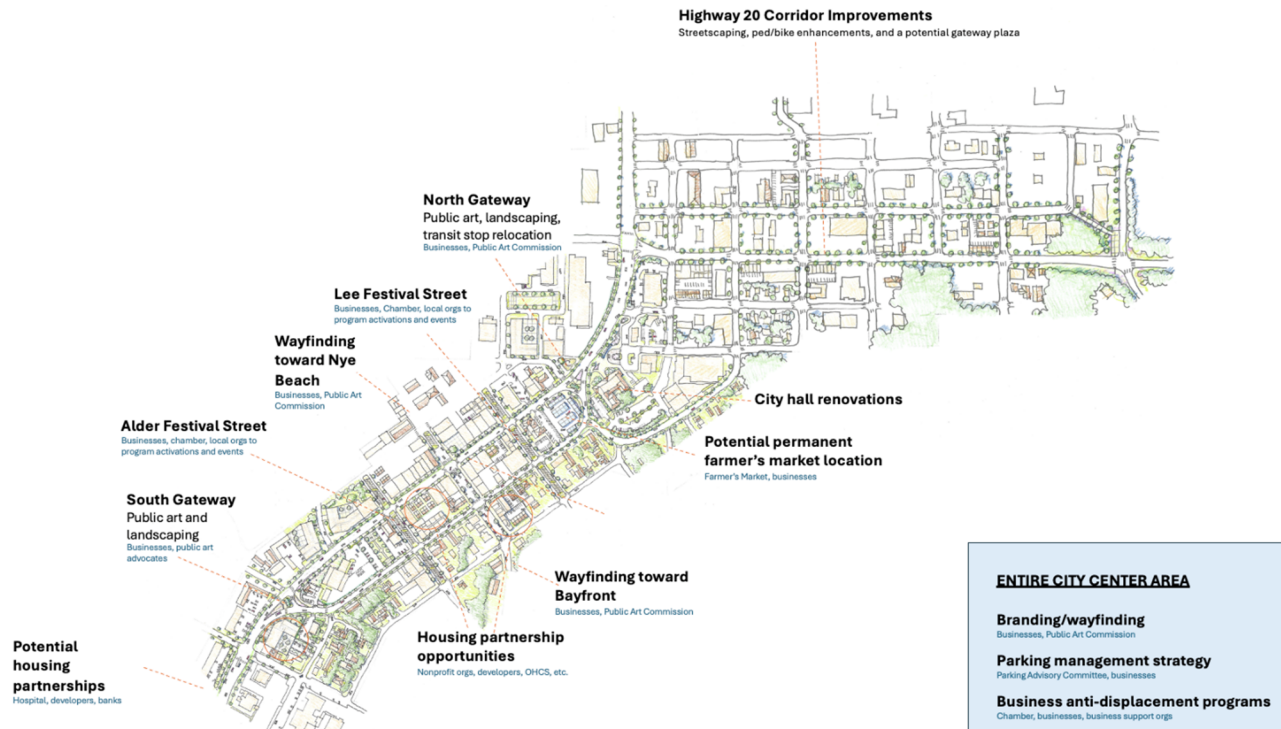


Figure 5 City Center District Implementation Focus Areas

~~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.~~

Staff: These changes provide a contextual framework for the City Center that replaces the policy direction for the City Center area from the Newport Peninsula Urban Design Plan with the recommendations from the City Center Revitalization Plan as articulated in Memo #5, Initial Code Concepts, Memo #6, Public Investments, and Memo #7 Partnerships and Implementation.

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:

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 mixed-use 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, consistent with Memo #6, Public Investment, by David Evans & Associates, et al., dated April 7, 2025.
 - (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), with concepts for City Center being outlined in Memo #7, Partnerships – Implementation, by ECOnorthwest, dated May 8, 2025.
- 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.

Staff: The above changes include references to specific memos developed as part of the City Center Revitalization planning process to provide additional context.

INTRODUCTION TO PUBLIC FACILITIES⁴

The City of Newport has recognized the need for updating its public facilities data base to encourage sound planning for future development. In response to this need, the city ~~has engaged CH2M HILL, INC. consulting firms over the years,~~ to prepare components of the a public facilities plan for the incorporated area and the revised urban growth boundary. The "Public Facilities Plan for the City of Newport, Oregon," hereafter known as the "Facilities Plan," addresses facilities development for ~~the a 20-year~~ planning period from the ~~present to the year 2010 and is hereby included in this document by reference date a particular plan component is completed.~~ In 1999 the City adopted an updated ~~Transportation System Plan (with additional updates to portion of the Transportation System Plan adopted in 2008).~~ In 2009 the City adopted an updated Water System Master Plan.

Public Facilities Plan Purposes and Relationships:

This Facilities Plan has been developed to facilitate sound planning for the economic, efficient, and environmentally sensitive development of urbanizable land, and sound public fiscal management. It was prepared in accordance with Oregon Administrative Rule 660-011-0000 through 660-011-0500065, which requires Oregon cities containing populations of over 2,500 persons to prepare such plans.

The Facilities Plan is a support document to the city's Comprehensive Plan. Portions of the Facilities Plan, however, have been adopted as part of the Comprehensive Plan and include:

- > A list of public facility project titles.
- > A map of the public facility projects' locations and service areas.
- > The urban growth management agreement designating the provider of each public facility system.

Master plans for water, wastewater, transportation, public parking, storm water drainage, airport, and waterfront facilities have been prepared or revised for Newport. ~~Much of the Summary~~ information from the master plans has been incorporated directly into this Facilities Plan, sufficient to satisfy Oregon Administrative Rule requirements. The master plans, in their entirety, can be obtained are available to review or purchase at the Community Development Department, ~~and include the following titles:~~

⁴The public facilities section of this document represents a summary of CH2M HILL's "Public Facilities Plan for the City of Newport, Oregon," 1989 and subsequent amended portions of the facilities plans. Tables are included here, but the CH2M HILL document or the applicable amended portion of the document must be referenced for figures and maps. See also adopted South Beach Neighborhood Plan for additional analysis and amendments regarding this Section for the South Beach Neighborhood Plan area.

- > ~~"2008 Water System Master Plan", Civil West Engineering Services, Inc.~~
- > ~~"Wastewater System Master Plan Update 1988 for the City of Newport, Oregon," CH2M HILL.~~
- > ~~"City of Newport Transportation System Plan, June 1997", Parsons Brinckerhoff Quade & Douglas, Inc. (adopted in 1999).~~
- ~~Updates to the Transportation Plan include:~~
 - ~~>"Northside Local Street Plan", Parametrix (adopted in August 2008).~~
 - ~~>"Newport Pedestrian and Bicycle Plan", Alta Planning & Design (adopted in August 2008).~~
- > ~~"City of Newport Storm Sewer Facilities, February 1990," CH2M HILL.~~
- > ~~"Master Plan: Newport Municipal Airport, Newport, Oregon," August 1989, FORESITE Group, Inc., DRAFT.~~
- > ~~"Newport Urban Renewal Agency: Update of Port Development Element of Comprehensive Plan," 1989, CH2M HILL.~~

~~This Facilities Plan summarizes the master plans and provides a condensed reference for people interested in settling or developing in Newport. Each of the following sections of the Facilities Plan presents an inventory of existing facilities, statements concerning their general condition, and a discussion of the major projects recommended to improve or provide new services to Newport through the year 2010 or to a later date as identified in the adopted updated portions of the Facilities Plan. Maps identifying existing and projected facilities are provided (where applicable) at the end of each section. All tables and maps are titled by section.~~

Facilities Plan Area:

~~The Facilities Plan applies to the area within the Newport urban growth boundary as shown in the City of Newport's Comprehensive Plan Map and including the Thiel Creek destination resort area. The Facilities Plan area encompasses approximately 5,600 gross acres not including lands subjected to tidal action and resulting flooding. Included in the 5,600 acres are approximately 1,000 acres of land encompassing the Thiel Creek destination resort area south and east of the city's municipal airport. A portion of the Thiel Creek area property to the east of the airport was removed from the Urban Growth Boundary as part of the adoption of the South Beach Neighborhood Plan in 2006 (acknowledged in 2007), and additional land was added to the Urban Growth Boundary to the east and northeast of Mike Miller Park.~~

Establishing The Need For Future Facilities Projects:

The planning period established for the Facilities Plan is 20 years. The need for future projects has been identified by analyzing the following:

- ~~Land use data and population projections contained in the City of Newport Comprehensive Land Use Plan of 1980 and a document titled "Petition to Amend the Lincoln County and City of Newport Comprehensive Plans," dated March 1987.~~
- Historical uses of the facilities.
- Information contained in master plans.

~~The city estimates that Newport's population will reach about 11,500 in the year 2000. The population projection at year 2010 is 13,500. This is an average annual growth rate of 2.0%. However, since the master plans are for the entire urbanizable area, a higher potential population figure of 20,000 was used. This allows for facilities planning for the entire UGB. Updated portions of the Facility Plan may contain revised population projections and timeframes as applicable to the updated plan portion.~~

Land use data and population projects will vary between master plans, as each plan considers the prevailing land use data, population projections, and growth assumptions in place at the time the plans are prepared. Historical uses of each facility are discussed at length in each of the facility master plans. Each master plan also divides the facility plan area according to the most efficient manner to manage each facility considering terrain, existing land uses, related existing facilities, projected facility needs, and buildout of the urban growth boundary.

All of the proposed facility improvement projects discussed in this Facilities Plan and amended sections are prioritized. Project priorities correspond to when the project would be needed. The type of improvement and the increase in capacity (if applicable) is indicated in each project's title. The projects outlined in this facilities plan are subject to change as various development proposals and construction projects occur, as environmental impact statements are processed, design studies are completed, master plans modified, capital improvement programs changed, facility components malfunction, site availability changes, or growth rates changes.

Staff: The above language in the introduction to the Public Facilities Chapter of the Comprehensive Plan contains outdated language that needs to be updated. This syncs it up with the master plan summaries that follow, each of which is up to date.

GOALS AND POLICIES
PUBLIC FACILITIES ELEMENT

TRANSPORTATION

GOALS AND POLICIES

The following goals and policies are intended to guide the decision makers and the development community in the administration of the Transportation System Plan (TSP) and the development of applicable implementing ordinances consistent with the TSP. This section is not intended to provide review criteria for specific projects or to function as a capital improvement plan.

Goal 1: Vision. To provide a safe, efficient, and convenient multi-modal transportation system consistent with the Transportation System Plan.

Policy 1: Improve and maintain a transportation system that is consistent with the adopted 2022 TSP, as amended. The 2022 TSP may be updated with future refinement plans or other transportation studies. As new studies or plans are adopted, they are to be listed under this policy by title, date, and ordinance number.

a. Yaquina Head Traffic Study, for FHWA Western Federal Lands Highway Division and the Bureau of Land Management, by Robert Peccia & Associates, dated June 30, 2022 (Ordinance No. 2204).

b. City Center Revitalization Plan, Memorandum #6, Public Investment, by David Evans and Associates, Urbsworks, and ECOnorthwest, dated April 7, 2025 (Ordinance No. _____).

Staff: The City Center Revitalization Plan is a refinement plan that will update the TSP, providing additional guidance and direction for how the City should fund and improve the transportation system. Therefore, it is appropriate that it be listed as an adopted refinement plan under this policy.



CITY CENTER REDEVELOPMENT PLAN: GOALS AND OBJECTIVES

TASK 3.1: DRAFT MEMO #1 | JUNE 27, 2024

PREPARED FOR:
CITY OF NEWPORT, OREGON
PREPARED BY:



u r b s w o r k s



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1 INTRODUCTION

Draft Memorandum #1 identifies potential goals and objectives for the Newport City Center Revitalization Plan (NCCRP), establishes evaluation criteria, and assesses the two 2022 Transportation System Plan (TSP) alternatives for US101 in the study area.

2 NCCRP PURPOSE AND PROCESS

The purpose of the NCCRP is to encourage development / redevelopment to create a vibrant urban center.

The NCCRP process will:

- Explore the TSP US 101 couplet realignment through the city center and identify best option to achieve the US 101 focus area vision.
- Develop Comprehensive Plan / Development Code amendments to encourage desired development patterns in the US 101 and US 20 focus areas.
- Identify public investments and incentives to encourage desired development and improve livability.
- Adopt the NCCRP.

3 POLICY CONTEXT

The goals and objectives for the NCCRP build upon the currently adopted City goals and policies related to conditions in the Project Area. The City has adopted and prepared plans including:

- Economic Opportunities Analysis, 2012 (incorporated into the Comprehensive Plan)—see Appendix 1
- Northside Urban Renewal District Plan (until 2042), 2015—see Appendix 2
- 2022—2042 Housing Capacity Analysis, 2022—no specific goals and objectives
- Transportation System Plan (TSP), 2022—see Appendix 3
- Park System Master Plan, (incorporated into the Comprehensive Plan) —see Appendix 4
- Storm Water Master Plan, 2016—no specific goals and objectives
- Water System Master Plan, 2008—no specific goals and objectives

4 NCCRP GOALS AND OBJECTIVES

The goals and objectives for the Newport City Center are that it will have:

Goal 1: An active mixed-use commercial/residential, walkable environment with:

- A resilient mix of market rate, workforce, and affordable housing
- Viability for multifamily/mixed-use housing to stimulate development
- Livable, well-designed areas attractive to pedestrians and functional for bicyclists
- Community gathering spaces, including a plaza for events
- Farmers' market space, potentially covered
- Connections and/or wayfinding to the City's parks, trail system, and transit stops

Goal 2: Safe and efficient traffic flow and parking management by:

- Improving crosswalk safety, safety of primary routes to schools, and evacuation route support
- Evaluating closing side streets temporarily or permanently for community space/events
- Implementing parking management framework
- Establishing waivers to off-street parking requirements (state legislation)
- Coordinating parking strategy and enforcement
- Coordinating Parking Commission and parking studies

Goal 3: A clean, welcoming appearance, implemented through:

- Finished set of design and code standards for development
- Potential facade improvement program
- Leveraging second story (or higher) views
- Consideration of South Beach placemaking efforts for landscaping, public art, signage and wayfinding
- High-quality maintenance of landscaping

Goal 4: Planned property development and acquisition through:

- Balancing improvements vs. demolition/redevelopment and avoiding gentrification
- Assessing property conditions and potential strategic acquisitions
- Coordinating with developers on adaptive reuse for early wins
- Finding spaces for pocket parks

Goal 5: Targeted investment in infrastructure by:

- Identifying capital projects
- Identifying sources beyond urban renewal funds

5 RELATIONSHIP BETWEEN NCCRP GOALS AND CITY POLICY

The NCCRP goals and objectives build upon goals, objectives, and policies of the City's existing plans, specifically:

NCCRP Goal 1: An active mixed-use commercial/residential, walkable environment

Northside Urban Renewal District Plan

Goal 2 Economy, 2. Commercial Core Areas, b. Assist in the financing and provision of transportation improvement to ease congestion, spread out traffic, enhance pedestrian experience, and facilitate redevelopment.

Goal 4 infrastructure, 7. Assist in the financing and provision of transportation improvements for US 101 and US 20 for improving traffic flow and traffic patterns, reconfiguring intersections, installing or upgrading traffic signals, improving pedestrian and bicycle connections, right of way acquisition and parking improvements

Transportation System Plan

Goal 3: Active Transportation – Complete safe, convenient and comfortable networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.

Goal 4: Grow the Economy – Develop a transportation system that facilitates economic activity and draws business to the area.

Goal 6: Support Healthy Living – Support options for exercise and healthy lifestyles to enhance the quality of life.

NCCRP Objective: Viability for multifamily/mixed-use housing to stimulate development

Northside Urban Renewal District Plan

Goal 3 Housing, 3. Assist in the improvement of the transportation system to support existing development and allow for future housing development. 4. Explore public and private partnerships to encourage housing development in the commercial core areas.

NCCRP Objective: Livable, well-designed areas

Northside Urban Renewal District Plan

Goal 2 Economy, 1. US 101/US 20 Streetscape, b. Improve overall aesthetics

Park System Master Plan Objectives

Collaborating with community partners to create a park and recreation system that is attractive, sustainable, and well-maintained.

NCCRP Objective: Connections or wayfinding to the City's parks and trail system

Northside Urban Renewal District Plan

Goal 2 Economy, 2. Commercial Core Areas, c. Help create and enhance a district identity through the provision of amenities including but not limited to benches, public art, public spaces, street and landscape island enhancements, wayfinding, utility undergrounding, and billboard removal.

Park System Master Plan Objectives

Further development of an integrated multi-use trail system that connects neighborhoods, visitor destinations, open spaces, and natural areas.

NCCRP Goal 2: Safe and efficient traffic flow and parking management by improving crosswalk safety

Transportation System Plan

Goal 1: Safety – Improve the safety of all users of the system for all modes of travel.

NCCRP Goal 3: A clean, welcoming appearance

Not explicitly stated in policy, this outcome appears to be one of the goals of the range of stakeholders.

NCCRP Goal 4: Planned property development and acquisition

Economic Opportunities Analysis

Supply of Commercial And Industrial Land, Goal: Provide an adequate number of sites of suitable sizes, types, and locations to accommodate a variety of economic opportunities over the planning period Policy 7. The City shall ensure an adequate supply of commercial and industrial sites

Coordinating with developers on adaptive reuse for early wins

Northside Urban Renewal District Plan

Goal 2 Economy, 2. Commercial Core Areas, d. Work with property owners to promote development and redevelopment of properties within the Area including but not limited to site prep for re-use

NCCRP Goal 5: Targeted investment in infrastructure

Economic Opportunities Analysis

Infrastructure and Public Facilities, Goal: Make investments in infrastructure and public facilities to support the target industries

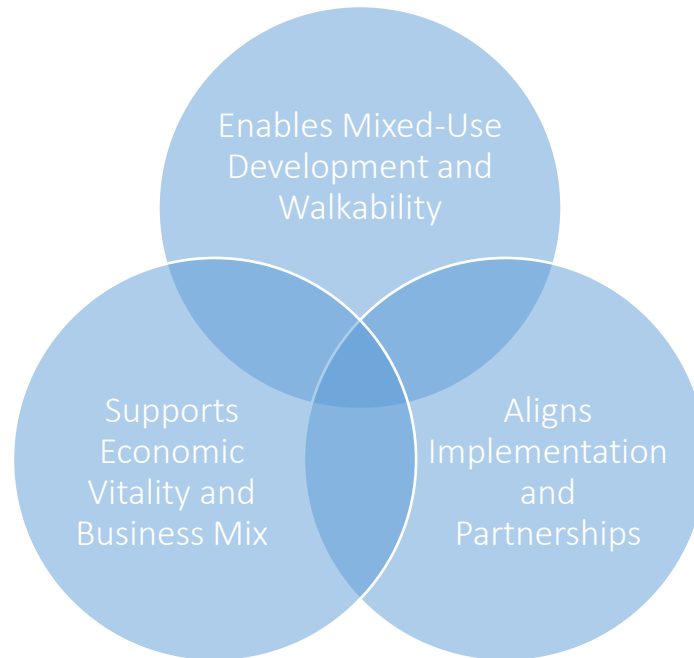
Northside Urban Renewal District Plan

Goal 4 infrastructure: 2. Complete a Refinement Plan for the commercial core areas; Build utility infrastructure to accommodate growth in the Area; 5. Coordinate with the Oregon Department of Transportation (ODOT) on transportation improvements, including street, sidewalk and bridge improvements in the Area; 6. Assist in the improvement of the transportation system to support existing development and allow for future development.



6 EVALUATION CRITERIA

Based on City priorities identified at the May 31, 2024 Project Initiation Meeting, input from the Community Advisory Committee (CAC), and coordination with ODOT Region 2 Traffic, the following qualitative success criteria were developed. The criteria, based on the goals and objectives, generally fall within three categories (see diagram below) and will be used to evaluate deliverables, assess policy and code options, and prioritize recommended projects.



7 ALTERNATIVES EVALUATION

The 2022 TSP identified two alternatives for improving transportation facilities within the Project Area along US 101. TSP did not finalize the alignment in the Study Area. This section assesses the configurations (Enhanced Existing 2-Way US 101 and Short Couplet) to begin to identify the alternative (or variations) which will best support Project objectives.

CRITERION		ALTERNATIVE 1: 2-WAY US 101 (BIKE LANES ON SW 9 TH ST)	ALTERNATIVE 2: SHORT COUPLET (SW ABBEY AND ANGLE ST)
Enables Mixed-Use Development and Walkability			
1	Enables housing mix	●	●
2	Enhances access and visibility	●	●
3	Increases ped safety and walkability	●	●
4	Allows wayfinding options	●	●
5	Provides plaza, park, community spaces	○	●
6	Features positively / partially benefits most users	●	●
Supports Economic Vitality and Business Mix			
7	Minimizes barriers to development	●	●
8	Provides certainty for property owners (infrastructure / process / timeline)	●	●
9	Allows strategic property development and investment	○	●
10	Attractive to diverse business types	○	●
11	Enhances visibility and access to businesses	●	●
12	Manages parking	●	●
Aligns Implementation and Partnerships			
13	Allows phased / flexible development	●	●
14	Minimizes code barriers	●	●
15	Multiple potential funding options	●	●
16	Relative cost	●	○
17	Avoids disruption of existing businesses	●	○

Symbol Key: ● = Strong Performance ● = Fair Performance ○ = Poor Performance

INITIAL RATING: Supportive of the TSP ranking, the NCCRP consultant team's initial assessment rates Alternative 2: Short Couplet as meeting more of the overall rating criteria. Looking ahead to further work with the CAC and community, confirmation, refinement, and/or potential prioritization the criteria may shift this assessment.

8 APPENDICES: CITY PLANS GOALS AND OBJECTIVES

Appendix 1: Economic Opportunities Analysis

Appendix 2: Northside Urban Renewal District Plan

Appendix 3: TSP

REFINED GOALS AND OBJECTIVES

The TSP goals and objectives define how the community's vision will shape the design, construction, operation, and management of the transportation system. This **2022 TSP update** reorganized the 2012 TSP structure and added several new goals. The plan framework now better supports performance-based planning. The new goals for the Newport TSP are listed below. For more details about the full policy framework, please refer to *Setting the Direction for the Plan* in Chapter 2.

- **Goal 1: Safety** – Improve the safety of all users of the system for all modes of travel.
- **Goal 2: Mobility** – Promote efficient travel that provides access to goods, services, and employment to meet the daily needs of all users, as well as to local and regional major activity centers.
- **Goal 3: Active Transportation** – Complete safe, convenient and comfortable networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.
- **Goal 4: Grow the Economy** – Develop a transportation system that facilitates economic activity and draws business to the area.
- **Goal 5: Environment** – Minimize environmental impacts on natural resources and encourage lower polluting transportation alternatives.
- **Goal 6: Support Healthy Living** – Support options for exercise and healthy lifestyles to enhance the quality of life.
- **Goal 7: Prepare for Change** – Ensure that the choices being made today make sense at a time when Newport is growing, and the transportation industry is rapidly changing.
- **Goal 8: Fiscal Responsibility** – Sustain an economically viable transportation system.
- **Goal 9: Work with Regional Partners** – Partner with other jurisdictions to plan and fund projects that better connect Newport with the region.

In addition to the goals outlined above, a set of supplemental strategies and guidelines were developed to address specific issues of concern within the Commercial Core and the Agate Beach areas of the City.

Appendix 4: Park System Master Plan Objectives

Park System Master Plan Objectives

The City of Newport continues to experience growth and is also undergoing shifts in its demographics. Residents age 65 years and older now make up approximately one fourth of the City's population, and the number of residents who identify as Hispanic or Latino has nearly doubled in the last two decades. Today, over half of the City's residents are renters. Given these changes to the City's population, it will be important to consider the needs of future residents and visitors when thinking about how to further develop and improve upon the City's park system.

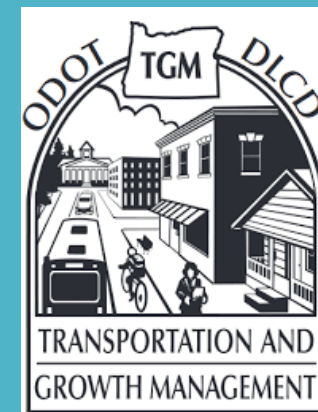
Some objectives of the Park System Master Plan include:

- Further development of an integrated multi-use trail system that connects neighborhoods, visitor destinations, open spaces, and natural areas.
- Increasing the recreational value of existing parks, including creating conceptual designs for underdeveloped spaces.
- Identifying areas underserved by parks and recreation facilities and proposing new parks and recreation facilities for serving them.
- Redesign and expansion of the Sam Moore Skate Park and associated neighborhood park and trail.
- Siting of a bicycle pump track.
- Recommendations related to siting and management of new community gardens.
- Assessing how future development of the Wolf Tree Destination Resort can be integrated into the City's park system.
- Identifying ways to increase energy and natural resource efficiency for park and recreation maintenance and operations.
- Identifying sustainable funding streams and ways to reduce ongoing maintenance requirements and costs for the City's parks, open spaces, and recreational facilities.
- Collaborating with community partners to create a park and recreation system that is attractive, sustainable, and well-maintained.

Newport City Center Revitalization Plan

CAC Meeting #2

August 23, 2024



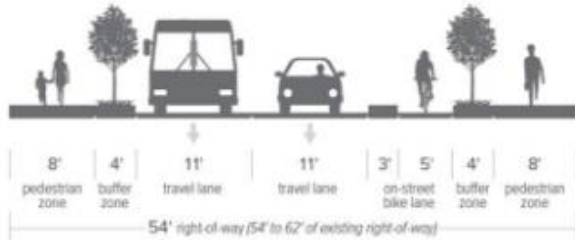
TSP BASELINE

US 101 SHORT COUPLET

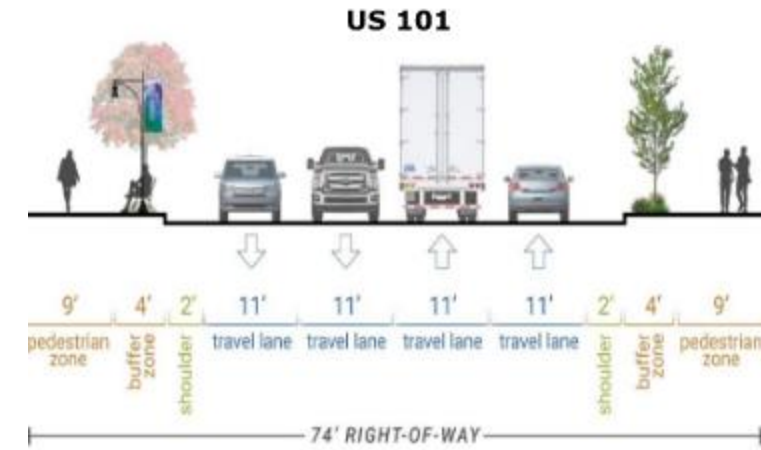
1 US 101 CROSS-SECTION SOUTHBOUND



2 SW 9TH STREET CROSS-SECTION NORTHBOUND



US 101 TWO-WAY OPTION



US 101 Four Lane: Wider Sidewalk Option

- Remove on-street parking, with parking on side streets and lots
- Provide wider 11' travel lanes (from 10' today)
- Provide wider sidewalk area with landscape



SW 9th Street Bikeway

- Remove parking, reduce lane width and add bike lanes

Evaluation of 101 Alternatives

EVALUATION CRITERIA	US 101 TWO-WAY (WITH BIKE LANES ON SW 9TH STREET)	US 101 SHORT COUPLET (SW ABBEY STREET AND SW ANGLE STREET)
PROMOTES MIXED-USES AND ACTIVITY CENTERS	<p style="text-align: center;">+</p> <p>Traffic volume on SW 9th Street remains static; difficult to promote mixed use on US 101 due to high vehicle volume and limited separation from travel lanes, no bike facilities or parking</p>	<p style="text-align: center;">+++</p> <p>Concentrates investment in existing most active US 101 area; adds new opportunities on SW 9th Street; wider sidewalks and addition of bike lanes creates opportunities for residential over retail mixed use</p>
DISTRIBUTES TRANSPORTATION INVESTMENT TO THE WIDEST RANGE OF OPPORTUNITY STREETS AND SITES	<p style="text-align: center;">++</p> <p>Primary benefit on SW 9th Street only; US 101 remains the same</p>	<p style="text-align: center;">+++</p> <p>Better site access, visibility, and circulation improvements in SW Fall Street to SW Angle Street corridor</p>
IMPROVES OVERALL MOBILITY	<p style="text-align: center;">++</p> <p>Basic traffic calming and intersection cleanup; center turn lane reduces delays, where feasible</p>	<p style="text-align: center;">+++</p> <p>New traffic pattern, bikeways, sidewalk upgrades, parking</p>
IMPROVES WALKING AND BIKING NETWORK	<p style="text-align: center;">++</p> <p>Dedicated bikeways on SW 9th Street only; no bikeways on US 101; Walking degraded on US 101 as motor vehicles are closer to sidewalk</p>	<p style="text-align: center;">+++</p> <p>Overall improvements provide benefits; new facilities on both street segments</p>
INCREASES STREETSCAPE IMPROVEMENT OPPORTUNITIES	<p style="text-align: center;">++</p> <p>No change on US 101; new opportunities on SW 9th Street</p>	<p style="text-align: center;">+++</p> <p>Provides much space for streetscape upgrades</p>
IMPROVES THE STREET GRID AND URBAN PATTERN	<p style="text-align: center;">+</p> <p>Overall circulation improvements; related side-street impacts</p>	<p style="text-align: center;">+++</p> <p>Major upgrades to highway segments and interconnects side streets</p>

DEMOGRAPHICS

What is Newport's population like in 2024?

Compared to the state, the city has:



Slower Population Growth: Newport's population grew 9% over the past decade. Looking ahead, projections suggest 15% growth in the next 20 years. This growth could be higher if more housing is available to meet demand.



More Seniors and Smaller Households: Newport's population is aging, with a median age of 48 compared to Oregon's 40. Nearly a third of residents are over 65. Households in Newport tend to be smaller than the state average, with many one- and two-person households.



Less Racially and Ethnically Diverse. Newport's population is predominately white, non-Hispanic (76%) followed by Hispanic or Latino of any race (16%).



Lower Incomes: Newport has a lower median household income (\$57,511) compared to the state (\$76,632). 72% of Newport residents earn less than \$74,000 per year, indicating a higher share of lower-income households.



Lower Educational Attainment: The City has a lower share of residents with a bachelor's degree or higher.

How does the Project Area compare to the city?

Compared to the city, the Project Area has:



A Younger, More Diverse Population

Population under 40 years

60%

50%

Identify as a person of color or Hispanic/Latino

30%

24%



Larger Households and More Children

Households with children

22%

18%

Household mix

Even mix of 1-person, 2-person, and 3-person households

75% are 1- or 2-person households.



More Renters

Renters

60%

40%

Challenges

Note: OSU constructing 34,000-sf housing complex with 72 studio-style apartments and 5 two-bedroom family units on its South Beach campus.

People

- Continued growth
- Aging population
- Continuing need to balance year-round residents needs with visitors

Housing

- Lack of affordable housing, particularly for employees
- Continued growth in second homes and demand for short-term rentals
- Total Housing Units: 5,576
 - 4,551 occupied (82%)
 - 1,025 vacant (18%)

Income/Education



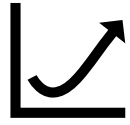
12,223 pop by 2045
34% will be 65+ by 2030

310 new SF homes
310 plex/multifamily
by 2042

+10% OSU enrollment
by 2033

EMPLOYMENT

What is Newport's economy like today?



Stagnant Employment Growth: Newport's covered employment decreased 3% between 2008 and 2022, losing about 200 jobs, mostly in Government and Other Services. This contrasts with Oregon's 14% employment growth during the same period.



Accommodation and Food Service is a Growing Industry. This sector added 212 new jobs, now representing 22% of Newport's total employment, up from 19% in 2008.



Samaritan Pacific Communities Hospital is a Major Employer in the Project Area: Other major employers in Newport are just south of the Project Area.



Long Commutes are Common. 55% of Newport residents work outside the city, while 70% of Newport's workforce commutes in from other areas.



Newport is a Tourist Destination. In 2023, the Oregon Coast welcomed 5.8 million visitors, with an average spend of \$519 per person per trip. Newport one of the most popular cities for tourists on the Oregon Coast, drawing 35% of coastal visitors. (*Travel Oregon*)

Employers

Major study area employer is Samaritan Pacific Communities Hospital:

- Approximately 380 employees
- 25-bed critical access hospital
- Adjoining parcels near hospital complex already redeveloped

Major employers south of study area:

- Oregon Coast Aquarium
- Hatfield Marine Science Center
- National Oceanic and Atmospheric Admin.
- Rogue Brewing
- Pacific Seafood



Employment

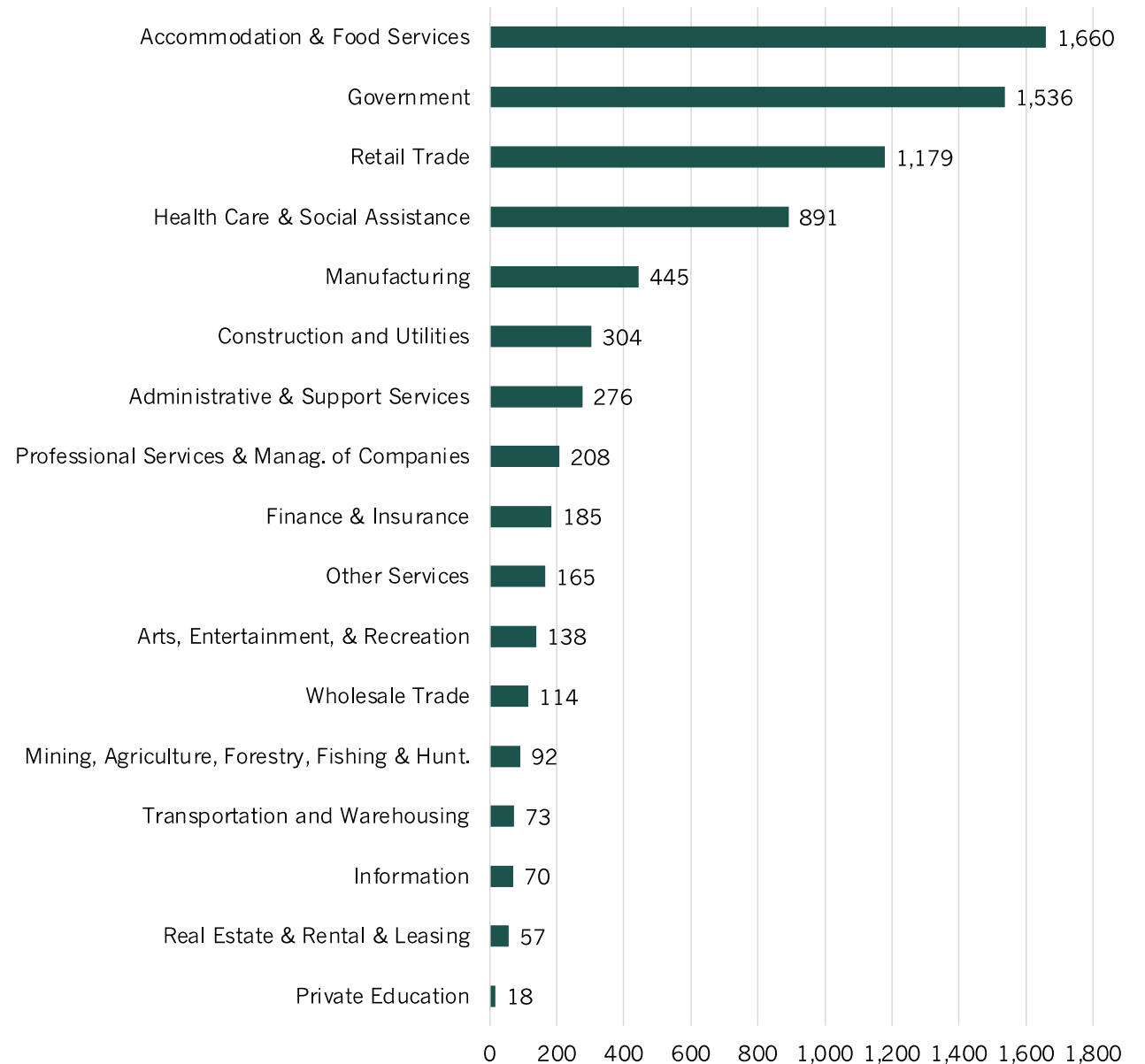
Covered Employment: 7,411

Largest Industries:

- Accom. & Food Service (22%)
- Government (21%)
- Retail Trade (16%)
- Health Care & Social Assist. (12%)
- Manufacturing (6%)



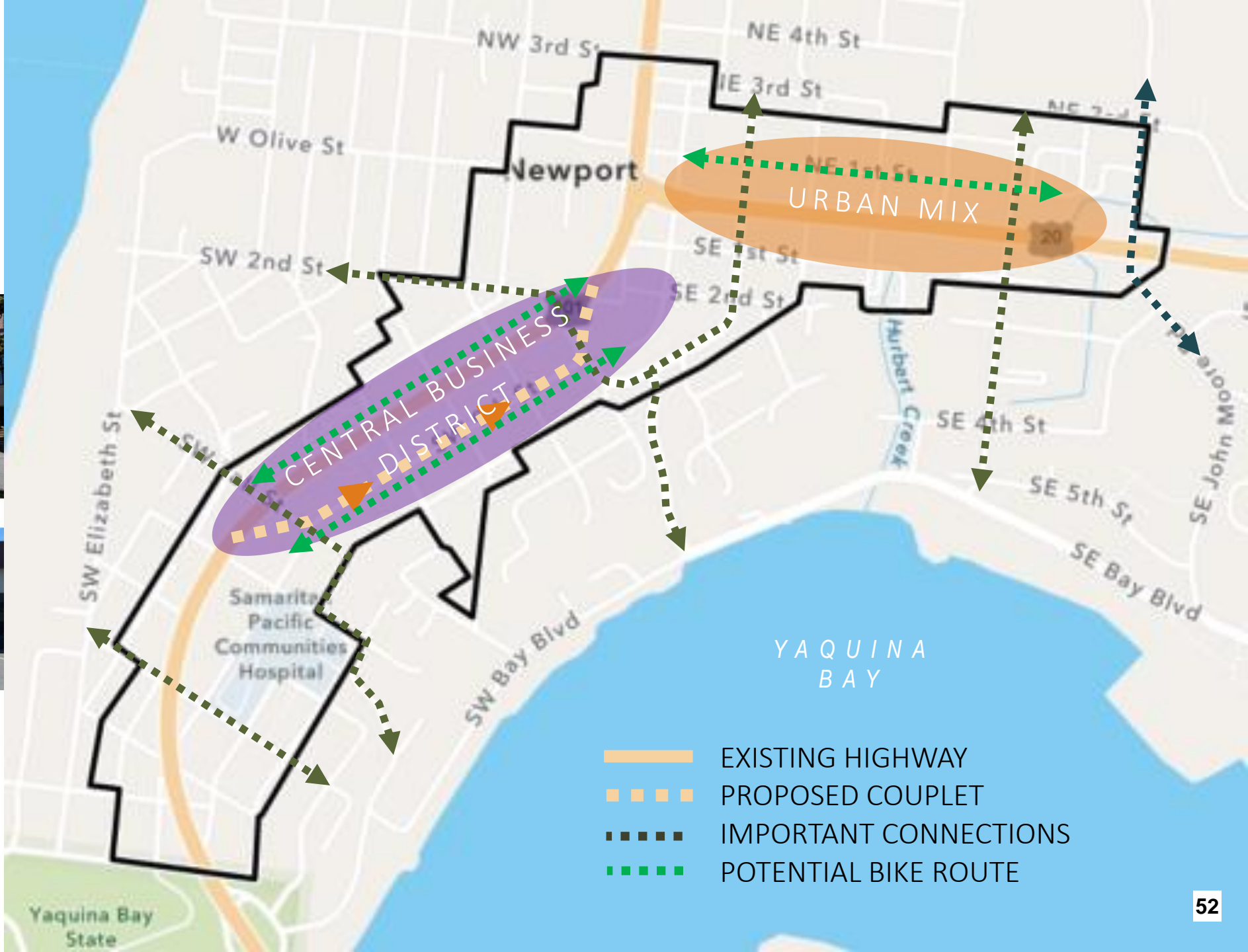
Newport Covered Employment by Industry, 2022



Source: Quarterly Census of Employment and Wages, 2022



LAND USE PATTERNS

CONTEXT



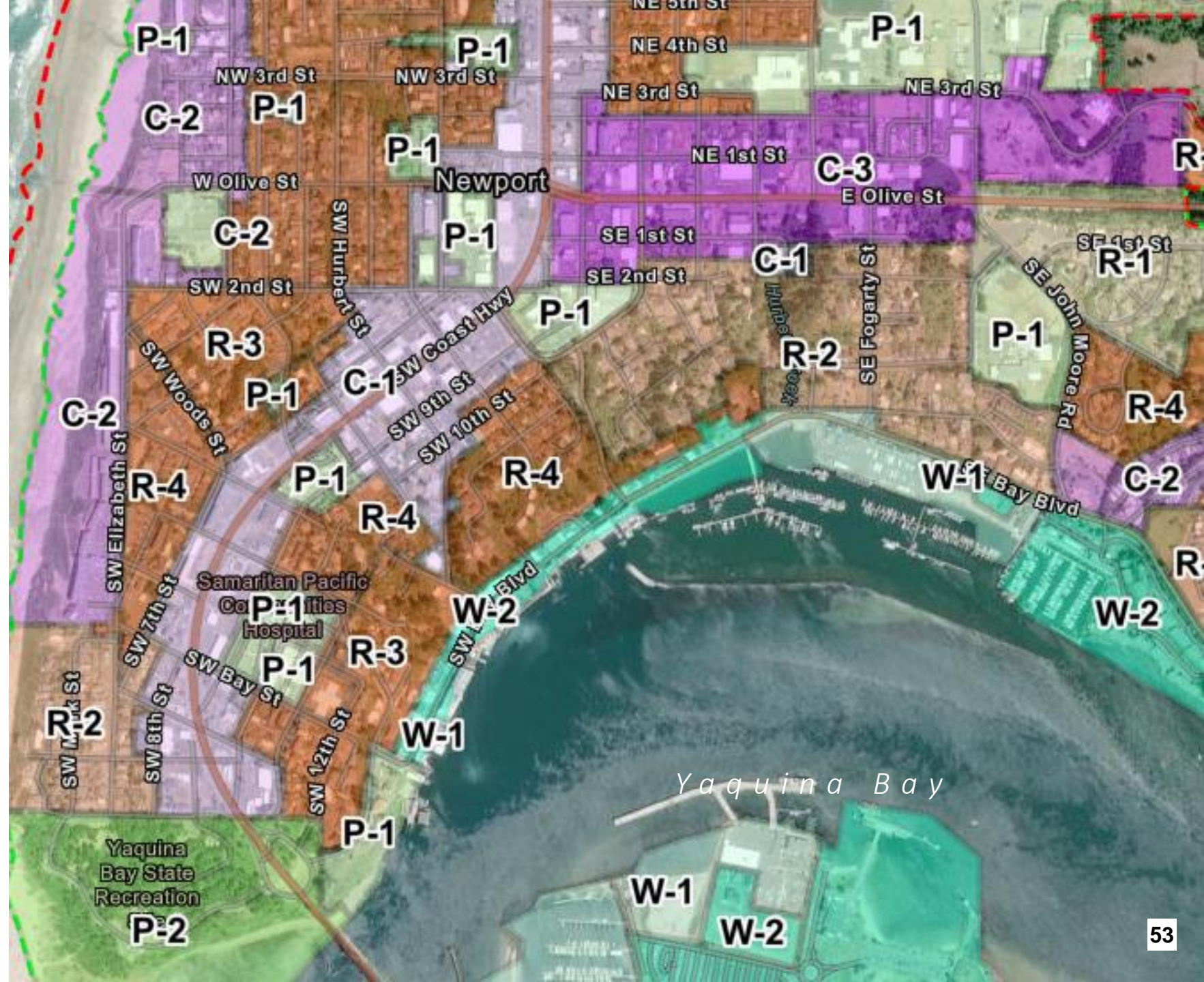
Zoning

Legend

-  City Limits
-  Urban Growth Boundary

Zone District

-  C-1 Retail and Service
-  C-2 Tourist
-  C-3 Heavy
-  I-1 Light
-  I-2 Medium
-  I-3 Heavy
-  P-1 Public Structures
-  P-2 Public Parks
-  P-3 Public Open Space
-  R-1 Low Density Single-Family
-  R-2 Medium Density Single-Family
-  R-3 Medium Density Multi-Family
-  R-4 High Density Multi-Family
-  W-1 Water Dependent
-  W-2 Water Related



Comprehensive Plan

Legend

 City Center Revitalization Plan Boundary

 Newport City Limits

 Urban Growth Boundary

Comprehensive Plan Designation

 Commercial

 Industrial

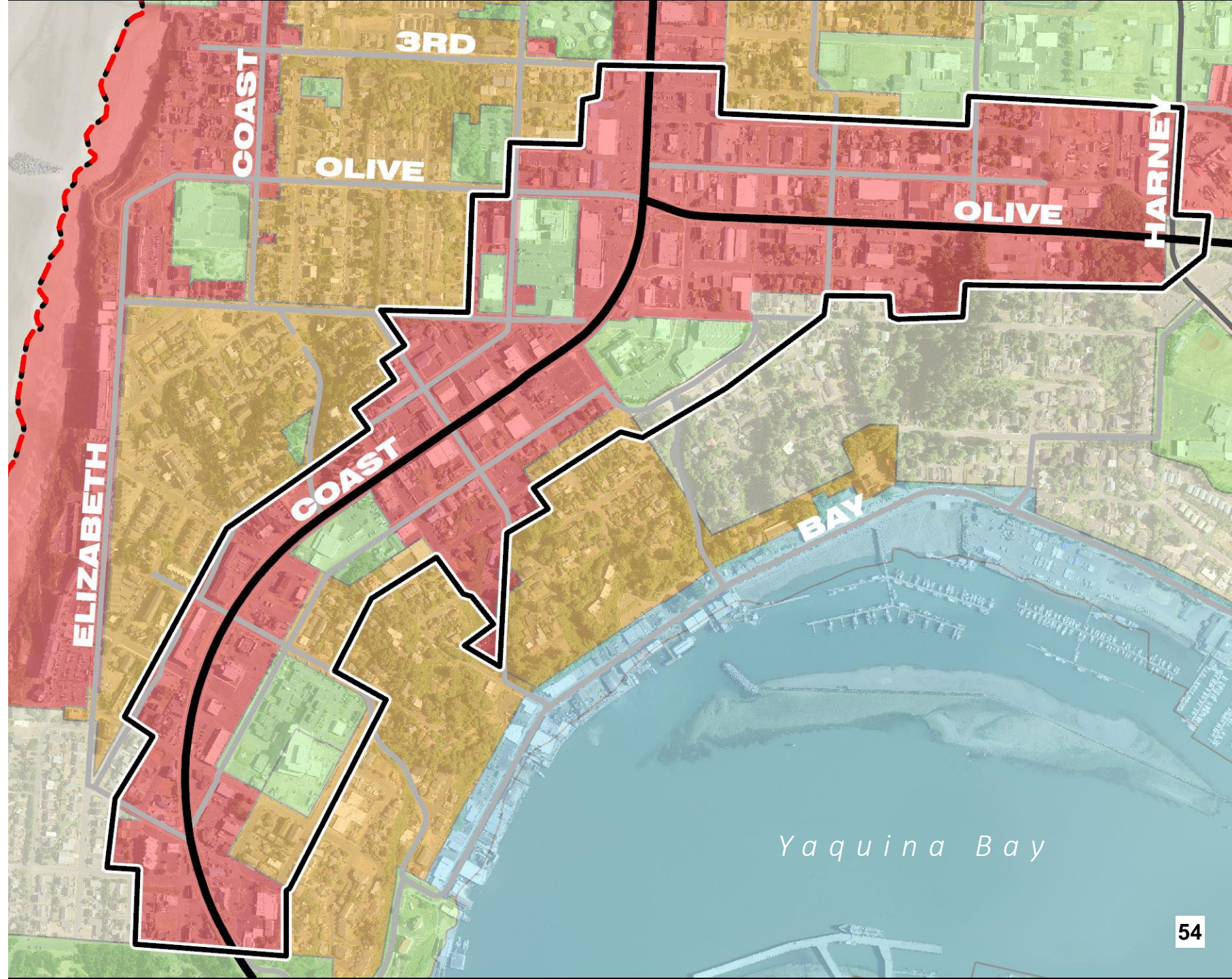
 Low Density Residential

 High Density Residential

 Public

 Open Space

 Shoreland



Parcel Ownership

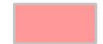
Legend

 City Center Revitalization Plan Boundary

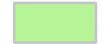
 Newport City Limits

 Urban Growth Boundary

Owner Type

 City

 County

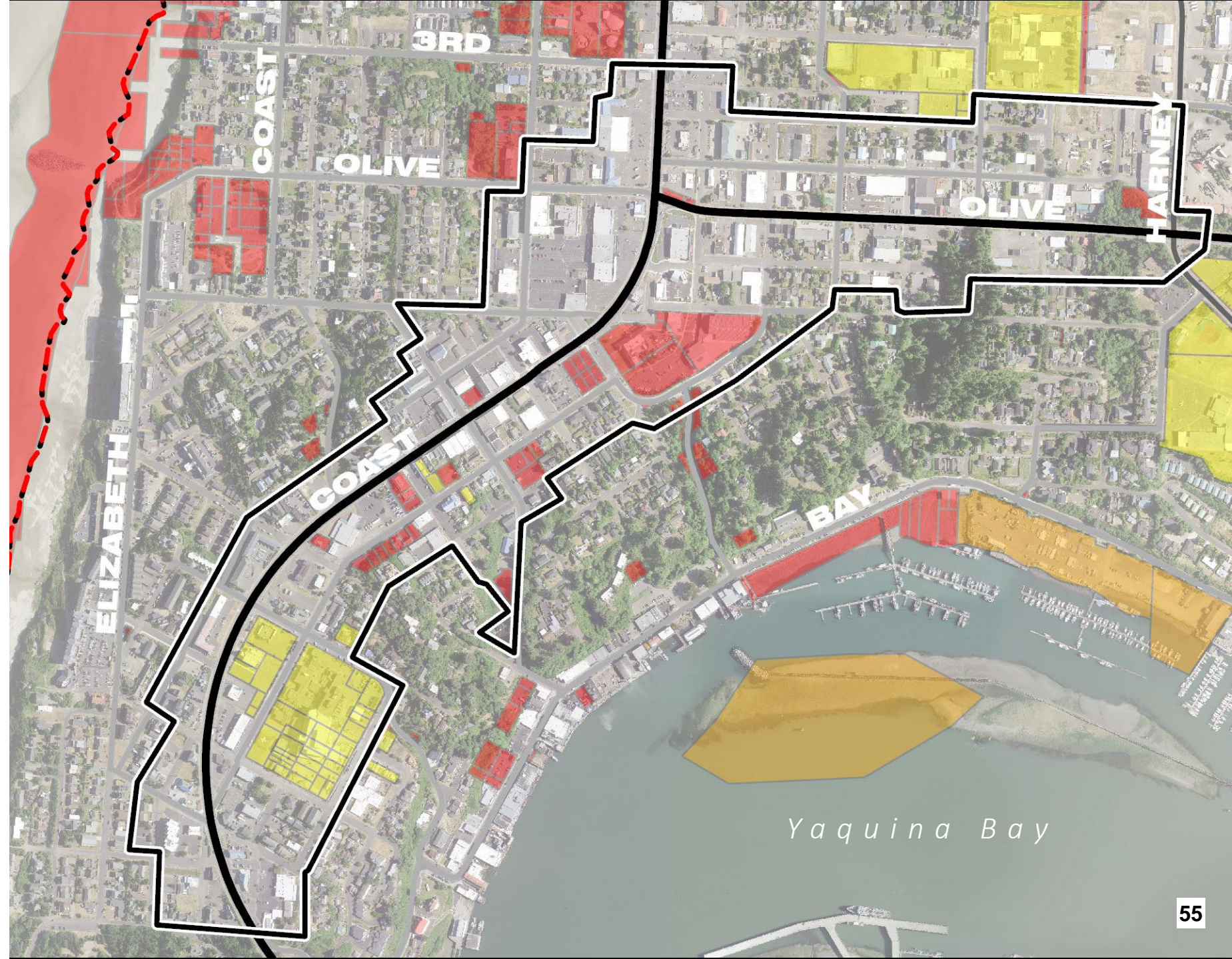
 State of Oregon

 USA

 Major Institution

 Aquarium

 Port



Land Use Opportunities



- Create a **focal downtown core** - like other Cities - with different “flavors” (Nye Beach, Bayfront, South Beach, Agate Beach).
- Potentially develop housing along parallel streets near high school.
- **Enhance US 20** as first ocean view gateway corridor.
- Pursue development w a range of partners
- Catalytic / set tone with new housing projects
- Public space – Farmers Market (tailored), other gathering places/spaces
- Locally serving amenities (for 101 and US 20)
- Avoid displacement of existing businesses / consider social services relationships

TRANSPORTATION

Transportation Characteristics

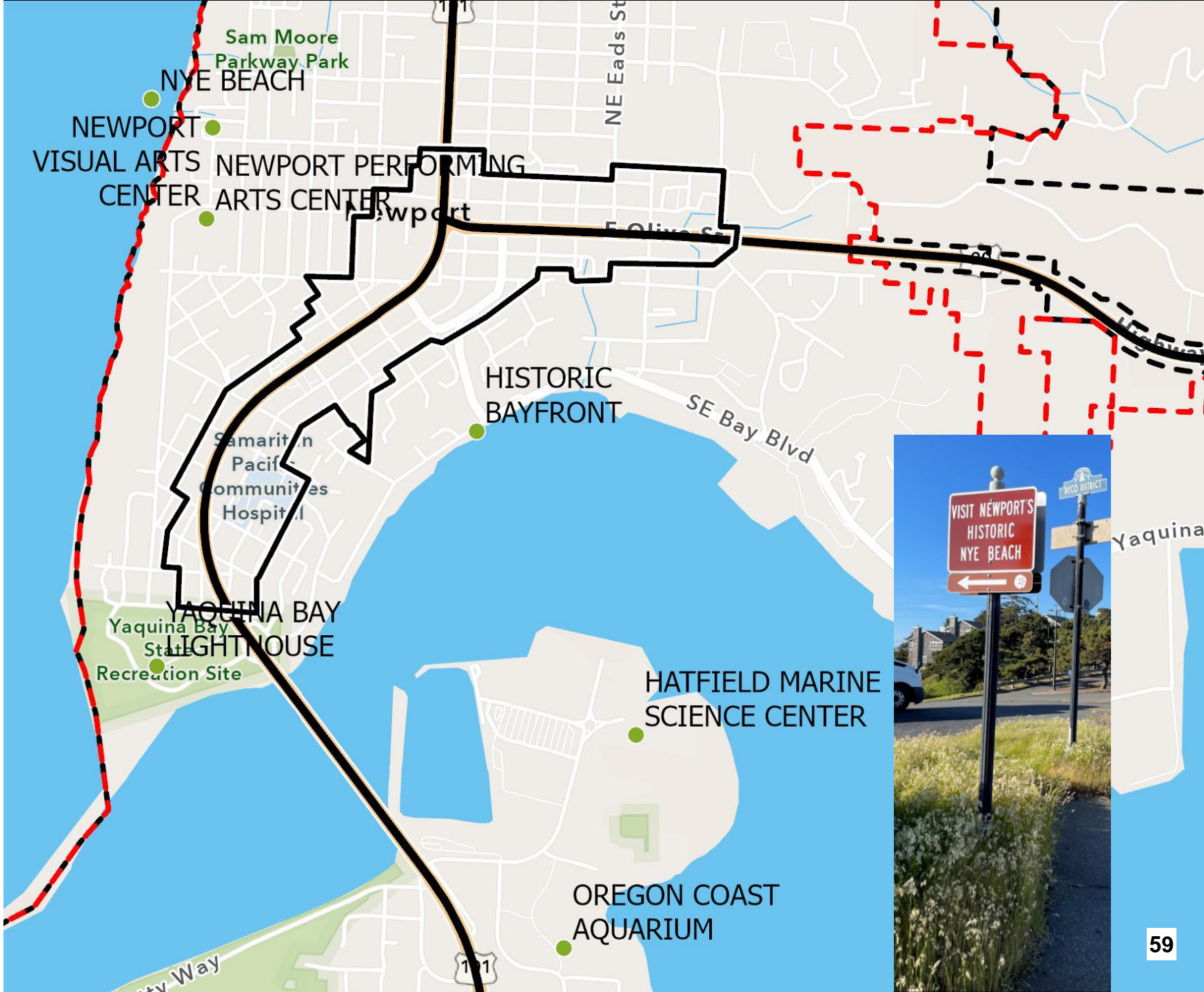
- High volumes of traffic
- US101 and US20 are designated freight routes
- US101 / US20 intersection is busiest in City
- Increased walking, rolling, and biking in downtown will need to be supported with improved infrastructure
- US 101 is part of Oregon Coast Bike Route
- Bikes on US 101 use paved shoulders



Destinations

Legend

-  City Center Revitalization Plan Boundary
-  Newport City Limits
-  Urban Growth Boundary
-  Major Destinations
-  Principal Arterial



Transportation: “to Work”

Means of Transportation to Work (Workers 16 Years and Over)

in Newport city, Oregon

Drove alone - 70.5%



Carpool - 12.1%



Public transportation - 0.5%



Walked - 4.7%



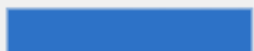
Bicycle - 1.4%



Taxicab, motorcycle, or other means - 1.0%



Worked from home - 9.8%



0% 10% 20% 30% 40% 50% 60% 70%

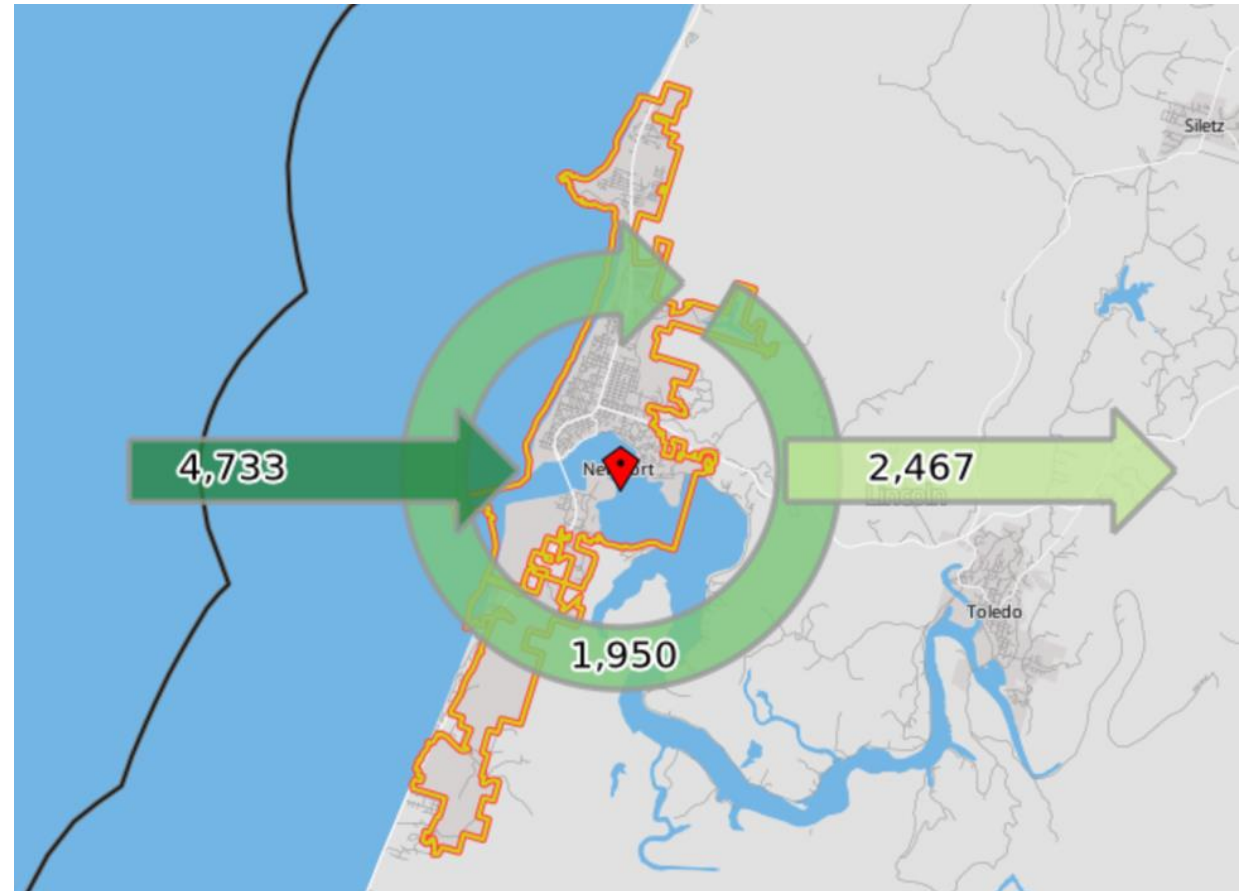
Commuting Flows

About 6,700 people worked in Newport in 2021. Most of these people commuted into Newport for work.

- 1,950 people lived and worked in Newport, accounting for 30% of jobs in Newport.
- About 70% (4,733) of Newport's employees commute in from other areas, including Toledo, Lincoln City, and Corvallis.

About 2,500 people lived in Newport but commuted outside of the city for work.

Commuting Flows, Newport, 2021



Source: US Census Bureau, Census on the Map, 2021

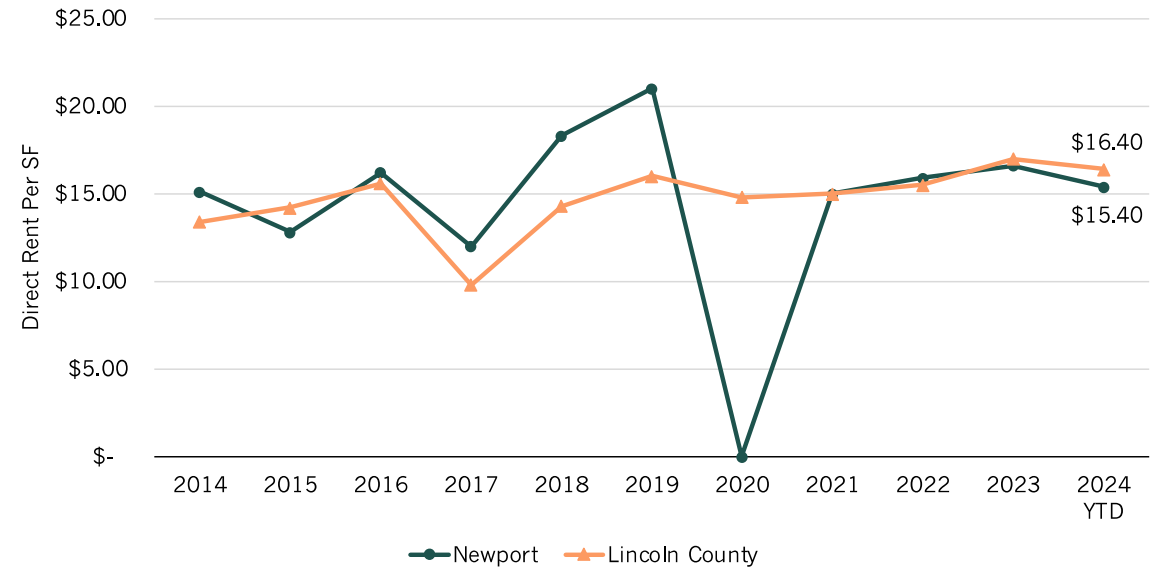
Note: This is an estimate of covered employment.

MARKET TRENDS

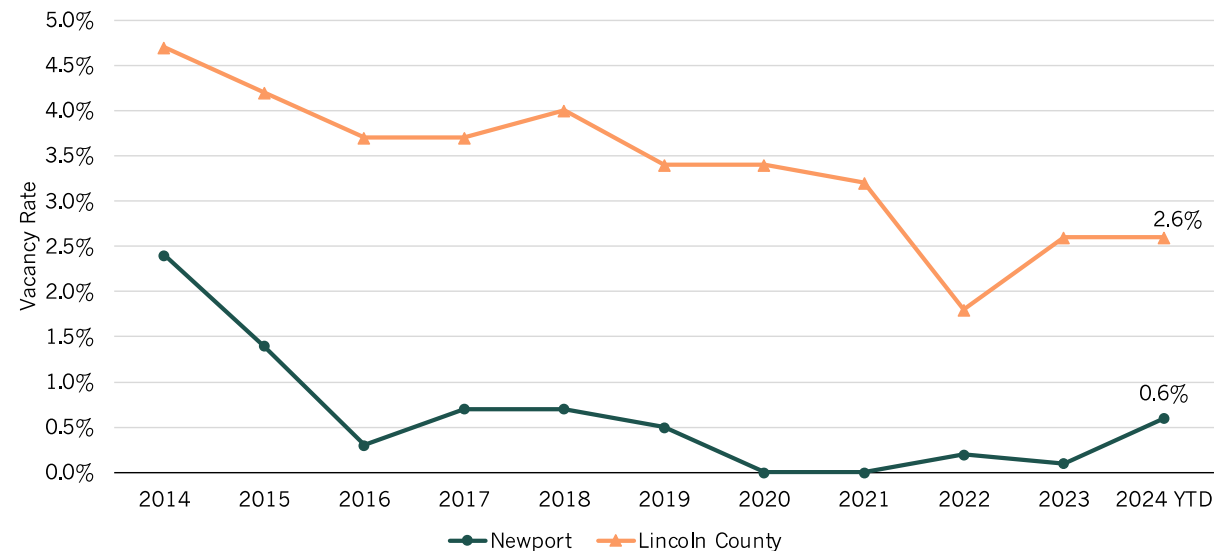
KEY OFFICE AND RETAIL MARKET TRENDS IN NEWPORT

- Low vacancies point to unmet demand for commercial space, but stagnant rents and high construction costs restrict new construction.
- The Project Area has a limited supply of updated, move-in ready buildings for businesses.
- Newport has a limited supply of vacant commercial land.

Average Commercial Rent Rate per Square Foot, 2014 to 2024 YTD]]



Average Commercial Vacancy Rate, 2014 to 2024 YTD

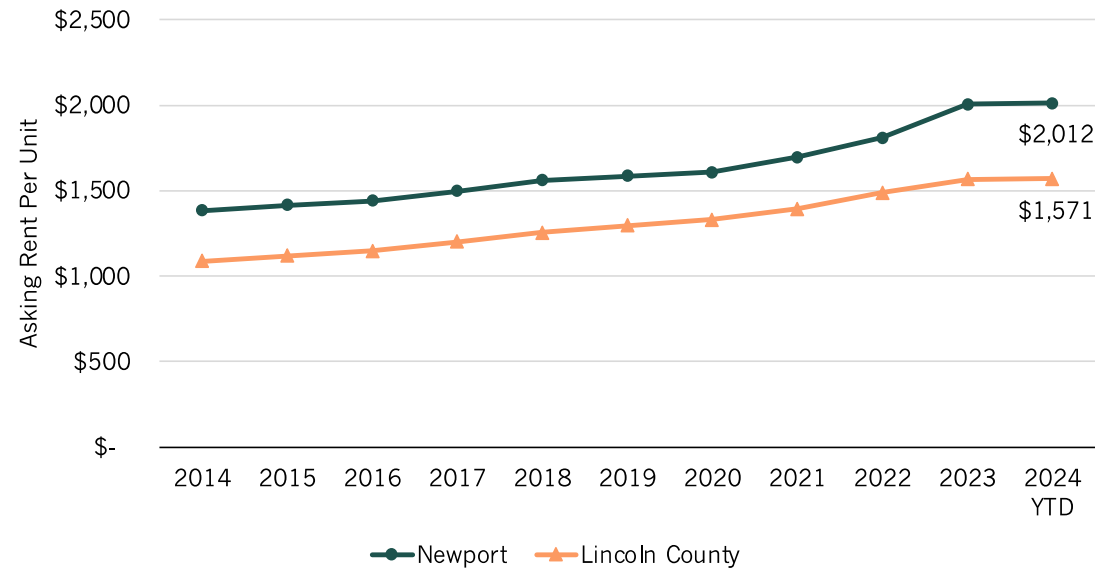


Source: CoStar, pulled July 2024

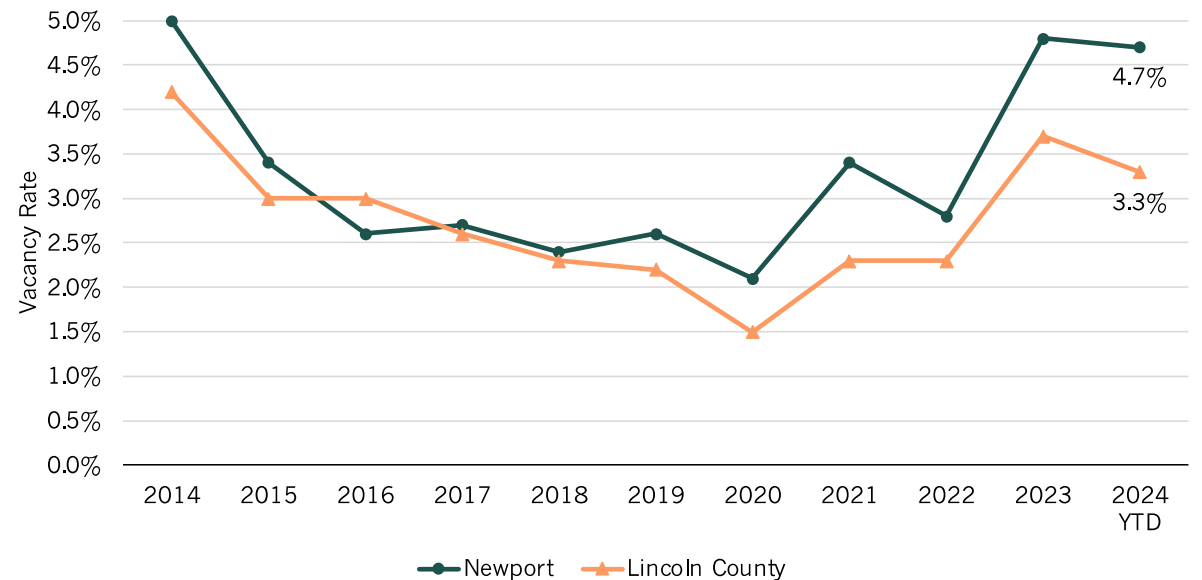
KEY HOUSING MARKET TRENDS IN NEWPORT

- Increasing rents and low vacancy rates suggest a constrained supply of multifamily units in Newport.
- The limited inventory of housing is impacting businesses' ability to recruit and retain staff.
- Strong regional housing price growth indicates additional demand for ownership units in Newport.
- New housing in the Project Area could add to the base of over 1,000 existing units there.

Average Market-Rate Multifamily Rent per Unit, 2014 to 2024 YTD



Average Market-Rate Multifamily Vacancy Rate, 2014 to 2024 YTD



Source: CoStar, pulled July 2024

Key Opportunities and Barriers

What could redevelopment of these Focus Areas mean for Newport?

Focus Area 1: A Walkable, Reimagined City Center that Connects Newport's Business Districts.

- Designed to serve locals, emphasizing walkability to essential services
- New housing at a variety of scales and unit sizes provides residents with access to amenities without a car
- Local and tourist traffic enhance commercial potential

Focus Area 2: A Maker's District and Improved US 20 Gateway

- A more attractive gateway to the city
- Housing development opportunities along NE 1st Street
- Rehabilitated storefronts, warehouses, and light industrial spaces that could provide spaces for small businesses and serve as a small maker district within the city

What are the opportunities for development in the Focus Areas?

Both Focus Areas

- Overall population growth and desirability of Newport
- Public funding and stewardship to support catalytic affordable housing and commercial development
- High visibility sites that with the potential to attract significant attention
- Location outside of tsunami zone
- Potential for community spaces including the Farmer's Market

Focus Area 1

- Public land control and planned public sector investments to spur development
- Family-friendly housing and amenities
- Second story view potential
- Tourist attraction

Focus Area 2

- Better connections to the Bayfront
- Housing near schools

What other opportunities for development do you see in the Project Area?

What are the barriers for development in the Focus Areas?

Both Focus Areas

- Development feasibility challenges (high interest rates and construction costs, coastal challenges)
- Market challenges (inability to pay higher rents/sales prices/decreased employment)
- Aging buildings
- Proximity to services for people experiencing homelessness
- Aging infrastructure
- Potential displacement risks

Focus Area 1

- Highway safety concerns
- Government coordination
- Lack of vacant land
- Difficult retail environment

Focus Area 2

- Uncertain market appetite
- Incomplete pedestrian infrastructure

What other barriers complicate development in the Project Area?

DISCUSSION

CRITERION	ALTERNATIVE 1: 2-WAY US 101 (BIKE LANES ON SW 9 TH ST)	ALTERNATIVE 2: SHORT COUPLET (SW ABBEY AND ANGLE ST)
Enables Mixed-Use Development and Walkability		
Enables housing mix	<p data-bbox="764 114 1656 142">●</p> <p data-bbox="764 142 1656 228">Traffic volume on SW 9th Street remains static; difficult to promote housing or mixed-use on US 101 due to high vehicle volume and limited separation from travel lanes, no bike facilities or parking</p>	<p data-bbox="1656 114 2548 142">●</p> <p data-bbox="1656 142 2548 228">Concentrates investment in existing most active US 101 area; adds new opportunities on SW 9th Street; wider sidewalks and addition of bike lanes creates opportunities for residential over retail mixed-use</p>
Enhances access and visibility	<p data-bbox="764 228 1656 257">●</p> <p data-bbox="764 257 1656 321">Less multimodal</p>	<p data-bbox="1656 228 2548 257">●</p> <p data-bbox="1656 257 2548 321">New transportation pattern facilitates multimodal access and offers new orientation opportunities; more use of 9th distributes traffic more broadly</p>
Increases ped safety and walkability	<p data-bbox="764 321 1656 349">●</p> <p data-bbox="764 349 1656 435">Modest widening of pedestrian areas; new buffer zones; and narrower road crossing distances result in improved pedestrian safety and walkability</p>	<p data-bbox="1656 321 2548 349">●</p> <p data-bbox="1656 349 2548 435">Significant widening of pedestrian areas; new buffer zones; addition of bike lanes promotes usage; traffic calming possible</p>
Allows wayfinding options	<p data-bbox="764 435 1656 464">●</p> <p data-bbox="764 464 1656 506">Some additional signage possible</p>	<p data-bbox="1656 435 2548 464">●</p> <p data-bbox="1656 464 2548 506">Wider sidewalks / simplified travel directions very supportive of new signage</p>
Allows for plaza, park, community spaces	<p data-bbox="764 506 1656 535">○</p> <p data-bbox="764 535 1656 585">Less multimodal</p>	<p data-bbox="1656 506 2548 535">●</p> <p data-bbox="1656 535 2548 585">Wider sidewalks / new organization allows for new opportunities; focal N / S ends</p>
Features positively / benefits most users	<p data-bbox="764 585 1656 614">●</p> <p data-bbox="764 614 1656 664">Less multimodal</p>	<p data-bbox="1656 585 2548 614">●</p> <p data-bbox="1656 614 2548 664">Multiple modes</p>
Supports Economic Vitality and Business Mix		
Promotes redevelopment	<p data-bbox="764 721 1656 749">●</p> <p data-bbox="764 749 1656 792">Less multimodal</p>	<p data-bbox="1656 721 2548 749">●</p> <p data-bbox="1656 749 2548 792">Multiple modes</p>
Allows strategic property development and investment	<p data-bbox="764 792 1656 821">●</p> <p data-bbox="764 821 1656 871">Less multimodal</p>	<p data-bbox="1656 792 2548 821">●</p> <p data-bbox="1656 821 2548 871">New transportation pattern facilitates new development opportunities</p>
Attractive to diverse business types	<p data-bbox="764 871 1656 899">○</p> <p data-bbox="764 899 1656 949">Less multimodal</p>	<p data-bbox="1656 871 2548 899">●</p> <p data-bbox="1656 899 2548 949">More traffic/ additional focus on SW 9th Street</p>
Enhances visibility and access to businesses	<p data-bbox="764 949 1656 978">●</p> <p data-bbox="764 978 1656 1028">Less multimodal</p>	<p data-bbox="1656 949 2548 978">●</p> <p data-bbox="1656 978 2548 1028">More traffic / additional focus on SW 9th Street</p>
Manages parking	<p data-bbox="764 1028 1656 1056">○</p> <p data-bbox="764 1056 1656 1142">On-street parking removed from both US 101 and 9th Street; likely necessitates purchase of property for surface lot(s)</p>	<p data-bbox="1656 1028 2548 1056">●</p> <p data-bbox="1656 1056 2548 1142">On-street parking retained on US 101 but removed on 9th Street; some additional off-street parking might be needed.</p>
Aligns Implementation and Partnerships		
Multiple potential funding options	<p data-bbox="764 1199 1656 1228">●</p> <p data-bbox="764 1228 1656 1278">Less multimodal</p>	<p data-bbox="1656 1199 2548 1228">●</p> <p data-bbox="1656 1228 2548 1278">Multimodal focus facilitates transportation grant funding</p>
Relative cost	<p data-bbox="764 1278 1656 1306">●</p> <p data-bbox="764 1306 1656 1349">Slightly less; both US 101 and 9th Street would be disrupted</p>	<p data-bbox="1656 1278 2548 1306">○</p> <p data-bbox="1656 1306 2548 1349">Both US 101 and 9th Street would be disrupted</p>
Avoids disruption of existing businesses	<p data-bbox="764 1349 1656 1378">●</p> <p data-bbox="764 1378 1656 1428">Both US 101 and 9th Street would be disrupted</p>	<p data-bbox="1656 1349 2548 1378">●</p> <p data-bbox="1656 1378 2548 1428">Both US 101 and 9th Street would be disrupted</p>

DATE: August 15, 2024
TO: Jim Hencke, David Evans and Associates
FROM: Nicole Underwood, Emily Picha, and Ciara Williams, ECOnorthwest
SUBJECT: Task 3.3: Newport City Center Market Analysis - **DRAFT**

Purpose and Background

Newport seeks to transform the US 20/101 commercial corridors between the east entrance to the city and the Yaquina Bay Bridge into a vibrant, mixed-use center that meets the needs of residents. However, redevelopment of this area faces several challenges related to the area's overall walkability and development appeal. Underutilized properties, vacant storefronts, and aging buildings characterize the area. Wide lanes and high volumes of fast-moving traffic on US 101 create an unsafe environment for pedestrians and cyclists. Additionally, street parking adjacent to the fast-moving traffic on US 101 poses safety risks and deters potential visitors in cars from stopping to explore downtown.

To provide a funding source to implement key changes for revitalization, Newport established an urban renewal district in the area in 2015 and partnered with the Oregon Department of Transportation (ODOT) to update its Transportation System Plan (TSP) in 2022. The TSP proposed two alternatives for US 101 to address traffic concerns: 1) a short couplet diverting northbound traffic to 9th Street; 2) improvements to the existing US 101 alignment.

Building on these efforts, the Newport City Center Revitalization Plan (NCCRP) aims to develop land use policies, regulations, and financial incentives that support reinvestment in the city center. The NCCRP will also refine the transportation alternatives proposed in the TSP, identifying which best supports economic development and increased density.

The purpose of this market analysis is to help the City understand current market conditions in Newport along with assets, barriers, and opportunities for development in the Project Area. This document is part of the initial phase of the NCCRP which will inform the transportation alignment and guide the City's reinvestment efforts.

PROJECT AREA GOALS

In partnership with the Community Advisory Committee, the project team established the following goals for the Project Area:

- » **Active, mixed-use, walkable commercial/ residential neighborhood**
- » **Good traffic flow and parking management**
- » **Clean, welcoming appearance**
- » **Property development and acquisition**



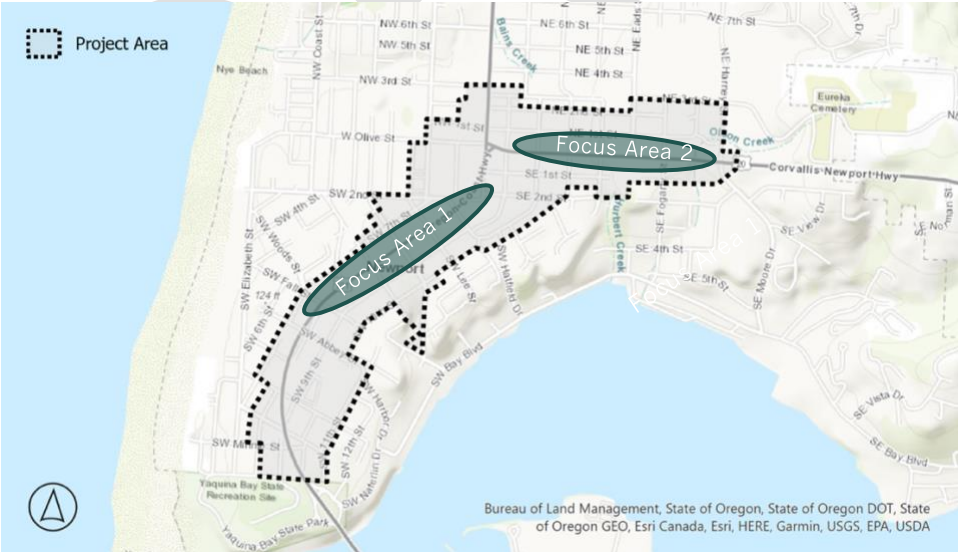
Project Area Overview

The Project Area is concentrated along the US 20/101 commercial corridors between the east entrance to the city and the Yaquina Bay Bridge. It is bordered by residential districts that separate it from Newport’s Historic Bayfront to the east and Nye Beach to the west. The Yaquina Bay Lighthouse is to the south. Within this Project Area are two Focus Areas:

- ◆ **Focus Area 1:** Located along Highway 101, this area hosts the Central Business District, zoned for retail and service (C-1). It encompasses the area that is being evaluated for transportation alternatives (couplet vs. 101 improvements) and contains a concentration of vacant and economically distressed buildings.
- ◆ **Focus Area 2:** Situated along Highway 20, this auto-oriented commercial corridor is zoned for heavy commercial (C-3) uses. It experiences significant traffic as US 101 and US 20 converge.

Newport’s city center is a vital part of Newport’s community fabric, with essential businesses and institutions that serve local residents. The Project Area is home to several community anchors, including Samaritan Pacific Communities Hospital, Newport City Hall, Newport Recreation Center, Lincoln County Commons (fairgrounds), and the Newport Farmers Market. The Project Area also hosts essential services for residents experiencing homelessness and financial hardships, including the homeless shelter and food bank. While not within the Project Area, the elementary school, middle school, and high school are all close to Focus Area 2.

Exhibit 1: Project and Focus Areas



Focus Area 1: US 101

Focus Area 1 runs along US 101, centered around the commercial strip between SW Angle Street and SW Alder Street, which forms the Central Business District. US 101, owned by ODOT, is an arterial and local freight route that is also popular with tourists and locals traveling between coastal communities. This makes Focus Area 1 a key location for capturing both local and tourist traffic, enhancing its commercial potential. This area, zoned for retail and service (C-1), has a significant concentration of vacant and economically distressed buildings. The 2022 Transportation System Plan includes considerations for realigning traffic in this corridor.

Land uses in Focus Area 1 are a mix of commercial and institutional, including motels, strip retail centers, restaurants, health centers, civic centers, and local shops. The area is generally characterized by low-density lots with one- to two-story buildings and on-site parking. However, the segment between SW Angle Street and SW Alder Street features a denser configuration, with storefronts lining the sidewalks. Many buildings along this strip are vacant and in disrepair, but nearby side streets host a variety of smaller retail stores, restaurants, and offices. Medium and high-density residential areas are located just outside the Focus Area.



Commercial development between SW Angle Street and SW Alder Street features buildings that front directly onto the sidewalk. Four lanes of traffic make crossing the street challenging.



Focus Area 2: US 20

Focus Area 2 is located to the east along Highway 20, serving as the eastern gateway into Newport. This auto-oriented commercial corridor is zoned for heavy commercial (C-3) uses and experiences significant congestion where US 101 and US 20 intersect. US 20, owned by ODOT, is a regional and statewide arterial and freight route, extending from Newport in the west to Vale in the east. It is a key passage for travelers through mid-Willamette Valley cities near Corvallis, as well as those journeying to and from eastern Oregon.

This section of US 20 runs through a service-oriented commercial zone, featuring local-serving businesses such as light industrial operations, offices, veterinary clinics, and banks. Although the road is narrow, offering potential for future pedestrian-friendly improvements, the current building setbacks and dispersed development hinder non-motorized travel. Just outside the Project Area are medium and high-density residential neighborhoods.



Business along US 20 that offers a variety of equipment for rent, from heavy equipment to lawn maintenance



Narrow sidewalks along US 20. Crosswalk at NE Eads Street and US 20 crossing three lanes.

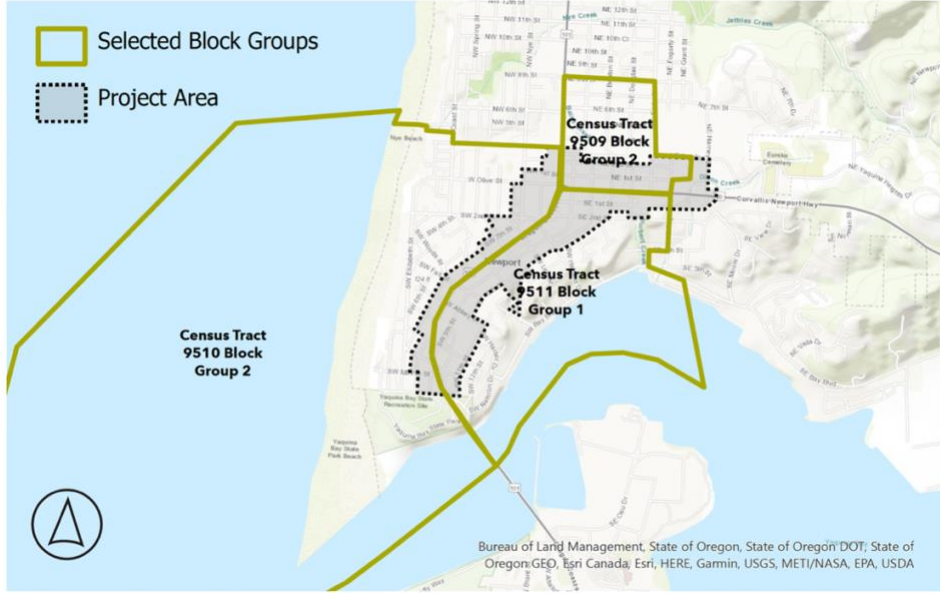


Demographic and Economic Trends

Understanding the area's population and economic profile is important because demographics play a key role in shaping the demand for housing, goods, and services. Factors such as age, income, education level, family size, and lifestyle preferences are all important considerations for determining future commercial and residential offerings. Demographics can inform which types of businesses are more likely to succeed, and which industries have a strong pool of potential workers in the area. Tourism also plays a strong role in the demand for commercial space and hospitality-related development. These trends will influence the demand for different uses in Newport and future development in the Project Area.

This section summarizes the key demographic and economic conditions and trends for Newport and the comparison geographies (Lincoln County and the state of Oregon) as it relates to development potential. We compare Newport to Lincoln County and Oregon to understand how the City fits within the county and state. Where possible, we also provide data on the Project Area using census block groups seen Exhibit 2.¹ Detailed data, including sources, are included as a part of the Existing Conditions deliverable and in Appendix A.

Exhibit 2. Census Analysis Area



¹ Block groups are census designated areas. The three block groups in Exhibit 2 were selected as the best fit for the project area, creating a “study area”. It is important to note that the margins of error for these block group statistics are high, so the numbers should be interpreted as general trends rather than precise exhibits. While not exact, this data provides a broad understanding of the Project Area's population characteristics.



What are the key demographic and economic trends that will influence development potential?

Residents

NEWPORT'S OVERALL DEMOGRAPHIC TRENDS

- ◆ **Newport's population is growing but at a slower pace than the state.** Newport's population grew 9.1 percent over the past decade. This growth is slightly slower than the state and county growth rates. Projections suggest a 15 percent increase over the next 20 years. Notably, stakeholders believe this growth could be even more substantial if adequate housing were available to meet demand.
- ◆ **Newport residents are older with smaller households.** The city's population is aging, with a median age of 48 compared to Oregon's 40, and nearly a third of residents over 65. Households in Newport tend to be smaller than the state average, with a high proportion of one- and two-person households.
- ◆ **Newport is more racially and ethnically diverse than the county but less diverse than the state.** Newport's population is predominately white (76 percent) followed by residents who identify as Hispanic or Latino of any race (16 percent).
- ◆ **Newport has lower household incomes.** As of 2022, Newport's median household income was \$57,511 compared to \$76,632 at the state. Median household income increased 22 percent since 2012, which is much less than the 53 percent growth seen at the state level.
- ◆ **About 36 percent of households in Newport spend 30 percent or more of their income on housing and experience cost burden.** Renter households have higher rates of cost burden than owner households. Nearly 50 percent of Newport renter households are cost burdened.

PROJECT AREA DEMOGRAPHIC DISTINCTIONS

- ◆ **More families live within the Project Area.** With schools, government, and grocery located near the city center, it becomes an attractive place for families. Approximately 22 percent of households near the city center have children, compared to 18 percent of households in Newport. In the same vein, households tend to be a more even mix of 1-person, 2-person, and 3-person households in the city center, whereas nearly 75 percent of Newport's households are 1 or 2-person households.



- **Project Area residents are younger and more diverse than the city overall.** At present, the city center attracts a younger, more diverse residential base. Nearly 60 percent of Project Area residents are under 40 years old, compared to approximately 50 percent in Newport. Over 30 percent of Project Area residents identify as BIPOC, compared to 24 percent of Newport residents.
- **There are more renters in the Project Area.** Nearly 60 percent of the 1,077 housing units in the Project Area are renter occupied compared to 40 percent of units in Newport overall.

Workers

- ◆ **Newport's covered employment decreased 3 percent between 2008 and 2022.** Net employment changes amount to nearly 200 lost jobs, with the majority of losses concentrated in the government (a loss of 134 jobs) and other services industries (a loss of 120 jobs). The industry with the greatest job gains was accommodation and food services which added 212 new jobs.
- ◆ **The average wage in Newport is slightly higher than the county.** Newport's average wage was \$50,033 in 2022 compared to \$48,029 in Lincoln County.
- ◆ **Newport's five largest industries in 2022 were accommodation and food services, government, retail, healthcare and social assistance, manufacturing.** Two of these industries pay wages above the city's average: government and healthcare and social assistance.
- ◆ **Just over half of Newport's residents who work commute to other job centers.** About 55 percent of Newport's working age residents commute to other areas for work, including Portland, Salem, and Corvallis.
- ◆ **Most of Newport's workforce commutes into the city from other communities.** About 70 percent (4,700) of Newport's employees commute in from other areas, including Toledo, Lincoln City, and Corvallis.

Visitors

- ◆ **Newport stands out as a premier tourist destination on the Oregon Coast.** In 2023, the Oregon Coast region welcomed 5.8 million visitors, with an average spend of \$519 per person per trip. Among coastal cities, Newport emerged as the top attraction, drawing approximately 35 percent of all Oregon Coast visitors. This high visitation rate underscores Newport's strong appeal and its crucial role in the region's tourism industry.



What are the implications of Newport's demographics for development in the Project Area?

- ◆ **Newport's growing population will increase demand for commercial and residential uses making development in the Project Area more attractive.** Discussions with stakeholders suggest that if more housing was available in the city, the population would grow at a much faster rate than projections suggest.
- ◆ **Newport's diverse age demographics call for varied housing and amenities.** The city needs a mix of housing types: smaller units for an aging population and larger, family-oriented options in the Project Area. Interviews suggest that larger rental units have slower absorption due to higher costs so families may rent smaller units than they would prefer. This could point to the need for more affordable housing types that have additional bedrooms to accommodate families. This diverse housing mix, coupled with younger households seeking walkable lifestyles, will shape the area's business and amenity landscape.
- ◆ **Newport's lower median household income and high rates of cost burden present challenges for new development.** Newport's lower median household income relative to the state limits the city's development opportunities, as developers may struggle to achieve the rents or sales prices needed to justify new construction. Additionally, the high proportion of renters in the Project Area who are cost burdened underscores a critical need for more affordable rental units. As the Project Area redevelops and attracts higher rents, existing residents and businesses may face displacement pressures.
- ◆ **The city's aging population raises concerns about future workforce availability, potentially affecting business attraction.** The concentration of younger residents in the Project Area could partially offset this, making it a potentially attractive location for businesses. However, lower wages and high cost of housing could further reduce workforce availability if people of working age can't afford to live in the city.
- ◆ **The decline in covered employment suggests there may be limited demand for new space in declining industries.** However, growth in sectors like food and beverage could provide targeted opportunities. The impact of tourism suggests the potential for developments catering to both residents and visitors.
- ◆ **Redevelopment could make Newport's downtown more attractive to tourists.** Currently, the downtown area primarily serves residents due to its existing mix of businesses and proximity to local institutions. Investing in downtown could enhance its appeal to visitors, increasing demand for retail and lodging.



Real Estate Market Trends

This section provides an overview of the current real estate conditions in Newport and the broader Lincoln County region, focusing on housing and commercial (retail and office) sectors. When reviewing the Newport data, it is important to note that the CoStar data has a limited sample size. To account for this, we supplemented the Newport findings with insights from discussions with the City and stakeholders including local property owners, developers, and brokers. Additionally, where applicable, we compared Newport to overall Lincoln County real estate trends, which benefits from a larger data sample. Making comparisons to the county data helps provide a wider market context to complement the Newport-specific CoStar data.

Real estate conditions including vacancy, rents, and development activity provide insight into the market drivers and trends that will influence the market appeal and viability of uses in the Project Area. Key terms used throughout this section include:

- ◆ **Triple-Net (NNN):** Represents annual rents on a per square foot basis not including any pass-through expenses such as taxes, insurance, and any utilities or maintenance costs.
- ◆ **Vacancy:** The percentage of available space in a building or market that is unoccupied and available for lease or sale.
- ◆ **Deliveries:** The number of new buildings or units completed and ready for occupancy in a given time period, measured in square feet or number of units.
- ◆ **Net Absorption:** The amount of occupied space in each market over a specific period, typically measured in square feet. Net absorption is calculated by subtracting the amount of space that becomes vacant (by tenants moving out or by new construction) from the amount of space that is newly occupied.

COSTAR DATA CAVEATS

CoStar is a widely used real estate data platform, but it is important to understand its limitations, particularly in smaller markets, when analyzing rent trends, vacancies, and deliveries. Here are some key caveats to consider:

- » **Coverage:** CoStar’s data coverage can be less comprehensive in smaller markets compared to larger metropolitan areas. This means that the sample size of properties included in the data may be smaller, potentially leading to less representative or accurate figures.
- » **Data Collection:** CoStar relies on a combination of public records, property owner submissions, and field research to gather data. In smaller markets, where a high portion of the properties are smaller and independently owned, CoStar may have difficulty



Commercial Development (Retail and Office)

The commercial environment in the Project Area includes large highway-oriented chains, light industrial businesses, small offices, and local downtown shops. US 20 hosts heavier commercial users and light industry. Commercial development includes auto parts stores, lumberyards, car rentals, and some smaller strip development generally with large parking lots and large access driveways along the corridors. Larger strip developments along US 101 near the US 20 interchange host gas stations and large franchises like Walgreens, Dollar Tree, NAPA Auto Parts, and Goodwill. Progressing south on US 101 towards the Yaquina Bay Bridge includes a shift in the commercial landscape away from large strip retail centers with large parking lots to more pedestrian-oriented commercial development with smaller, independently owned stores and restaurants.

These trends are based on CoStar data which included a sample size of 138 buildings and 1.27 million square feet of commercial space in Newport and 408 buildings and 3.16 million square feet of commercial space in Lincoln County

Key Commercial Market Trends in Newport

- ◆ **Low vacancies point to unmet demand for commercial space, but stagnant rents and high construction costs restrict new construction.** Commercial rents increased by \$5.90 per square foot between 2014 and 2019, peaking at \$21 before dropping during the pandemic in 2021 (no data for 2020). Since then, retail rents have stabilized at \$15.40 per square foot as of 2024 YTD, similar to 2014 levels. Since 2016, vacancy rates reported in Costar have hovered between 0 and 1 percent, suggesting minimal turnover.
From 2014 to 2024, the market absorbed roughly 20,300 square feet of commercial space, but only 5,000 square feet of new space was developed. This lack of new development contributes to the low vacancy rates and indicates a market in need of new commercial supply. Despite low vacancy, slow growth in commercial rents and high construction costs may deter new investments.
- ◆ **The Project Area has a limited supply of updated, move-in ready buildings for businesses.** While CoStar data shows very low vacancy in Newport, the Project Area has several persistently vacant buildings in disrepair that are not captured in the data. These unaccounted-for vacancies mean the actual vacancy rate is somewhat higher than reported. As a result, the Project Area has a higher vacancy than Newport overall, but there are few updated, move-in ready buildings available for new businesses.
- ◆ **The Project Area has a limited supply of vacant commercial land.** Redevelopment is often more challenging than greenfield development on a vacant lot and can be more expensive depending on the state of the building.



Commercial (Office and Retail)

Commercial rents in Newport peaked at \$21 per square foot in 2019 before dropping during the pandemic. Rents have since stabilized at \$15.40 per square foot, similar to 2014 levels.

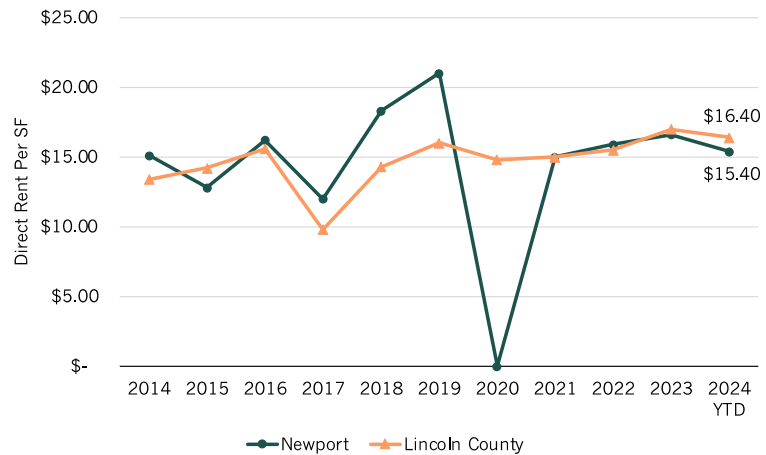
Stakeholder insights suggest that \$15.40 per square foot rate represents the upper end of the market or newer builds. Actual rental rates can vary depending on the type of commercial use and the condition of the property.

CoStar reports Newport's vacancy rate below 1 percent since 2016, suggesting minimal turnover and need for new development.

Discussions with stakeholders confirm that there is limited available commercial space but that there has been an uptick in available inventory recently.

While CoStar data shows very low vacancy in Newport, the Project Area has several persistently vacant buildings that are not captured in the data. However, these buildings are in a state of disrepair and not move-in ready.

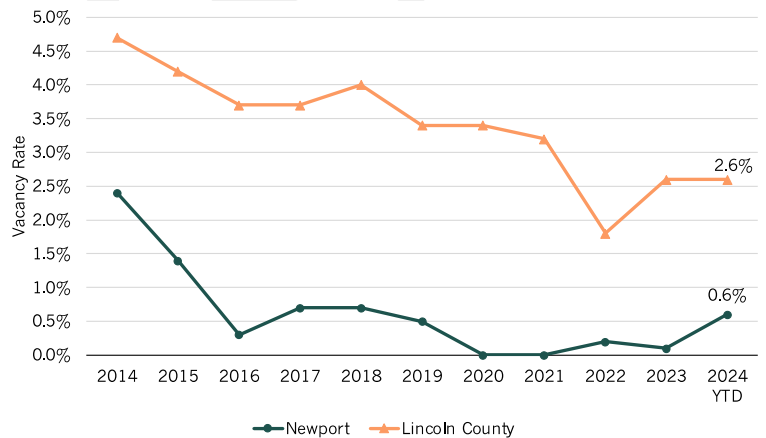
Exhibit 3. Average Commercial Rent per Square Foot, Newport and Lincoln County, 2014 to 2024 YTD



Source: CoStar, pulled July 2024

Note: 'Zero' values indicate no data available for the given year

Exhibit 4. Average Commercial Vacancy Rate, Newport and Lincoln County, 2014 to 2024 YTD



Source: CoStar, pulled July 2024



Newport has had little new development of commercial space over the past decade.

According to CoStar, Newport absorbed about 20,300 square feet of commercial space over the past decade, while only 5,000 square feet of new space was developed.

Stakeholders confirm that there has been limited new commercial development in Newport over the past decade and suggest that this is partly due to a lack of available vacant land. As a result, future development will likely focus on redevelopment rather than building on vacant sites.

Exhibit 5: Commercial Deliveries and Net Absorption in Square Feet, Newport, 2014-2024 YTD



Source: CoStar, pulled July 2024

Residential Development

Off the main US 101 and US 20 corridors, the Project Area consists of a mix of one- and two-story commercial uses and single-family residences with some limited, smaller-scale multifamily developments. Just outside of the Project Area is medium and high-density residential areas. With its close proximity to local schools and other community anchors such as Samaritan Pacific Communities Hospital, Newport Recreation Center, and the Newport Farmers Market, the Project Area could be an attractive area for additional residential development. Residential market data shows a strong and growing demand for housing in the city of Newport

These trends are based on CoStar data which included a sample size of 28 apartment buildings and 683 market-rate multifamily units in Newport and 90 apartment buildings and 1,989 market-rate multifamily units in Lincoln County.



Key Residential Market Trends in Newport

- ◆ **Increasing rents and low vacancy suggest a constrained supply of multifamily units in Newport.** Market-rate multifamily rents increased by 45 percent (\$629) between 2014 and 2024 YTD. As of 2024, CoStar recorded average, market-rate multifamily unit rents at \$2,012, much higher than in nearby cities. Vacancy rates for market-rate multifamily units rose from 2 percent to 4.7 percent between 2020 and 2024, likely due to the delivery of new units between 2021 and 2023. Discussions with stakeholders suggest that there is still high demand for multifamily rental units, and that the slightly higher vacancy rate is due to slower absorption of larger units (3+ bedrooms), which are more expensive and less affordable for many households. High interest rates and construction costs are limiting the market's ability to meet demand.
- ◆ **While Newport has had an increase in multifamily development in recent years, demand for additional units remains strong.** Between 2021 and 2023, Newport added 158 new market-rate rental units and 110 new income-restricted, affordable rental units.
- ◆ **Strong regional housing price growth indicates additional demand for ownership units in Newport.** As of June 2024, Newport's median single-family home price reached \$423,000. While this figure can fluctuate monthly due to limited inventory, it generally aligns with other coastal cities. From June 2014 to June 2024, Newport experienced a 49 percent increase in median home sales price (\$139,000). Newport's desirability for second homes and vacation rentals restricts the available supply of ownership housing for year-round residents.
- ◆ **The limited inventory of housing is impacting local businesses' ability to recruit and retain staff.** Stakeholder interviews suggest that the housing shortage affects employees at all wage levels. Many workers in lower-wage jobs cannot afford to live in Newport on their current wages. Even higher-wage workers struggle to find suitable housing due to the limited supply.



Multifamily Rental

Newport’s market-rate multifamily rents exceed state and regional averages.

In 2024, Newport’s average market-rate multifamily rent was \$2,012 per unit according to CoStar, approximately \$400 above the state average and \$600 higher than peer cities. A local rental scan of three apartment buildings in Newport showed rents at:

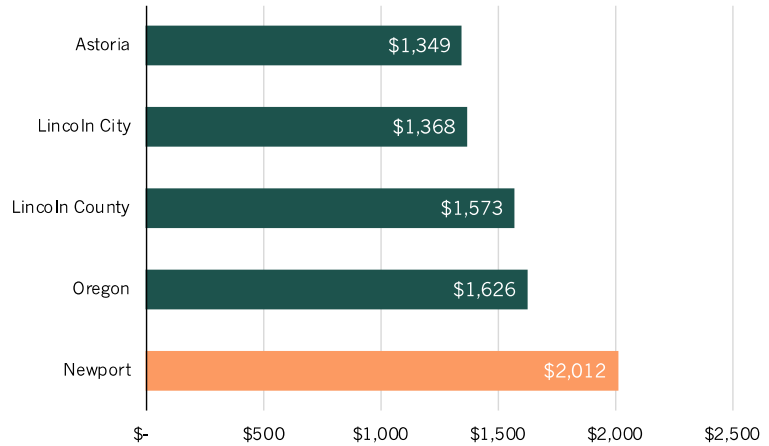
- 1-bedrooms: \$1,455- \$1,605
- 2- bedrooms: \$1,325-\$1,780
- 3-bedrooms: \$1,625-\$2,205

Based on this scan, the \$2,000 average rent captured in CoStar is likely a little high and may be capturing a greater share of larger units. However, stakeholder discussions suggest that the \$2,000 average monthly rent is likely not far off.

Market-rate rents in Newport have increased substantially since 2014, with rapid increases between 2020 and 2023.

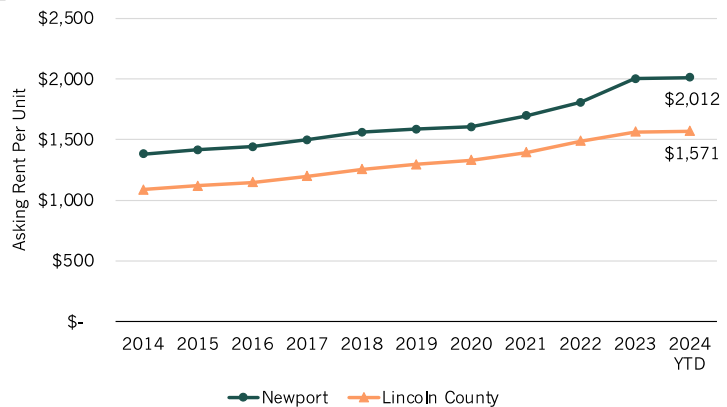
According to CoStar, market-rate multifamily rents increased 45 percent (\$629) between 2014 and 2024 YTD, similar to Lincoln County growth rates .

Exhibit 6. Average Market-Rate Multifamily Rent per Unit, Newport, Comparison Cities, Lincoln County, and Oregon 2024 YTD



Source: CoStar, pulled July 2024

Exhibit 7. Average Market-Rate Multifamily Rent per Unit, Newport and Lincoln County, 2013 to 2024 YTD



Source: CoStar, pulled July 2024



Market-rate multifamily vacancy rates in Newport remain low despite recent fluctuations.

Vacancy rates declined from 2014 to 2020, then increased slightly in 2021 and 2023 due to new unit deliveries. As of 2024, rates remain below 5 percent, indicating high demand.

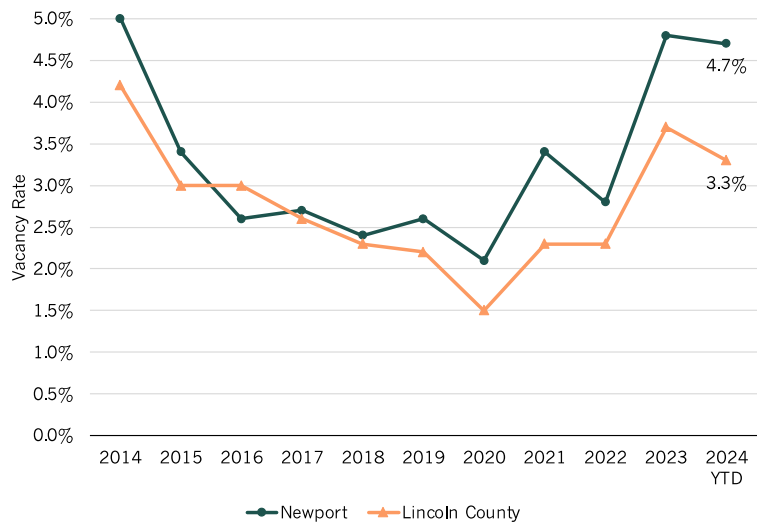
While new units temporarily eased low vacancy rates and rapid rent growth, demand still likely exceeds supply. Notably, stakeholders report that larger units (3+ bedrooms) are taking longer to absorb into the market given the higher rents these units command.

According to CoStar, no new market-rate multifamily housing was developed in Newport between 2014 and 2020. However, the city has had an uptick in development over the past few years.

Between 2021 and 2022, 80 new market-rate multifamily units were developed in Newport. Additionally, 78 market-rate multifamily units from the Wyndhaven development were completed at the end of 2023 but are not reflected in the current data.

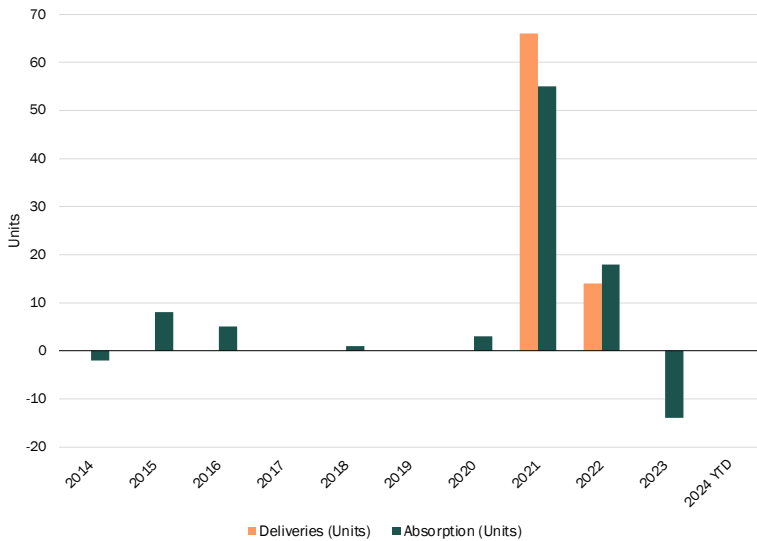
Alongside the market-rate developments, Surfview Village also came online in 2020, which added 110 new income-restricted units to the market (not shown in exhibit).

Exhibit 8. Average Market-Rate Multifamily Vacancy Rate, Newport and Lincoln County, 2013 to 2024 YTD



Source: CoStar, pulled July 2024

Exhibit 9: Market-Rate Multifamily Deliveries and Absorption in Units, Newport, 2013-2024 YTD



Source: CoStar, pulled July 2024



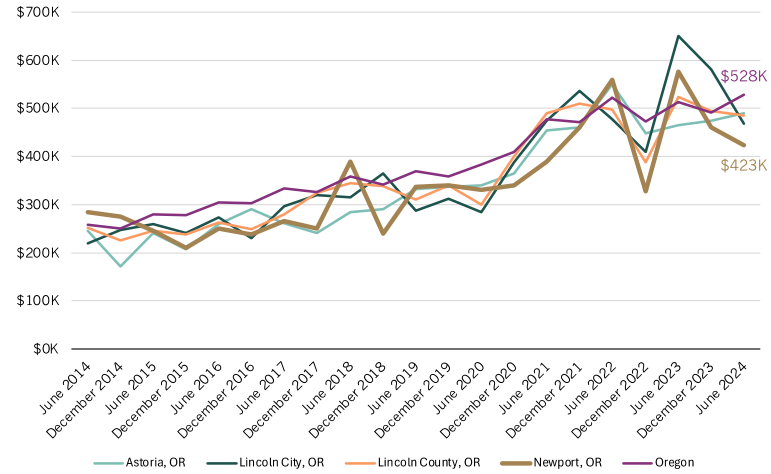
Ownership Housing

Newport’s single family home prices have risen substantially since 2014.

As of June 2024, Newport's median single-family home price reached \$423,000. While this figure can fluctuate monthly due to limited inventory, it generally aligns with other coastal cities. From June 2014 to June 2024, Newport experienced a 49 percent increase in median home sales price (\$139,000).

Stakeholders confirmed the rapid increase in sales prices over the past few years but also noted that there has been an increase in sales inventory in recent months, suggesting a less constrained market for buyers.

Exhibit 10: Median Sale Price for Single-Family Homes, Newport, Lincoln County, Oregon, and comparison cities 2014-2024 YTD



Source: Redfin, pulled July 2024



Key Opportunities and Barriers

What could redevelopment of these Focus Areas mean for Newport?

Focus Area 1: A Walkable, Reimagined City Center that Connects Newport's Business Districts.

The City Center could be designed to serve locals, emphasizing walkability to essential services like the hospital, several grocery stores, the Community Center, and three schools. New housing in the area at a variety of scales and unit sizes could provide residents with access to all of these community amenities, even without a car. US 101, owned by ODOT, is an arterial and local freight route that is also popular with tourists and locals traveling between coastal communities. This makes Focus Area 1 a key location for capturing both local and tourist traffic, enhancing its commercial potential.

Strategically located along US 101 and US 20, the City Center should serve as a point of pride for residents, showcasing it as the gateway to the heart of Newport. Enhancing the streetscapes and incorporating key community amenities, such as a permanent covered farmer's market and event space venue, play spaces for children, and public art, will elevate the area's appeal and community pride.

Focus Area 2: A Maker's District and Improved US 20 Gateway

This area serves as the gateway to Newport along Highway 20. Given that the area surrounding the district features all three school levels, there could be housing development opportunities along NE 1st Street, where there are several properties that could be suitable for redevelopment. In addition, this area could attract rehabilitated storefronts, warehouses, and light industrial spaces that could serve as a small maker district within the city.² The area could continue to attract businesses that wish to locate close to Newport's City Center and other active businesses. Some businesses may be interested in incorporating a retail element into a working manufacturing facility.

² A maker's district refers to an area that supports and promotes creative and industrial activities by providing space and resources for artisans, craftsmen, and small-scale manufacturers to collaborate and produce goods. Many of these businesses include a retail element in their space.



What are the opportunities for development in the Focus Areas?

Both Focus Areas

Public funding and stewardship. Tax increment financing is the most powerful locally controlled funding source available to cities to advance redevelopment objectives. Targeted partnerships to support catalytic housing development could provide proof of concept for other developments.

High visibility sites. Because many parcels in the Project Area are visible to thousands of motorists and pedestrians every day, local developers have noted that well-executed projects will attract significant attention. Because these areas see so much traffic, there could be new business opportunities and new audiences for existing businesses because of redevelopment.

Location outside of tsunami zone. Beyond its central location, this area is also outside of the tsunami zone, making it a safer and more resilient location for development.

Potential for community spaces. The Farmer's Market is committed to the area, which could help to spur investment in a permanent covered venue that could also host other events and serve as a community gathering space.

Focus Area 1

Public land control and planned public sector investments. The City's Urban Renewal Agency (URA) owns significant land in the area, providing opportunities for catalytic development on vacant sites before substantial redevelopment on existing sites occurs. New public investments in the City Hall and a potential covered farmers market location solidify the City's stewardship of a renewed City Center. In addition, the City is exploring partnerships with other landowners that could extend the impacts of its large land holding in the area.

Partnership opportunities for affordable housing and commercial developments. Given tax increment financing (TIF) resources, the Agency could consider opportunities to partner with local employers and other organizations on workforce and affordable housing developments along with affordable commercial components as part of new development.

Second-story view potential. US 101 runs down the middle of a peninsula, creating view shed potential on either side of the highway. However, because of a topographical slope and building heights of one to two stories, the view potential is



limited to the west side of US 101, which slopes downward, allowing for ocean sightings from the ground-level.

Focus Area 2

Better connections to the Bayfront. SE Fogarty Street intersects with US 20 and leads down to Yaquina where views of boats and the Yaquina Bay Bridge can be seen. This intersection may be a key node for enhancing the connection between focus area 2 and the bayfront.

Opportunity for multifamily housing near schools. The area north of US 20 offers potential for new multifamily housing development near Newport's existing schools. NE 1st Street, in particular, features several properties that could be suitable for redevelopment.

What are the key challenges to development in the Focus Areas?

Both Focus Areas

Development feasibility challenges. The cost of construction and high interest rates hinder development feasibility in Newport and across Oregon. Additionally, some developers perceive the City's requirements for public improvements as excessive, which can discourage development and increase project costs and complexity. The coastal climate also necessitates building to higher standards, such as using marine-grade materials, to ensure durability and resilience, further adding to costs. Lastly, the limited supply of subcontractors and the logistical challenges of supplying materials to the coast can lead to additional expenses and project delays.

Market challenges. Local workers often struggle to afford rents and housing costs, and many businesses find it difficult to handle higher rents.

Ageing buildings. Several buildings in the Project Area are in a severe state of disrepair and beyond renovation, having exceeded their useful lives. Demolishing and rebuilding on these sites is expensive and involves negotiating with property owners who may have differing views on their property's value. Additionally, the costs of demolition, environmental remediation, and redevelopment add to the financial challenges.

Proximity to services for people experiencing homelessness. The area hosts essential services for individuals experiencing homelessness, reflecting the community's commitment to supporting vulnerable populations. This concentration of services, while vital, presents complex challenges for local development, businesses,



and residents. The increased visibility of individuals accessing these services can impact public perceptions of safety and cleanliness, potentially affecting business patronage and property values.

Infrastructure costs. Aging water and wastewater infrastructure in the area adds a layer of complexity and expense to redevelopment projects. Many projects in the area will require substantial investments to modernize and improve local infrastructure.

Government coordination. Uncertainty about planned improvements along US 101 can cause delays in private redevelopment. Whether it's the couplet or other modifications, these changes are costly and time-consuming. Efficient collaboration within the City and between the City and the Oregon Department of Transportation (ODOT) is crucial to successfully implement road improvements and reassure private developers that the area is a good investment opportunity.

Potential displacement risks. Potential redevelopment in the area could inadvertently lead to business displacement. As redevelopments increase the desirability of the area, property values and rental rates will also increase. Long-standing local businesses, especially those that rent their spaces, may struggle to keep up with the rising rents. Additionally, as changes in consumer demographics and preferences brought on by new developments could further marginalize existing businesses. The City should deliberately plan for anti-displacement prior to any large scale revisioning of these areas. Without careful planning and support mechanisms in place, these investments might displace the very businesses that have been integral to the community's character and economy.

Focus Area 1

Highway safety. US 101 is a five-lane highway with two lanes in each direction and a center left-turn lane. Traffic moves quickly, but the area experiences significant congestion during the summer. Safety along highways, particularly US101, is a major concern. While enhancing walkability is important, there is apprehension about significantly slowing down traffic on such a busy thoroughfare.

Lack of vacant land. There are few sizable vacant parcels within this focus area. Demolition of existing buildings and subsequent redevelopment is more complicated than greenfield development.

Difficult retail environment. Operating a business in this area is challenging due to several factors, most notably traffic congestion and inadequate pedestrian infrastructure. The heavy traffic and lack of safe pedestrian pathways make it difficult for retail stores, particularly those dependent on foot traffic and off-site parking, to succeed. Stakeholders have also emphasized that the high cost of housing is a significant barrier to attracting and retaining employees.



Focus Area 2

Uncertain market appetite. The current mix of land uses and lack of a cohesive vision may discourage developers from prioritizing this location for redevelopment. To attract investment, the neighborhood needs a champion who can envision its transition and promote the redevelopment of numerous underdeveloped and vacant sites. These properties hold significant potential due to their proximity to critical community assets such as local schools and the Commons.

Incomplete pedestrian infrastructure. This area lacks adequate pedestrian infrastructure which the City is actively working to remedy. A safe, complete transportation network sends signals to property owners and developers that could help to spur new investment and redevelopment.

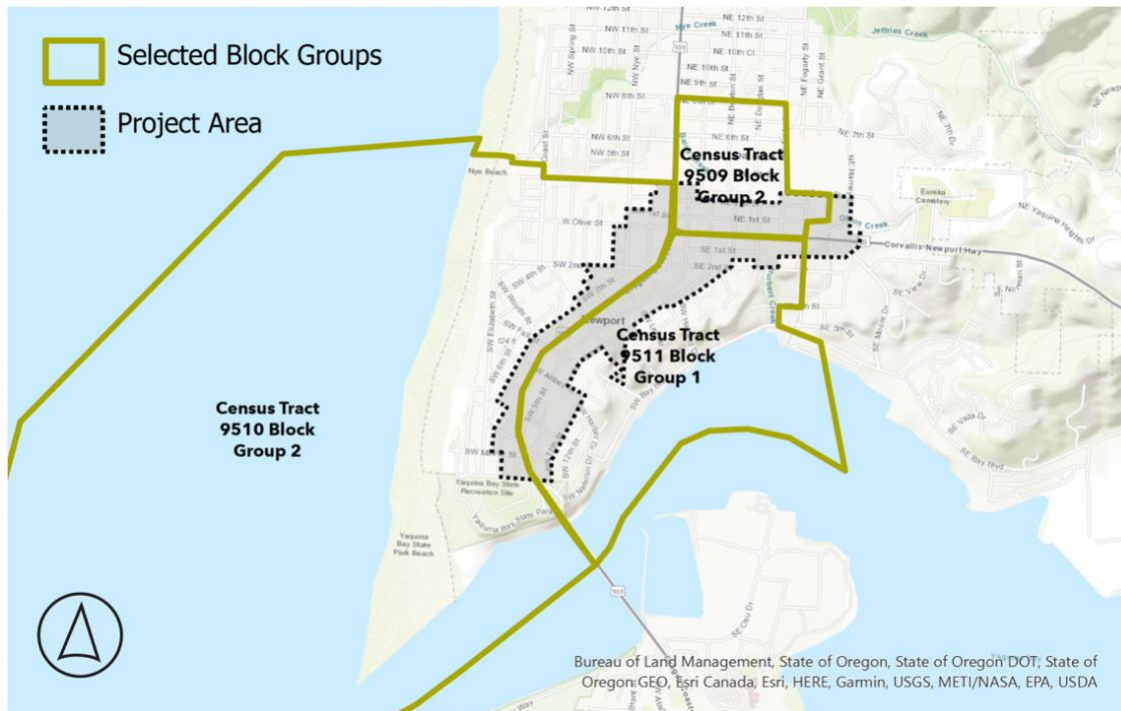
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Appendix A. Socioeconomic Conditions

This appendix summarizes the key demographic and economic conditions and trends for Newport and the comparison geographies (Lincoln County and the state of Oregon) as it relates to development potential. We compare Newport to Lincoln County and Oregon to understand how the City fits within the county and state. Where possible, we also provide data on the Project Area using census block groups seen Exhibit 2.³

Exhibit 11. Census Analysis Area



Demographic Conditions

Newport had a population of 11,083 in 2023, a 9.1 percent increase from 2013. Over this period, the city’s growth was slower than the growth of Lincoln County (11.5 percent) and the state of Oregon (9.6 percent). As documented in the Housing Capacity Analysis and Housing Production Strategy process, this may be due, in part, to limited housing supply. The Project Area’s population was about 2,686 in 2022.

³ Block groups are census designated areas. The three block groups in Exhibit 2 were selected as the best fit for the project area, creating a “study area”. It is important to note that the margins of error for these block group statistics are high, so the numbers should be interpreted as general trends rather than precise numbers. While not exact, this data provides a broad understanding of the Project Area’s population characteristics.



Exhibit 12: Population Growth, Oregon, Lincoln County, and Newport (city limits), 2013-2023

Region	Year		Change, 2013-2023		
	2013	2023	Number	Percent	AAGR
Newport	10,160	11,083	923	9.1%	0.9%
Lincoln County	46,560	51,930	5,370	11.5%	1.2%
Oregon	3,919,020	4,296,626	377,606	9.6%	1.0%

Source: Portland State University Population Research Center

Note: AAGR is Average Annual Growth Rate

Newport’s population is expected to continue to grow at a similar rate to the past. Overall, Newport is expected to add 1,587 residents between 2020 and 2040, at an annual average growth rate of 0.7 percent.

Exhibit 13: Population Projections, Lincoln County and Newport UGB, 2020-2040

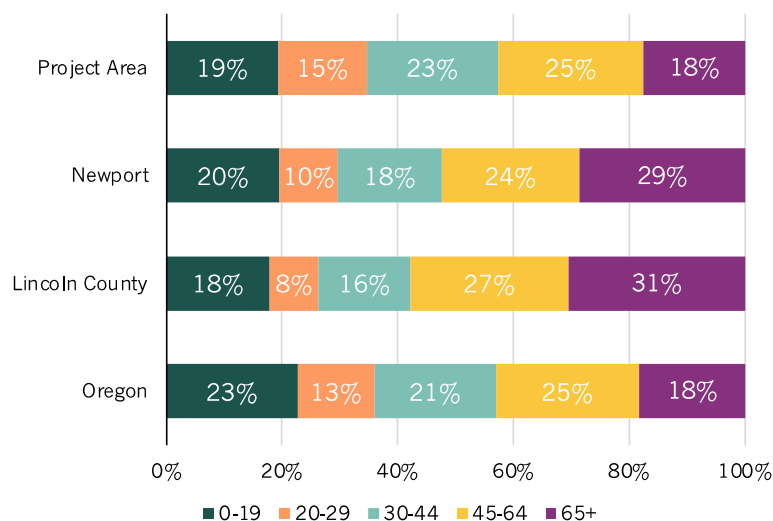
Population	2020	2030	2040	Change, 2020-2040		
				Number	Percent	AAGR
Newport	10,842	12,589	12,429	1,587	15%	0.7%
Lincoln County	50,395	52,344	53,428	3,033	6%	0.3%

Source: Portland State University Population Research Center

Similar to Lincoln County, Newport has a higher share of residents over the age of 65 than the state. The Project Area has a higher share of younger, working-age residents and a lower share of older adults than the city as a whole.

Approximately 38 percent of Project Area residents are between 20 and 44 years of age, compared to 28 percent of city residents and 24 percent of county residents.

Exhibit 14: Population by Age, Oregon, Lincoln County, Newport, and Project Area, 2022



Source: 2018-2022 ACS 5-Year Estimates Table B01001

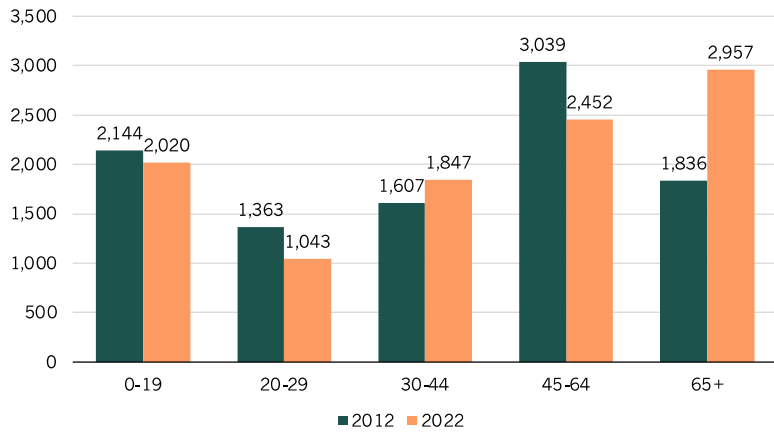


The population in Newport is aging. The number of residents aged 65 and over in Newport increased by 61 percent (about 1,100 people) between 2012 and 2022.

The number of residents aged 30 to 44 years also increased over the period by about 15 percent (240 people). Meanwhile, three age groups, residents under 19, residents aged 20 to 29 years, and residents aged 45 to 64, decreased over the period.

Overall, Newport’s median age increased from 43.4 years in 2012 to 47.9 years in 2022.

Exhibit 15: Population Growth by Age Group, Newport, 2012-2022

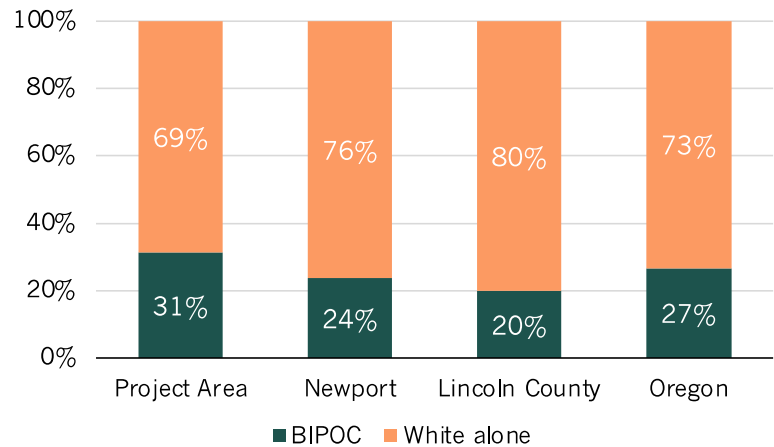


Source: 2008-2012 and 2018-2022 ACS 5-Year Estimates Table B01001

Nearly a quarter of Newport’s population identifies as a person of color or Hispanic/Latino

The Project Area is more racially and ethnically diverse than the City of Newport overall.

Exhibit 16: Share of Population (BIPOC and White alone), Oregon, Lincoln County, Newport, and Project Area, 2022



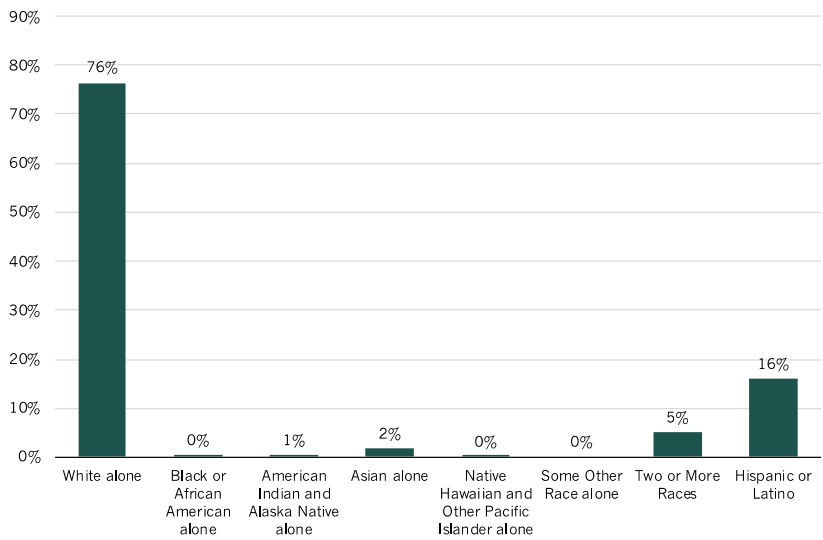
Source: 2018-2022 ACS 5-Year Estimates Table B03002

Note: BIPOC includes all people of color and Hispanic/Latino of any race



Newport’s population is predominately white, non-Hispanic (76 percent) followed by Hispanic or Latino of any race (16 percent)

Exhibit 17: Race and Ethnicity, Newport 2022



Source: 2018-2022 ACS 5-Year Estimates Table B03002

Newport has an average household size of 2.2 which is similar to Lincoln County but smaller than the statewide average.

Exhibit 18: Average Household Size, Newport, Lincoln County, Oregon, 2022



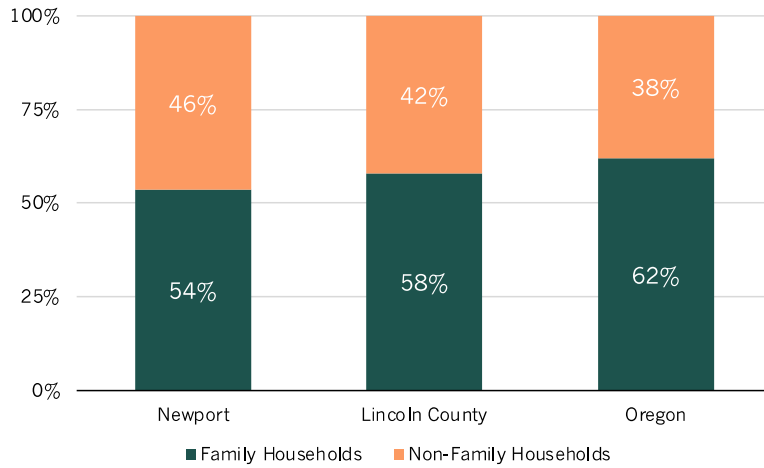
Source: 2018-2022 ACS 5-Year Estimates Table S1101

The smaller household sizes in Newport and Lincoln County are likely attributed to the higher proportion of older adults who are more likely to be empty nesters.



Newport has a greater share of non-family households compared to Lincoln County and Oregon.

Exhibit 19: Households by Type, Oregon, Lincoln County, and Newport, 2018-2022

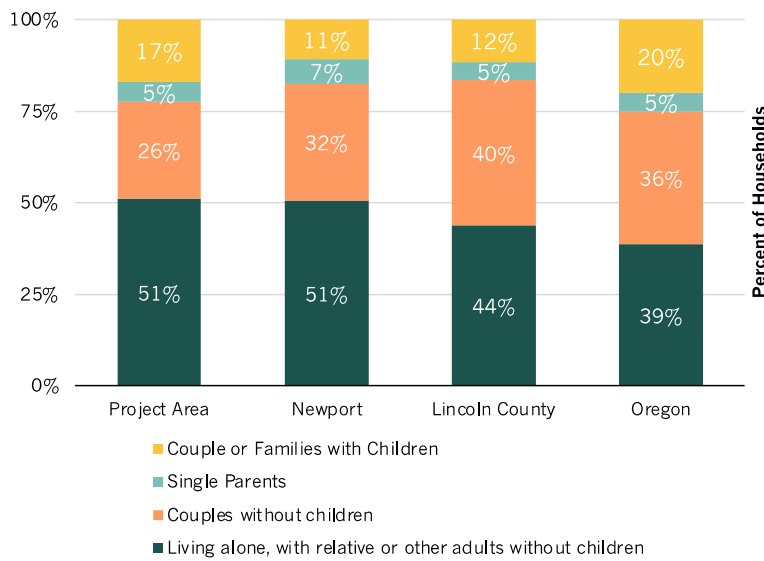


Source: 2018-2022 ACS 5-Year Estimates Table S1101

Over half of Newport and Project Area residents live alone, with a relative, or other adults.

In 2022, the Project Area had a higher proportion of households with children (22 percent) compared to Newport (18 percent) and Lincoln County (17 percent).

Exhibit 20: Household Composition, Oregon, Lincoln County, Newport, and Project Area, 2022



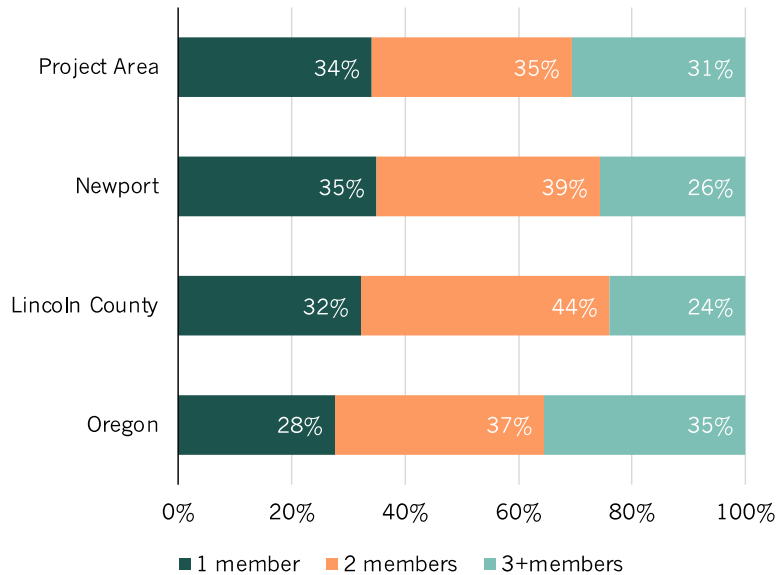
Source: 2018-2021 ACS 5-Year Estimates Table B11012



Newport has a higher proportion of single-person and two-person households compared to the state. Around 74 percent of Newport's households have either one or two members.

In contrast, the Project Area has a higher share of households with 3 or more members compared to the overall city. This aligns with the Project Area having a larger proportion of households with children.

Exhibit 21: Household Size, Oregon, Lincoln County, Newport, and Project Area, 2022



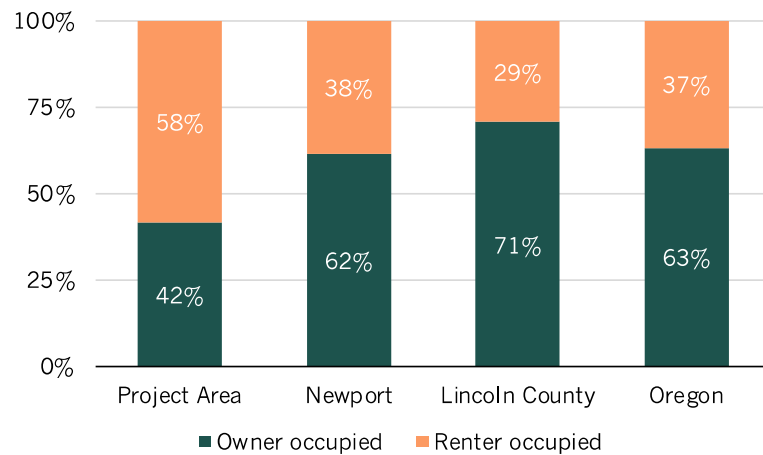
Source: 2018-2022 ACS 5-Year Estimates Table B25009

Newport's ratio of owners to renters is similar to Oregon's but lower than Lincoln County's

The Project Area has a higher concentration of renter occupied households with roughly 6 in 10 households renting their homes compared to 4 in 10 in the city overall.

There are approximately 4,551 housing units in Newport, 1,077 of which are in the Project Area.

Exhibit 22: Households by Tenure, Oregon, Lincoln County, Newport, and Project Area, 2022

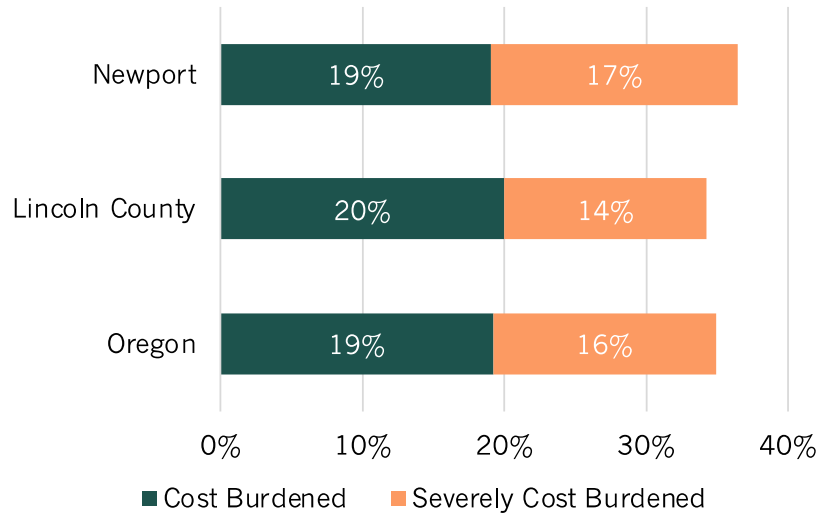


Source: 2018-2022 ACS 5-Year Estimates Table B25003



About 36 percent of all households in Newport are cost burdened. This is slightly higher than the state and county.

Exhibit 23: Housing Cost Burden Oregon, Lincoln County, and Newport, 2022

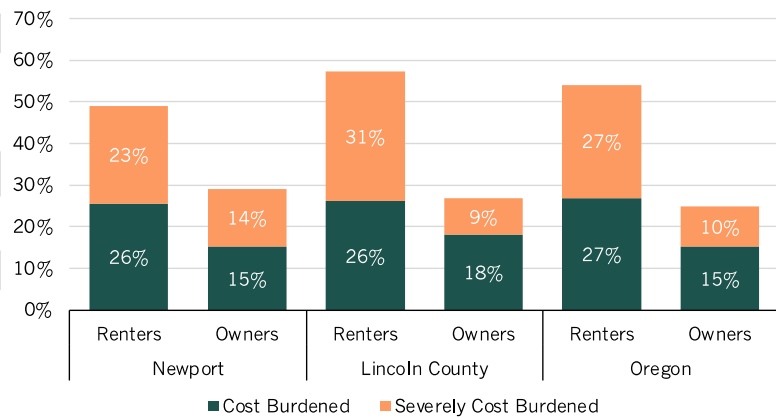


Source: 2018-2022 ACS 5-Year Estimates Tables B25070 and B25091

Renter households have higher rates of cost burden than owner households.

Nearly 50 percent of Newport renter households are cost burdened. This is slightly lower than the state and county.

Exhibit 24: Cost burden by Tenure, Oregon, Lincoln County, and Newport, 2022



Source: 2018-2022 ACS 5-Year Estimates Tables B25070 and B25091

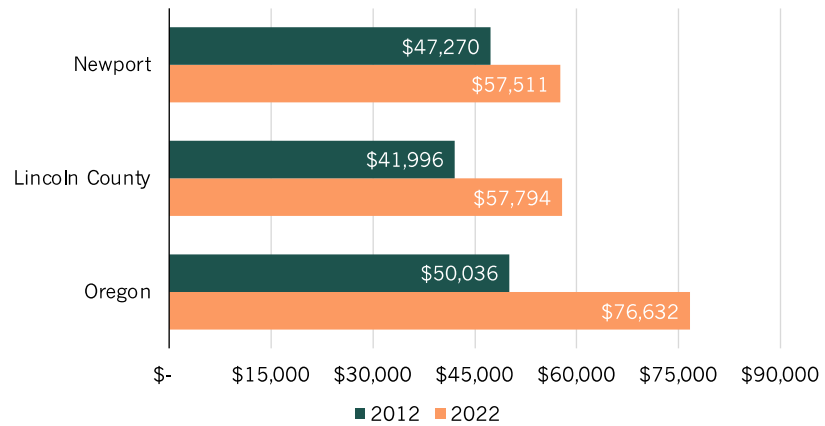


Economic Conditions

Newport households tend to have lower incomes than the state.

Newport's median household income grew 22 percent between 2012 and 2022 which was slower than the state (53 percent) and county (38 percent).

Exhibit 25: Median Household Income, Oregon, Lincoln County, and Newport, 2012-2022 (not inflation adjusted)



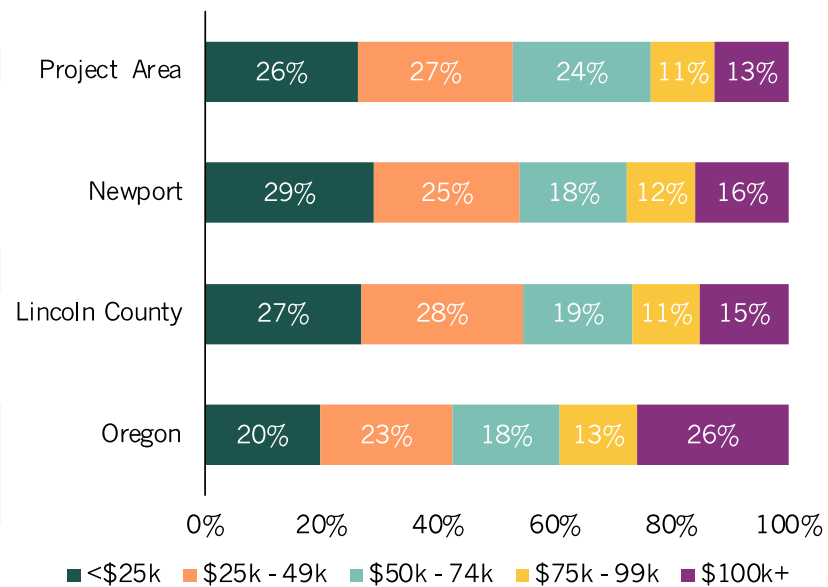
Source: 2018-2022 ACS 5-Year Estimates Table S1901

Newport has a higher share of households with incomes under \$50,000 per year, and fewer households making over \$75,000 annually when compared to the state.

Over half of households in Newport have an annual income of less than \$50,000 compared to 43 percent in Oregon.

Note: Household income does not account for accumulated wealth. Some lower income households may consist of retirees with accumulated wealth.

Exhibit 26: Household Income Distribution, Oregon, Lincoln County, Newport, and Project Area, 2022 (in 2022 dollars)



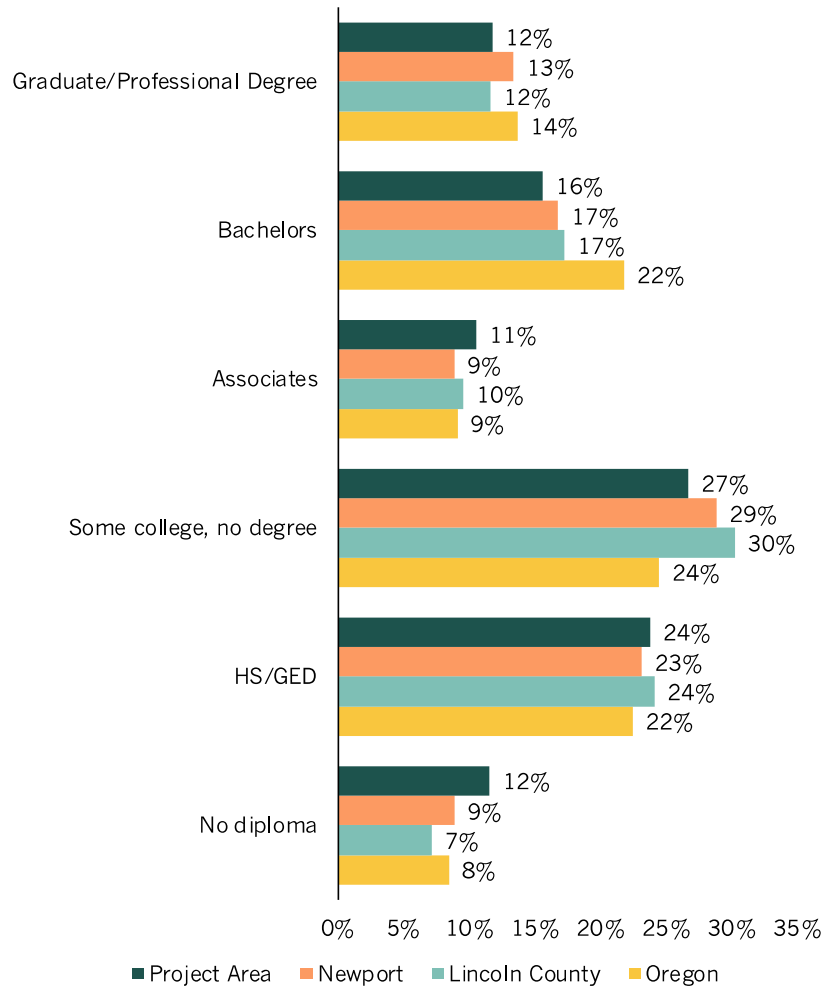
Source: 2018-2022 ACS 5-Year Estimates Table B19001



Newport has a lower share of residents with a bachelor's degree or higher (30 percent) compared to the state (36 percent).

The Project Area has a similar educational attainment pattern as the city.

Exhibit 27: Educational Attainment for Population 25 Years and Over, Oregon, Lincoln County, Newport, and Project Area, 2022



Source: 2018-2022 ACS 5-Year Estimates Table B15003



Employment

Employment in Newport decreased by 3 percent between 2008 and 2022.

Exhibit 28: Average Annual Covered Employment, Newport, Lincoln County, Oregon, 2008-2022

	Employment		Percent Change
	2008	2022	
Newport	7,610	7,411	-2.6%
Lincoln County	17,741	17,580	-0.9%
Oregon	1,714,868	1,947,870	13.6%

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2008-2022

Between 2008 and 2022 Newport lost 199 covered jobs. The industries with the greatest job losses were other services (-134 jobs) and government (-120 jobs). Accommodation and food services saw the greatest increase in terms of total jobs (212 jobs). This sector now makes up 22 percent of Newport's total employment compared to 19 percent in 2008.

Exhibit 29: Newport Total Covered Employment by Industry 2008-2022

Sector	Employees		% Share of Total Employment		Change, 2008 - 2022	
	2008	2022	2008	2022	Number	Percent
Mining, Agriculture, Forestry, Fishing & Hunt.	98	92	1%	1%	-6	-6%
Construction and Utilities	338	304	4%	4%	-34	-10%
Manufacturing	419	445	6%	6%	26	6%
Wholesale Trade	99	114	1%	2%	15	15%
Retail Trade	1,259	1,179	17%	16%	-80	-6%
Transportation and Warehousing	75	73	1%	1%	-2	-3%
Information	102	70	1%	1%	-32	-31%
Finance & Insurance	165	185	2%	2%	20	12%
Real Estate & Rental & Leasing	107	57	1%	1%	-50	-47%
Professional, Scientific, & Technical Serv.	207	200	3%	3%	-7	-3%
Management of Companies & Enterprises	4	8	0%	0%	4	100%
Administrative & Support Services	252	276	3%	4%	24	10%
Private Education	13	18	0%	0%	5	38%
Health Care & Social Assistance	919	891	12%	12%	-28	-3%
Arts, Entertainment, & Recreation	150	138	2%	2%	-12	-8%
Accommodation & Food Services	1,448	1,660	19%	22%	212	15%
Other Services	299	165	4%	2%	-134	-45%
Government	1,656	1,536	22%	21%	-120	-7%
	7,610	7,411	100%	100%	-199	-3%

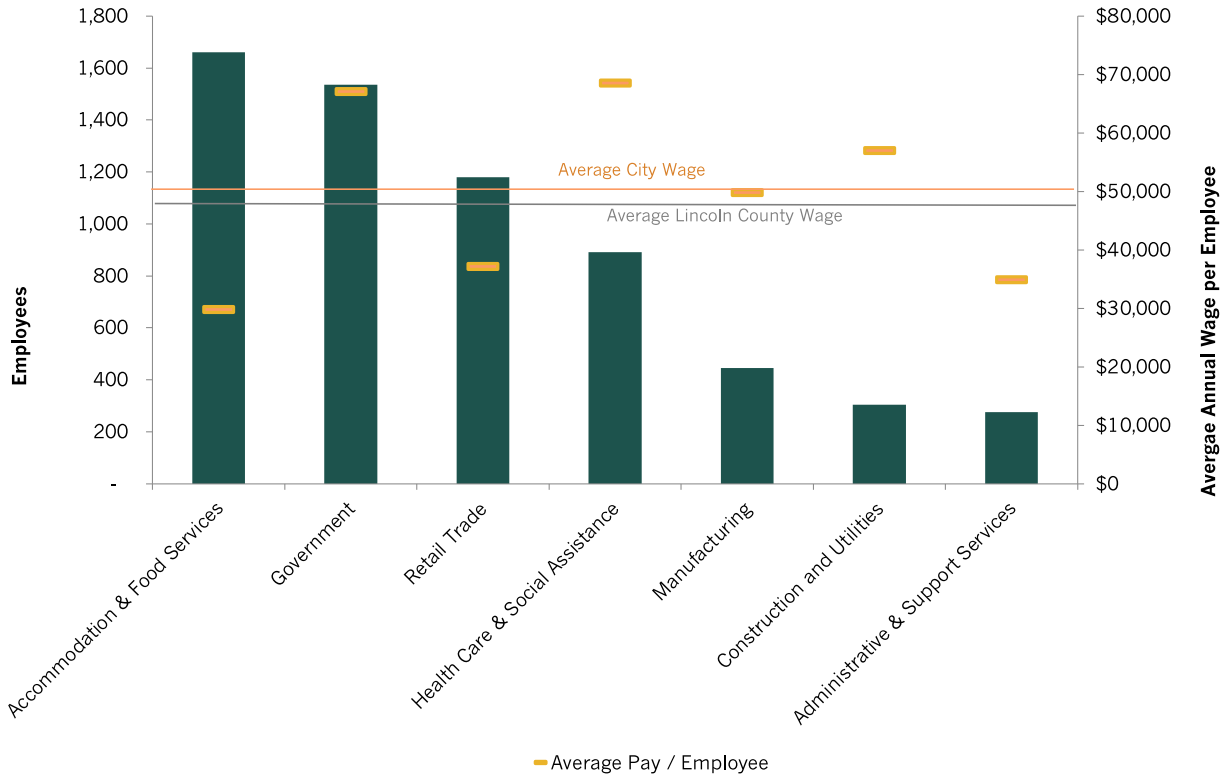
Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2008-2022.

The five largest industries in Newport in 2022 were accommodation and food services, government, retail trade, healthcare and social assistance, and manufacturing. These industries together totaled 5,711 jobs or about 77 percent of covered employment.



Of these top five industries, healthcare and social assistance and government paid average wages above the city’s average wage of \$50,034. Retail trade and accommodation and food services paid averages wages lower than the City average wage. Manufacturing paid about the City average.

Exhibit 30. Sectors in Newport with 200+ Covered Employees, Average Pay, 2022



Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2022

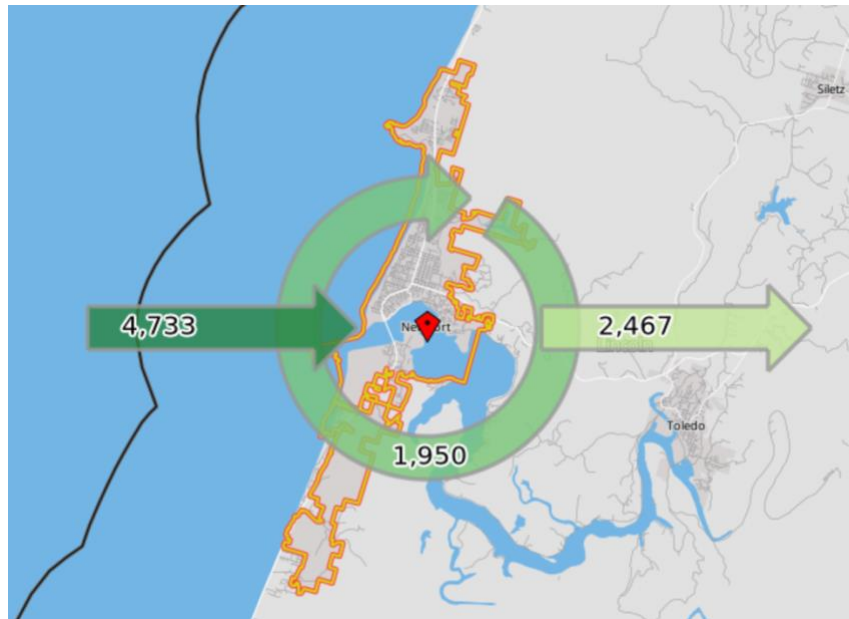


About 6,700 people worked in Newport in 2021. Most of these people commuted into Newport for work.

About 1,950 people lived and worked in Newport, accounting for 29 percent of jobs in Newport.

About 2,500 people lived in Newport but commuted outside of the city for work.

Exhibit 31. Commuting Flows, Newport, 2021



Source: US Census Bureau, Census on the Map. Note: This is an estimate of covered employment.

About 29 percent of people who work at businesses in Newport also live in Newport

The remaining 71 percent commuted from Toledo, Lincoln City, Corvallis, and other parts of the region.

Exhibit 32. Top Places Where Newport Workers Lived, 2021



Source: US Census Bureau, Census On the Map. Note: This is an estimate of covered employment.

About 44 percent of Newport residents work in Newport.

The remaining 56 percent of residents who work commuted to Portland, Salem, Corvallis, and other parts of the region.

Exhibit 33. Top Places Where Newport Residents Were Employed, 2020



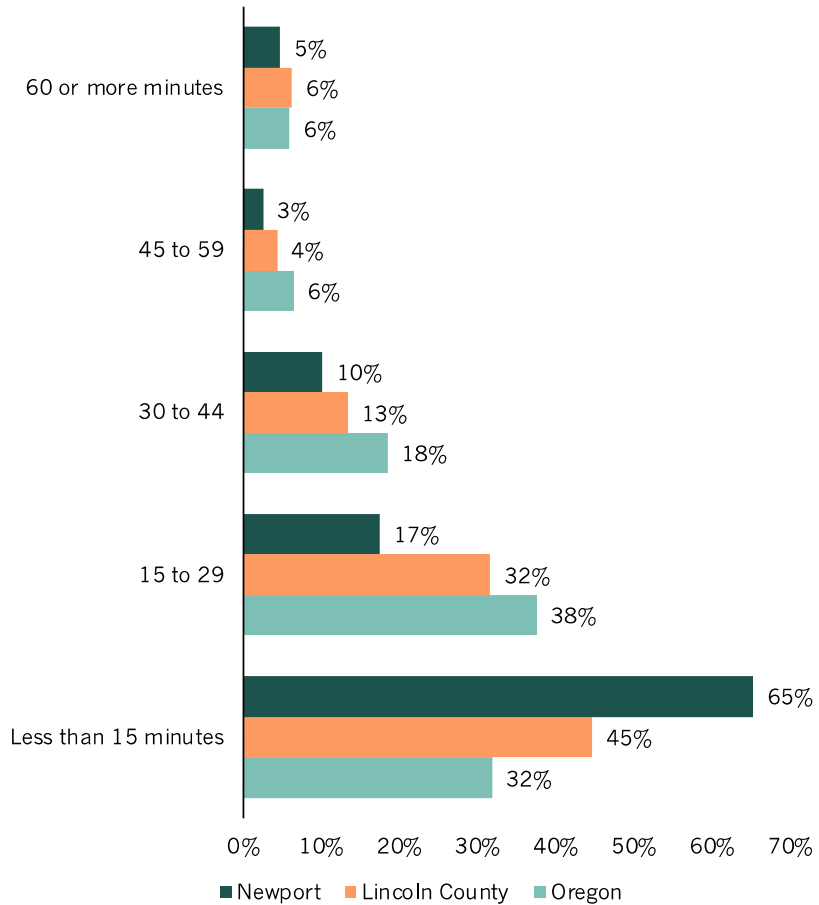
Source: US Census Bureau, Census On the Map. Note: This is an estimate of covered employment.



Newport residents have shorter commute times than Lincoln County and Oregon.

About 65 percent of Newport residents commute less than 15 minutes to work. This is much different from the state and county where 32 percent and 45 percent of residents commute less than 15 minutes.

Exhibit 34: Commute Time, Oregon, Lincoln County, and Newport, 2022



Source: 2018-2022 ACS 5-Year Estimates Table S0801

Visitors

Tourism plays a crucial role in Newport by supporting businesses, creating jobs, and generating tax revenue. According to Travel Oregon, the Oregon Coast welcomed about 5.8 million visitors in 2023 with an average spending of \$519 per person per trip.⁴ A 2021-2022 Travel Oregon visitor profile report showed that Newport was the top visited city on the Oregon Coast, attracting about 35 percent of Oregon Coast visitors, slightly ahead of Lincoln City (34 percent) and Cannon Beach (33 percent). This data underscores Newport's importance as a coastal destination and the tourism industry's substantial economic influence on the area.

⁴ Travel Oregon. "Oregon Travel Impacts dashboard" Dean Runyan Associates. Retrieved August 8, 2024, from <https://www.travelstats.com/impacts/oregon>



A summary of demographic characteristics of Oregon Coast visitors is included below.⁵

Demographics

- ◆ Visitors to the Oregon Coast in 2021-2022 averaged 54 years of age, skewed female (63 percent), were usually married/partnered (76 percent), and reported high average household incomes (\$113,411). One-in-five had children in their household (19 percent). Most identified as White/Caucasian (88 percent). One-in-six had accessibility needs (16 percent).

Trip Purpose

- ◆ Two-thirds of these Oregon Coast visitors were taking a vacation/leisure trip (64 percent). Most remaining visitors came to visit friends/family (20 percent) while a few came for business (5 percent).
- ◆ Oregon Coast visitors positioned scenic beauty (95 percent) and a relaxing environment (92 percent) as the top important factors for choosing Oregon in 2021- 2022. Other frequently cited attributes include local food/cuisine (85 percent), affordability/value (85 percent), environmental quality (83 percent), outdoor recreation (83 percent), and an inclusive/welcoming atmosphere (82 percent).

Trip Details

- ◆ Oregon Coast visitors spent almost a week (6.3 days) on their Oregon trip in 2021-2022. While they all visited the Oregon Coast, many also ventured to other parts of the state.
- ◆ On average, visitors to the Oregon Coast spent \$249 per person per day in-destination in Oregon. Lodging accounted for the largest share of wallet (\$66 per person per day), followed closely by restaurants/dining (\$59). Remaining expenditures for recreation, rental cars, gas, and groceries hovered between \$20 and \$29 each per day.
- ◆ Three-quarters of 2021-2022 Oregon Coast visitors enjoyed food and drink while on their trip (75 percent), the leading activity. Almost two-thirds (61 percent) engaged in outdoor recreation (hiking/biking/fishing, etc.). More than a third of visitors also chose a scenic ride (42 percent) and/or shopping (39 percent) and a quarter of them enjoyed arts/cultural (26 percent).

⁵ Oregon Visitor Profile Report Oregon Coast, 2021-2022, Travel Oregon. Retrieved from <https://industry.traveloregon.com/wp-content/uploads/2023/06/Travel-Oregon-Visitor-Profile-2021-22-Oregon-Coast-Memo-of-Findings-1.pdf>





CITY CENTER REDEVELOPMENT PLAN GAP ANALYSIS

TASK 4.1: REVISED MEMO #4 | DECEMBER 10, 2024

PREPARED FOR:
CITY OF NEWPORT, OREGON
PREPARED BY:



u r b s w o r k s



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1 INTRODUCTION

This Draft Memorandum #4 documents the gap between the Newport City Center Redevelopment Plan (NCCRP) vision for future land use and transportation circulation, and existing transportation facilities and infrastructure. It describes the characteristics that are likely to result from development and redevelopment that are consistent with current adopted policies, standards, regulations, and existing and planned public facilities. This memorandum also outlines the Baseline Future Condition and one alternative. It identifies impediments to achieving the NCCRP goals and objectives (as documented in *Memorandum #1: Goals and Objectives*) as they relate to market conditions, public facility and service capacities, and policies and regulations found in City's adopted Comprehensive Plan, existing Refinement Plans, 2022 Newport Transportation System Plan (TSP), and Development Code.

2 PROCESS

This memorandum outlines the Baseline Future Condition and one alternative. It identifies impediments to achieving the NCCRP goals and objectives (as documented in *Memorandum #1*) as they relate to market conditions, public facility and service capacities, and policies and regulations found in City's adopted Comprehensive Plan, existing Refinement Plans, 2022 Newport TSP, and Development Code.

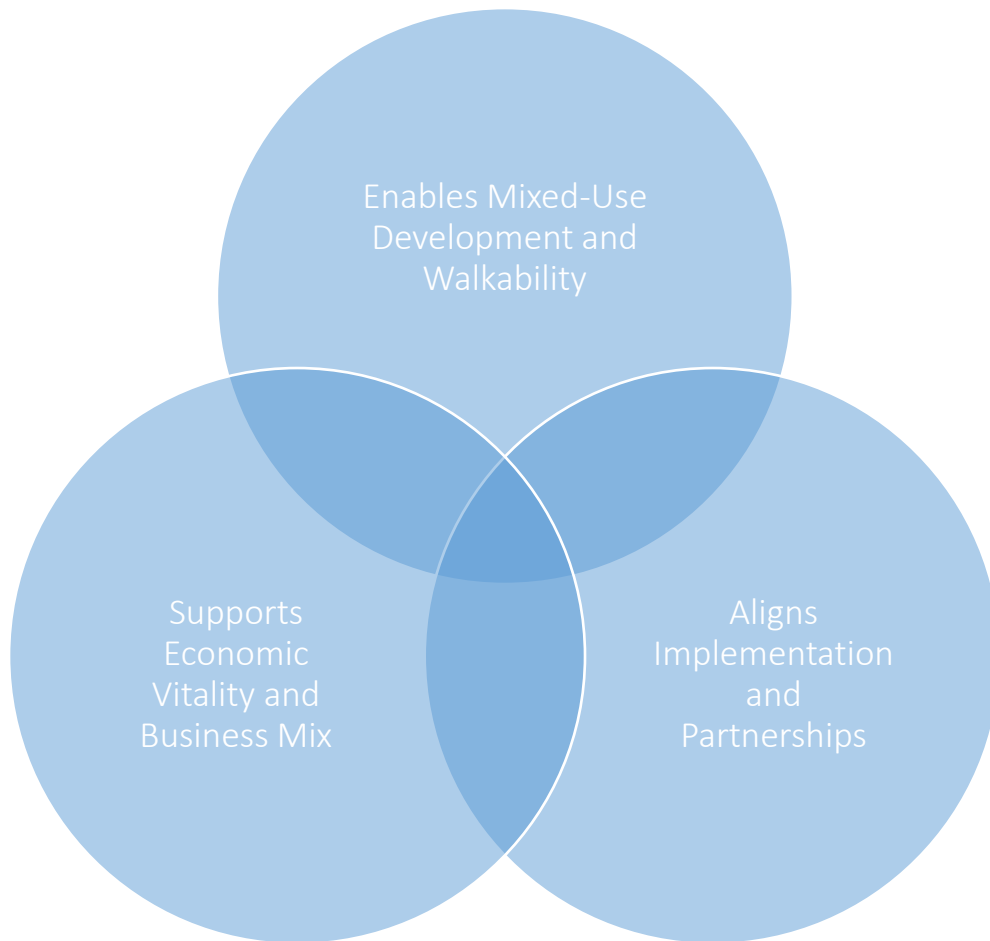
3 NCCRP VISION

The NCCRP vision is grounded by the City of Newport's policy context (described in *Memorandum 1 Goals and Objectives*) and an initial Vision Statement follows:

Newport's City Center will become an active, walkable, mixed use environment with a clean, welcoming appearance. Circulation will be safe and efficient, supported by improved traffic flow, managed parking, and enhanced bicycle and pedestrian facilities. Vibrant streetscapes will support local business activity, and entice both residents and visitors. Redevelopment will be facilitated by strategic investment in infrastructure, planned property acquisition, and streamlined development approvals.

3.1 GOALS AND OBJECTIVES

Derived from the *Memorandum 1 Goals and Objectives*, the following diagram and primary goal list provides an easy-to-understand summary of the City's NCCRP objectives.



Goal 1: An active mix of uses (both commercial and residential) in a walkable environment.

Goal 2: Safe and efficient traffic flow and parking management.

Goal 3: A clean, welcoming appearance.

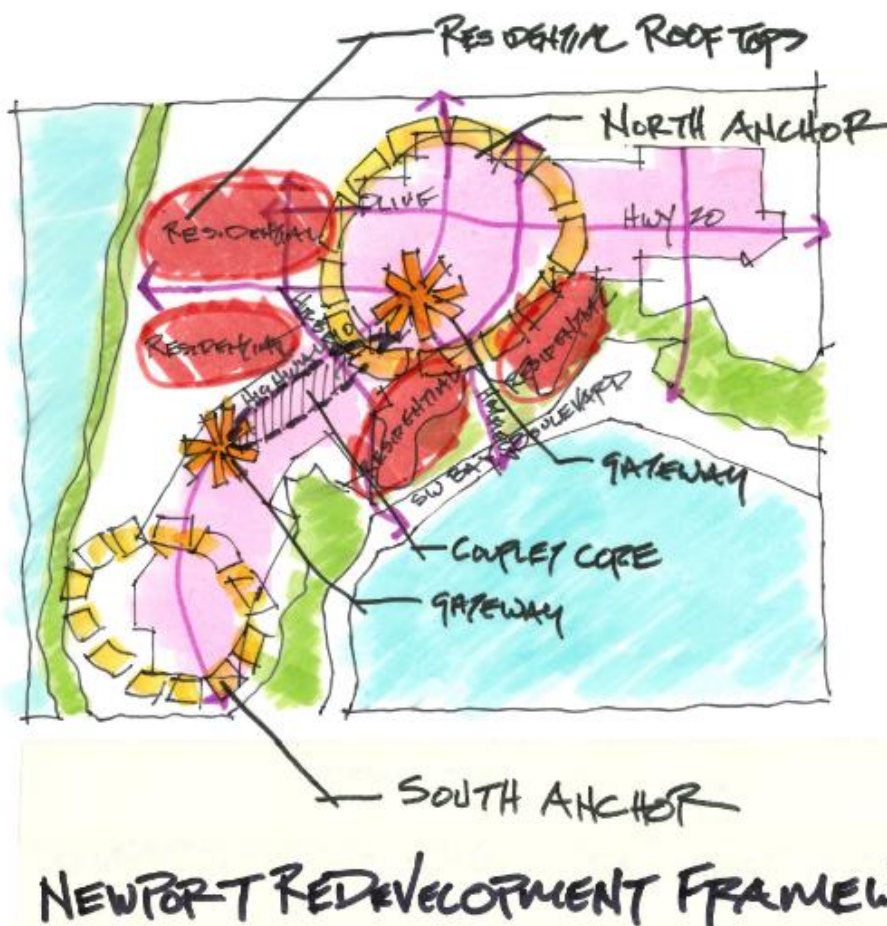
Goal 4: Planned property development and acquisition.

Goal 5: Targeted investment in infrastructure.

3.2 PLANNING / URBAN DESIGN CONTEXT

Newport faces the challenge of transforming City Center and also maintaining acceptable service levels on its transportation network. Some key opportunities and challenges noted for in Transportation System Plan (TSP) update include:

- **US 101 and US 20 form the primary transportation network and carry most of the motor vehicle traffic.** The geographic constraints of the ocean coast, Yaquina Bay and local hillsides have fostered a strong reliance on the state highway system both for local travel and regional service to nearby communities. These highways were built with limited walking and bicycling amenities which continue to be a challenge for residents, visitors and through-travelers who are traveling who are not using motor vehicles. There is an opportunity to tap into the existing visitor demand, as Newport is the most visited Oregon Coast city.
- **Many City Center properties are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings.** The City has an opportunity to leverage its urban renewal district to generate funding to revitalize City Center, along with upgrading the transportation system to catalyze economic development and provide infrastructure needed to support additional density. The north end of the area is anchored by City Hall and the south end by the growing hospital, framing the opportunity sites between.



A Redevelopment Framework for the study could be organized like the adjacent sketch.

3.2.1 ODOT STANDARDS

Newport's City Center and Highway 20 corridors are both urban places where local planning objectives must be coordinated with Oregon Department of Transportation (ODOT) requirements. Thankfully, ODOT's Blueprint for Urban Design (BUD) provides specific design criteria that follows federal guidelines and principles and provides a performance based, context sensitive, practical design approach that allows (some) flexibility in urban contexts. Two specific BUD context classifications apply to the NCCRP: 1) Traditional Downtown/Central Business District in City Center along Highway 101, and 2) Urban Mix for Highway 20.

The following information is extracted from the BUD.

Traditional Downtown/Central Business District (CBD): These are areas with the highest development and building heights in an urban area. Typically, a few square blocks, buildings have mixed land uses, are built up to the roadway, and are within a well-connected roadway network. To best serve all users, vehicle speeds should be 25 mph or below, and higher levels of congestion are expected. Transit stops should be placed at frequent intervals, and transit priority treatments can help with transit mobility, even in congested conditions. Bicycle and pedestrian facilities should be relatively wide and comfortable to serve anticipated users. Curbside uses are important and may include loading/unloading, parking (vehicles, bicycles, etc.), and other uses. Landscaping and street trees, following ODOT placement and spacing guidelines, are appropriate in this context.

Urban Mix: Mix of land uses within a well-connected roadway network. May extend long distances. Commercial uses front the street with residential neighborhoods on top or immediately behind land uses. To best serve all users, vehicle speeds are typically 25 to 30 mph, and higher levels of congestion are acceptable. Transit stops should be placed in proximity to origins and destinations. Bicycle and pedestrian facilities should be relatively wide and comfortable to serve anticipated users. Where low speeds cannot be achieved, practitioners must consider a buffer between travel lanes and bicycle and pedestrian facilities. Curbside uses are important and may include loading/unloading, parking (vehicles, bicycles, etc.), and other uses. Landscaping and street trees, following ODOT placement and spacing guidelines, are appropriate in this context.

Urban Context Matrix (source: ODOT BUD Table 2-2)

Land Use Context	Setbacks Distance from the building to the property line	Building Orientation Buildings with front doors that can be accessed from the sidewalks along a pedestrian path	Land Use Existing or future mix of land uses	Building Coverage Percent of area adjacent to right-of-way with buildings, as opposed to parking, landscape, or other uses	Parking Location of parking in relation to the buildings along the right-of-way	Block Size Average size of blocks adjacent to the right-of-way
Traditional Downtown/CBD	Shallow/ None	Yes	Mixed (Residential, Commercial, Park/Recreation)	High	On-street/ garage/ shared in back	Small, consistent block structure
Urban Mix	Shallow	Some	Commercial fronting, residential behind or above	Medium	Mostly off-street/Single row in front/ In back/ On side	Small to medium blocks

Cross Section Illustration of Streetscape Realms (source: BUD, Figure 3-1)

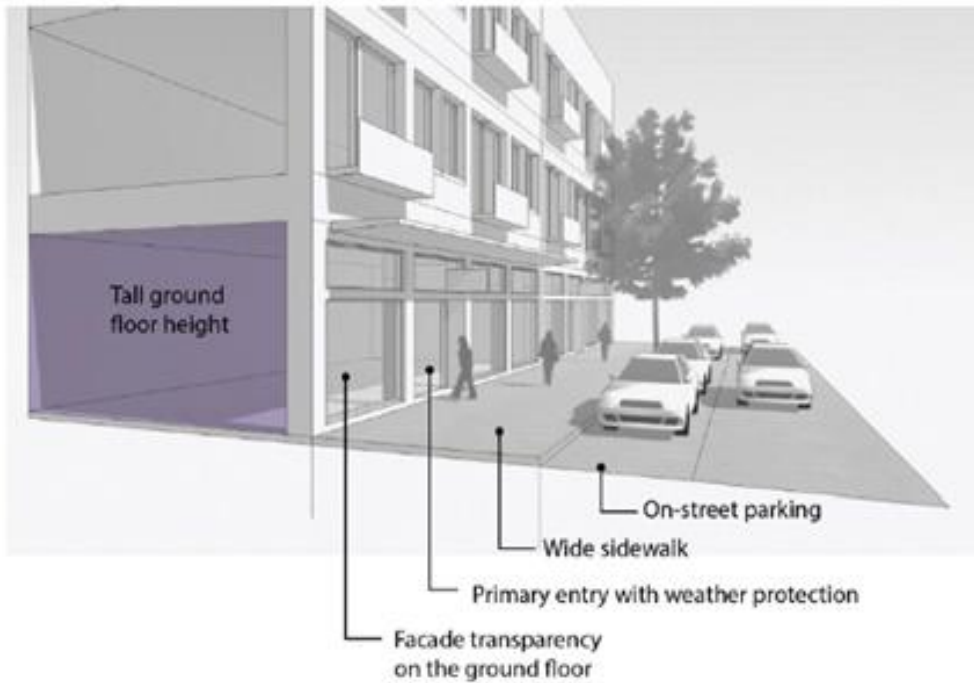


Land Use Pedestrian Transition Travelway

Street Realm	Location	Function
Land Use Realm	Immediately adjacent to the roadway right-of-way	<ul style="list-style-type: none"> • Typically, privately owned, the land use realm contributes to the urban context of the place. • This space can also serve a variety of other functions in some cases, including pedestrian space, amenities such as bicycle parking, utilities, landscaping, parking, and other uses. • Awnings or building appurtenances, signs and other activities that require use of the public right-of-way or overhang into the Pedestrian Realm must be permitted by ODOT or the local agency (if sidewalk is locally owned).
Pedestrian Realm	Includes the sidewalk and the buffer or furniture zone	<ul style="list-style-type: none"> • Serves pedestrians and access to land uses • Buffer/furniture zone often used as a place for utilities, lighting, signs, street trees, and other furnishings • May also serve as public space for art, sidewalk seating, or other types of public uses if sidewalk is locally owned.
Transition Realm	The area immediately adjacent to the curb or sidewalk edge (e.g., parking, loading, transit stops). May also include non-pedestrian areas behind the curb (e.g., curb-separated bicycle lanes).	<ul style="list-style-type: none"> • Bicycle movement – or, parking – or pedestrian activities, such as planters, transit stops, loading/unloading, pick-up/drop-off • May serve multiple functions in same block or location, may vary by time of day. • May also include street trees and/or other green streets treatments
Travelway Realm	The center of the right-of-way used for movement, typically including travel lanes, median, and/or turn lanes	<ul style="list-style-type: none"> • Primarily functions to serve various types of vehicle movement (including motor vehicles, buses, light rail vehicles, streetcars, bicycles, motorcycles, freight, etc.) • Can provide or manage vehicular access through turn lanes, medians, and other treatments • Median can function as a place for vegetation, green streets stormwater treatments, and as a pedestrian refuge.

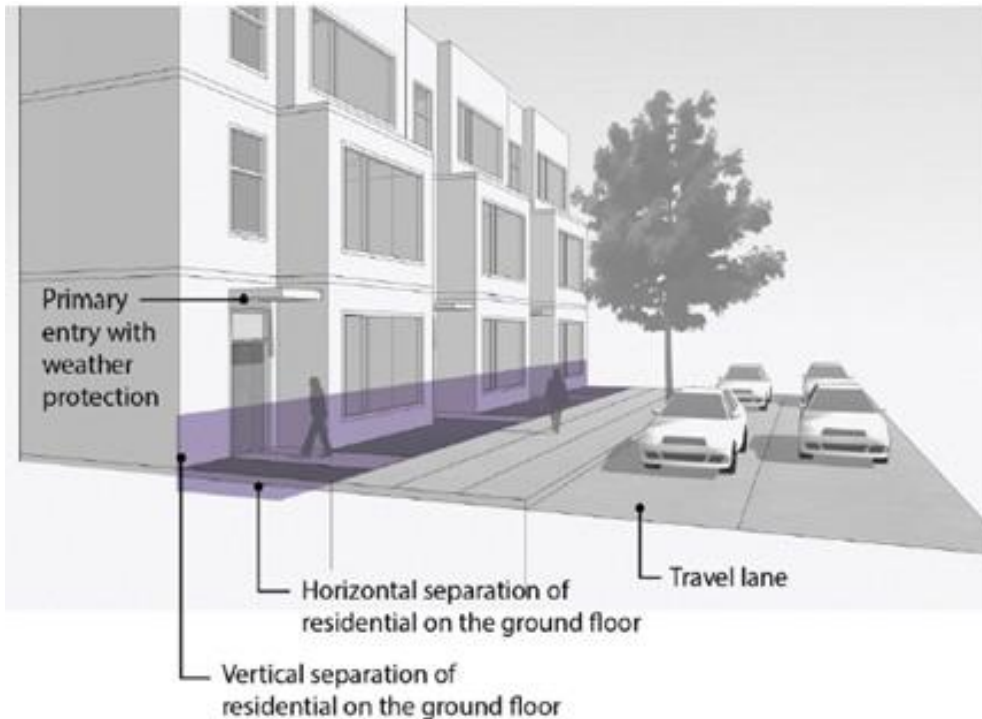
3.2.2 BEST PRACTICES

MIXED USE FRONTAGES (source: Urbsworks)



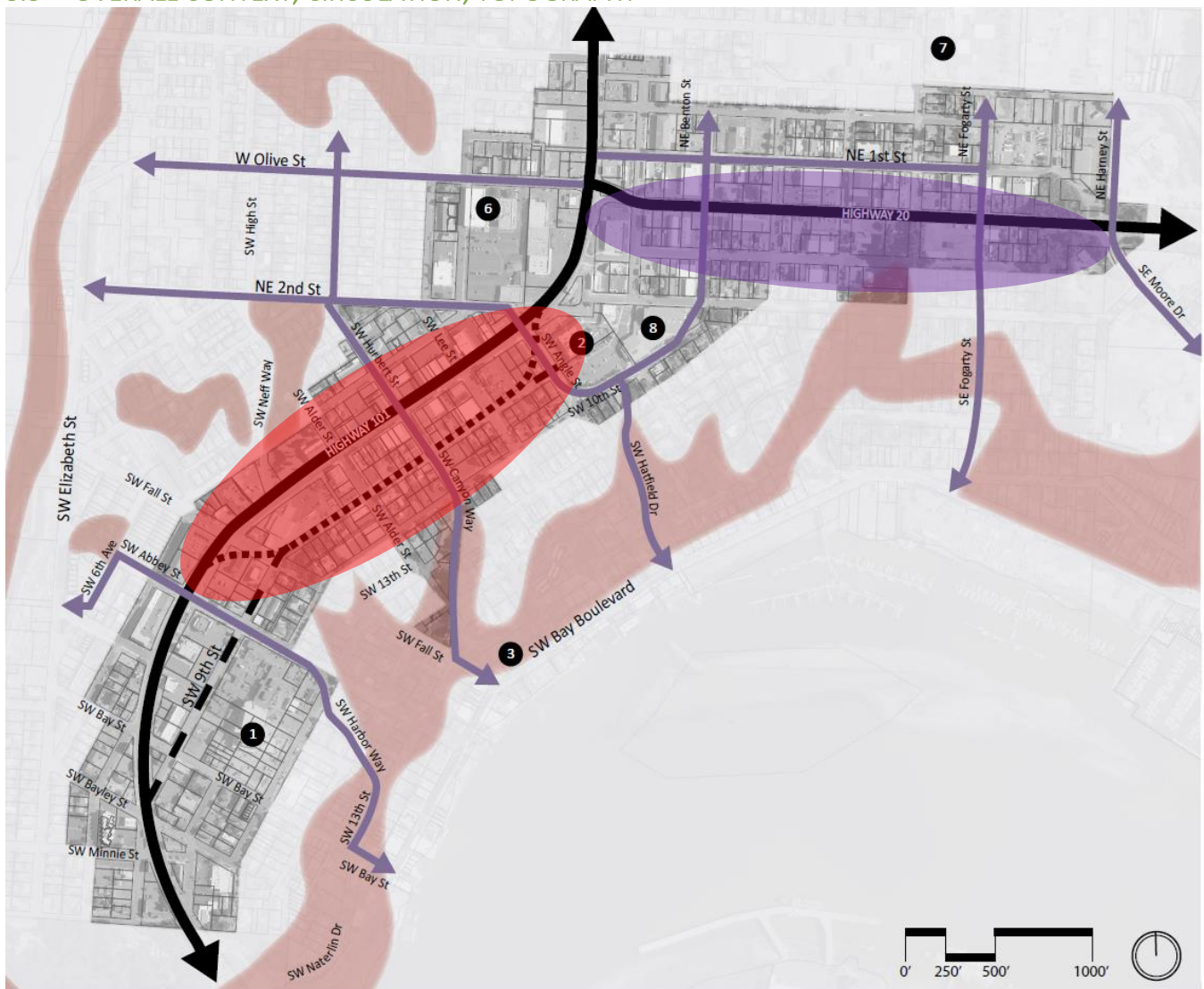
Uses in the Transition Realm related to enriching the pedestrian environment, such as bulb outs (curb extensions), extra furnishings, street trees, local business support (merchandising, café seating), benches for residents, etc.) are going to be critical for accommodating the livability aspects of the streetscape.

MULTI-FAMILY RESIDENTIAL FRONTAGES (source: Urbsworks)



Newport’s City Center will benefit from higher density residential development, although the design of residential entries must sensitively engage the street level in ways different from ground floor retail.

3.3 OVERALL CONTEXT, CIRCULATION, TOPOGRAPHY



LEGEND

- Key Routes
- Steep Slopes
- Parcel Boundary
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101 / Highway 2
- Central Business District
- Urban Mix

LEGEND

- 1 Samaritan Pacific Community Hospital
- 2 City Hall
- 3 Historic Bayfront
- 4 Yaquina Bay Bridge
- 5 Yaquina Bay Lighthouse
- 6 Lincoln County Jail
- 7 Newport High School
- 8 Recreation Center

To better understand how the transportation alternatives fit within the local circulation context, ODOT BUD classifications are diagrammed, combined with key routes, steep slopes, and local destinations. City Center occupies a central, ridgeline location on the peninsula, while the Highway 20 corridor slopes down from the Coast Range along the edge of the bluff which leads to the Bayfront.

3.4 20-YEAR SITE REDEVELOPMENT POTENTIAL

3.4.1 Potential Opportunity Sites

Analyzing the redevelopment potential for the baseline scenario and proposed alternatives requires an understanding of the area's current development capacity. This capacity is essential for assessing future transportation impacts, real estate market shifts, and general urban planning feasibility.

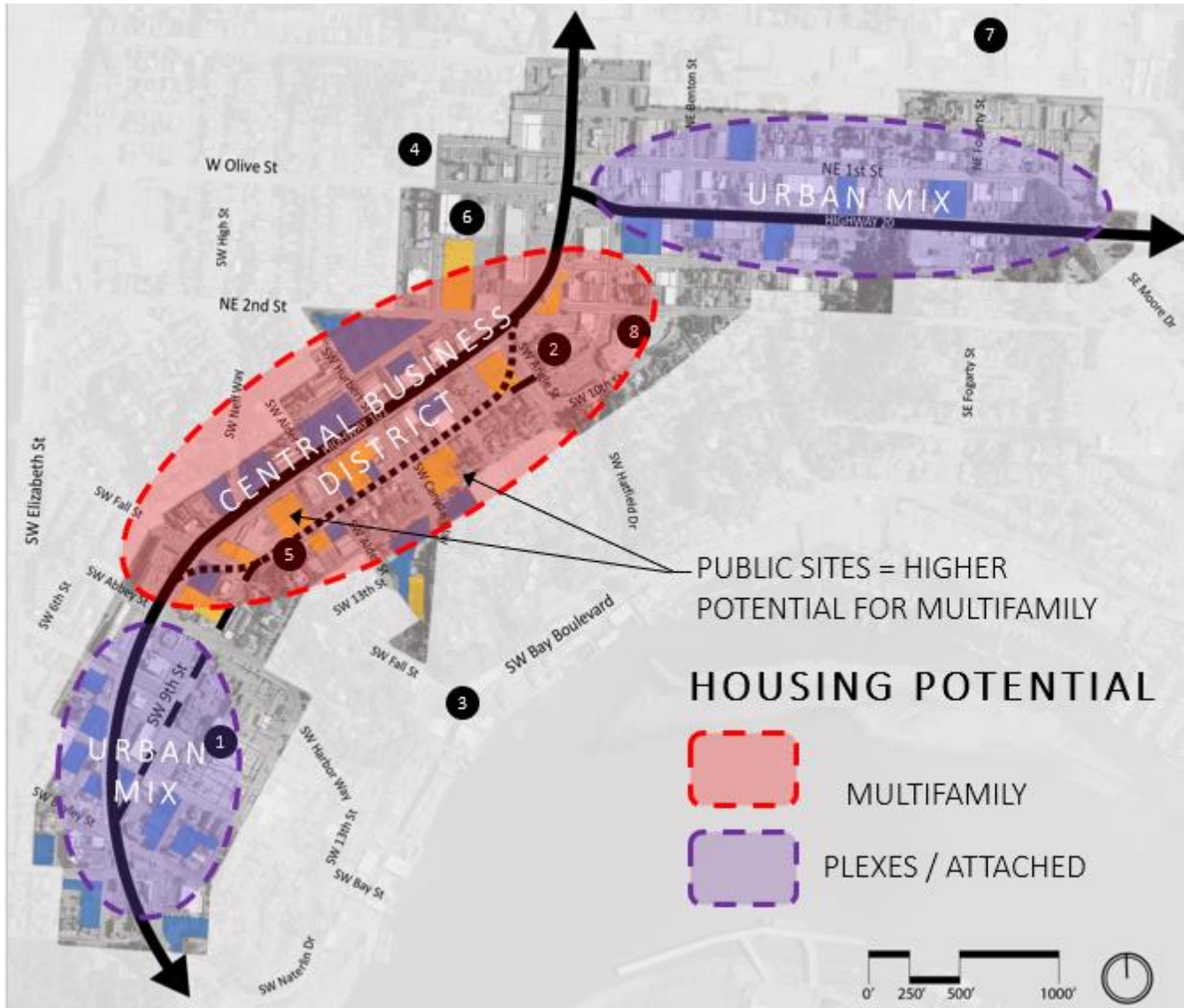
To identify key parcels that may be ripe for redevelopment over the coming two decades in any potential development scenario, the consultant team conducted a high-level analysis for public and private land. The assessment focused on several criteria that influence a parcel's likelihood of redevelopment:

- **Ratio of Improvement Value to Land Value:** Parcels that have an assessed value of improvements (buildings and structures) lower than the land itself are likely to see more interest in redevelopment over the 20-year planning horizon. This metric suggests that the land is underutilized and may attract developers looking to maximize value through new construction or significant renovation over the 20-year planning horizon.
- **Vacant Land:** Raw, undeveloped land within the study area offers opportunities for new construction. Particularly attractive are smaller, adjacent parcels that could be assembled into larger development sites that can accommodate larger-scale projects.
- **Building Age:** Older buildings are more likely to face obsolescence, making them strong candidates for redevelopment. This high-level assessment focused on aging structures that may no longer meet modern building standards, market demands, or zoning regulations, thereby increasing the likelihood of redevelopment.
- **Public Control of the Site:** Parcels owned by the City or Urban Renewal Agency offer unique redevelopment potential due to the ability of local governments or agencies to prioritize redevelopment according to community goals. These sites may be leveraged for mixed-use projects, affordable housing, or public amenities that align with broader urban renewal objectives.
- **Proximity to US 101 Core:** Given the URA's focus on supporting redevelopment of the US 101 corridor, parcels, sites located closer to the core are expected to experience stronger demand, as they offer developers opportunities to create high-visibility, high-traffic projects.

Based on tax assessor data and a site visit, the consultant team drafted an initial "Redevelopment Potential" exhibit (refer to the figure). This exhibit is a visual representation intended to quantify redevelopment opportunities for both the baseline and alternative scenarios. The quantification allows for further analysis of potential transportation impacts and the overall influence on the real estate market within the district.

The table below summarizes the initial acreage of redevelopment potential for both public and private lands under the two proposed alternatives. It highlights how redevelopment opportunities are distributed between public and private parcels, giving stakeholders a clear view of where future growth could occur.

3.4.2 Opportunity Sites Diagram



LEGEND

- Parcel Boundary
- Redevelopment Potential (Public)
- Redevelopment Potential (Private)
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101 / Highway 20
- 1 Samaritan Pacific Community Hospital
- 2 City Hall
- 3 Historic Bayfront
- 4 Library
- 5 History Museum
- 6 Courthouse
- 7 Newport High School
- 8 Recreation Center

3.5 COMPREHENSIVE PLAN / ZONING COMPATIBILITY

One of the primary objectives of this project is to "Enable Mixed-Use Development and Walkability." Zoning plays a critical role in determining the redevelopment potential of parcels. Parcels zoned for higher-density or mixed-use development are inherently more attractive to developers, while restrictive zoning may hinder redevelopment unless pathways for rezoning or variances exist.

The comprehensive plan designates most of the study area as primarily commercial, which, along with zoning code regulations emphasizing ground-floor commercial uses, precludes many forms of housing development. This presents a significant barrier to achieving a mix of uses and a walkable urban form. Specifically:

- **Parcels along US 101** are zoned C-1, which prohibits ground-floor residential uses. To facilitate housing development over the 20-year planning period, amendments to the NMC should consider:
 1. Allowing residential uses at street grade, including stand-alone residential developments.
 2. Removing or significantly modifying density restrictions.
 3. Eliminating or right-sizing parking requirements, paired with district parking management.
 4. Increasing height and lot coverage allowances to allow for more development flexibility on key development opportunity sites in the area.
- **Parcels along US 20** are currently zoned C-3 for Highway Commercial uses. Redevelopment of these parcels to include a broader mix of uses may require rezoning to accommodate a broader mix of uses while addressing potential negative impacts from adjacent industrial activities, such as noise pollution, air quality concerns, and traffic/safety issues.

Memo #5 will provide a detailed analysis of proposed zoning changes aimed at supporting the preferred alternative and enabling a broader range of uses and development opportunities.

4 DESCRIPTION OF ALTERNATIVES

Two alternatives are being evaluated for the NCCRP:

- Two-Way Highway 101 / Bike Lanes On SW 9th Alternative
- Highway 101 / SW 9th Street Couplet Alternative

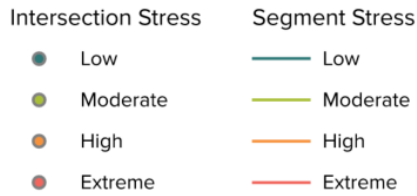
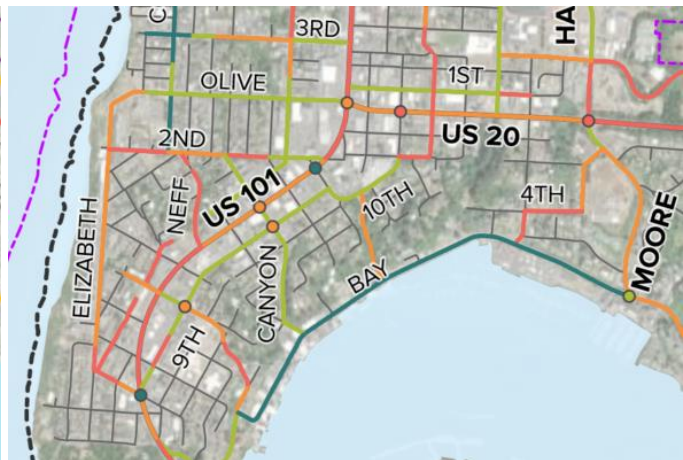
The Newport TSP shows baseline conditions for transportation stress and household and employment growth. For each transportation alternative, the project team analyzed low and high-growth land use scenarios, with a focus on housing unit growth, as described below. While the total anticipated housing growth remains consistent across both transportation alternatives, the specific locations of this growth and other related factors are detailed in the respective alternative scenarios.

- **Low Housing Growth Scenario: 118 units** - Assumes no zoning changes but targeted incentives like land write downs and development subsidies to support housing development. Meets 50% of multifamily demand (78 units) and 25% of the need for plexes and single-family attached (40 units) demand of total Housing Capacity Analysis growth target.¹ The following NMC requirements / limitations limit housing growth: C-1 limitation on residential uses at ground level (residential uses must be above commercial); density and height limits (R-4, C-1 and P-1 zones), and parking requirements that apply to most of the desired housing types.
- **High Housing Growth Scenario: 476 units** - Assumes significant NMC zoning changes to increase development flexibility and a higher level of incentives to attract high-density residential development to the area. Meets 75% of multifamily demand (357 units) and 25% of plexes/SFA (119 units).²

¹ The City of Newport 20-year Housing Capacity Analysis (HCA) found that the city needs 626 new housing units with the following split: 50% SFD, 10% SFA, 15% plexes, and 25% multifamily.

² In the high growth scenario, we use the Oregon Housing Needs Analysis 20-year housing forecast of 1,902 units over 20 years with the same unit type split as the HCA.

4.1 TRANSPORTATION AND GROWTH (FROM TSP)



Household Growth



Employment Growth



With both alternatives, multiple redevelopment opportunities exist, several fronting on the key cross street routes, and their realization could be transformative for City Center.

Sketch Plans were developed to begin to better understand the physical relationship between the proposed street cross sections, potential development parcels, bicycle routing, and on-street parking.

5 TWO-WAY HIGHWAY 101 / BIKE LANES ON SW 9TH ALTERNATIVE

DESCRIPTION: This Alternative assumes the future (year 2040) land uses in the Project Area are consistent with current adopted policies, standards, regulations, and existing and planned public facilities. The transportation network is consistent with the 2022 Newport Transportation System Plan (TSP).

GOALS / OBJECTIVES ASSESSMENT

US 101 Downtown Corridor (SW 9th Street to SW Angle Street)

- Retain two-way Highway 101 on its current alignment.
- Provide bicycle facilities on the parallel route of SE 9th Street to reduce impacts on properties adjacent to the highway.
- Upgrade the existing roadways to meet current ODOT design standards, which would address the narrow travel lanes, and lack of bike facilities.

US 20 Downtown Corridor (Harney Street-Moore Drive to US 101)

- Retain and upgrade two-way Highway 20 along its present alignment.
- Provide quality bicycle facilities on parallel route NE 1st Street to reduce impacts to properties adjacent to the highway.

US 20 / US 101 Intersection

- Add another southbound left-turn lane from US 101 onto eastbound US 20

IMPEDIMENTS ASSESSMENT

Housing Development: Higher-density multifamily housing is likely to cluster near US 101 and 9th Street, while plexes and attached units would be more suitable closer to US 20 and the hospital, where lower-density development aligns with the character of the surrounding neighborhoods. The urban renewal agency can catalyze development on sites that it owns to attract near-term housing development. Overall, household growth in the study area is projected to range from 100 to 500 units, depending on market conditions and the availability of incentives to attract development.

Retail Environment: If the two-way configuration is maintained, a number of existing buildings along US 101 are currently positioned very close to the highway. The City could consider reorienting these buildings toward 9th Street, transforming it into a Main Street with a slow, pedestrian-focused two-way design. This approach could create a charming, pedestrian-friendly atmosphere for that small stretch of 9th Street. Retail could also concentrate on Alder and Hubert Streets, which run perpendicular to the couplet and allow for diagonal parking and streetscape enhancements. This shift in orientation might also reduce future conflicts by moving activity away from services for individuals experiencing homelessness.

However, this reorientation could further establish US 101 as a major arterial, potentially increasing traffic volumes, speeds, and the number of lanes. To ensure pedestrian safety—particularly for those who need to cross the arterial, such as service workers—it would be necessary to install frequently spaced, signalized crossings or

pedestrian hybrid beacons (PHBs). These measures would help maintain safe and efficient pedestrian access across US 101.

Alternatively, with planned streetscape improvements, retail could remain focused along US 101. Slowing traffic could support a more pedestrian-oriented environment, but given the wide street and crossing challenges, areas like 9th Street might be more appealing for pedestrian-oriented retail uses.

Public Facilities: CONFIRMATION BY CITY.

TSP: Compliant.

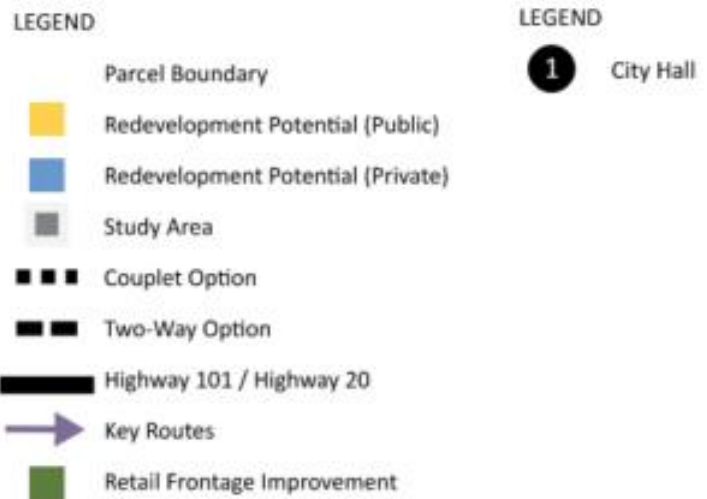
5.1 TWO-WAY HIGHWAY 101 DEVELOPMENT OPPORTUNITIES



This Alternative maintains the existing two-way alignment of US 101 in City Center and improves bicycle circulation through provision of bike lanes on SW 9th Street.

Several cross streets (Abbey, Hurbert, Angle) provide key routes for those wishing to travel between the Bayfront and Oceanfront/Nye Beach.

Multiple redevelopment opportunities exist, several fronting on the key cross street routes, and their realization could be transformative for City Center.



5.2 TWO-WAY HIGHWAY 101 SKETCH PLAN




A Sketch Plan was developed to begin to better understand the physical relationship between the proposed street cross sections, potential development parcels, bicycle routing, and on-street parking.

The Farmers Market, in this Alternative, can easily remain in its current location with little to no disruption.

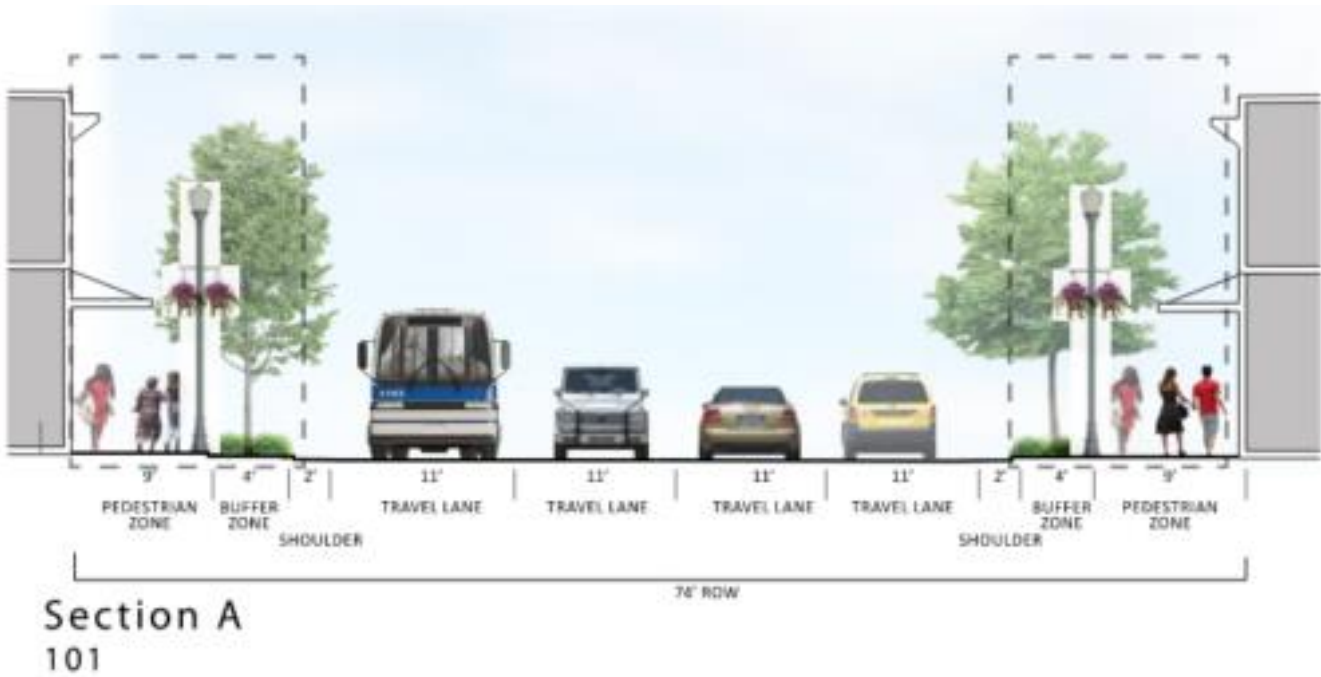
LEGEND

-  Parcel Boundary
-  Redevelopment Potential
-  Key Cross Streets
-  Farmers Market

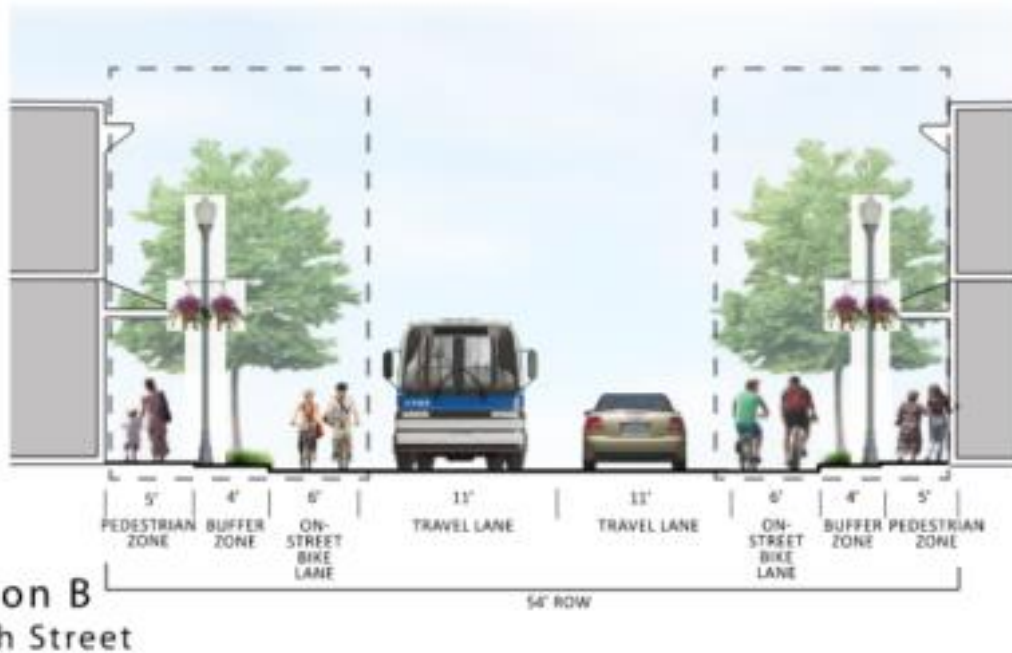
LEGEND

-  City Hall

5.3 TWO-WAY HIGHWAY 101 STREET SECTIONS



Section A
101



Section B
SW 9th Street

With this Alternative, both Highway 101 and SW 9th Street would be enhanced by Buffer Zone landscape and streetscape treatments, but the Pedestrian Zones on each remain limited – especially considering the high volume of traffic. On-street parking would be removed from both Highway 101 and SW 9th Street.

6 HIGHWAY 101 / SW 9TH STREET COUPLET ALTERNATIVE

DESCRIPTION: This Alternative envisions the ‘short couplet’ described in the TSP.

US 101 Downtown Corridor (SW 9th Street to SW Angle Street)

- Reconfigure Highway 101 to become southbound one-way on its current alignment.
- Reconfigure parallel route SW 9th Street to become northbound one-way on an alignment that is modified near Fall Street (on the south end) and Angle Street (on the north end),
- Split bicycle facilities between Highway 101 (southbound) and SE 9th Street (northbound).
- Upgrade the existing roadways to meet current ODOT design standards.

US 20 Downtown Corridor (Harney Street-Moore Drive to US 101)

- Retain and upgrade two-way Highway 20 along its present alignment.
- Provide quality bicycle facilities on parallel route NE 1st Street to reduce impacts to properties adjacent to the highway.

US 20 / US 101 Intersection

- Add another southbound left-turn lane from US 101 onto eastbound US 20

IMPEDIMENTS ASSESSMENT

Housing Development: For mid-block parcels along US 101 and 9th, standalone residential development could be a strong fit, given their alignment with existing redevelopment opportunities. Parking for residential uses in the middle of the couplet would need to be structured or tuck under parking. The urban renewal agency can catalyze development on sites that it owns to attract near-term housing development. Total study area household growth could range from 100 to 500 housing units, depending on market strength and incentives to attract development to this area.

Retail Environment: Couplets can present challenges for businesses, particularly by reducing visibility and access to one-directional traffic, which may split customer flow between AM and PM. However, this area has some unique conditions that partially offset these drawbacks. The short blocks and wide rights-of-way on side streets offer opportunities for cost-effective retrofits, such as tactical urbanism, to create active retail and pedestrian-friendly spaces. While side streets may not achieve the same visibility as main corridors, they have the potential to support vibrant street activity with the right investment. Retail could concentrate on Alder and Hubert Streets, which run perpendicular to the couplet and allow for diagonal parking and streetscape enhancements.

Public Facilities: CONFIRMATION BY CITY.

TSP: Compliant.

6.1 HIGHWAY 101 / SW 9TH STREET COUPLET DEVELOPMENT OPPORTUNITIES



This Alternative transforms US 101/SW 9th Street into a couplet in City Center. It improves bicycle circulation through provision of a bike lane southbound on US 101 and a bike lane northbound on SW 9th Street.

Several cross streets (Abbey, Hurbert, Angle) provide key routes for those wishing to travel between the Bayfront and Oceanfront/Nye Beach areas.

Multiple redevelopment opportunities exist, several fronting on the key cross street routes, and their realization could be transformative for City Center.



6.2 HIGHWAY 101 / SW 9TH STREET COUPLET SKETCH PLAN



See Street Sections
(following page)


A Sketch Plan was developed to begin to better understand the physical relationship between the proposed street cross sections, potential development parcels, bicycle routing, and on-street parking.

The Farmers Market, in this Alternative, can remain in its current location with some slight disruption due to the need reconnect traffic from SW 9th back to Highway 101.

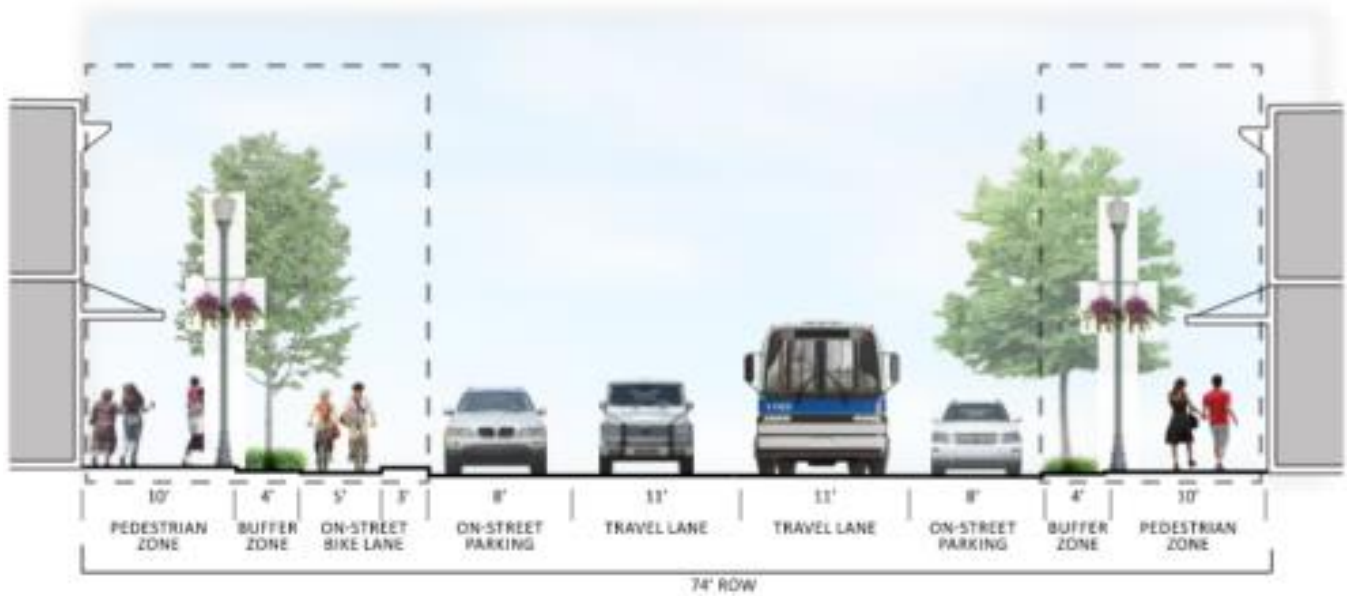
LEGEND

-  Parcel Boundary
-  Redevelopment Potential
-  Key Cross Streets
-  Farmers Market

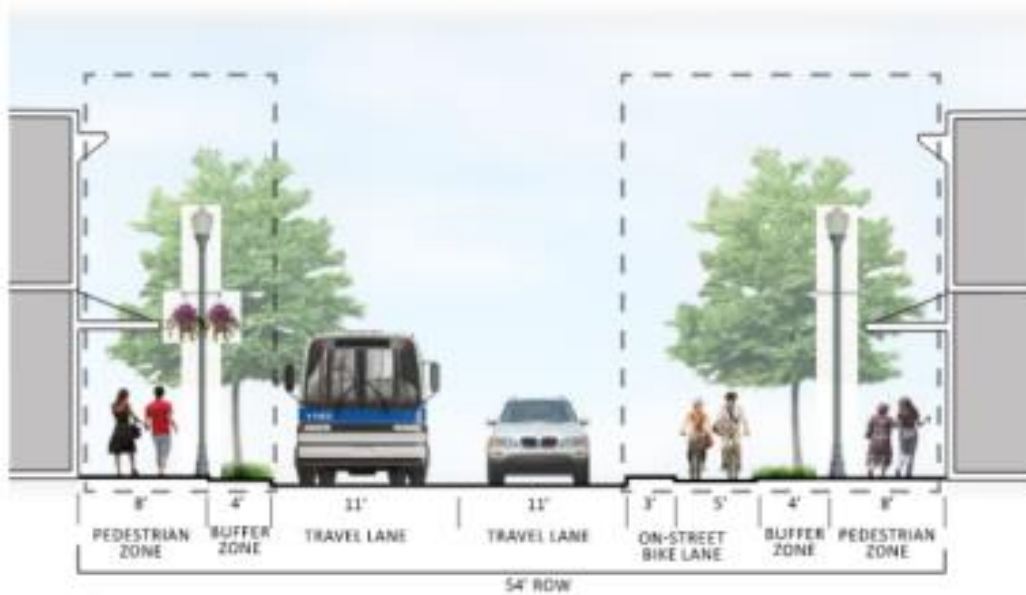
LEGEND

-  1 City Hall

6.3 HIGHWAY 101 / SW 9TH STREET COUPLET STREET SECTIONS



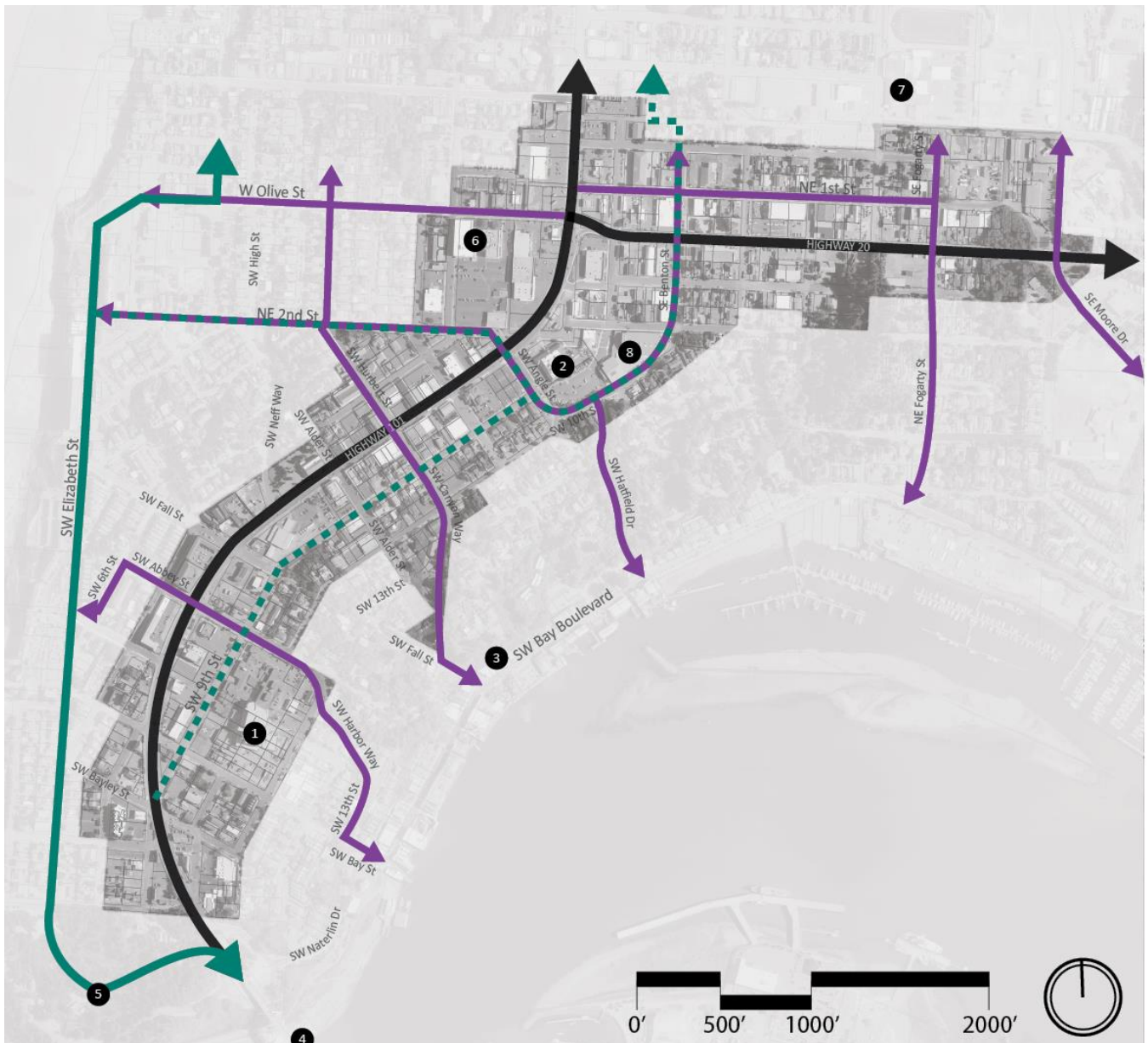
Section A
101 South



Section B
SW 9th Street North

With this Alternative, Highway 101 and SW 9th Street are enhanced by Buffer Zone landscape and streetscape treatments, as well as increased Pedestrian Zones. On-street parking would remain on Highway 101, but be removed from SW 9th Street.

7.2 HIGHWAY 101 / SW 9TH STREET COUPLER ALTERNATIVE



LEGEND

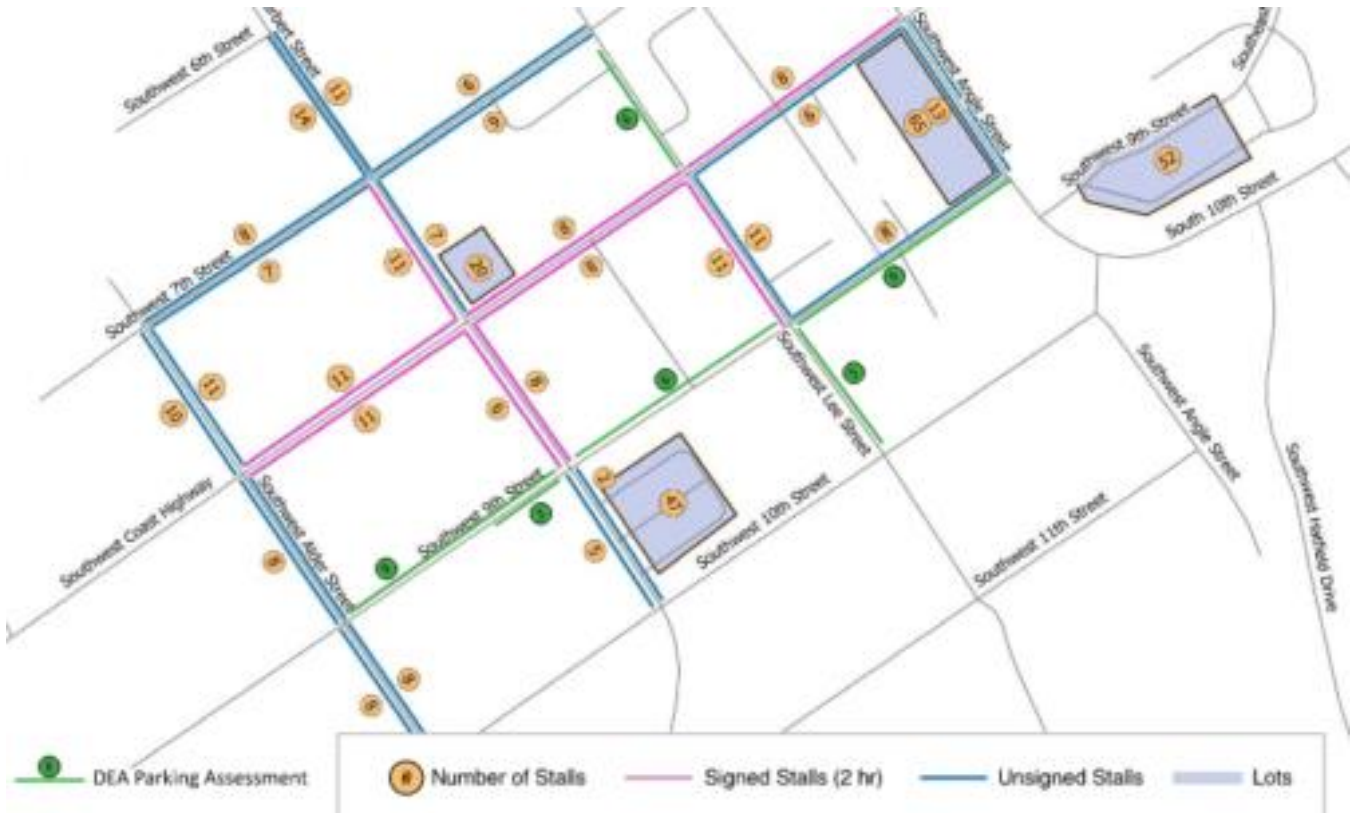
- 1 Samartian Pacific Community Hospital
- 2 City Hall
- 3 Historic Bayfront
- 4 Yaquina Bay Bridge
- 5 Yaquina Bay Lighthouse
- 6 Lincoln County Jail
- 7 Newport High School
- 8 Recreation Center

LEGEND

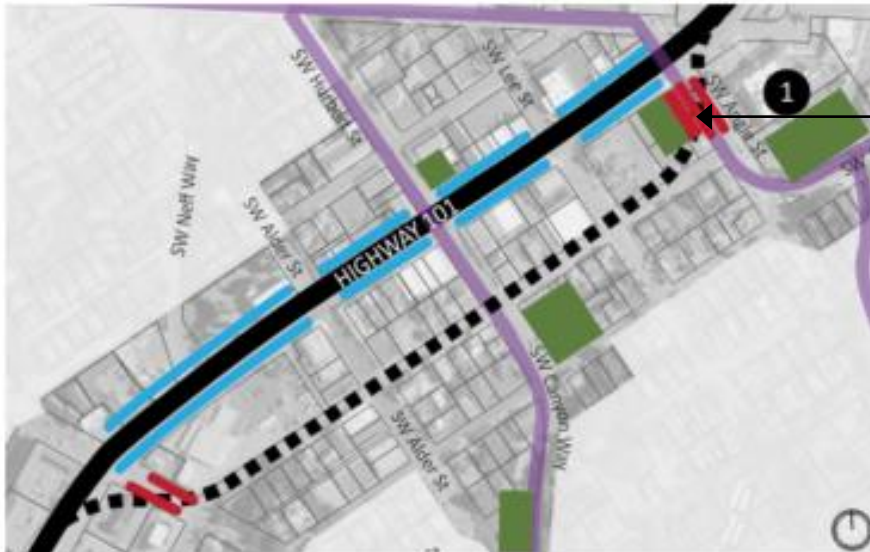
- Existing Bike Connections
- Proposed Bike Connections
- Key Routes
- Parcel Boundary
- Study Area
- Highway 101 / Highway 20

8 PARKING IMPACTS

On-street parking impacts are significantly different for each of the two alternatives. To begin the analysis, the 2018 Newport Parking Management Plan quantifies existing conditions in the City Center (see exhibit below)



Some on-street parking occurs along SW 9th Street today. These locations are indicated by white paint stripes on the asphalt pavement and yellow curbs / unpainted curbs.



Some surface parking could be impacted at the City-owned Farmers Market lot, depending on final couplet alignment.

Parking : Couplet Option



LEGEND

- Parcel Boundary
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101 / Highway 20
- Added Parking
- Lost Parking
- Parking Lot
- Key Routes

LEGEND

- 1 City Hall

Parking : Two-Way Option

	Total On-Street Spaces*	Total Lot Spaces*	Total Overall Spaces*
Existing	271	184	455
Couplet	264	168	432
Two-Way	185	184	369

*BETWEEN ALDER ST TO SW ANGLE ST

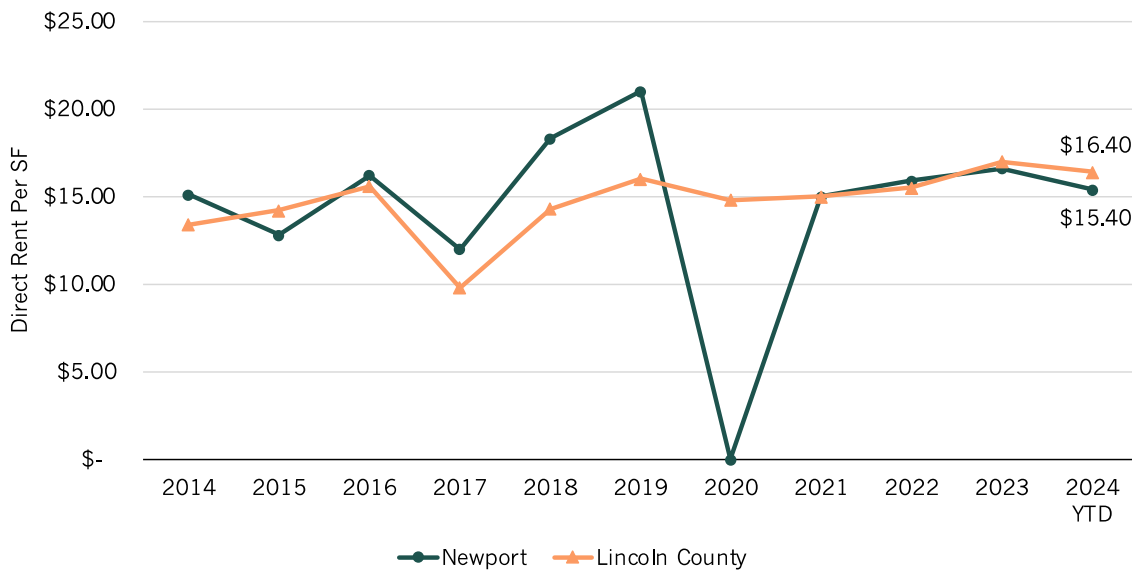
Both Alternatives maintain similar side street parking numbers. Between the two Alternatives, the Couplet maintains approximately 10 more on-street parking spaces on Highway 101. As currently envisioned, the Two-Way Highway 101 Alternative relies heavily on off-street parking and the on-street parking on the side streets.

9 MARKET TRENDS

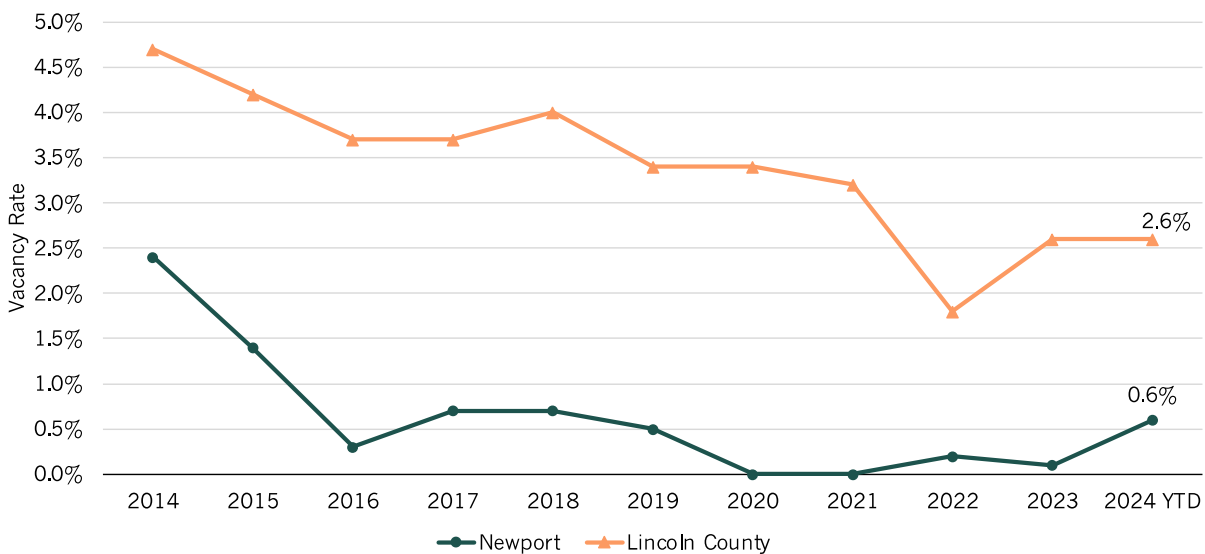
9.1 KEY OFFICE AND RETAIL MARKET TRENDS IN NEWPORT

- Low vacancies point to unmet demand for commercial space, but stagnant rents and high construction costs restrict new construction.
- The Project Area has a limited supply of updated, move-in ready buildings for businesses.
- Newport has a limited supply of vacant commercial land.

Average Commercial Rent Rate per Square Foot, 2014 to 2024 YTD



Average Commercial Vacancy Rate, 2014 to 2024 YTD

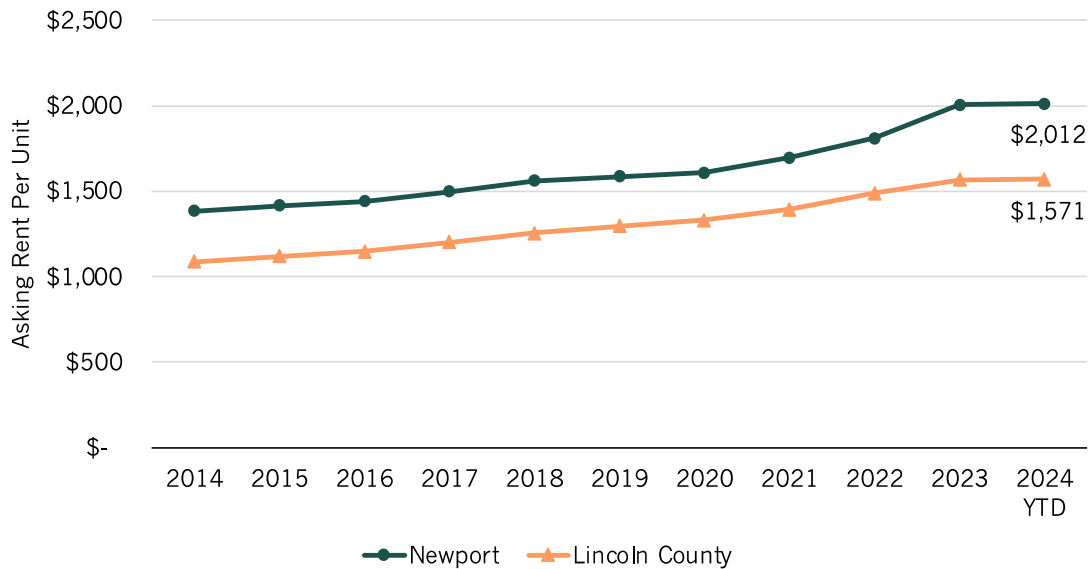


Source: CoStar, pulled July 2024

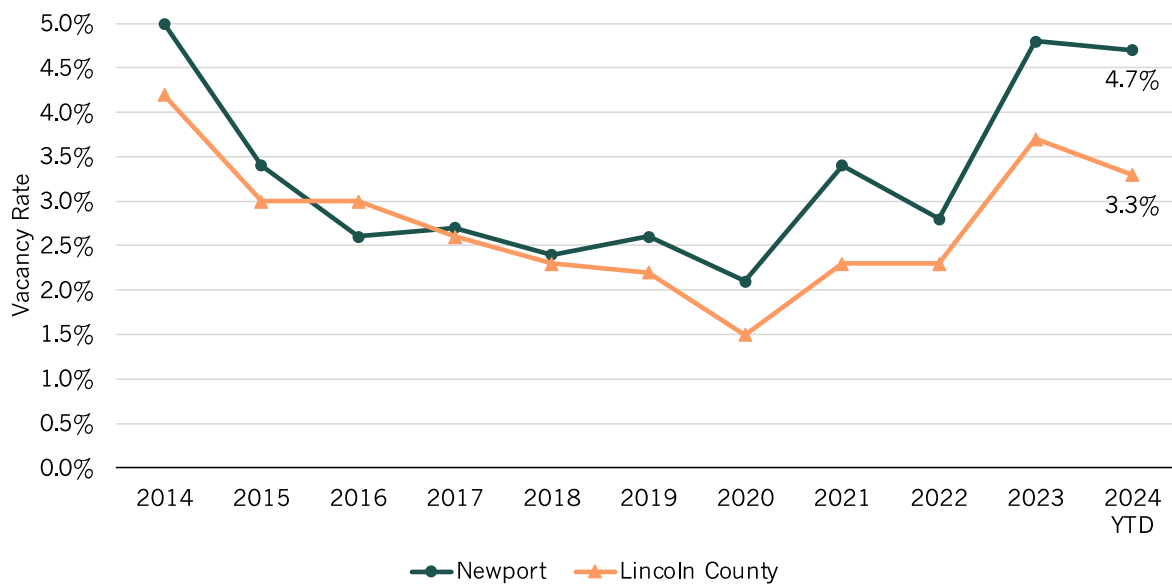
9.2 KEY HOUSING MARKET TRENDS IN NEWPORT

- Increasing rents and low vacancy rates suggest a constrained supply of multifamily units in Newport.
- The limited inventory of attainable housing is impacting businesses' ability to recruit and retain staff.
- Strong regional housing price growth indicates additional demand for ownership units in Newport.
- New housing in the Project Area could add to the base of over 1,000 existing units there.

Average Market-Rate Multifamily Rent per Unit, 2014 to 2024 YTD



Average Market-Rate Multifamily Vacancy Rate, 2014 to 2024 YTD



Source: CoStar, pulled July 2024

10 ALTERNATIVES EVALUATION

Any selected alternative should meet the Newport planning goals (summarized earlier). These goals have been integrated into the following evaluation matrix.

Criterion	Alternative 1: 2-Way US 101 (Bike Lanes on SW 9 th St)	Alternative 2: Short Couplet (SW Abbey and Angle St)
ENABLES MIXED-USE DEVELOPMENT AND WALKABILITY		
1 ENABLES HOUSING MIX	☐ Traffic volume on SW 9 th street remains static; difficult to promote housing or mixed-use on US 101 due to high vehicle volume and limited separation from travel lanes, no bike facilities or parking	● Concentrates investment in existing most active us 101 area; adds new opportunities on SW 9 th street; wider sidewalks and addition of bike lanes creates opportunities for residential over retail mixed-use
2 ENHANCES ACCESS AND VISIBILITY	☐ Less multimodal	● New transportation pattern facilitates multimodal access and offers new orientation opportunities; more use of 9 th distributes traffic more broadly
3 INCREASES PED SAFETY AND WALKABILITY	☐ Modest widening of pedestrian areas; new buffer zones; and narrower road crossing distances result in improved pedestrian safety and walkability	● Significant widening of pedestrian areas; new buffer zones; addition of bike lanes promotes usage; traffic calming possible
4 ALLOWS WAYFINDING OPTIONS	☐ Some additional signage possible	● Wider sidewalks / simplified travel directions very supportive of new signage
5 ALLOWS FOR PLAZA, PARK, COMMUNITY SPACES	○ Less multimodal	● Wider sidewalks / new organization allows for new opportunities; focal N / S ends
6 FEATURES POSITIVELY / BENEFITS MOST USERS	☐ Less multimodal	● Multiple modes

Criterion		Alternative 1: 2-Way US 101 (Bike Lanes on SW 9 th St)	Alternative 2: Short Couplet (SW Abbey and Angle St)
Supports Economic Vitality and Business Mix			
7	PROMOTES REDEVELOPMENT	● Less multimodal	● Multiple modes
8	ALLOWS STRATEGIC PROPERTY DEVELOPMENT AND INVESTMENT	● Less multimodal	● New transportation pattern facilitates new development opportunities
9	ATTRACTIVE TO DIVERSE BUSINESS TYPES	○ Less multimodal	● More traffic/ additional focus on SW 9 th Street
10	ENHANCES VISIBILITY AND ACCESS TO BUSINESSES	● Less multimodal	● More traffic / additional focus on SW 9 th Street
11	MANAGES PARKING	○ On-street parking removed from both US 101 and 9 th Street; likely necessitates purchase of property for surface lot(s)	● On-street parking retained on US 101 but removed on 9 th Street; some additional off-street parking might be needed.
Aligns Implementation and Partnerships			
12	MULTIPLE POTENTIAL FUNDING OPTIONS	● Less multimodal	● Multimodal focus facilitates transportation grant funding
13	RELATIVE COST	● Slightly less; both US 101 and 9 th Street would be disrupted	○ Both US 101 and 9 th Street would be disrupted
14	AVOIDS DISRUPTION OF EXISTING BUSINESSES	● Both US 101 and 9 th Street would be disrupted	● Both US 101 and 9 th Street would be disrupted

Symbol Key: ● = Strong Performance ● = Fair Performance ○ = Poor Performance

INITIAL RATING: Supportive of the TSP ranking, the NCCRP consultant team’s initial assessment rates Alternative 2: Short Couplet as meeting more of the overall rating criteria. Looking ahead to further work with the CAC and community, confirmation, refinement, and/or potential prioritization the criteria may shift this assessment.

11 IMPLEMENTATION STRATEGY

The US 101 corridor in Newport, Oregon, is a vital transportation and economic artery that serves as a gateway for residents, visitors, and businesses alike. This implementation strategy aims to enhance the corridor's function and character by fostering economic vibrancy, increasing housing opportunities, and creating an inclusive, accessible community destination.

11.1 WHO

This strategy involves collaboration between the City of Newport, local business owners, developers, community organizations, and state and federal partners such as ODOT and housing agencies. Key leadership will come from Newport's Urban Renewal Agency and the Community Development Department, supported by input from residents and business owners.

11.2 WHAT

The strategy outlines a phased approach to improving the US 101 corridor by:

1. Expanding housing options and affordability through zoning changes and public-partnerships on city-owned sites.
2. Supporting and stabilizing local businesses with anti-displacement measures and technical assistance.
3. Enhancing public spaces and amenities to foster a sense of place and accessibility.
4. Improving transportation infrastructure for pedestrians, cyclists, and vehicles.

11.3 WHEN

Implementation is designed over a six-year timeline:

- **Short-Term (Years 1–2):** Launch branding initiatives, tenant improvement programs, and visible streetscape enhancements.
- **Mid-Term (Years 3–4):** Begin housing projects on agency-owned sites, secure partnerships for affordable housing, and finalize playgrounds and plazas.
- **Long-Term (Years 5–6):** Complete major infrastructure upgrades, establish permanent Farmer's Market facilities, and evaluate progress to refine priorities.

11.4 WHERE

The geographic focus is the US 101 and US 20 corridors within Newport's city limits. Additional emphasis will be placed on agency-owned properties and underutilized parcels to catalyze development.

11.5 WHY

The goal of this 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 proactively managing growth and addressing potential displacement, Newport can create a corridor that reflects its unique coastal character and benefits all stakeholders.

A critical consideration is the proximity of the corridor to services for people experiencing homelessness, which highlights the need for sensitive, inclusive development. While redevelopment can improve conditions for businesses and residents, it also poses potential displacement risks for existing businesses and vulnerable community members. Balancing growth with equitable outcomes will require coordinated planning, tenant protections, and targeted anti-displacement strategies.

To address these challenges, this strategy focuses on improving infrastructure, modernizing aging buildings, and fostering a vibrant commercial ecosystem. Investments in branding, streetscape enhancements, and public-private partnerships aim to attract new development while supporting existing businesses. By tackling these issues head-on, Newport can transform the US 101 corridor into a safe, welcoming, and economically resilient destination for all.

This framework sets the stage for coordinated, equitable, and sustainable improvements to Newport's US 101 corridor.

11.6 US 101

Overall Goal: Create a focal downtown core - like other cities - with different business districts “flavors” (Nye Beach, Bayfront, South Beach, Agate Beach).

Newport’s US 101 corridor is a critical link for transportation, commerce, and community life, yet it faces challenges such as highway safety concerns, fragmented pedestrian infrastructure, and traffic congestion. Limited vacant land and a difficult retail environment further hinder growth, requiring strategic investments and government coordination to enhance safety, accessibility, and economic vitality. This strategy focuses on transforming the corridor into a vibrant, community-centered destination while supporting existing businesses and aligning with Newport’s vision for inclusivity.

Development feasibility is constrained by rising interest rates, high construction costs, and coastal challenges, while market conditions—like limited ability to pay higher rents and employment uncertainties—reduce investment potential. Aging infrastructure and buildings compound these issues, underscoring the need for targeted upgrades and modernization to attract sustainable development.

Proximity to services for people experiencing homelessness and the risk of displacement for businesses and residents highlight the need for inclusive planning. By integrating anti-displacement measures and partnerships with service providers, this strategy aims to balance growth with equity, ensuring the US 101 corridor remains a thriving and welcoming part of Newport’s future.

Establish the US 101 corridor as a recognizable and inviting destination for local residents and visitors.

- Host community workshops to gather input on branding themes.
- Develop cohesive wayfinding signage.
- Install signage and public art at key gateways and along the corridor to create a sense of arrival.
- Improve connectivity between the City Center and surrounding business districts.
 - Consolidate and upgrade wayfinding signage to better link the corridor with surrounding districts.
- Use surveys and visitor data to evaluate the impact of branding efforts on local business traffic.

Create public spaces that enhance livability, promote community interactions, and encourage longer visits.

- Develop playgrounds, plazas, and public art projects at identified high-impact areas including the gateways.
 - Involve businesses and the community in designing public spaces and promoting culturally relevant placemaking.
- Identify and secure a permanent home for the farmer’s market, integrating it with other public spaces for synergy.
- Strengthen partnerships between businesses and local events to increase foot traffic and economic benefits.
- Secure early wins with URA funding and state grants for quick, visible improvements.

Foster a thriving business environment

- Launch a storefront improvement grant program to help businesses enhance their curb appeal.
- Consider Tenant Improvement grants to complement the storefront improvement program
- Provide funding for internal upgrades to attract a diverse mix of businesses.
- Develop a business anti-displacement strategy that could include some of the following strategies
- Develop affordable leasing programs with long-term rent stability and shared spaces for small businesses. This could include partnering with economic organizations to master lease properties and offer affordable subleases with tenant improvement incentives.
- Expand programs to provide financial literacy, marketing, and regulatory navigation for underserved businesses.
- Streamline permitting and licensing processes for businesses transitioning to brick-and-mortar operations.
- Create loan funds and micro-grants to support business resilience and operational needs.
- Facilitate commercial condominiums and cooperative ownership to build equity for local businesses.
- Include local businesses on ongoing advisory committees to ensure small business representation in redevelopment plans.

Increase the supply of diverse, affordable, and workforce housing in the corridor.

- Work with developers to gauge interest in repurposing or redeveloping Agency-owned lots into mixed-use or residential developments to increase assessed value and land utilization.
- Support redevelopment of key iconic but underutilized buildings that could benefit from financial incentives or technical support to encourage their redevelopment.
- Begin development on publicly controlled parcels to demonstrate feasibility.
 - Utilize land write-downs and other incentives to attract developers.
 - Provide grants for essential infrastructure improvements including upgrades to utilities, streets, and pedestrian pathways so that development projects don't need to absorb these costs.
- Adjust the NMC to increase the feasibility of housing development in the area, while balancing other priorities:
 - Allow residential at street grade (e.g., stand-alone residential development);
 - Eliminate density restrictions;
 - Eliminate or right-size parking requirements (and manage district parking)
 - Increase height and lot coverage allowances.
- Collaborate with housing authorities and developers to build family-friendly, affordable, and senior housing.

Transform US 101 into a pedestrian-friendly and visually appealing corridor.

- Begin with smaller projects funded through URA dollars to showcase immediate impacts.
- Complete full streetscape design.
- Work with ODOT to address traffic congestion and ensure safe crossings.

11.7 US 20

Overall goal: Enhance US 20 as the first ocean view gateway corridor.

The US 20 corridor in Newport, Oregon, serves as a key connection between the city's central hub and its surrounding areas, offering potential for economic development and community enhancements. However, despite its central location, the corridor has struggled to attract consistent investment, with limited interest from developers for commercial or mixed-use projects. Existing pedestrian networks are fragmented, making the area less accessible and less attractive for potential businesses and residents.

Enhance safety and connectivity for all users along the US 20 corridor.

- Create safe routes to schools by improving crosswalks, sidewalks, and bike lanes.
- Implement traffic calming measures to reduce vehicle speeds near pedestrian-heavy areas.

Facilitate the creation of diverse housing options along and near the US 20 corridor.

- Conduct site due diligence to identify feasible development opportunities.
- Evaluate rezoning options to allow for higher-density and mixed-use residential projects.
- Explore partnerships to develop housing along parallel streets near the high school, leveraging proximity to community amenities.
- Pursue housing development with a range of public and private partners to ensure affordability and accessibility.

Promote small-scale industrial and commercial opportunities that complement surrounding uses.

- Rehabilitate existing buildings to accommodate flexible industrial and manufacturing spaces.
- Encourage adaptive reuse of underutilized properties for mixed-use industrial and commercial activities.

12 FUNDING SOURCES

A set of currently available revenue sources and potential future tools has been identified. Accordingly, this section discusses only the most promising funding sources and tools which the City will rely on to implement projects. It is noted that - based on 1) exploration of potential revenue, suitability, and political feasibility of a variety of potential funding tools for projects, and 2) conversations with staff and research - some implementation tools were excluded from further consideration, due to concerns about funding capacity and/or political feasibility.

12.1 EXISTING FUNDING SOURCES

12.1.1 Urban Renewal

TIF revenues are generated by the increase in total assessed value in an urban renewal district, from the time the district is first established. When investments in the district are made, property values increase in the district, and the increase in total property taxes is used to fund projects in the district or to pay off bonds (taken out to pay for specific projects in the area). Therefore, the City may use the District's TIF revenues to fund key projects in the area – if they are identified in the urban renewal plan. Because currently available funding sources are limited, other sources will play an important role in project implementation.

12.2 POTENTIAL FUNDING SOURCES

Federal:

- The City should explore grant funding for projects where it could leverage its own money for federal dollars.
- FEMA Grants, for projects that align with hazard mitigation and resiliency goals.
- Economic Development Agency Public Works Program, to fund large infrastructure projects in areas that could use an economic boost to support jobs and diversification.

State Funding Sources:

- ODOT, including the Community Paths Grant, Congestion Mitigation and Air Quality Fund, All Road Transportation Safety Program, Multimodal Active Transportation Fund, and Statewide Transportation Improvement Program grants (timing considerations of each will need to be accounted for)
- Oregon Parks and Recreation Foundation Fund Grant
- Land and Water Conservation Fund
- Oregon Department of Fish and Wildlife Conservation and Recreation Fund

Private or Foundation Support:

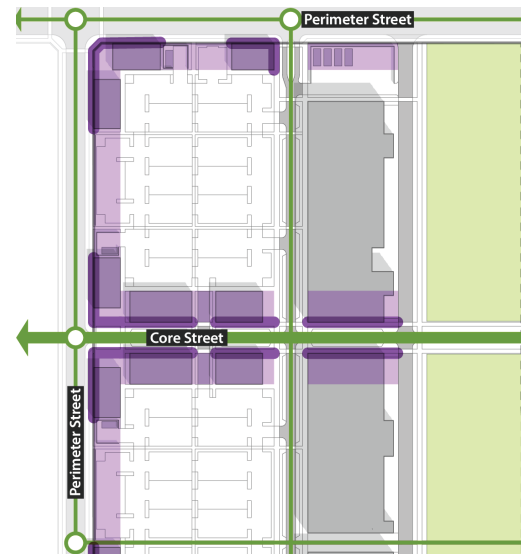
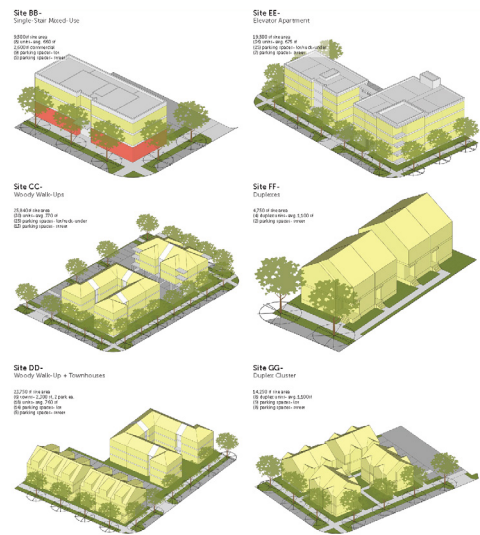
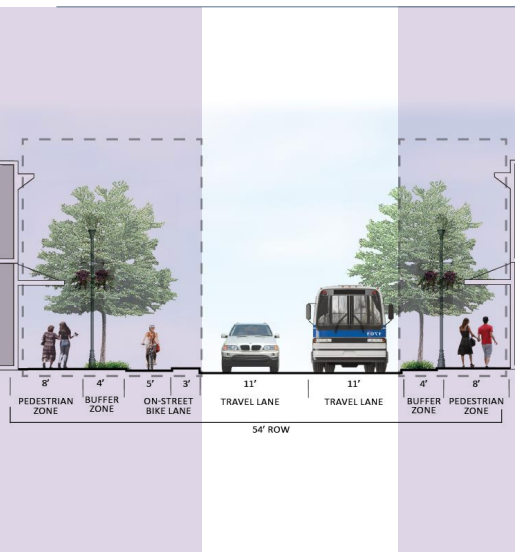
- Grants (Meyer Memorial Trust, AARP Community Challenge Grant, Collins Foundation, International Mountain Biking Association, PeopleForBikes, PGE Better Together Resilient Communities Grant Program)

12.3 GRANT RESEARCH

Because currently available funding sources are limited, grants are likely to play an important role in project implementation. Grant monies are not typically included in funding forecasts because they are too project-specific and uncertain to predict. However, if the City is successful in receiving grant money, it can use its urban renewal funds as matching funding to leverage additional grant dollars. Expanding City capacity for grant applications will likely be critical to implementation. Research of applicable regional, state, federal, and foundation-based grant programs that the City could consider pursuing for eligible projects in the NCCRP indicates that several grants should be looked at more closely at by the City. The exhibit below provides a compilation of grants that the City could leverage to help fund project priorities within the NCCRP area.

INVESTMENT CATEGORIES	GRANT OPPORTUNITIES
Placemaking, Art, and Culture Projects	<ul style="list-style-type: none"> • Rural Placemaking Innovation Challenge (USDA) • Placemaking Grant (National Association of Realtors) • Hometown Grant Program (T-Mobile) • Three Rivers Foundation • Arts Build Communities (Oregon Arts Commission) • Cultural Development Grant (Oregon Cultural Trust) • Braemar Charitable Trust (Oregon Cultural Trust) • Strategic Investment fund (The Oregon Coast) • Travel Oregon Competitive Grants Program • Asphalt Art (Bloomberg Philanthropies) • Our Town Grant (National Endowment for the Arts) • State Tourism Grants (EDA) • Wild River Coast Alliance Grants • Ford Family Foundation Capital Project Grants • Judith Ann Morgan Foundation • Community Placemaking Grant (Project for Public Spaces)
Parks and Recreation Projects	<ul style="list-style-type: none"> • Oregon Parks and Recreation Department Grants • Oregon Parks Foundation Fund (Oregon Community Foundation) • The Explore Fund (North Face)
Housing Development	<ul style="list-style-type: none"> • PRO Housing: Pathways to Removing Obstacles (HUD) • General Housing Account Program (OHCS) • Housing Development Program (OHCS)
Active Transportation Projects	<ul style="list-style-type: none"> • Community Change Walkability Grants (Strong Towns) • Community Challenge Grant (AARP) • Oregon Community Paths (ODOT) • Responsive Grants (Collins Foundation)
Brownfields, Infrastructure, Maritime Investments	<ul style="list-style-type: none"> • Public Work and Economic Adjustment Program (EDA) • Special Public Works Fund (Business Oregon) • Coastal Zone Management Grants • Brownfield Grants (EPA)

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



**Newport City Center Revitalization Plan
Project**

Recommended Land Use and Urban
Design Changes and Strategies

Contents

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



Consultant Team

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David Berniker

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

David Evans and Associates Inc.

ECOnorthwest

Introduction

Newport City Center Revitalization Plan: Memo #5 Objectives

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

Draft Memorandum #5 must include:

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

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

CRITICAL ASPECTS OF SITE AND BUILDING DESIGN

Parking requirements

Pedestrian circulation

Building Mass / Floor-to-Area Ratio

Building Orientation

Lot Size

Setbacks

Landscaping

Height

INTRODUCTION

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

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



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

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

INTRODUCTION

ADOPTION OF AMENDMENTS

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

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

Overview of Amendments

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

AMENDMENTS

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

AMENDMENTS

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

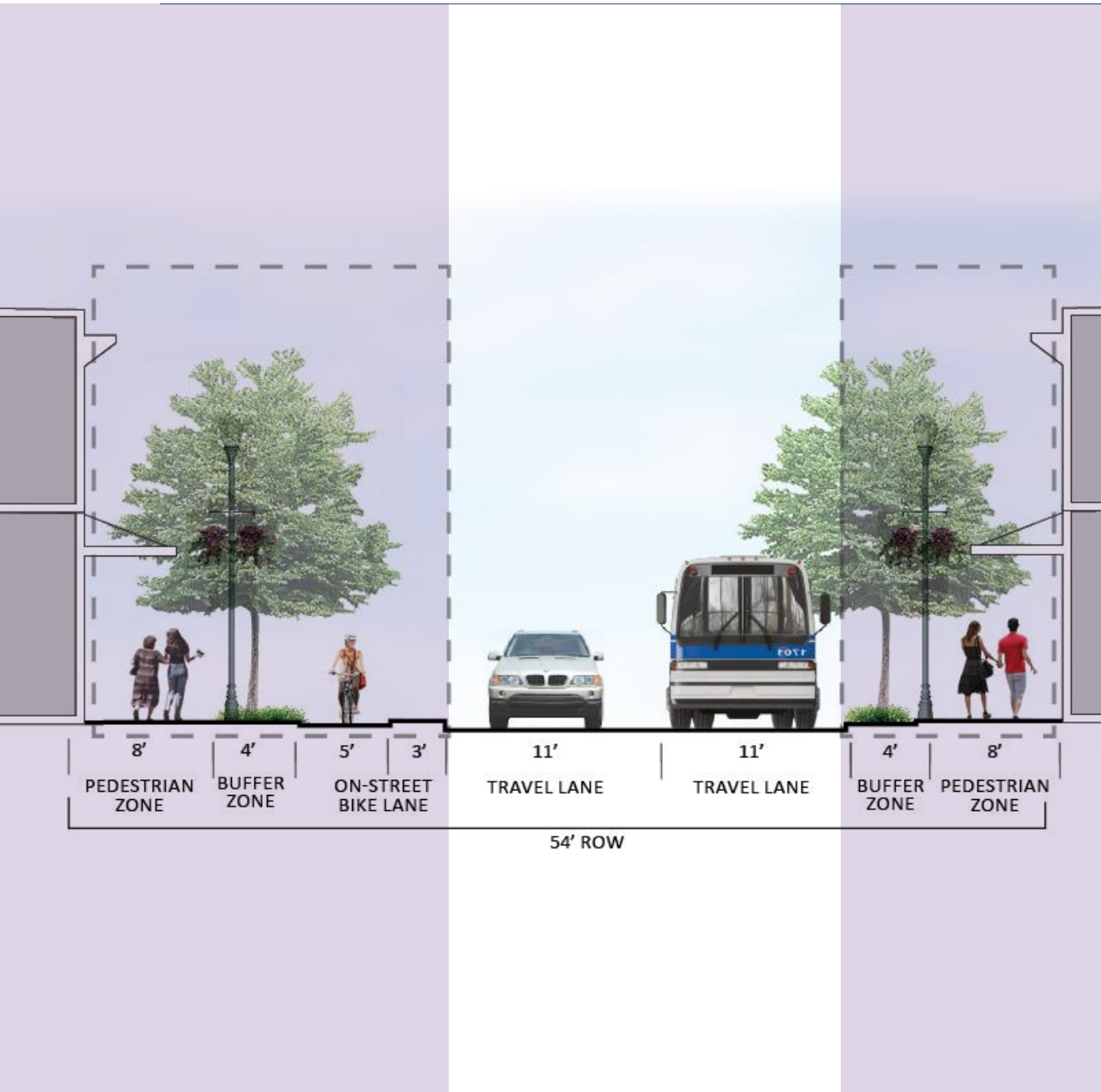
AMENDMENTS

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

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

- » Promote a “form based” approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.
- » Use a “Regulating Plan” to translate the CCARP vision into a plan and map of the project area. The regulating plan will show where different development and design standards apply.

- » Utilize clear and objective dimensional standards. An example of a dimensional standard is “front yard setback – 20 feet.”
- » In general, provide as much information in tables as possible to aid clarity of the provisions.
- » Display development and design standards in a table (“Development Standards Table”). The standards in the table will be keyed to the Regulating Plan.
- » Use graphics to communicate the intent of the development standards and provisions.
- » Provide purpose statements and visual examples to help explain the intended outcome.



Public Realm

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

- » Public realm standards
- » Universal design and accessibility

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

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

CODE CONCEPT | PUBLIC REALM

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



Street furniture



Building Form

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

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

Design standards will foster:

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

CODE CONCEPT | BUILDING FORM

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

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



Large format retail and storefront retail



Building stepback



Site Design

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

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

Design standards will foster:

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

CODE CONCEPT | SITE DESIGN

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

Discussion: Is this list complete?



New housing and internal block pedestrian connection

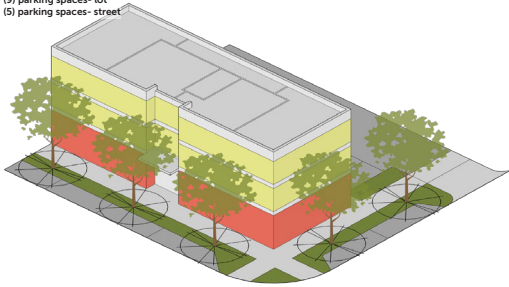


New plaza

CODE CONCEPT | HOUSING

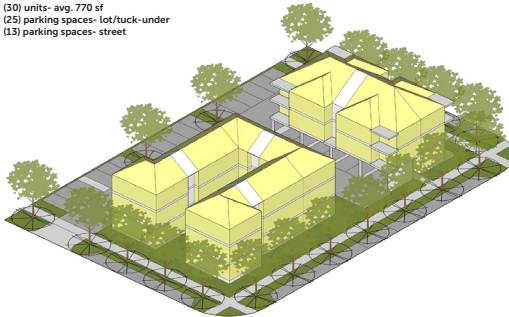
Site BB-
Single-Stair Mixed-Use

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



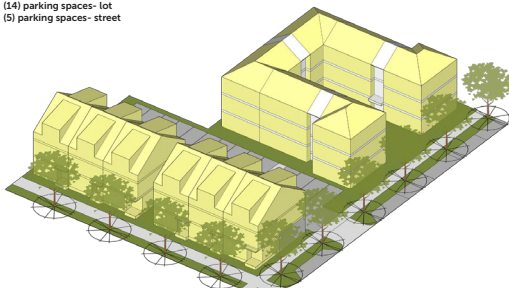
Site CC-
Woody Walk-Ups

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



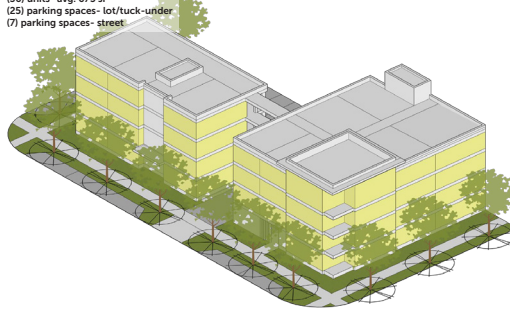
Site DD-
Woody Walk-Up + Townhouses

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



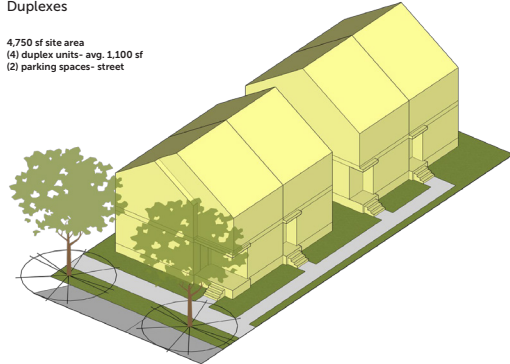
Site EE-
Elevator Apartment

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



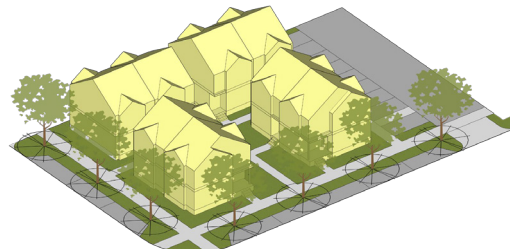
Site FF-
Duplexes

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



Site GG-
Duplex Cluster

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



Housing

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

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

Design standards will foster:

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

Illustrations from housing test site models, see Appendix A

CODE CONCEPT | HOUSING

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

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

See Appendix A for housing test site models.

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



Nye Beach workforce housing ADU-duplex cluster



Medium-density residential



Live-work units

CODE CONCEPT | HOUSING

	Site	Zoning	Site Size (in s.f.)	Land Use				Parking Spaces			Unit Size ((in sf)			
				Commercial (in sf)	Residential (units)				On-site	On-street	Total	Apt	TH	Dup
					Apt	TH	Dup	Total						
Hwy 101 Housing Test Sites	Site A	C-1	13,950	1,800	6	4	0	10	11	334		900	1,100	0
	Site B	C-1	9,300	3,600	8	0	0	8	9			841	0	0
» Eight sites studied along Hwy 101	Site C	C-1	13,950	0	0	9	0	9	3			0	650	0
	Site E	C-1	15,000	1,300	20	0	0	20	16			600	0	0
» Total units: 139	Site F	C-1	12,000	2,200	27	0	0	27	10			650	0	0
	Site J	C-1	9,300	0	0	0	8	8	0			0	0	1,100
	Site I	C-1	4,000	0	0	0	4	4	0			0	0	900
	Site L	C-1	16,500	3,000	53	0	0	53	31			900	0	0
	Subtotals							139	80	334	414			
Hwy 20 Housing Test Sites	Site AA	C-3	38,760	6,600	42	10	0	52	40	18	58	710	1,100	0
» Eight sites studied along Hwy 20	Site BB	C-3	9,500	2,600	8	0	0	8	9	5	14	660	0	0
	Site CC	C-3	26,840	0	30	0	0	30	25	13	38	770	0	0
» Total units: 180	Site DD	C-3	23,750	0	18	6	0	24	14	5	19	760	2,300	0
	Site EE	C-3	19,500	0	36	0	0	36	25	7	32	675	0	0
	Site FF	C-3	4,750	0	0	0	4	4	0	2	2	0	0	1,100
	Site GG	C-3	14,250	0	0	0	8	8	9	8	17	0	0	1,100
	Site HH	C-3	14,250	0	18	0	0	18	14	2	16	670	0	0
	Subtotals							180	136	60	196			
<u>See Appendix A for housing test site models</u>	Total							319	216	394	610			

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

Parking

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

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

Design standards will foster:

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

See Appendix A for housing test site models.

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

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

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

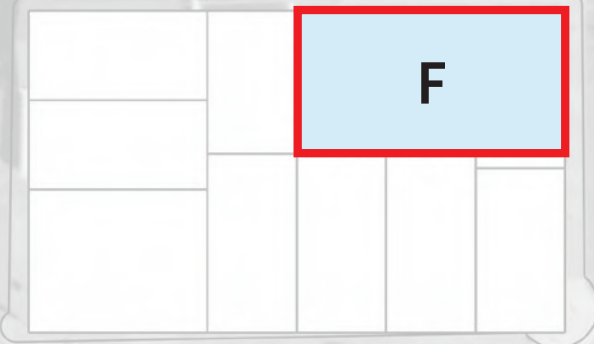
Appendix A

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

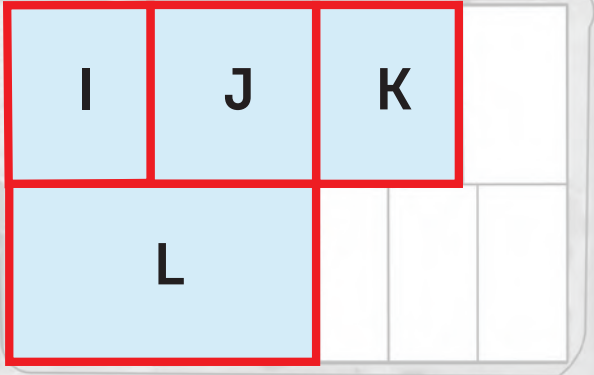
The following diagrams and 3D models were developed to test and illustrate different housing, site design, and parking configurations on actual sites within the CCARP project area that have been identified for potential redevelopment. Drawings are for testing and illustrative purposes only and do not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

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

SW 7th St



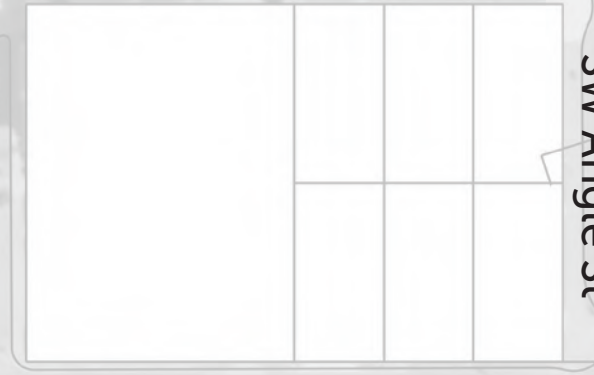
HWY 101



SW Hurbert St

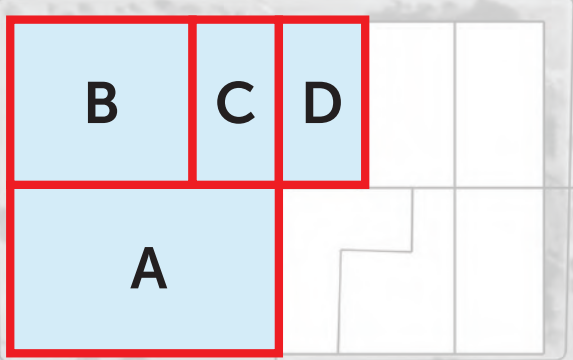


SW Lee St



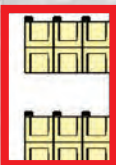
SW Angle St

SW 9th St

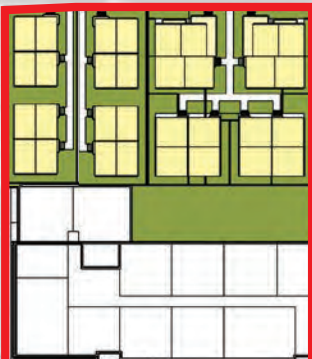


SW 10th St

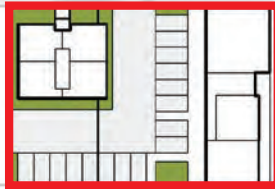
SW 7th St



HWY 101



SW Hurbert St



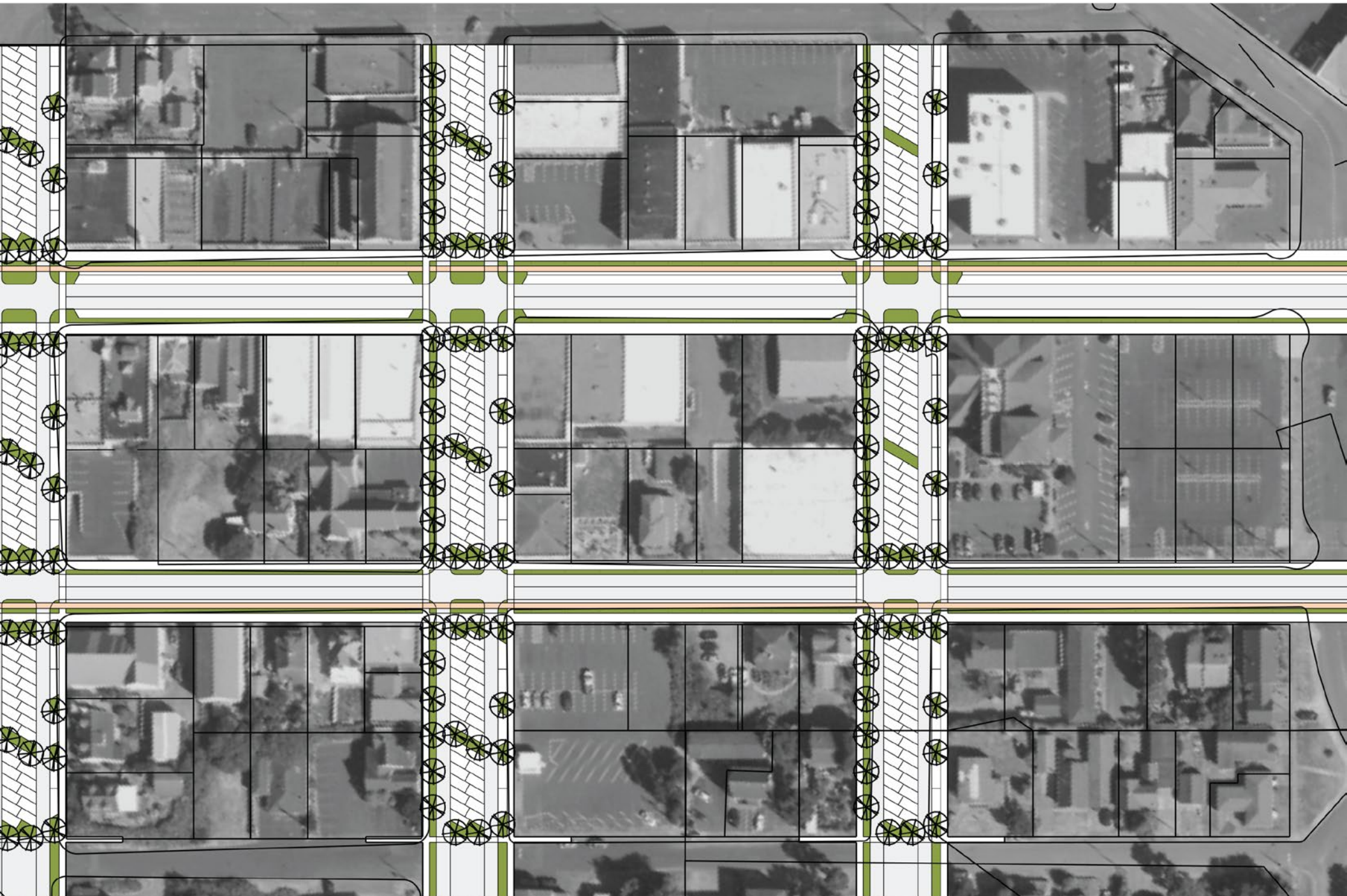
SW Lee St

SW Angle St

SW 9th St



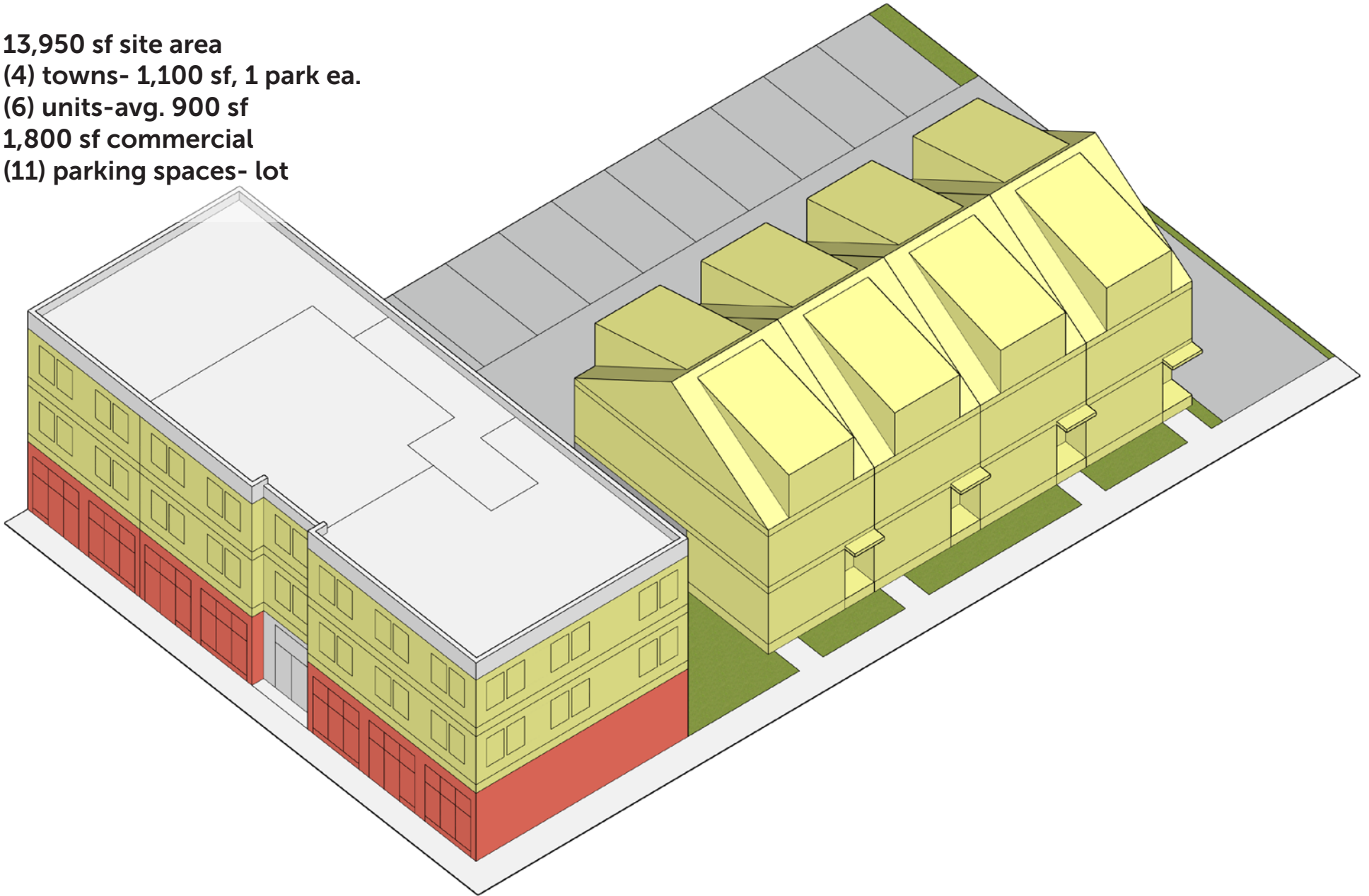
SW 10th St



Site A-

Single Stair Mixed-Use + Townhouses

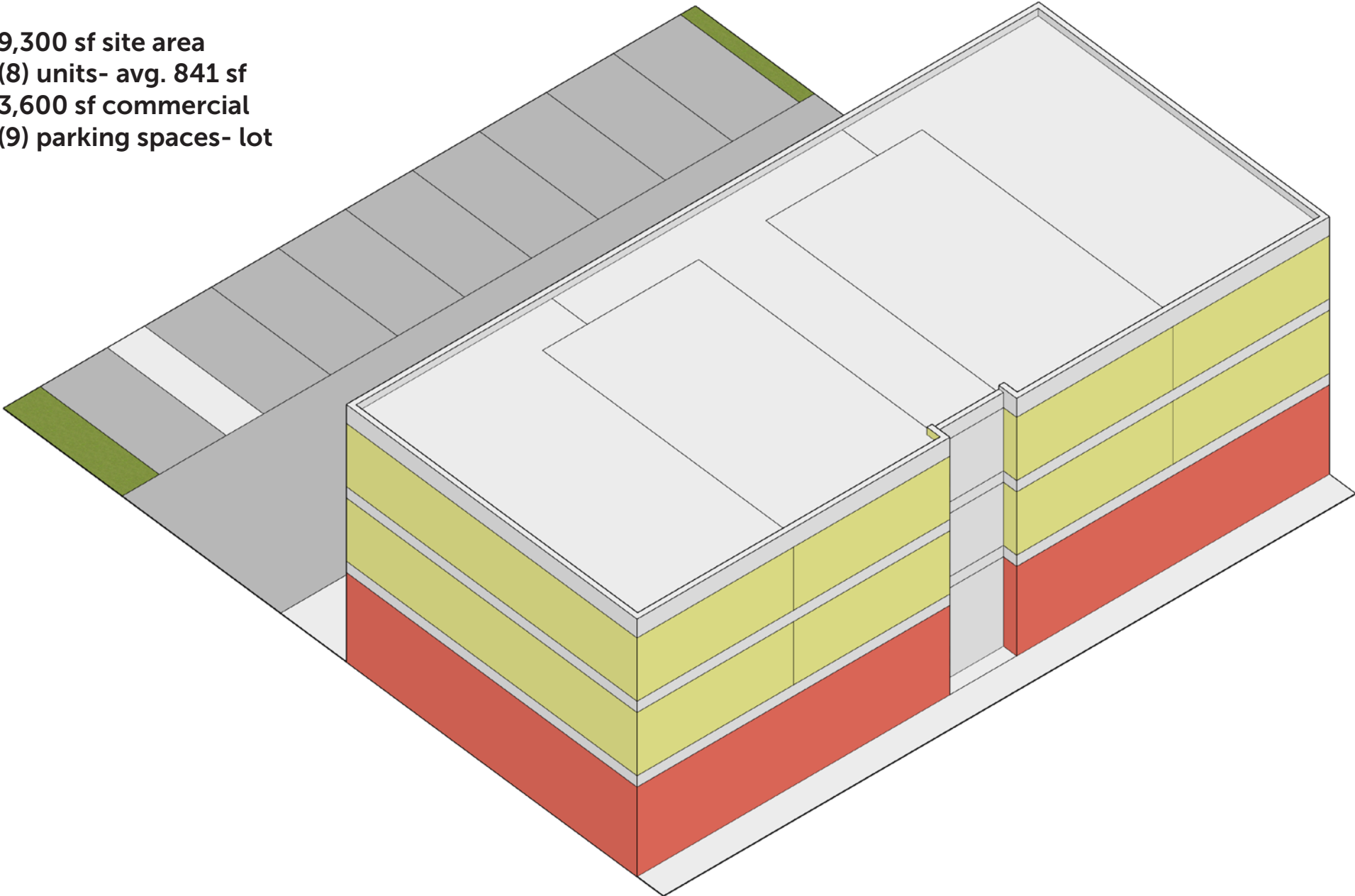
13,950 sf site area
(4) towns- 1,100 sf, 1 park ea.
(6) units-avg. 900 sf
1,800 sf commercial
(11) parking spaces- lot



Site B-

Single Stair Mixed-Use

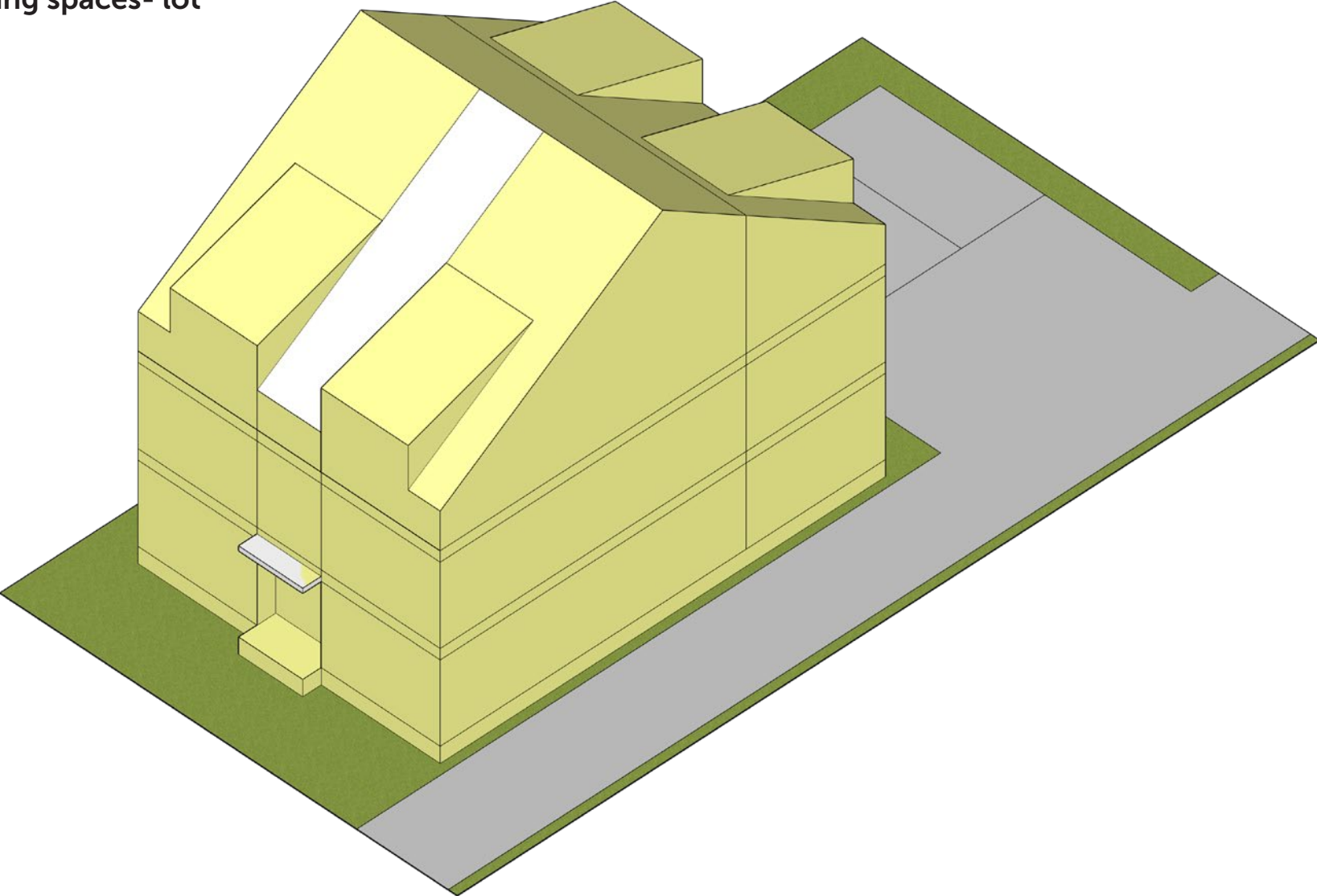
9,300 sf site area
(8) units- avg. 841 sf
3,600 sf commercial
(9) parking spaces- lot



Site C-

Woody Walk-Up

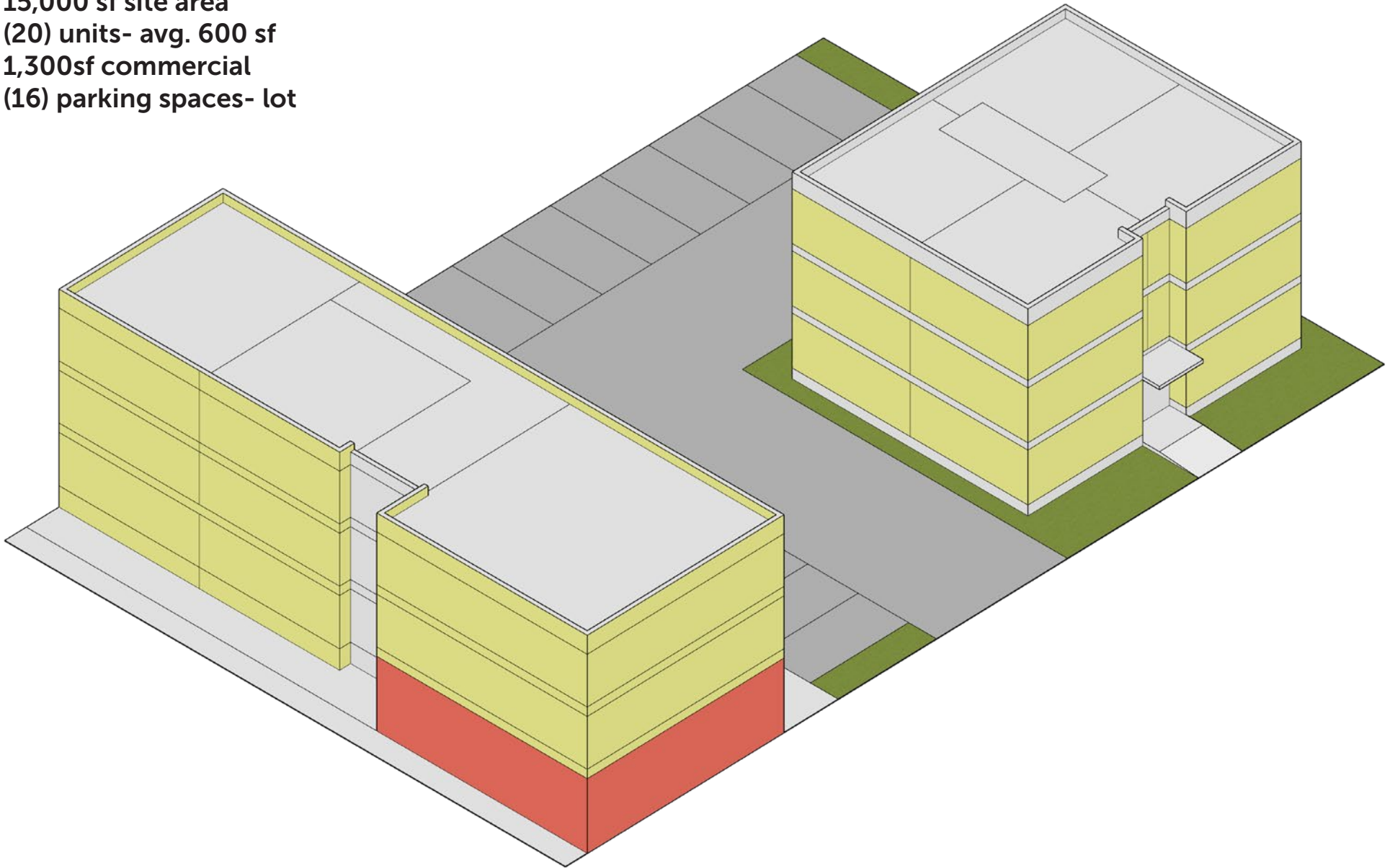
13,950 sf site area
(9) units-avg. 650 sf
(3) parking spaces- lot



Site E-

Single Stair Mixed-Use + Woody Walk-Up

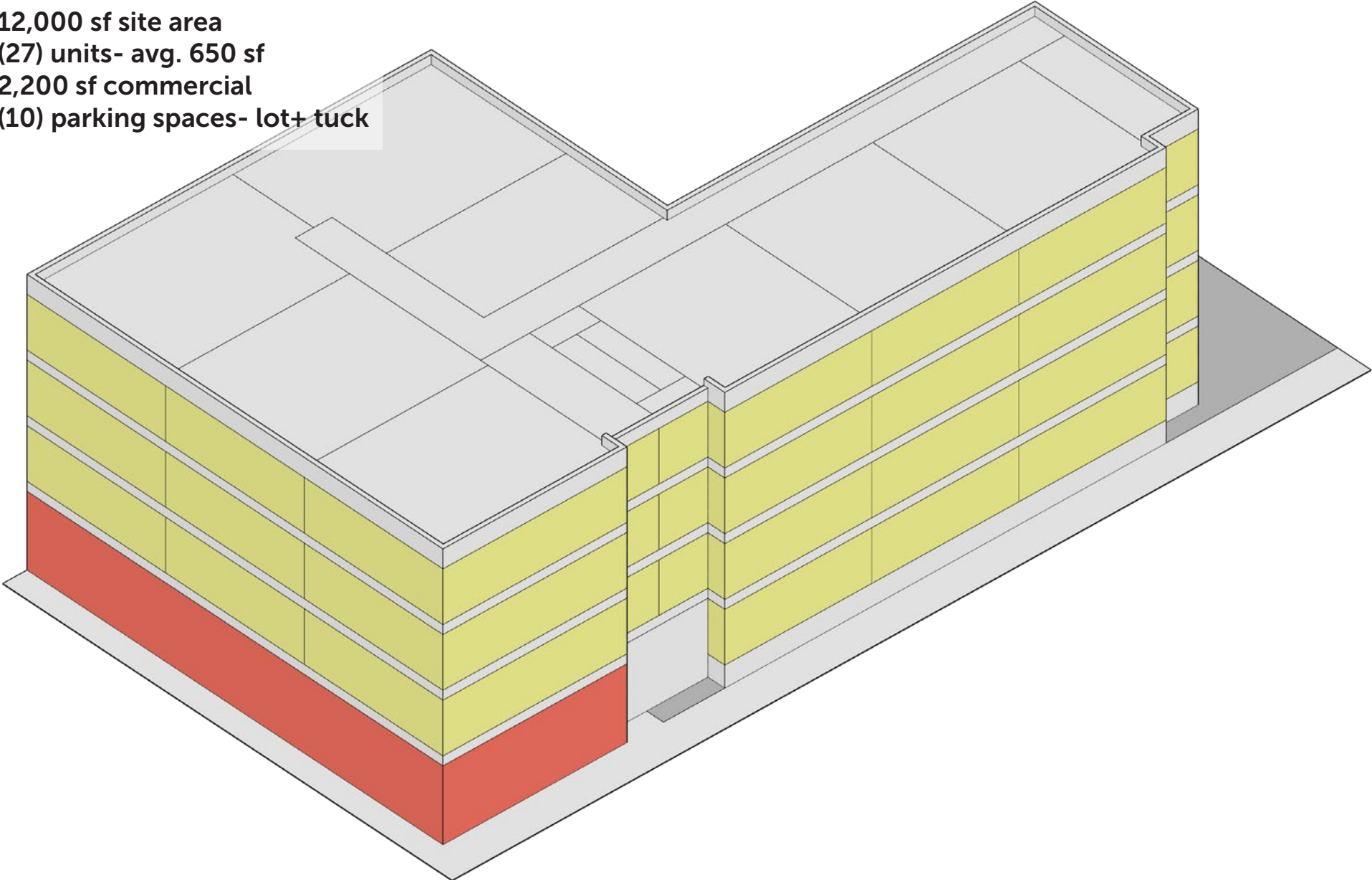
15,000 sf site area
(20) units- avg. 600 sf
1,300sf commercial
(16) parking spaces- lot



Site F-

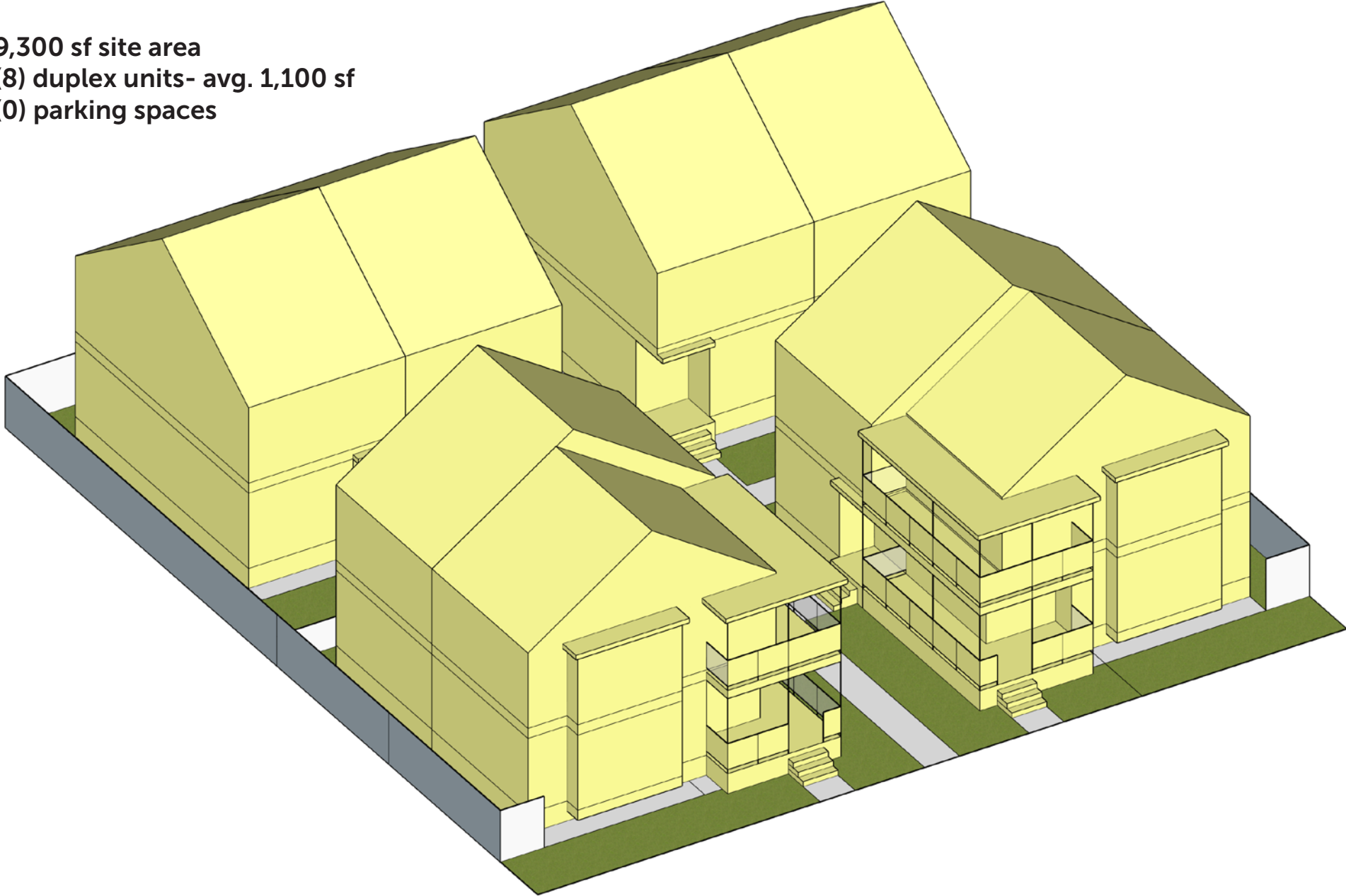
Mixed-Use

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



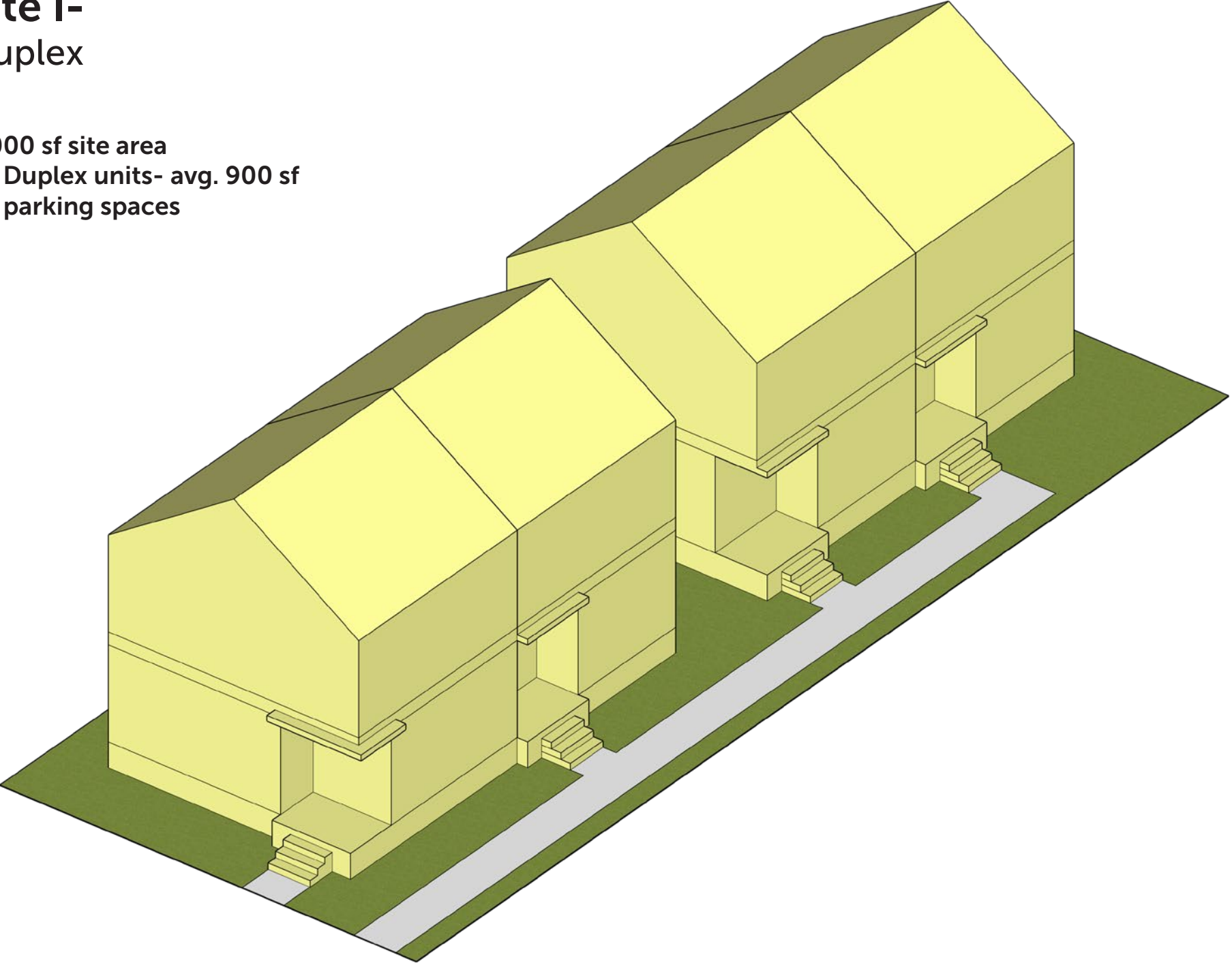
Site J- Duplex Cluster

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



Site I- Duplex

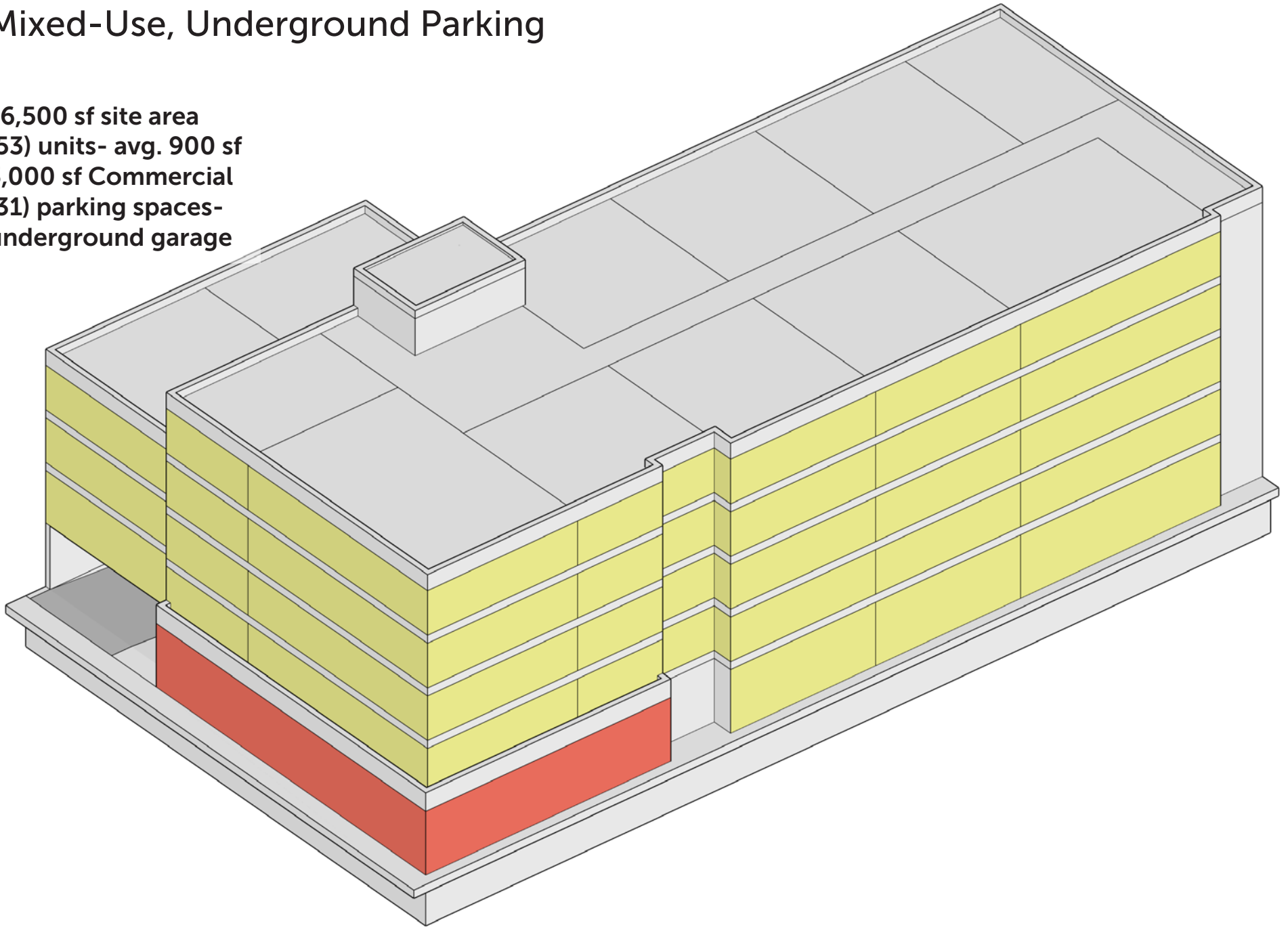
4,000 sf site area
(4) Duplex units- avg. 900 sf
(0) parking spaces



Site L-

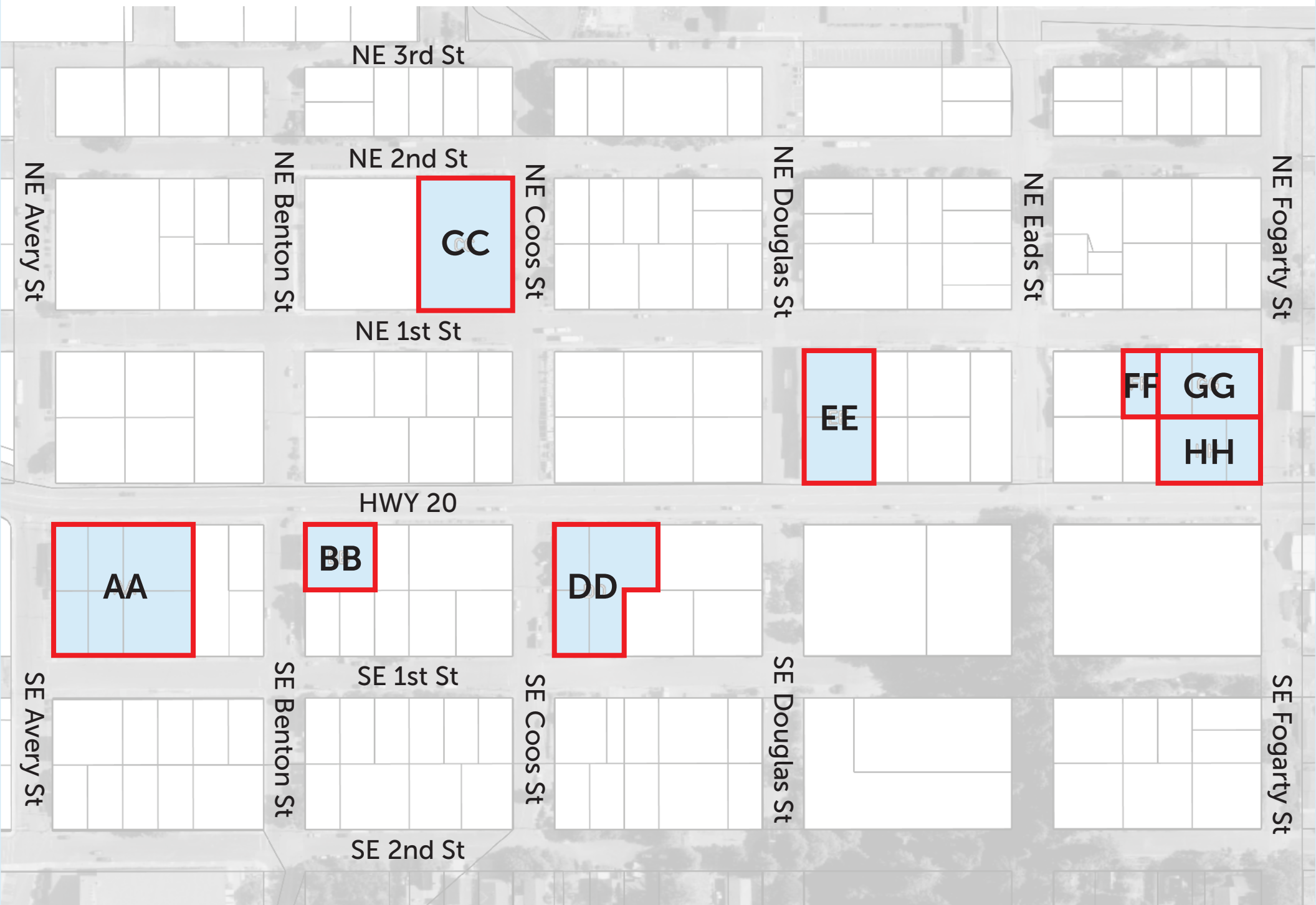
Mixed-Use, Underground Parking

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



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

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



NE 3rd St

NE 2nd St

NE 1st St

HWY 20

SE 1st St

SE 2nd St

NE Avery St

NE Benton St

NE Coos St

NE Douglas St

NE Eads St

NE Fogarty St

SE Avery St

SE Benton St

SE Coos St

SE Douglas St

SE Fogarty St

CC

AA

BB

DD

EE

FF

GG

HH



Site AA-

Mixed-use + Townhouses

38,760sf site area

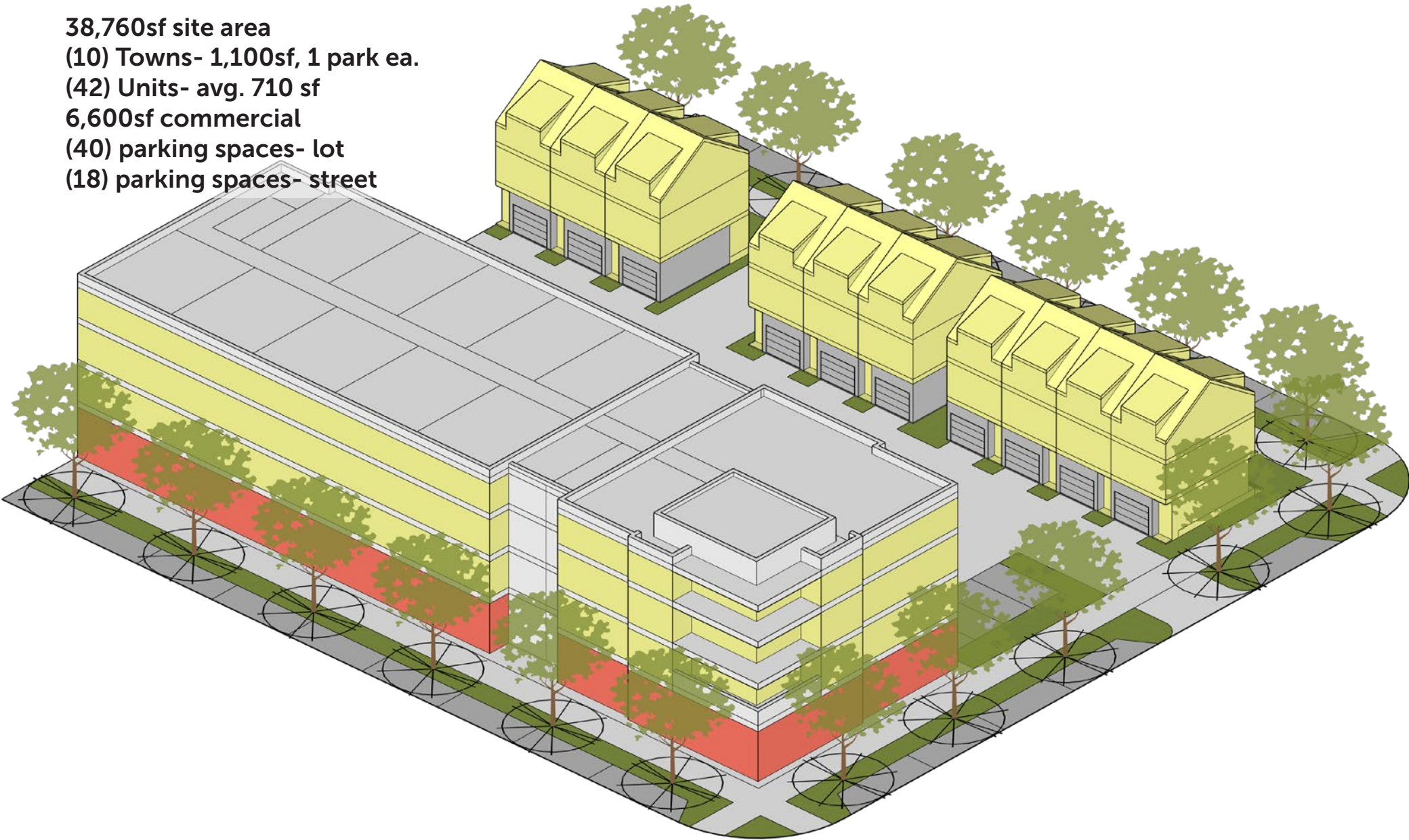
(10) Towns- 1,100sf, 1 park ea.

(42) Units- avg. 710 sf

6,600sf commercial

(40) parking spaces- lot

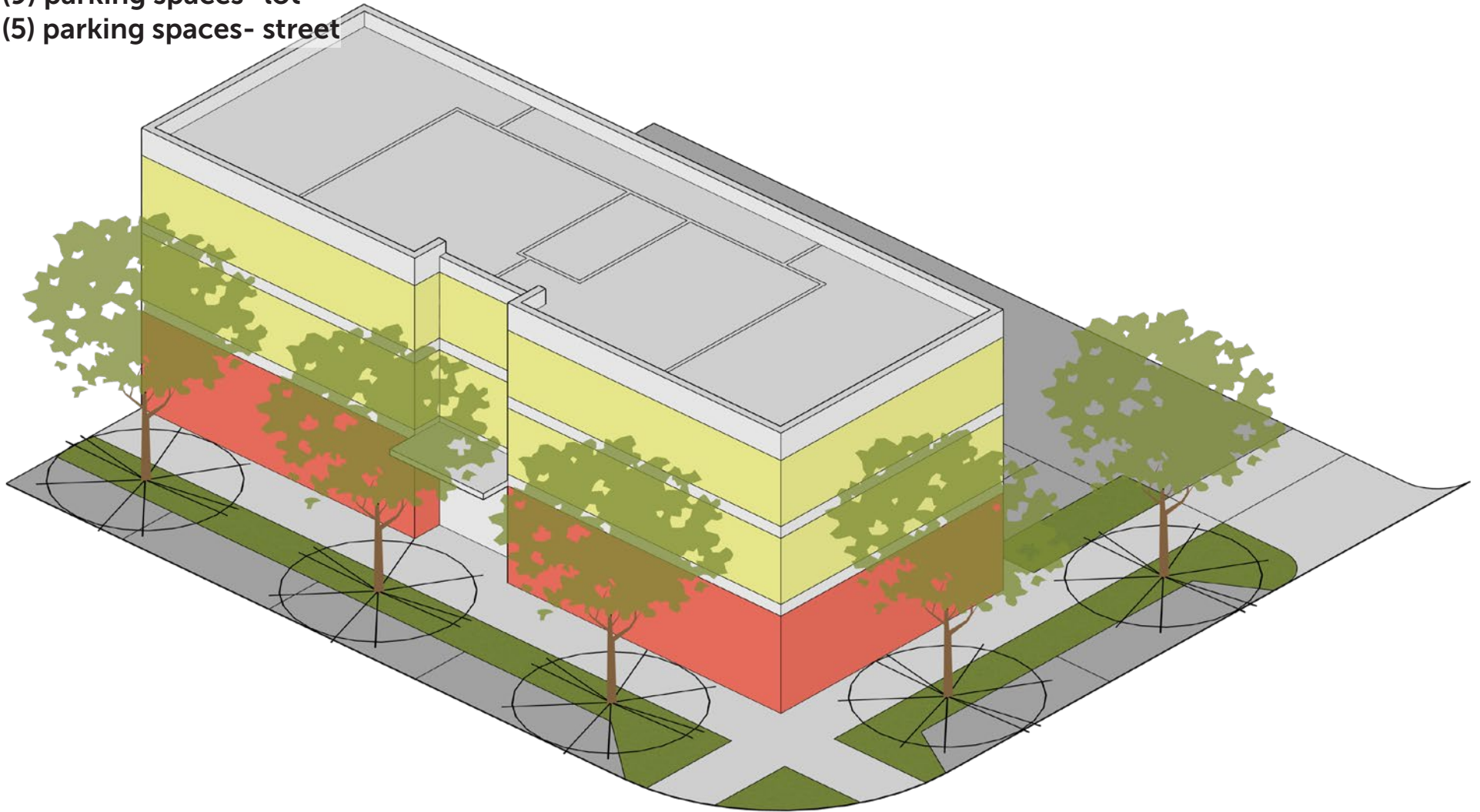
(18) parking spaces- street



Site BB-

Single-Stair Mixed-Use

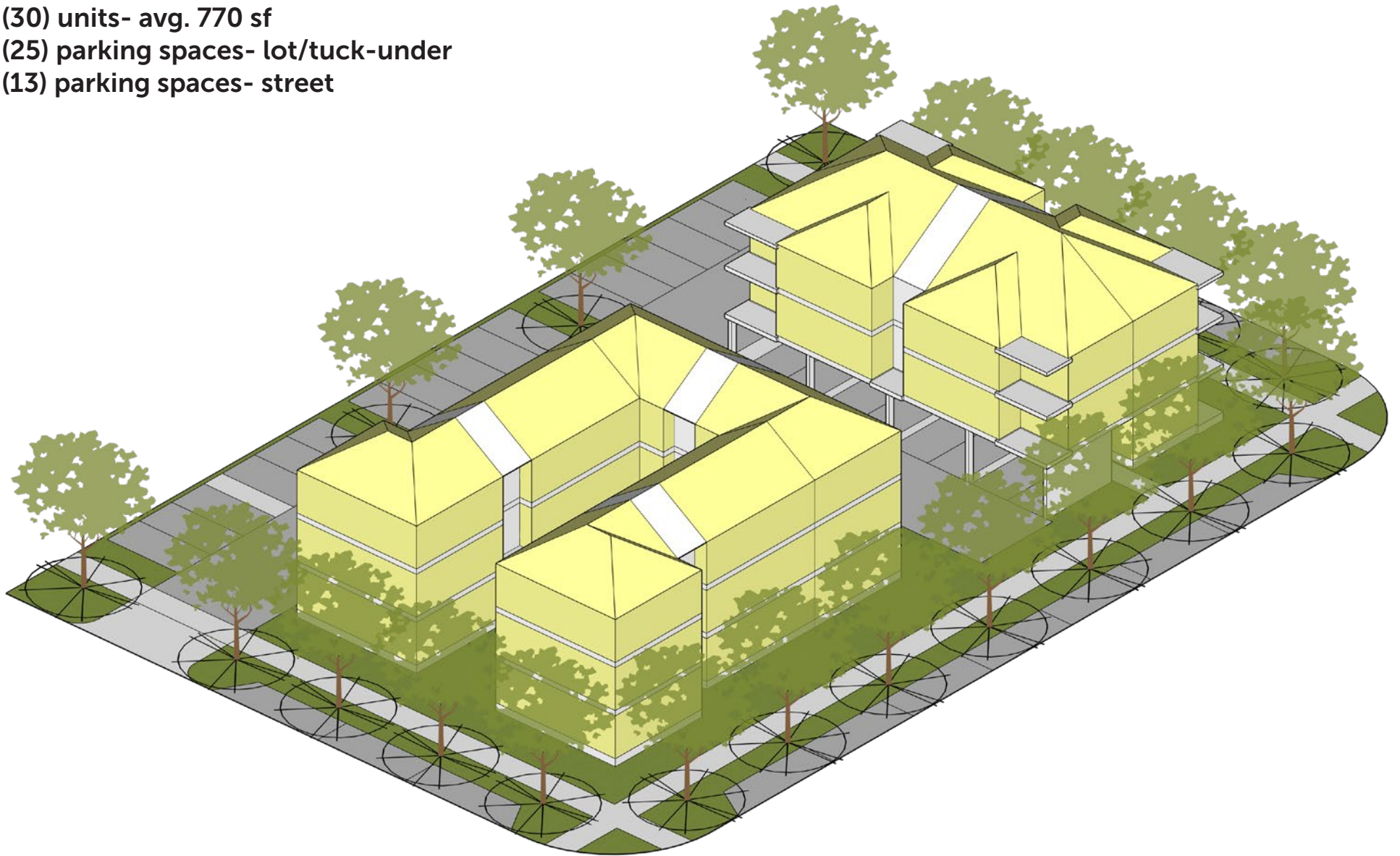
9,500sf site area
(8) units- avg. 660 sf
2,600sf commercial
(9) parking spaces- lot
(5) parking spaces- street



Site CC-

Woody Walk-Ups

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



Site DD-

Woody Walk-Up + Townhouses

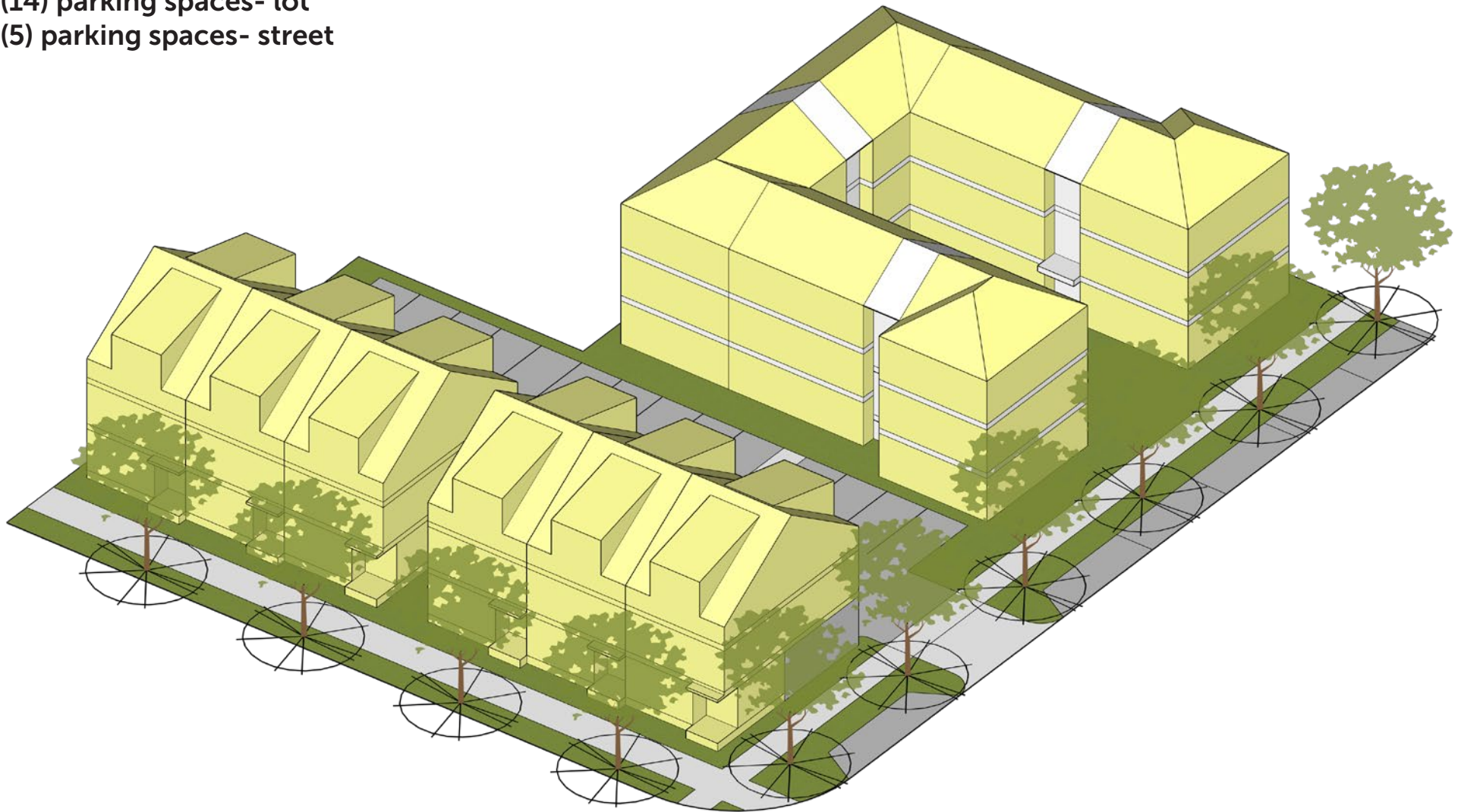
23,750 sf site area

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

(18) units- avg. 760 sf

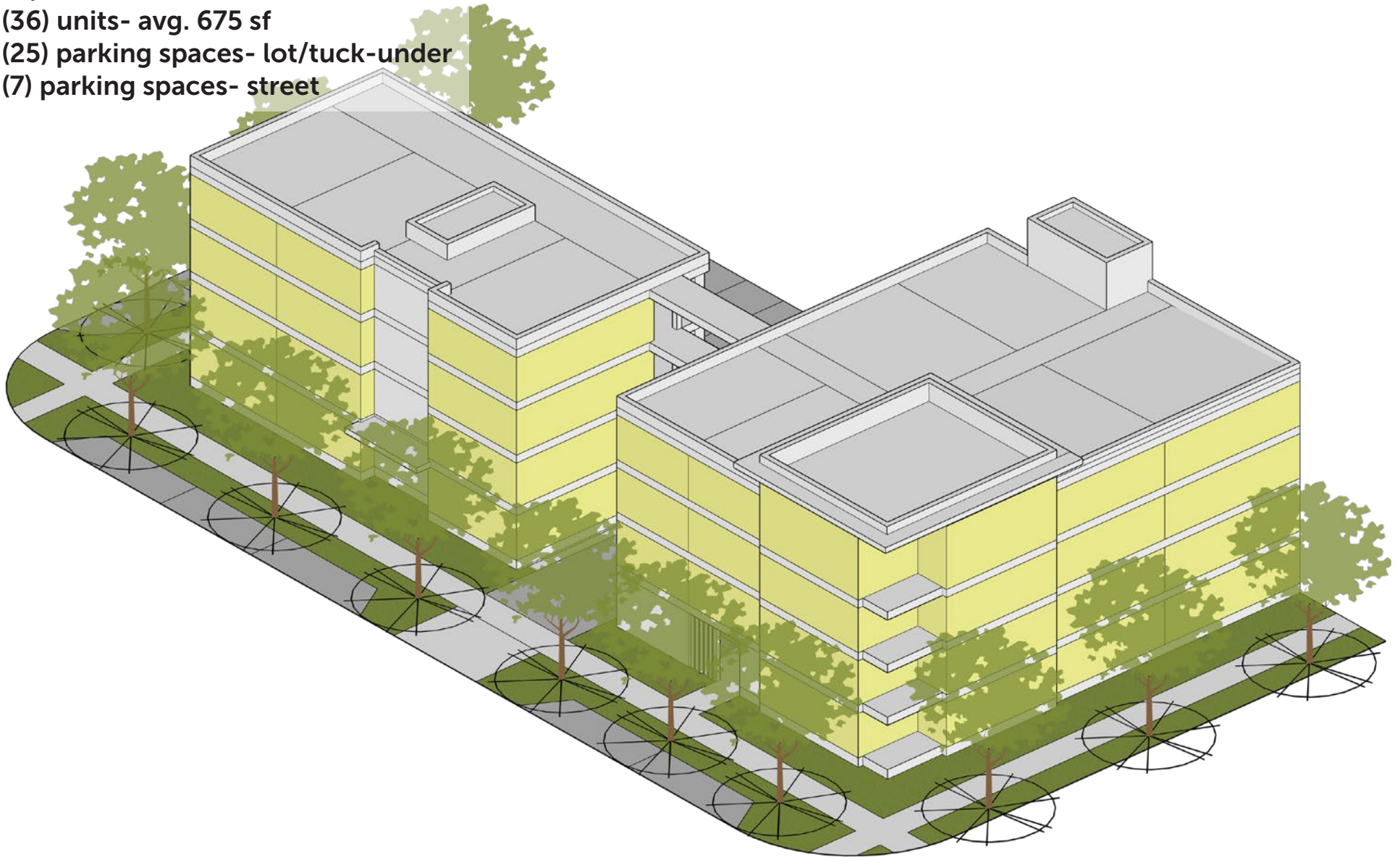
(14) parking spaces- lot

(5) parking spaces- street



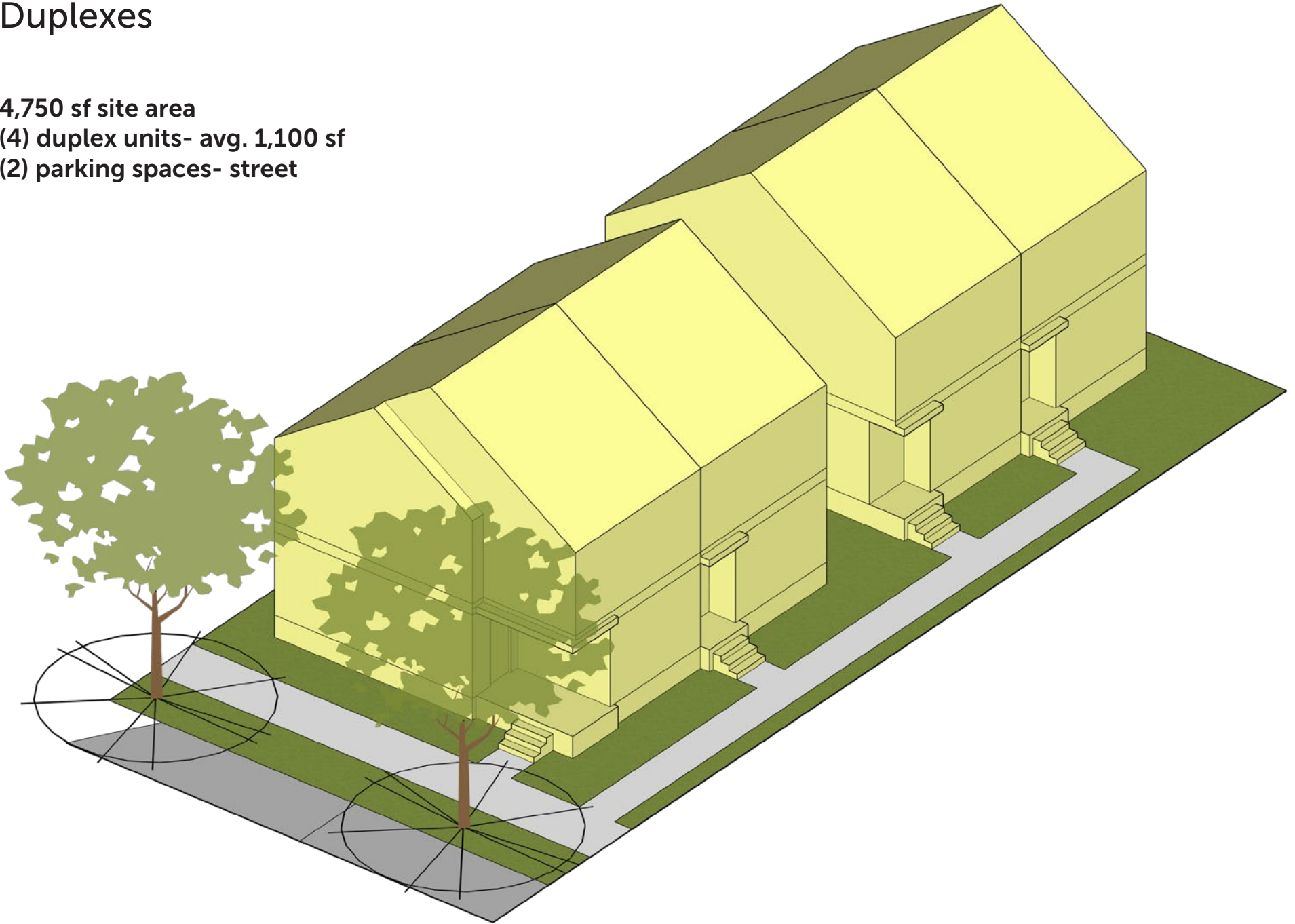
Site EE- Elevator Apartment

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



Site FF- Duplexes

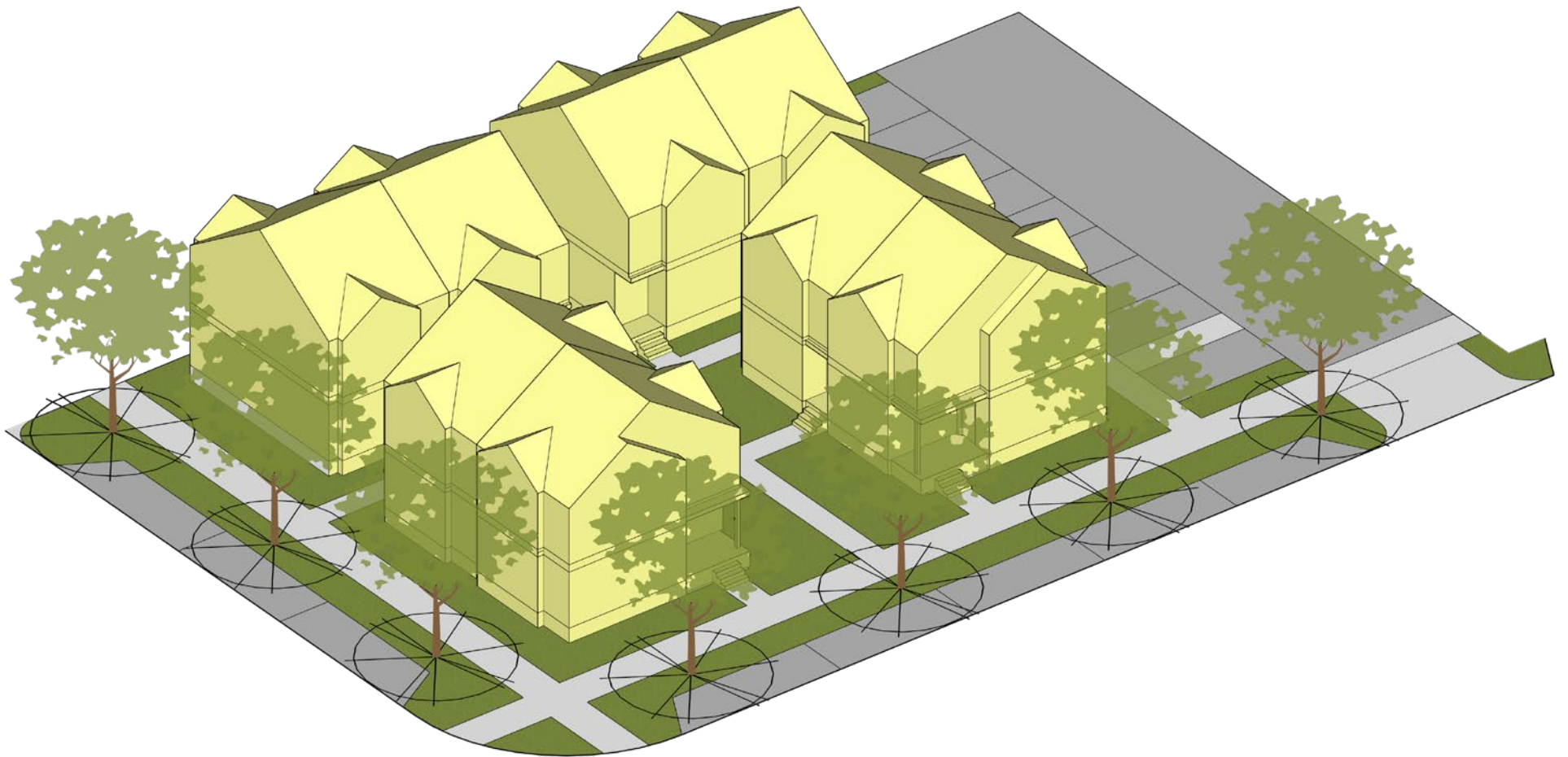
4,750 sf site area
(4) duplex units- avg. 1,100 sf
(2) parking spaces- street



Site GG-

Duplex Cluster

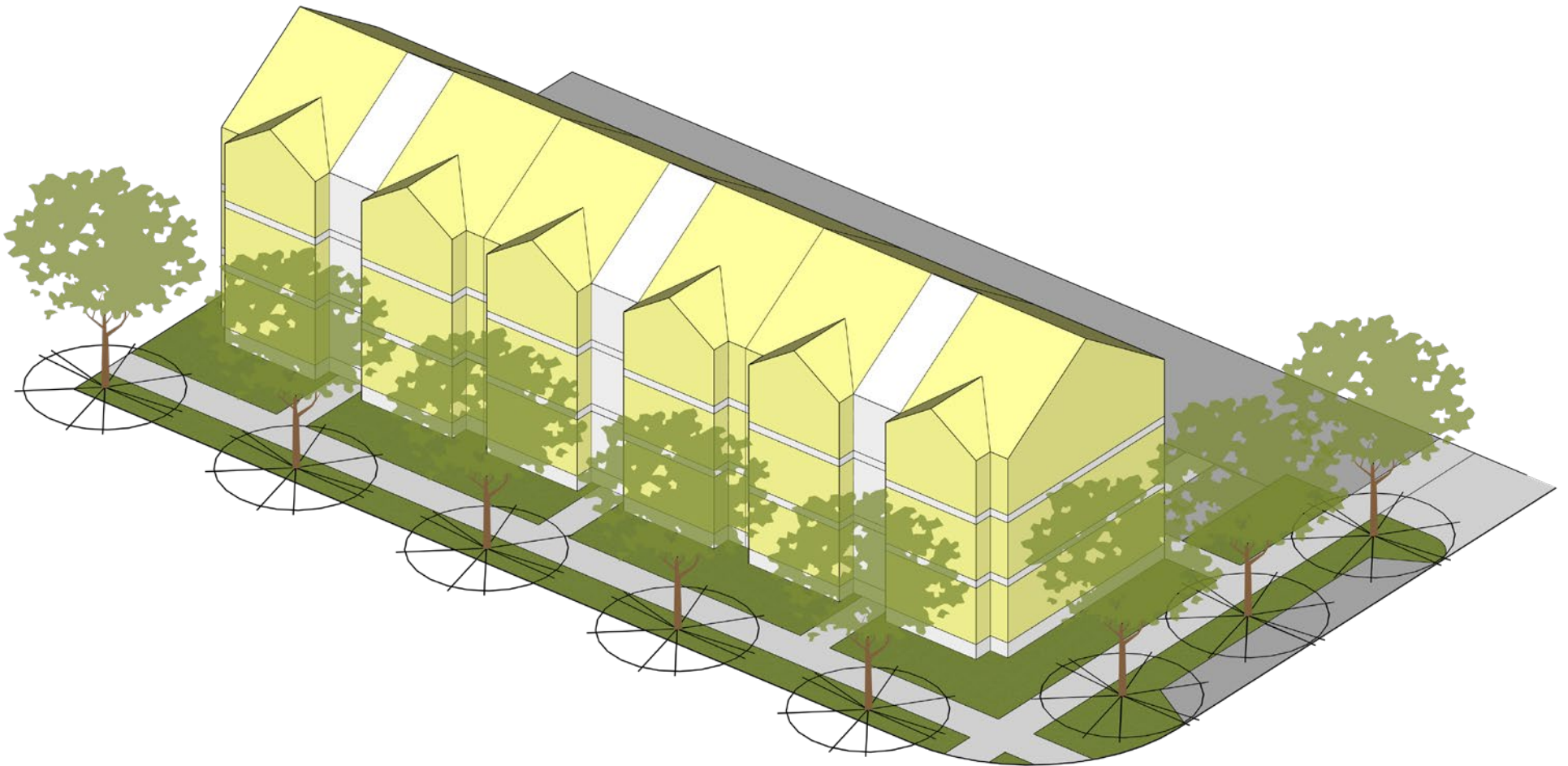
- 14,250 sf site area
- (8) duplex units- avg. 1,100sf
- (9) parking spaces- lot
- (8) parking spaces- street



Site HH-

Woody Walk-Up

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



Appendix B

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

Universal Design

Guide Book

WISHCAMPER PARTNERS

February 2020

WISHCAMPER PARTNERS

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

A CORE TENET: UNIVERSAL DESIGN

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

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

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

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

WISHCAMPER
+
u r b s w o r k s

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

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

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

RELATED CONCEPTS

Related concepts that have been incorporated into this document:

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

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

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

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

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

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

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

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

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

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

SCALES OF UNIVERSAL DESIGN



The neighborhood



Street, trails, and paths



The building

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

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

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

The neighborhood

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



Photo credit: Otak, Inc.

Mix uses

PROVIDE A DIVERSE MIX OF USES TO ENCOURAGE MOBILITY AND ACCESS

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



Compact development and co-located uses



Integrated play areas

Maximize access for all users

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

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

Safe and clearly marked crossings



Curbless street design



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

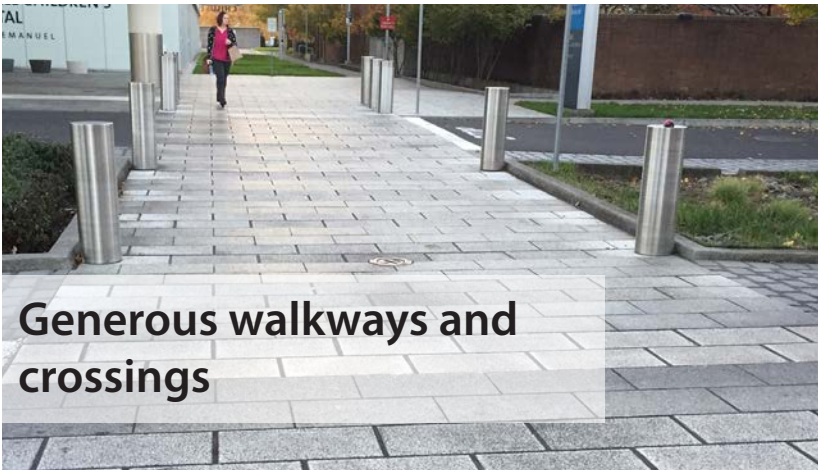
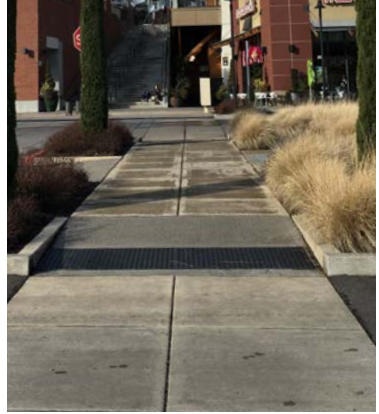


Public space design and access

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

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

Generous ramps that invite use



Generous walkways and crossings

Streets, trails, and paths

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



COMMUNITY
CREDIT UNION



Seamless accessibility

PROVIDE CONNECTED AND CONTINUOUS PATHS TO AND THROUGH DEVELOPMENT.

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

**Connected
and
continuous
paths**




**Accessible
pathways**



An invitation to move

SEAMLESS MOVEMENT

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



An invitation to
incorporate exercise
into daily life



Active transportation
for commuting and
recreation

Inviting design

WELL-DESIGNED SPACES ENCOURAGE USE AND SOCIALIZING

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

Mark transitions with different materials



Benches and lighting along a path



The building

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



Building circulation

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

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

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

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

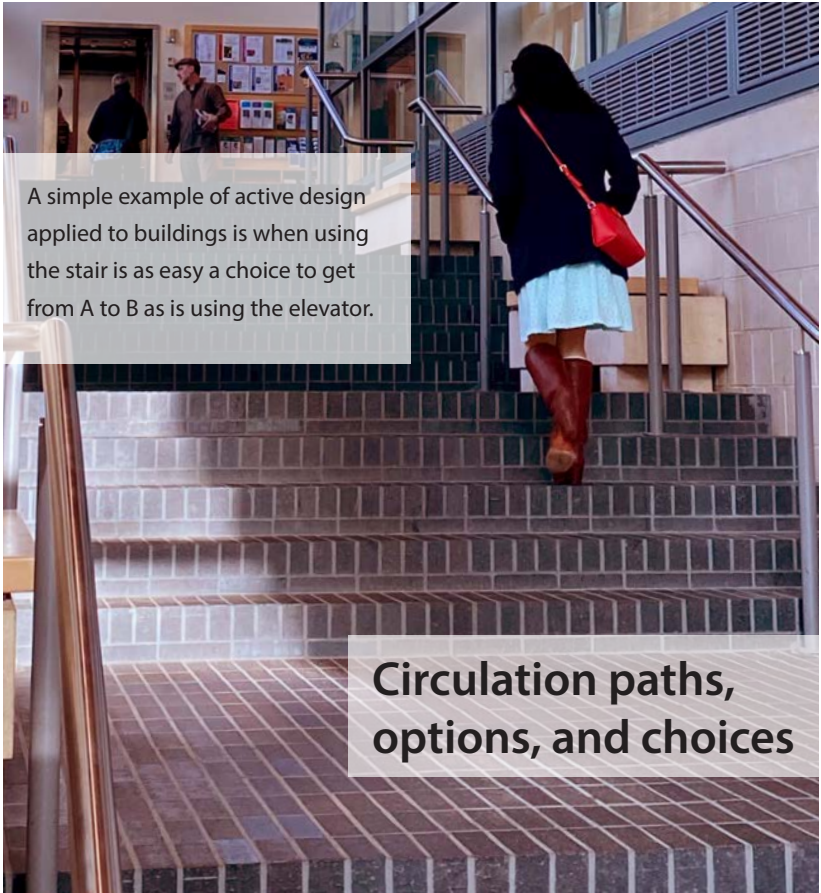
Universal design integrates ADA accessibility requirements and active living by design strategies into the build environment, and does so with intention and creativity. These design strategies provide circulation paths, options, and choices—and honors each choice—so that getting from A to B can be achieved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

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

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



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

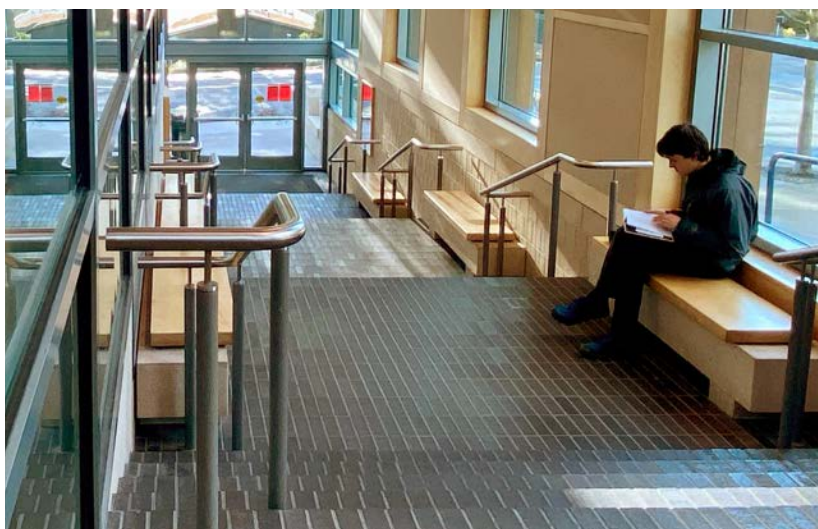


A simple example of active design applied to buildings is when using the stair is as easy a choice to get from A to B as is using the elevator.

**Circulation paths,
options, and choices**

STAIRS AND ELEVATORS

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



HALLWAYS

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

ENTERING AND EXITING

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

WAYFINDING

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





Landmarks that make visual and physical connections



Parking lots and garages

EASE, SAFETY, AND COMFORT

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

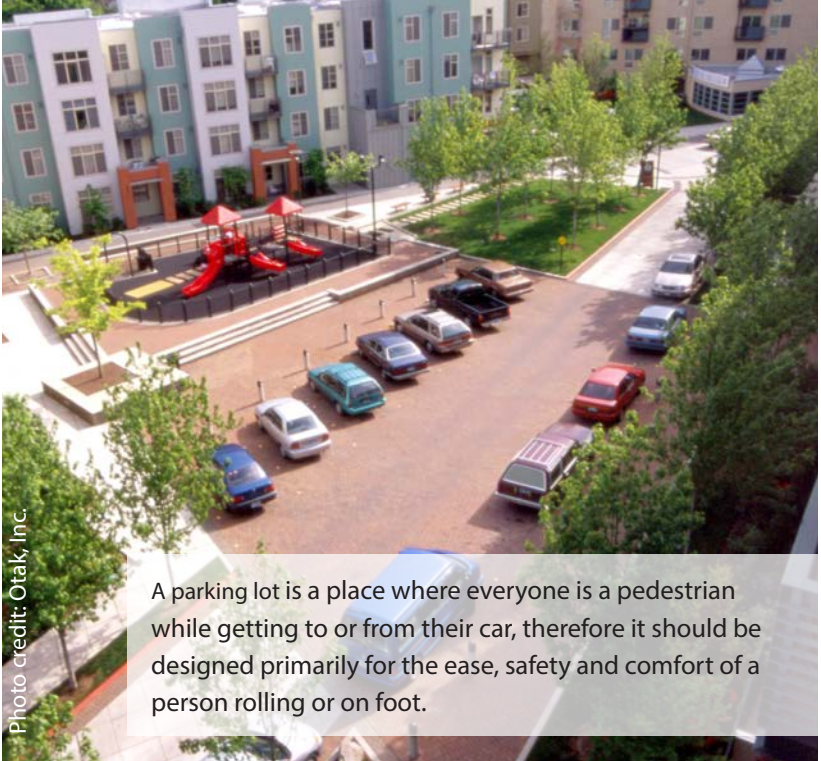


Photo credit: Otak, Inc.

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



Parking areas for people

Common areas

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

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



Subareas of activity that ensure participation by all users

Private spaces and visitability

VISITABILITY

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



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

Renovations + additions

MAKE EXISTING BUILDINGS MORE ACCESSIBLE

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

Programmatic + operations considerations

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

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

Checklist

THE NEIGHBORHOOD

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

STREETS, TRAILS, AND PATHS

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

Checklist

THE BUILDING

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

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For Wishcamper Development Partners

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Document design | Erika Warhus
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and the top of page 33 (Otak, Inc.)



CITY CENTER REVITALIZATION PLAN PUBLIC INVESTMENT

TASK 5.2: DRAFT MEMORANDUM #6 | APRIL 7, 2025

PREPARED FOR:
CITY OF NEWPORT, OREGON
PREPARED BY:



u r b s w o r k s



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1 INTRODUCTION

The following Memorandum #6 presents recommendations for public investments that are necessary and desired to support implementation of the Newport City Center Redevelopment Plan (NCCRP) vision, as explored in Memorandum #4 and developed further through a process of stakeholder and public input. The Memorandum #4 alternatives evaluation found that Alternative 2: Short Couplet (SW Abbey Street and SW Angle Street) meets more of the overall rating criteria than Alternative 1: 2-Way US 101 (Bike Lanes on SW 9th St). Therefore, this Memorandum #6 focuses on investments for the short couplet alternative.

The vision consists of both redevelopment and improvements to the transportation system, such as:

- Sidewalk infill and improvement
- Locations and facilities for transit stops
- Provision of bicycle facilities and parking on arterial and collector streets
- Pedestrian crossing locations and improvements
- Intersection improvements including traffic control measures
- Reconfiguration of existing rights-of-way and publicly owned property

Memorandum #6 also identifies public investments that are supportive or complementary to the vision, such as:

- Landscaping
- Gateway features
- Wayfinding and directional signage
- Sidewalk furnishings and fixtures
- Public plazas, parks, and recreation facilities
- Public utilities

It should be noted that, given the developed nature of the study area, expansion of existing right-of-way is not anticipated. However, some limited property acquisition may be necessary at the north and south ends of the proposed US 101 / SW 9th Street couplet.

2 VISION AND GOALS

VISION

Newport’s City Center will become an active, walkable, mixed-use environment with a clean, welcoming appearance. Circulation will be safe and efficient, supported by improved traffic flow, managed parking, and enhanced bicycle and pedestrian facilities. Vibrant streetscapes will support local business activity and entice both residents and visitors. Revitalization will be facilitated by strategic investment in infrastructure, planned property acquisition, and streamlined development approvals.

GOALS

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

Based on the above vision and goals for the project, **Figure 2** (on the following page), diagrams the basic redevelopment concept. Proposed improvements to ODOT facilities must meet applicable Agency guidance and standards such as applicable ODOT Blueprint for Urban Design (BUD) context classifications. For the NCCRP, two BUD classifications are relevant: 1) **Traditional Downtown/Central Business District** in City Center along Highway 101, and 2) **Urban Mix** for Highway 20. A Central Business District – centered on a proposed Highway 101 / SW 9th Street couplet - is shown in red and ‘bookended’ by two Urban Mix transition areas, shown in purple, one on the south by the Hospital Node, and the other on the north by the Highway 20 corridor. Within the Central Business District, a concentration of City and County facilities - or “Government Center” - is identified by a blue dashed outline.

Figure 3 provides an artistic illustration of how the study area may appear a decade or more in the future.



Figure 1. Iconic Yaquina Bay Bridge

Source: J. Hencke

CONCEPT & CONTEXT

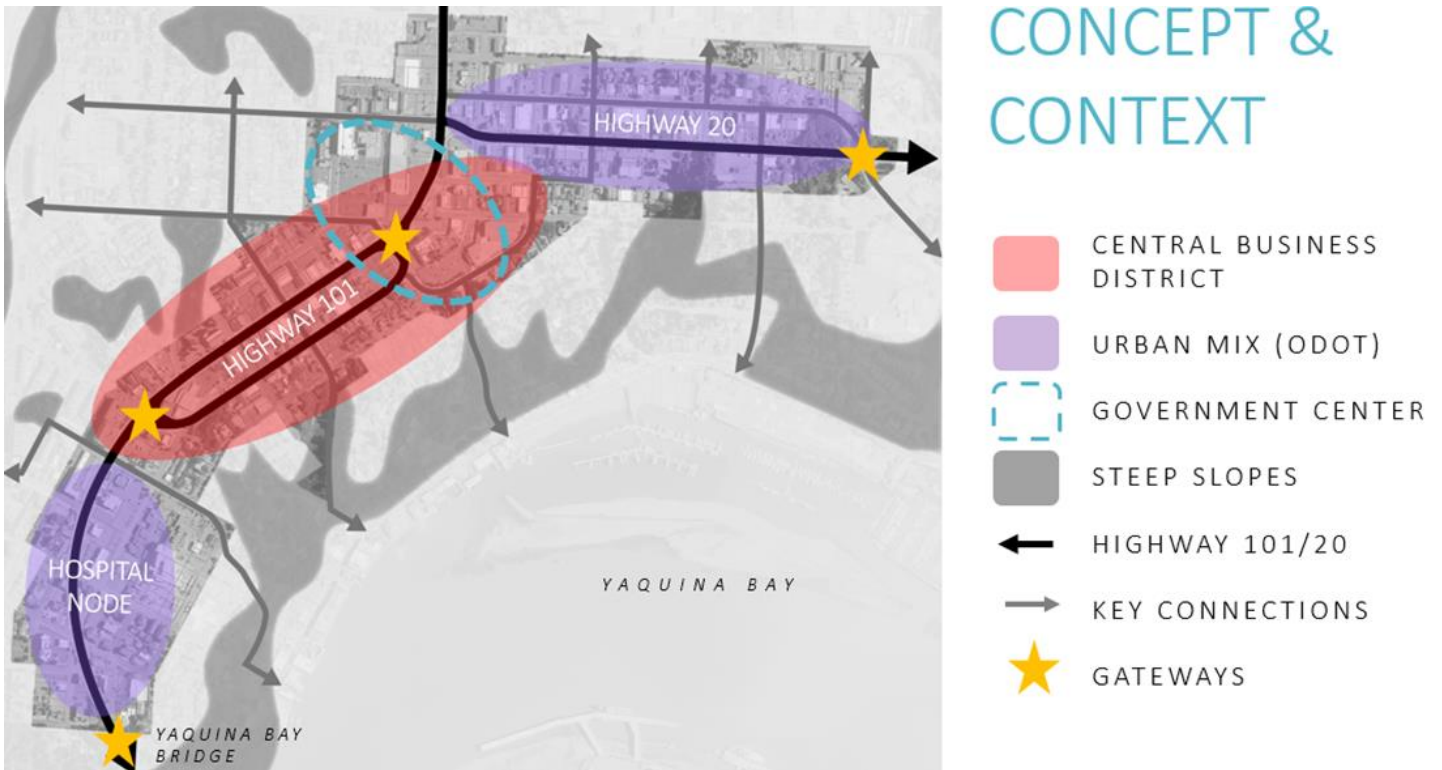


Figure 2. Overall Revitalization Concept - Diagram
 Source: David Evans and Associates, Inc.

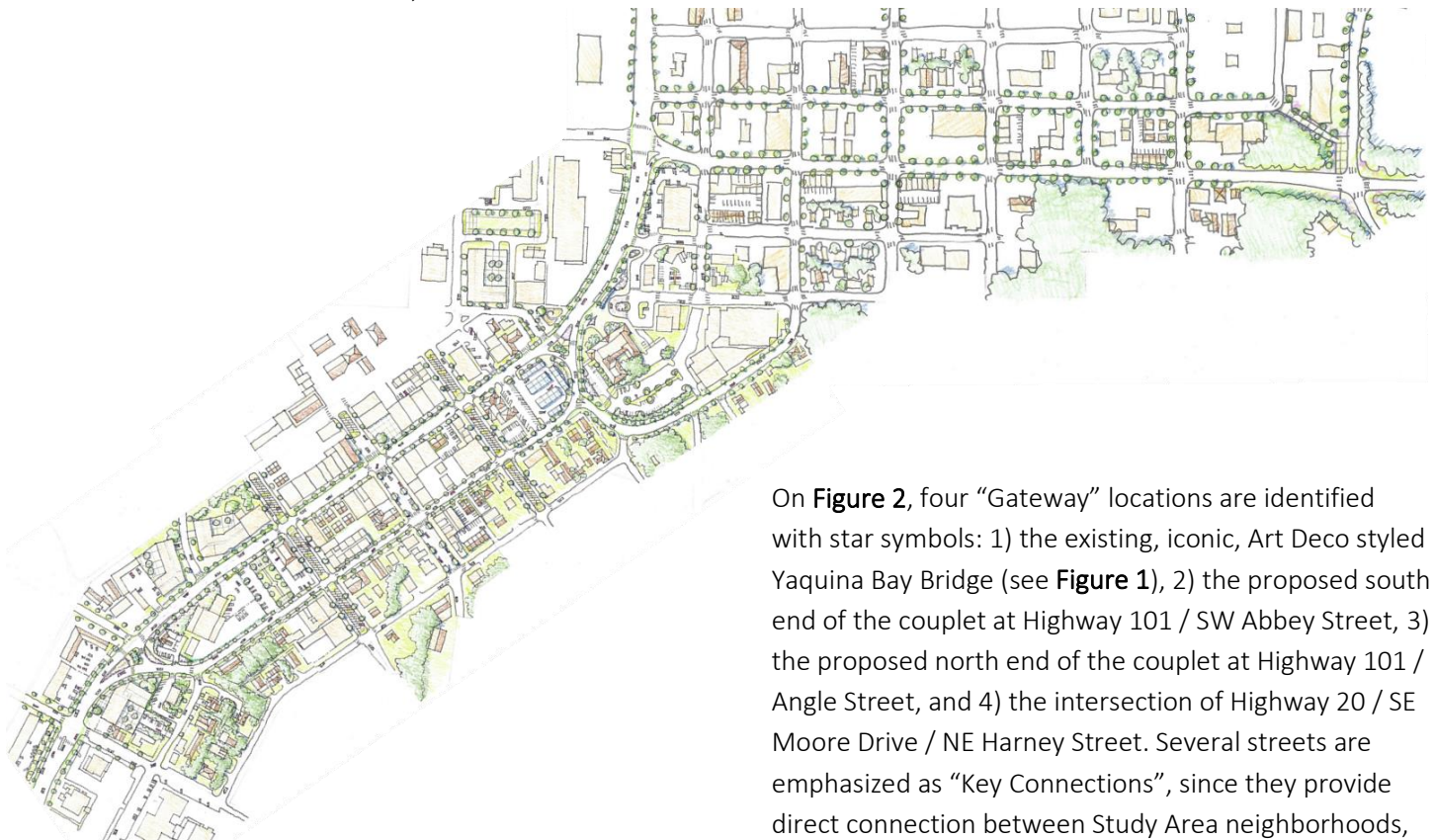


Figure 3. Overall Revitalization Concept - Illustration
 Source: David Evans and Associates, Inc.

On **Figure 2**, four “Gateway” locations are identified with star symbols: 1) the existing, iconic, Art Deco styled Yaquina Bay Bridge (see **Figure 1**), 2) the proposed south end of the couplet at Highway 101 / SW Abbey Street, 3) the proposed north end of the couplet at Highway 101 / Angle Street, and 4) the intersection of Highway 20 / SE Moore Drive / NE Harney Street. Several streets are emphasized as “Key Connections”, since they provide direct connection between Study Area neighborhoods, and Steep Slopes are shaded since they help define the Study Area context.

3 RESIDENTIAL AND COMMERCIAL CONDITIONS

3.1 HOUSING

Increasing average rent cost in the past ten years and a 4.7 % vacancy rate (2024) indicate a constrained supply of multifamily units in Newport. Strong regional housing price growth and the limited inventory of attainable units indicates demand for additional ownership units in the city. Publicly owned sites within the Central Business District have the highest potential for multifamily residential development. Agencies can catalyze development on public sites to attract near-term housing development. Total study area household growth could range from 100 to 500 housing units, depending on market strength and incentives to attract development to this area.

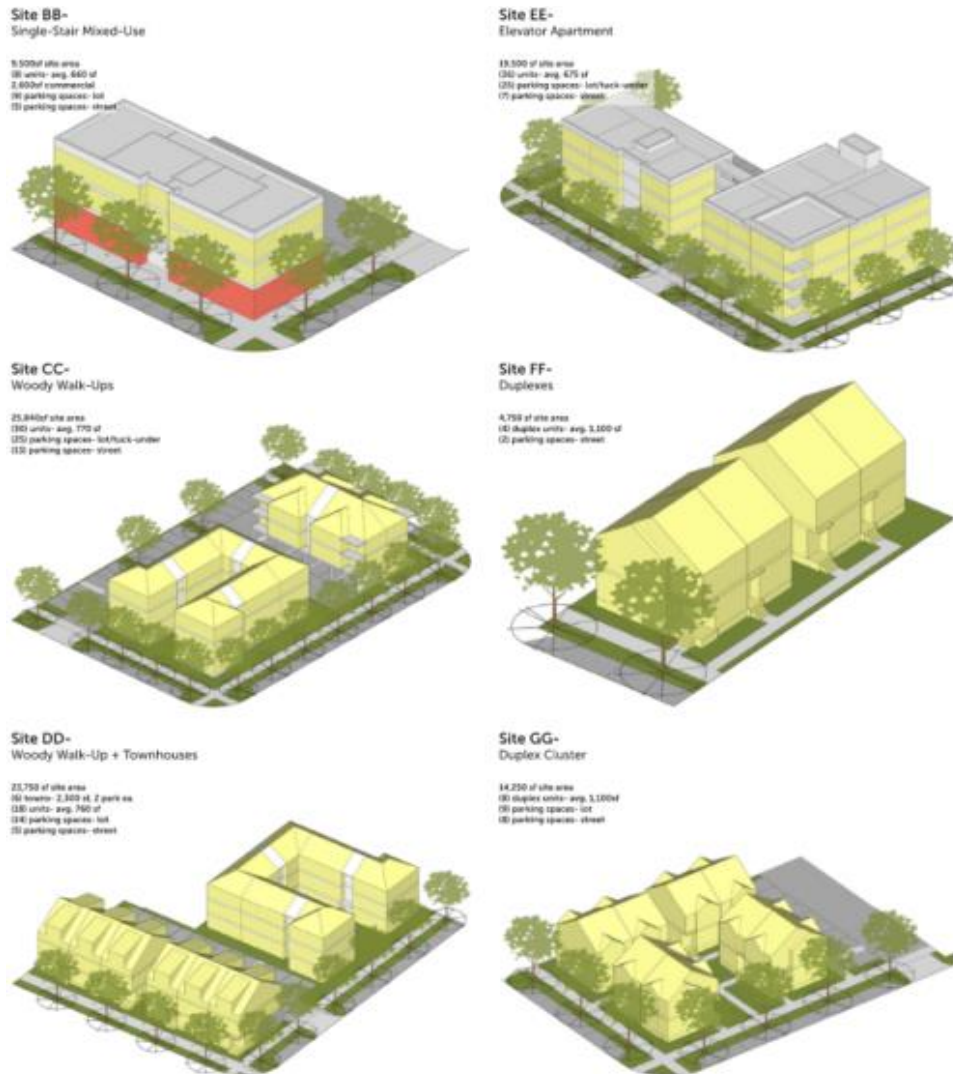


Figure 4. Housing Infill

Source: *Urbsworks*

As illustrated, a variety of infill housing types are envisioned, including traditional forms like those found in all parts of Oregon (including duplexes, cottages and cottage clusters, small apartments, courtyard apartments, and townhouses). This responds to demographic trends such as average household sizes that have fewer people than in the past. Given that most recent housing development has been detached single dwellings on large lots (5,000 square feet and above), there is a strong market 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.

3.2 BUSINESSES

Newport's very low commercial vacancy rate (0.6%) indicates that Newport has a very high unmet demand for commercial space, while lack of move-in ready buildings for businesses, high construction costs, and limited supply of vacant commercial land are constraining supply. **The short blocks and wide rights-of-way on side streets offer opportunities for cost-effective retrofits, such as tactical urbanism, to create active retail and pedestrian-friendly spaces.** Retail could concentrate on Alder and Hubbert Streets, which run perpendicular to the couplet and allow for diagonal parking and streetscape enhancements.

4 PUBLIC INVESTMENTS

4.1 HIGHWAY 101 / SW 9TH STREET COUPLET

US 101/SW 9th Street, between SW Abbey Street to SW Angle Street, is envisioned as being transformed into a couplet. Key characteristics of this transformation include:

- Reconfiguring Highway 101 to become one-way, southbound on its current alignment, between Fall Street (on the south end) and Angle Street (on the north end),
- Reconfiguring parallel route SW 9th Street to become northbound one-way on an alignment that is modified near Fall Street (on the south end) and Angle Street (on the north end), and
- Upgrading Highway 101 and SW 9th Street to meet ODOT design standards.

This new transportation pattern could help facilitate strategic property development and public realm enhancement. The improvements will bring new focus to SW 9th Street, enhancing visibility and access, and potentially attracting new businesses and residential uses. The new transportation pattern facilitates multimodal access and offers new orientation opportunities. More use of SW 9th Street distributes traffic more broadly across the study area. Significant widening of sidewalks, new buffer zones, and addition of bike lanes promote multimodal usage. New traffic control signalization will (likely) be required (given the new traffic pattern) and integrate with pedestrian safety and walkability improvements. The wider sidewalks and the addition of bike lanes support residential and retail uses.

Figure 5 provides a sketch-level illustration for a potential combination of improvements such as sidewalks, bike lanes, and street trees in the US 101 corridor. **Figures 6 and 7** show proposed cross sections of Highway 101 and SW 9th Street.



Figure 5. Highway 101 Central Business District – Potential Features Illustration

Source: David Evans and Associates, Inc.

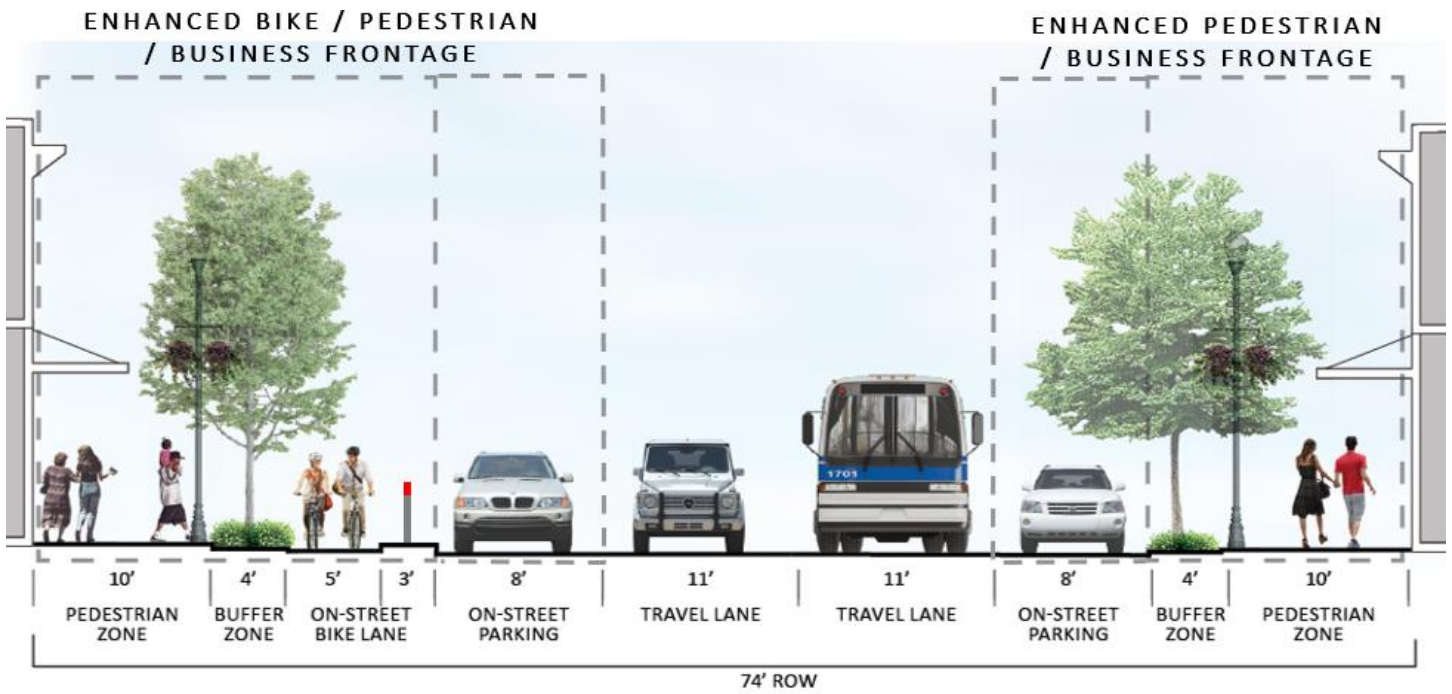


Figure 6. US 101 "Great Street" Southbound Couplet – Cross Section

Source: David Evans and Associates, Inc.

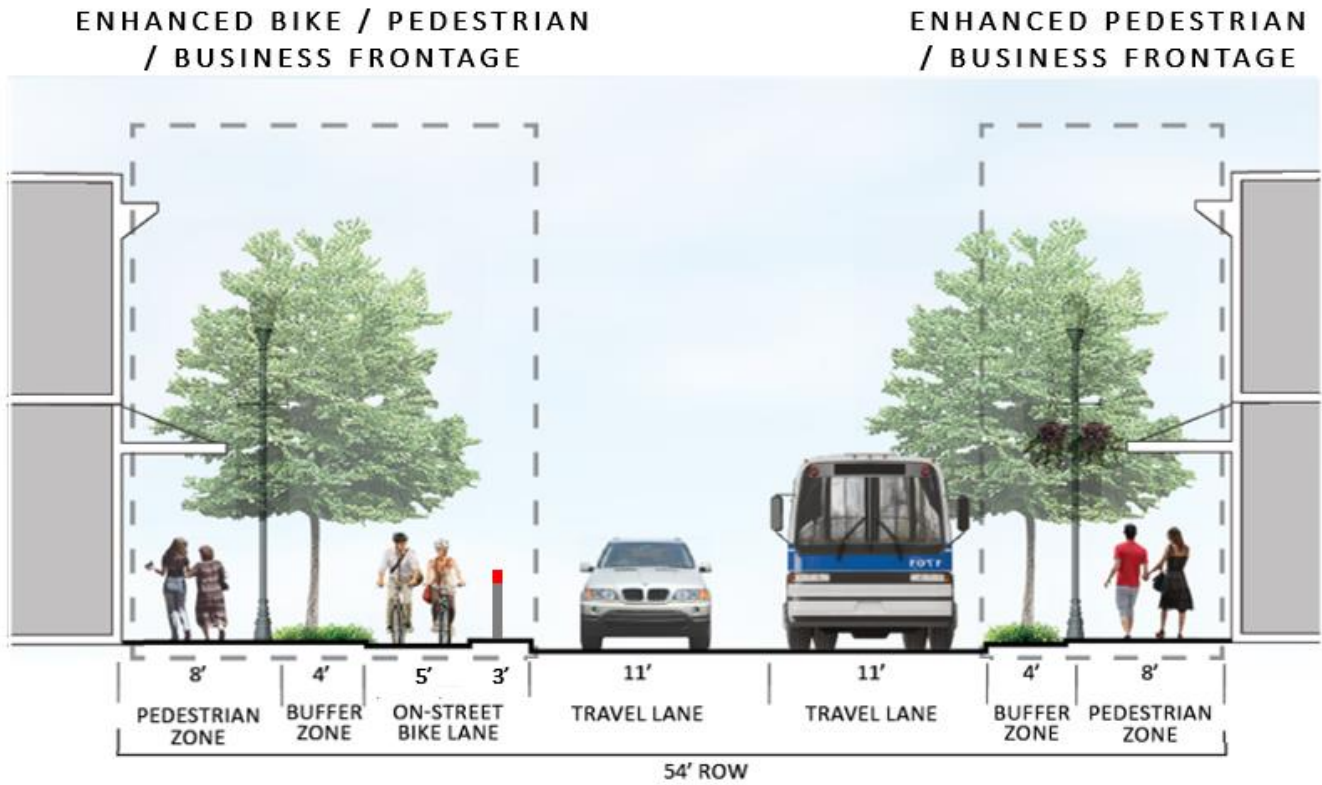


Figure 7. SW 9th Street "Great Street" Northbound Couplet – Cross Section

Source: David Evans and Associates, Inc.

4.2 HIGHWAY 20 CORRIDOR

Highway 20, between SE Moore Drive and Highway 101, is envisioned as an improved “Green Gateway” to Newport. Key characteristics of these improvements include:

- Retain two-way US 20 along its present alignment; enhance with targeted streetscaping/landscaping,
- Support existing businesses while promoting targeted infill and redevelopment – especially housing,
- Provide enhanced US 20 pedestrian/bicycle crossings at Coos and Eads Streets,
- Improve the pedestrian and bicycle conditions along NE 1st Street, and
- Develop a bicycle/pedestrian connection from NE 1st Street to the intersection of NE Harney/US 20 intersection, where a gateway plaza feature could be integrated.

Transportation investments will facilitate increase pedestrian safety and walkability, increase multimodal access, offer new orientation opportunities, and distribute travelers more broadly across the study area. Sidewalk enhancements and the addition of bike facilities will support increased area activity, and opportunities for mixed-use residential and retail.

Figure 8 provides a sketch-level illustration for a potential combination of improvements such as sidewalks, bike lanes, and street trees in the US 20 corridor. **Figure 9** shows a proposed cross section of US 20 with buffer zone landscape enhancements.



Figure 8. Highway 20 Corridor “Green Gateway” – Potential Features Illustration

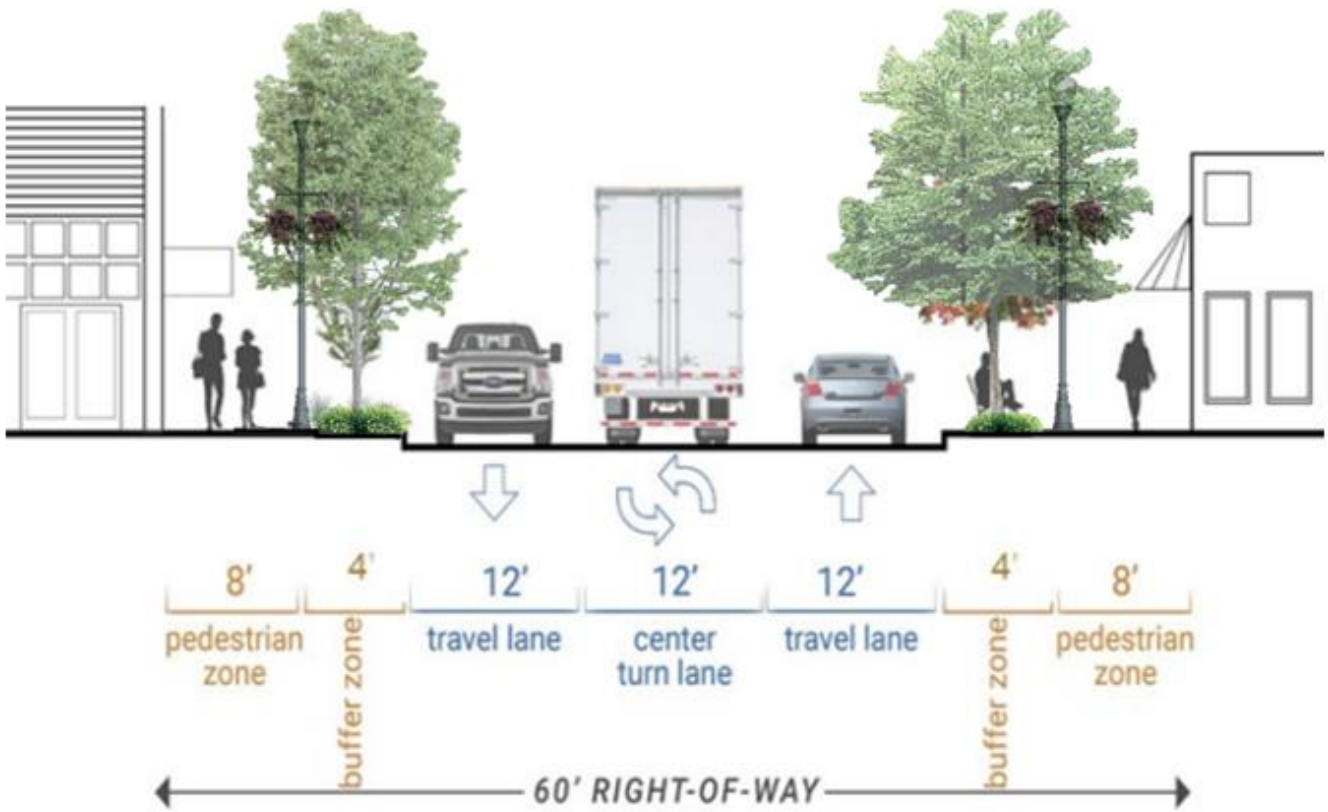


Figure 9. US 20 “Green Gateway” – Cross Section View

Source: Newport Transportation System Plan + David Evans and Associates, Inc.

Proposed improvements to ODOT facilities must meet applicable Agency guidance and standards. Memorandum #4 describes the two applicable ODOT BUD context classifications: 1) Traditional Downtown/Central Business District in City Center along Highway 101, and 2) Urban Mix for Highway 20. In CBDs, the BUD standards to best serve all users have vehicle speeds should be 25 miles per hour (mph) or below, and higher levels of congestion are expected. For Urban Mix, vehicle speeds are typically 25 to 30 mph, and higher levels of congestion are acceptable. Specific BUD standards are provided in the sections above, where appropriate.

Two locations are envisioned for Enhanced Pedestrian / Bicycle Crossings: 1) US 20/Coos Street, and 2) US 20/ Eads Street. The improvements may include Rapid Flashing Beacons (RFB) like the example installed at the intersection of Highway 101 and SW Angle Street as well as high contrast ladder striping for crosswalks (see Figure 8).

Figure 10. Enhanced Pedestrian / Bicycle Crossings

Source: Google



4.3 FESTIVAL STREETS

In the Central Business District, two cross streets (SW Alder and SW Lee) provide unique enhancement opportunities. Supportive of their roles as key routes for those wishing to travel between the Bayfront and Oceanfront/Nye Beach areas, they are wide enough to accommodate angled parking and landscape areas (see **Figures 11 and 12**). These areas (highlighted in blue) would function normally during weekdays but could be temporarily closed on weekends and/or for unique events (see **Figure 13**).

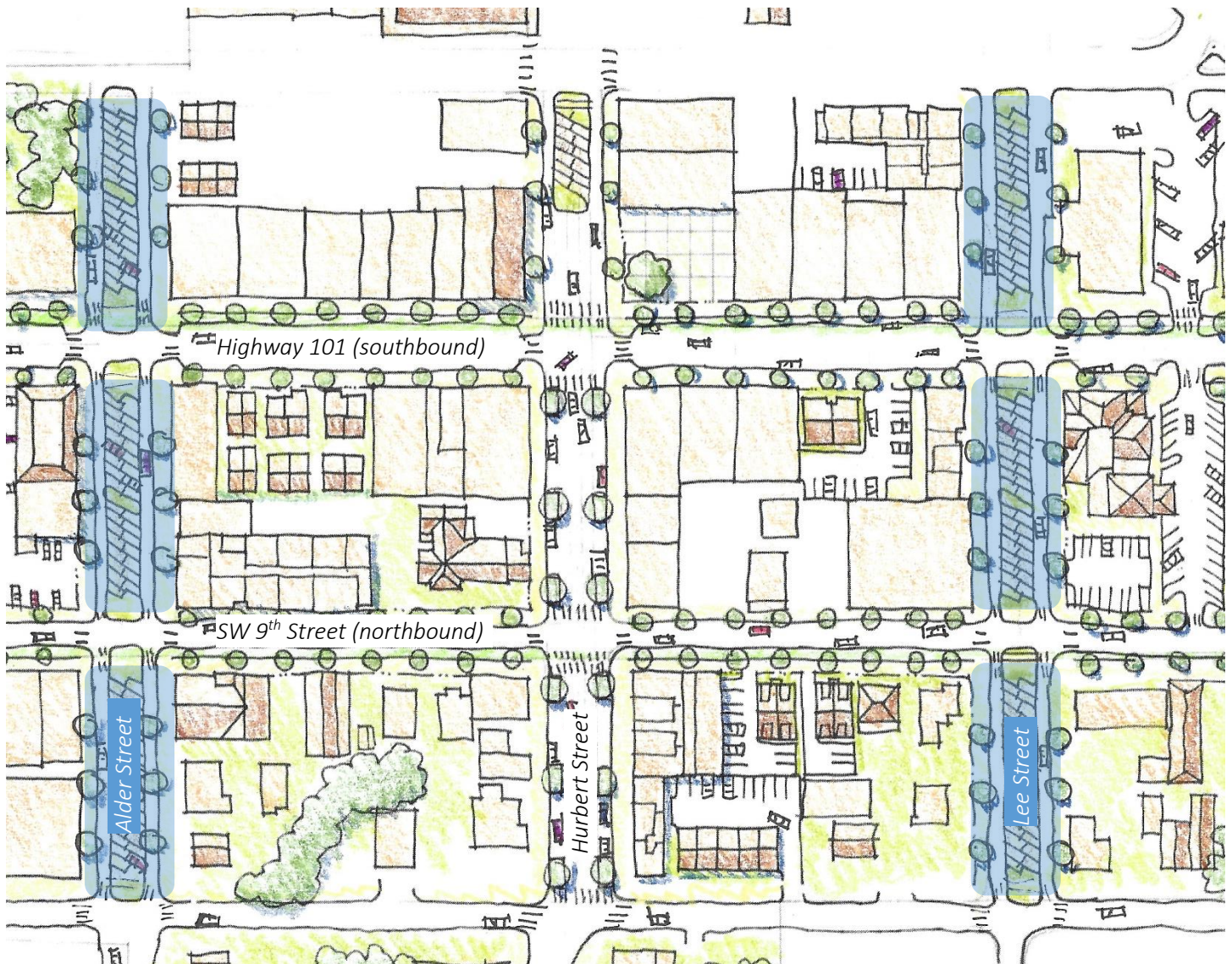
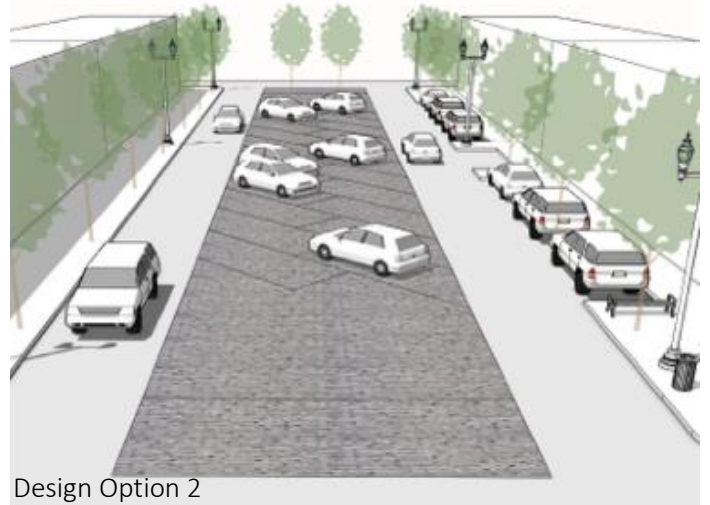


Figure 11. Festival Streets (Alder and Lee) – Enlargement Illustration

Source: David Evans and Associates, Inc.



Design Option 1

Design Option 2

Figure 12. Festival Streets – Design Alternatives

Source: Urbsworks



Figure 13. Festival Street – Weekend Plaza Concept

Source: Portland Bureau of Transportation

4.4 SIDEWALKS AND STREET FURNISHINGS

With the rebuilding of US 101 and SW 9th Street within the study area, new, wider sidewalks will be installed throughout. The improvements concentrate investment in the most active area of US 101, with new opportunities on SW 9th Street (see **Figure 5**). In the US 20 / NE 1st Street corridor, the existing fragmented pedestrian network is proposed to be enhanced with streetscape and connectivity improvements such as infilled sidewalks, street trees, lighting, bulb-outs at key crosswalks and implementing traffic calming measures to reduce vehicle speeds near pedestrian-heavy areas and support safe routes to schools (see **Figure 8**).

Coordinated street furnishings are also envisioned. They can help promote the vibrancy, safety, and functionality of the City Center, fostering a welcoming, comfortable, and sustainable environment. Benefits include:

- Enhanced Aesthetics and Identity
- Improved Comfort and Accessibility
- Increased Social Interaction
- Pedestrian Safety and Flow
- Support Local Businesses
- Natural Environment
- Support Property Value
- Tourism Appeal

The range of street furnishings envisioned includes:

1. **Benches:** Seating for pedestrians to rest, socialize, or simply enjoy the surroundings; they encourage people to linger, contributing to a more vibrant atmosphere.
2. **Trash and recycling bins:** Strategically placed bins can help keep City Center clean and tidy. They also promote sustainability by encouraging proper waste disposal and recycling.
3. **Planters and greenery:** Flowers, shrubs, and trees add seasonally changing natural beauty. They can soften hardscapes, improve air quality, foster an inviting atmosphere, mitigate weather events, and enhance City Center's aesthetic appeal.
4. **Street lighting:** Proper street lighting is essential for safety, especially after dark. Since Newport already deploys decorative street light fixtures in the study area, the CCRP envisions additional fixtures to fill in gaps.
5. **Bollards:** Bollards (small, vertical posts used to control vehicle traffic and protect pedestrians) can be decorative and functional. The relocated transit stop may be an area where bollards can delineate pedestrian zones and prevent vehicles from entering.
6. **Signage and wayfinding:** Informational signs, directional signage, and maps help visitors navigate the City Center, guiding people to key destinations like parking lots, public restrooms, or points of interest. See section 5.2..
7. **Public art:** Sculptures, murals, and other public art can enhance the study area aesthetics and express Newport's culture, history, and values - making City Center more engaging, encouraging people to stop and explore.
8. **Bike racks:** Bike racks provide designated spaces for cyclists to securely park their bikes, encouraging alternative modes of transportation and increasing the area's appeal to environmentally conscious residents and visitors.
9. **Shade structures or pergolas:** Shaded areas offer comfort for pedestrians, particularly in rainy or warm weather. Canopies create spots for relaxation and socializing while also enhancing the aesthetic appeal of City Center.
10. **Outdoor dining furniture:** Outdoor tables and chairs can enhance the street experience, contributing to the City Center atmosphere by providing space for socializing or enjoying meals al fresco.

11. **Drinking fountains:** Public drinking fountains offer convenience for pedestrians, especially in busy areas. They provide a sustainable, eco-friendly alternative to bottled water and promote hydration.
12. **Kiosks and information stands:** Kiosks or stands can provide information on local events, public services, or tourism details - acting as information hubs that contribute to the overall City Center.

Figure 14 illustrates an example limited palette of sidewalk furnishings and **Figure 15** shows an example of a pedestrian friendly furnished streetscape/sidewalk area. By incorporating a combination of street furnishings, Newport's City Center can be a more vibrant, comfortable, and welcoming space that encourages social interaction, supports local businesses, and enhances the overall quality of life for residents and visitors alike.



Figure 14. Example Palette of Coordinated Sidewalk Furnishings

Source: Site Furnishing Manufacturers



KEY NOTES

- | | | |
|---|---|---|
| <p>1 CURB EXTENSION / BULB OUTS PROMOTE PEDESTRIAN SAFETY</p> | <p>4 FLEXIBLE SPACE FOR SIGNS AND UTILITIES</p> | <p>7 GROUND FLOOR BUSINESSES WITH WINDOWS ON THE STREET</p> |
| <p>2 PERMITTED "A" BOARD PEDESTRIAN SIGN</p> | <p>5 BIKE RACK ON STREET REPLACES ONE AUTOMOBILE SPACE</p> | <p>8 SIDEWALK CLEAR ZONE ALLOWS UNIMPEDED PEDESTRIAN CIRCULATION</p> |
| <p>3 ORNAMENTAL STREET LIGHT</p> | <p>6 OFFICES/FLATS OVER GROUND FLOOR RETAIL USES PROMOTES ACTIVITY THROUGHOUT THE DAY</p> | <p>9 COVERED DINING AREA PERMITTED IN PARKING ZONE SUPPORTS ADJ. CAFÉ</p> |

Figure 15. Street Furnishings and Fixtures Example – Alberta Street Arts District, Portland, Oregon
 Source: David Evans and Associates, Inc.

4.5 TRANSIT STOP RELOCATION

Some impacts on transit are expected with the preferred couplet alternative, with the split route potentially adding additional commute time to pedestrians along US 101 and SW 9th Street. The BUD guidelines for CBDs call for transit stops placed at frequent intervals, and transit priority treatments to help with transit mobility. The BUD guidelines for Urban Mix call for transit stops placed in proximity to origins and destinations.

As shown in **Figure 16**, the enhanced transit stop could include an accessible platform for easy boarding, covered shelter, signage, lighting, bollards, and other ornamental elements. **Figure 17** highlights an example of how additional bus transit stops may be integrated into the streetscape at other locations in the study area.

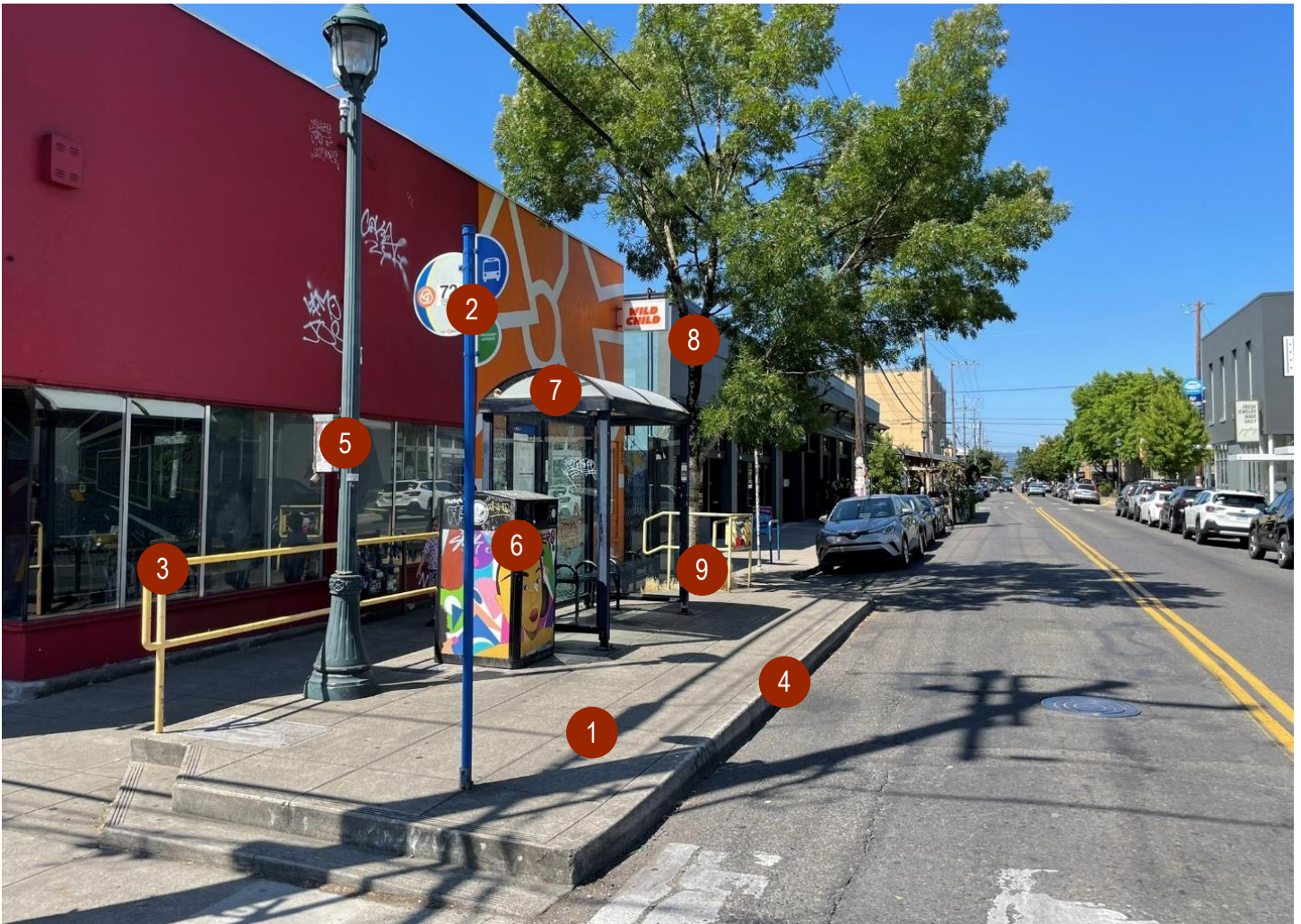


KEY NOTES

- | | | | | | |
|---|--|---|--------------------|---|---------------------------|
| 1 | CLOSE SEGMENT OF SW 2 ND 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 |

Figure 16. City Hall Transit Plaza

Source: David Evans and Associates, Inc.



KEY NOTES

- | | | |
|--|---|--|
| <p>1 TRANSIT PLATFORM GRADED FOR LEVEL / EASY BOARDING</p> | <p>4 CURB EXTENDED TO BALANCE TRANSIT ACCESS AND ONSTREET PARKING</p> | <p>7 COVERED SHELTER PROTECTS TRANSIT PATRONS</p> |
| <p>2 TRANSIT STOP IDENTIFICATION SIGN</p> | <p>5 ORNAMENTAL STREET LIGHT</p> | <p>8 STREET TREE PROVIDES SHADE AND OTHER ENVIRONMENTAL BENEFITS</p> |
| <p>3 SAFETY / LEANING RAIL</p> | <p>6 TRASH RECEPTACLE WITH ORNAMENTAL WRAP</p> | <p>9 ADA ACCESSIBLE RAMP ALLOWS ACCESS FOR ALL</p> |

Figure 17. Example of Enhanced Bus Transit Stop – Alberta Street Arts District, Portland, Oregon
 Source: David Evans and Associates, Inc.

4.6 BICYCLE FACILITIES

Several bike connections are proposed. The first is a southbound bike lane on US 101 south of NE Angle Street. The second is a northbound bike lane on US 101 from the Yaquina Bay Bridge to the new couplet, splitting off Highway 101 between SW Abbey Street and SW Fall Street. Northbound bike traffic will continue on the east side of SW 9th Street between SW Fall Street and SW Angle Street. Third, a new E/W route on NE 2nd Street between SW Elizabeth Street and US 101 will continue north on SW 10th Street to SE Benton Street, jogging on to NE 2nd Street for a block, then extending northward on SE Coos Street. These routes intersect at SW 9th Street and SW Angle Street and provide bike-ability from and between the Central Business District and the urban mix area.

Figure 18 shows the locations of existing and proposed new bicycle routes.

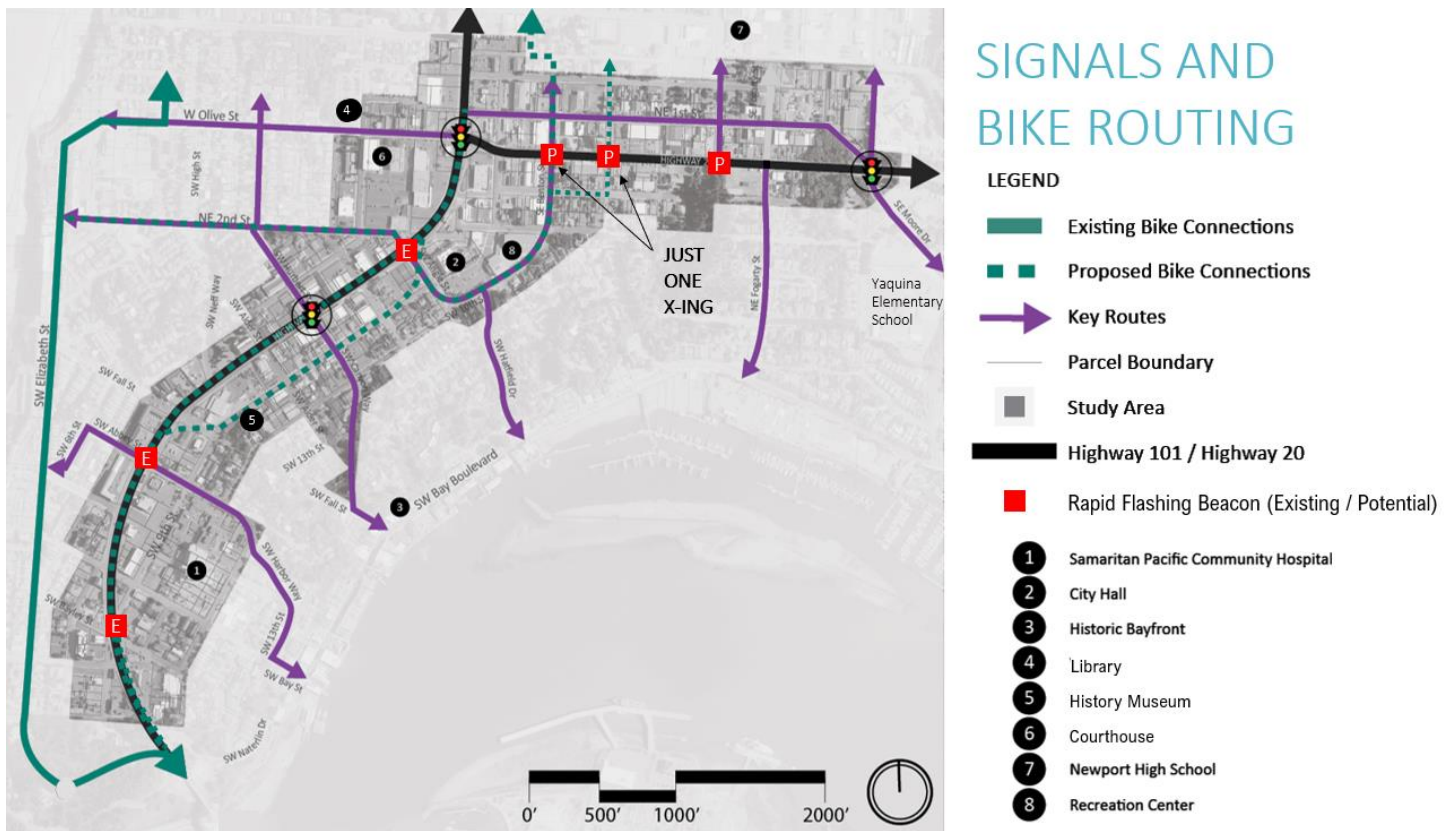


Figure 18. Existing / Proposed Bicycle Routes and Signals

Source: David Evans and Associates, Inc.

The NCCRP also would provide quality bicycle facilities on the NE 1st Street parallel route to reduce impacts on properties adjacent to the highway.

The conceptual cross-sections for both US 101 and SW 9th Street are expected to improve the level of traffic stress for both pedestrians and bicyclists. The conceptual cross-section for US 20 is not expected to result in any improvement for bicycle level of stress due to a lack of bike lanes, but a parallel route will be provided for bicyclists on NE 1st St.

The BUD guidelines for CBDs call for bicycle and pedestrian facilities that are relatively wide and comfortable to serve anticipated users. The BUD guidelines for Urban Mix recommend bicycle and pedestrian facilities that are relatively wide and comfortable to serve anticipated users. Where low speeds cannot be achieved, practitioners must consider a buffer between travel lanes and bicycle and pedestrian facilities. The concept plan achieves BUD standards.

4.7 INTERSECTION AND PEDESTRIAN CROSSING IMPROVEMENTS

Key intersections along US 101 and SW 9th Street are not projected to meet signal warrants. However, signalization at Bayley St and Angle St may facilitate gaps in traffic along the couplet for side street traffic. A planned major intersection improvement (per the Newport Transportation System Plan) is to add another southbound left-turn lane from US 101 onto eastbound US 20.

In addition, improvements will be focused on intersections that are rated as having extreme and high stress, such as the following locations:

Extreme stress

- US 20 and NE Benton Street
- US 20 and NE Iler Street

High stress

- SW 9th Street and SW Abbey Street
- SW 9th Street and SW Canyon Way
- US101 and SW Canyon Way
- US101 and West Olive Street

In addition to the existing Rectangular Rapid Flashing Beacons (RRFBs) at US 101 at SW Bayley Street, SW Abbey Street, and SW Angle Street, the NCCRP proposes two new RRFBs be installed to improve pedestrian safety and accessibility at 1) US 20 / SE Coos Street (or US 20 / SE Benton Street), and 2) US 20 / NE Eads Street. The RRFBs shown in **Figure 9**, with the two signals at US 101/ SW Hurbert Street and the US 101/US 20 junction, will help provide safe pedestrian crossings at all identified key routes within the study area.

It should be noted that the proposed one-way couplet offers safety advantages, compared to maintaining Highway 101 as a two-way thoroughfare. For example, **Figure 19** shows a typical intersection improvement comparison between the two - with crosswalk bulb-outs, side street angled parking, sidewalks, and landscaping. Compared to the two-way option, the couplet configuration shortens the physical distance that pedestrians need to cross, from 56 feet to 24 feet, or approximately 10 seconds of walking time. The narrowed pedestrian crossings also maximize the buffer area to allow landscaping and sidewalk amenity enhancement.

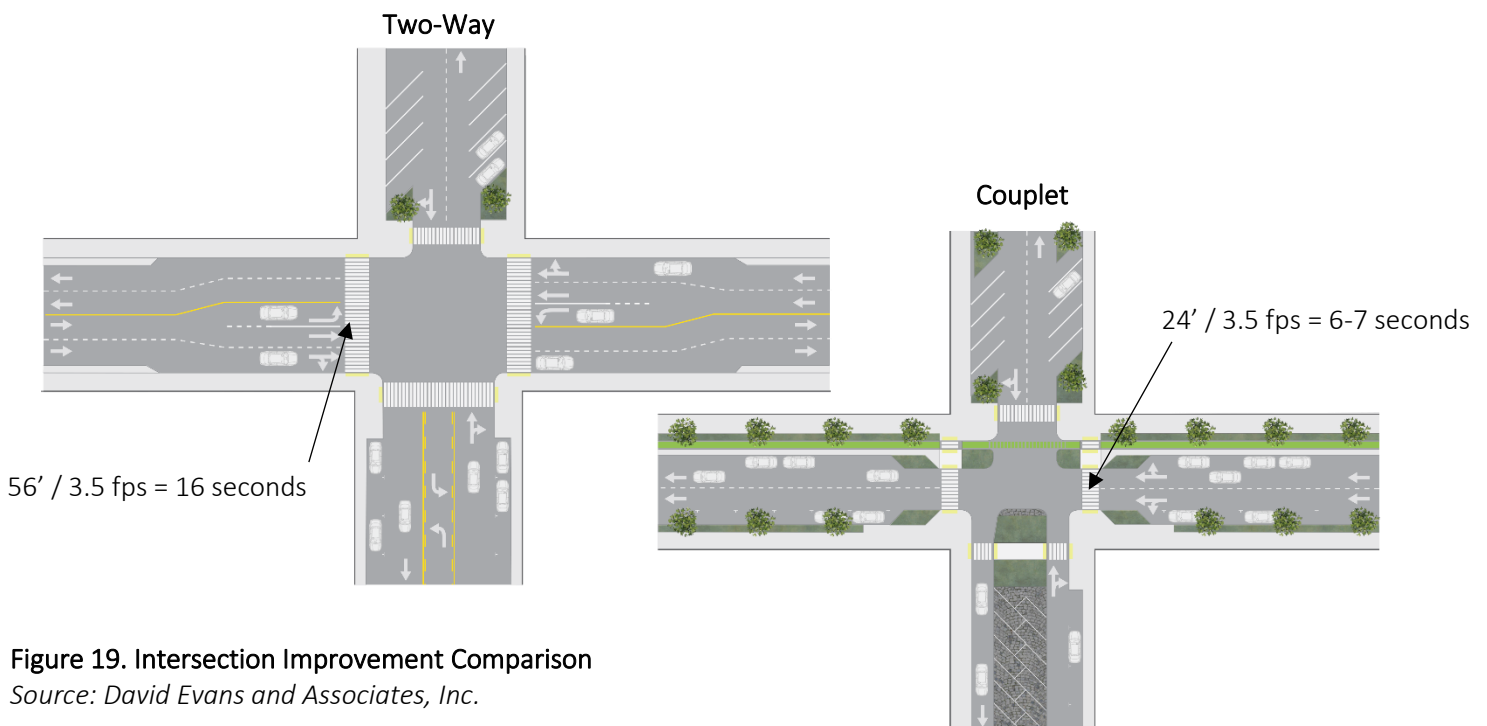


Figure 19. Intersection Improvement Comparison

Source: David Evans and Associates, Inc.

The couplet also reduces the number of vehicle / pedestrian / cyclist conflict points, from approximately 58 to 27 (see **Figure 20**). Reducing vehicle/pedestrian conflict points improves safety by minimizing situations where vehicles and pedestrians are likely to interact, lowering the chances of accidents by streamlining traffic flow and allowing both vehicles and pedestrians to anticipate and navigate the environment more predictably. This helps reduce the risk of collisions and increases overall safety for everyone.

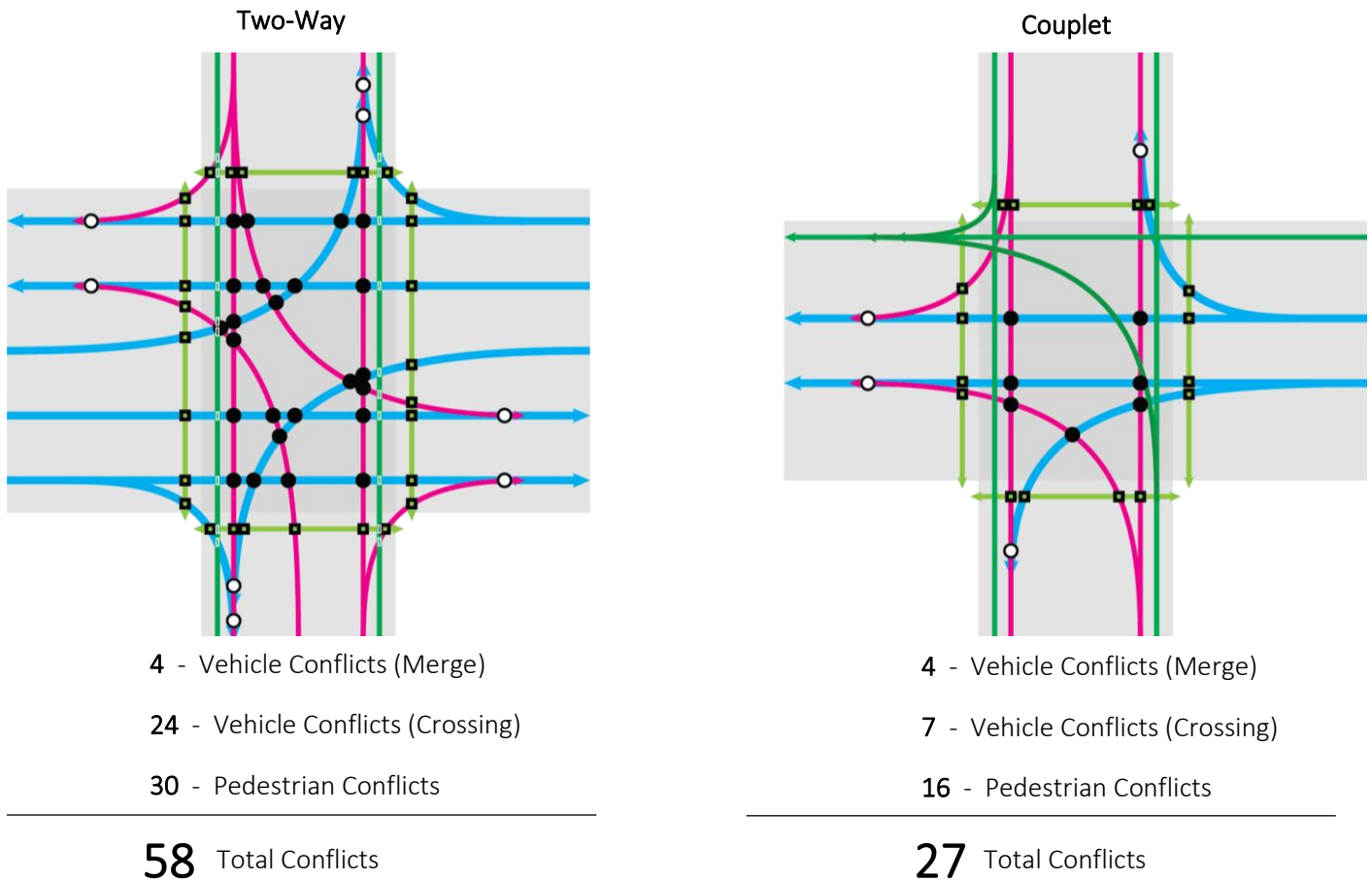


Figure 20. Pedestrian / Vehicle Conflicts
 Source: David Evans and Associates, Inc.

4.8 GATEWAY FEATURES, WAYFINDING AND DIRECTIONAL SIGNAGE

The NCCRP concept envisions that wider sidewalks and simplified travel directions will be combined with new wayfinding signage. Three gateway features are planned: 1) at the southwest end of the couplet, 2) at the north end of the couplet near City Hall, and 3) at the northeast edge of the city where Highway 20 meets SE Moore Drive.



Figure 21. Gateway Features, Wayfinding, and Directional Sign Locations

Source: David Evans and Associates, Inc.



The southern gateway combines public ROW landscaping with adjacent private redevelopment. At the north gateway near City Hall, public ROW landscape design can be integrated with the relocated bus stop. The diagram in **Figure 21** shows proposed locations of the gateway features, as well as wayfinding and directional signs. Comprehensive wayfinding measures will enhance the City Center vitality and accessibility to ensure seamless movement to attractions, local businesses, and essential services. Strategic sign placement will: 1) help visitors and residents navigate the area, and 2) connect them with key destinations. Furthermore, well designed signage helps promote sustainable transportation, improve emergency preparedness, and create a welcoming environment for all, ultimately contributing to long-term City Center success.

Figure 22. Examples of Wayfinding Signs

Source: J. Hencke



Interpretive signs can memorialize historic and cultural features. These signs serve as educational tools, enriching visitors' experiences by providing contextual information and fostering a deeper appreciation for Newport's heritage. Combined with directory signs, interpretive signs help showcase Newport's unique history, enhance the appeal of sites, drive cultural tourism and reinforce community identity. Examples are shown in **Figure 23**.



Figure 23. Examples of Gateway Directory and Interpretive Signs
 Source: J. Hencke

Three new, strategically placed gateway signs would enhance the planned redevelopment. By creating distinct and welcoming visual markers, gateway signs will help establish a clear sense of arrival, reinforcing the city's identity and neighborhood boundaries. Examples are shown in **Figures 24 and 25**.



Figure 24. Existing Gateway Sign Feature
 Source: Peter Reinold



Figure 25. Example Gateway Sign and Sculpture - Meridian, Ohio
 Source: Fairview Terrace Estates

4.9 PUBLIC PLAZAS, PARKS, AND RECREATION FACILITIES

Redevelopment, ideally, will be supported by additional plazas, parks, and community spaces that help create a sense of place in City Center. First, the NCCRP envisions a permanent, year-round, covered Farmer’s Market at its current location. Second, an expansion of Founding Rock Plaza into a slightly larger park space appears opportune (see **Figure 26**). Third, repurposing of some of the City Hall grounds for replacement parking, landscaping, and transit station is envisioned. Fourth, public spaces, generally, can be enhanced with art installations, sculptures, and/or creative signage. Everyday features - like lighting, seating, and pedestrian pathways – become more accessible and inviting amenities when they have been thoughtfully and artistically enhanced. Fifth, the area benefits from the centrally located Newport Recreation Center.

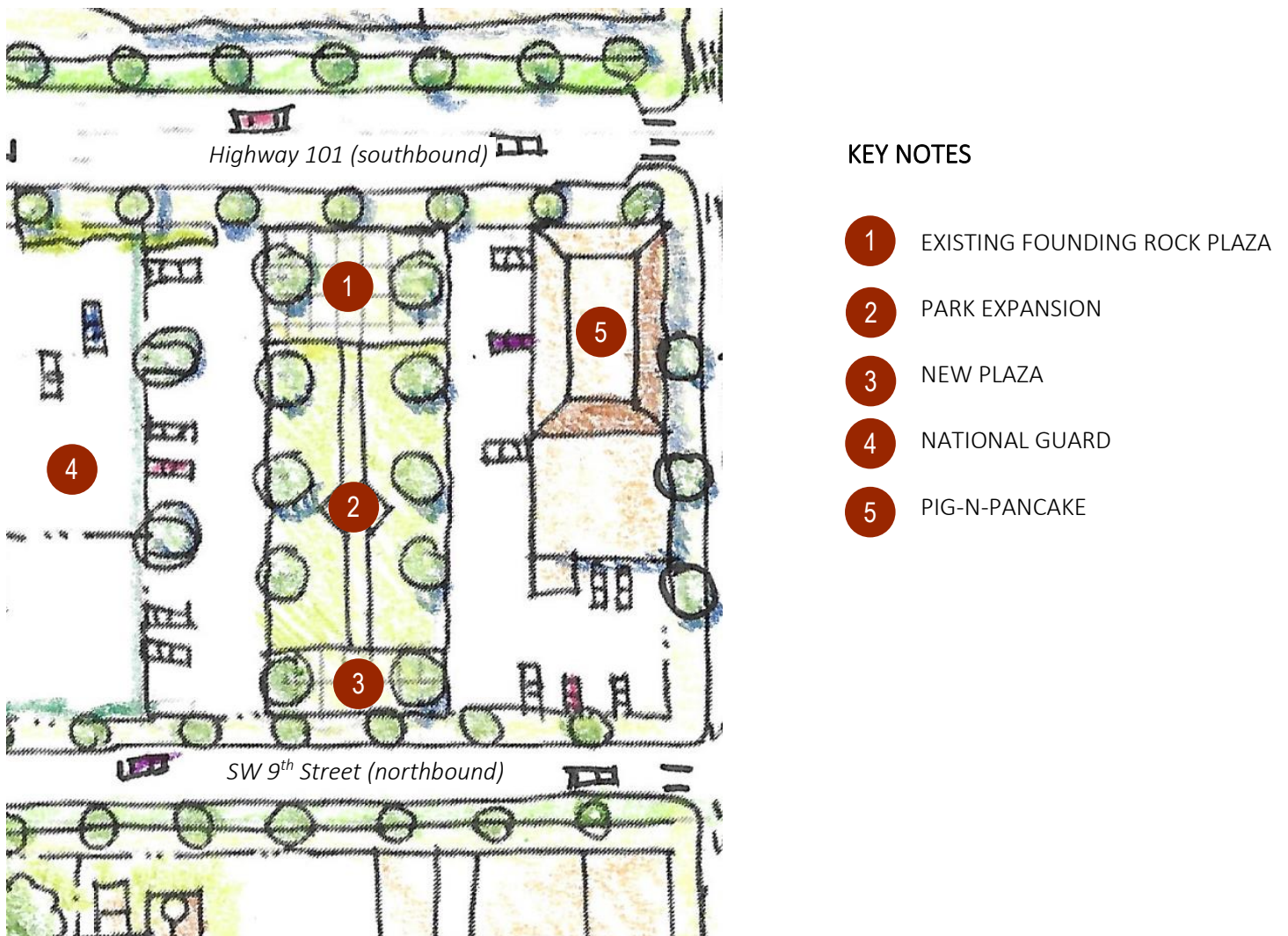


Figure 26. Founding Rock Park - Expansion Concept

Source: David Evans and Associates, Inc.

4.10 PARKING

The existing City Center public parking supply is shown in **Figure 27** and an initial assessment of the proposed changes to public parking in **Figure 28**. The public parking-related effects of the proposed change to a couplet include: 1) on-street parking would be retained on US 101 and improved through widening of the parking lane and buffer zones, 2) on-street parking removed from SW 9th Street to accommodate the northbound bike lane, and 3) additional on-street parking created on side streets, such as Alder and Lee. The initial assessment indicates a reduction of on-street parking on SW 9th Street and a small off-street parking impact at the City-owned Farmers Market parking lot. Both of these impacts can be mitigated 1) onsite at the Framers Marker lot, 2) an additional 22 spaces on the south side of City Hall, and 3) an increase in on street parking with the proposed Festival Street reconfiguration of Alder and Lee (see **Figures 11 and 12**).



Figure 27. Existing Public Parking Supply
 Source: Newport Parking Management Plan



LEGEND

- PARCEL BOUNDARY
- STUDY AREA
- ■ ■ SW 9th Street - Northbound
- ⊙ C CITY HALL
- █ HIGHWAY 101 - Southbound
- █ ON-STREET PARKING REMAINS
- █ ON-STREET PARKING REMOVED
- █ PARKING LOT
- ➔ KEY ROUTES

	TOTAL ON-STREET SPACES	TOTAL PUBLIC LOT SPACES	TOTAL PUBLIC SPACES
EXISTING	271	184	455
REDESIGN	264	190	454

Figure 28. Cursory Public Parking Impact Assessment

Source: David Evans and Associates Inc.

4.11 LANDSCAPING

Investment in creative and intensified landscaping can enhance the pedestrian experience, buffer the street, and provide visual interest. Regarding the public ROW, according to BUD guidelines for both CBD and Urban Mix, landscaping and street trees, following ODOT placement and spacing guidelines, are appropriate.



KEY NOTES

- | | | |
|-------------------------|------------------------|------------------------------|
| 1 FARMER'S MARKET PLAZA | 4 REFRESHED PLANTINGS | 7 STREET TREES |
| 2 CROSSING ISLAND | 5 TRANSIT STOP | 8 PEDESTRIAN-SCALED LIGHTING |
| 3 URBAN PLAZA / FEATURE | 6 STREETScape FEATURES | 9 POTENTIAL CLOSURE / PLAZA |

Figure 29. City Hall Landscape Opportunities

Source: David Evans and Associates Inc.



Figure 30. Fayetteville Farmer's Market
Source: *Experience Fayetteville*



Figure 31. Crossing Island in Asheville, North Carolina
Source: *The Walc Institute*



Figure 32. Rain Garden in Port Townsend, Washington
Source: *The Walc Institute*



Figure 33. Redmond City Hall Landscape Improvements
Source: *SZABO*

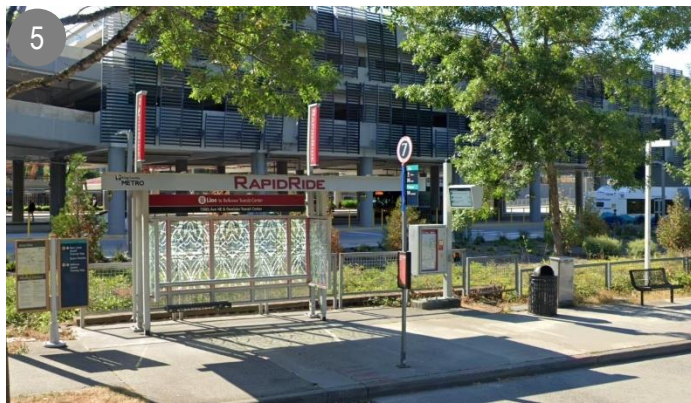


Figure 34. Enhanced Transit Stop
Source: *Redmond Technology Station, Google Maps*



Figure 35. Streetscape Enhancements
Source: *MKSK – Lee P Thomas*



Figure 36. Shore Pines as Street Trees
Source: *148 W Gower Ave, Cannon Beach, Google Maps*



Figure 37. Pedestrian-Scaled Lighting
Source: *Dan Burden*

4.12 ARCHITECTURAL CHARACTER

We understand the current branding of City Center as the “Deco District” was initiated as a way to reflect, extend, and capitalize on the outstanding character of the iconic Yaquina Bay Bridge (located just to the south of the plan area).



Figure 38. Marlin Hotel
Source: Miami Beach, FL, Google Maps



Figure 39. Bohn House
Source: Jake Holt

Although a few existing buildings in the plan area incorporate a level of Art Deco detailing, some residents have questioned the usefulness of the “Deco District” branding. If the City decides to continue with the “Deco District” as policy, then developing and adopting a targeted set of architectural guidelines or standards would help strengthen the character-influencing results of any new development/redevelopment. To illustrate potential, a few examples of buildings that exemplify Art Deco architectural character are included (see **Figures 38, 39, and 40**). The first two are historic examples, and the third is a more contemporary (and less stringent) interpretation.



Figure 40. Denizen – Portland OR
Source: denizenpdx.com/neighborhood/

4.13 PUBLIC UTILITIES

The NCCRP vision includes a comprehensive rebuilding of public utilities within study area portions of Highway 101 and SW 9th Street public right-of-way. This is a transformative undertaking, helping create the conditions that will accommodate growth while supporting resilience – especially given the region's vulnerability to coastal high wind weather events and earthquakes.

In a review of existing conditions, Newport's water treatment plant capacity is 7 million gallons per day and expandable to 10 million gallons per day, which meets demand far into the future. Most water use is residential, and secondarily for breweries, hotels, restaurants. The highest water demand is during fishery seasons, as processing and other dock activities consume water). The NCCRP study area is comprised of multiple stormwater drainage basins. Existing storm drains were designed and constructed to only meet developed areas, without planning for future development. According to the 2016 Storm Water Master Plan, current issues include insufficient capacity, undersized pipes, culverts that need replacement, locations that exceed 25-year storm event, and areas under private ownership. A few basins in the study area have no current deficiencies, but new development may necessitate capacity expansion. Currently, as shown in **Figure 41**, some overhead utilities detract from Newport's visual character and are susceptible to damage from severe weather events.

To the extent possible within the study area, the NCCRP envisions relocating above ground utilities below the surface. Underground utilities enhance safety, improve reliability during and after severe weather and earthquakes, and reduce visual clutter. Coordinating these upgrades as part of the NCCRP helps promote efficiency and cost savings, ensuring that redesigned streets not only meet modern transportation needs but also deliver a more attractive and resilient environment capable of withstanding the challenges posed by the coastal environment.



Figure 42. Streetscape Stormwater Infrastructure

Source: Philadelphia Water Department



Figure 41. Existing Overhead Utilities

Source: Alder Street, Newport OR, Google Maps

NCCRP redevelopment also provides opportunities to enhance the city's stormwater management capacity, addressing the existing system limitations detailed in the 2016 Storm Water Master Plan. Streets may include stormwater management devices, such as the planters shown in **Figure 42**, or other devices, such as underground stormwater management vaults. Upgrades will be able to address current deficiencies, as well as build resilience for the future.

5 IMPLEMENTATION

5.1 ACTIONS

NCCRP implementation, and the public investments required to achieve the vision, will require years of action and commitment, led primarily by the City of Newport. **Figure 43** diagrams the types of key actions that will require sustained attention to achieve the desired results, and **Figure 44** highlights a range of potential site-specific projects and City programs that will help advance the redevelopment vision. This memorandum proposes concept-level investments as a first step toward a detailed design plan. The City can focus on implementing recommended pedestrian safety projects, funded through URA dollars, while it develops detailed design plans.

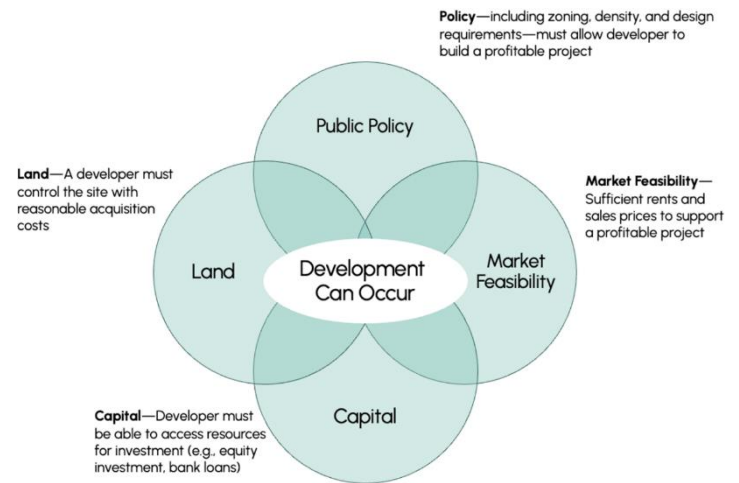


Figure 43. Implementation – Key Requirements Diagram

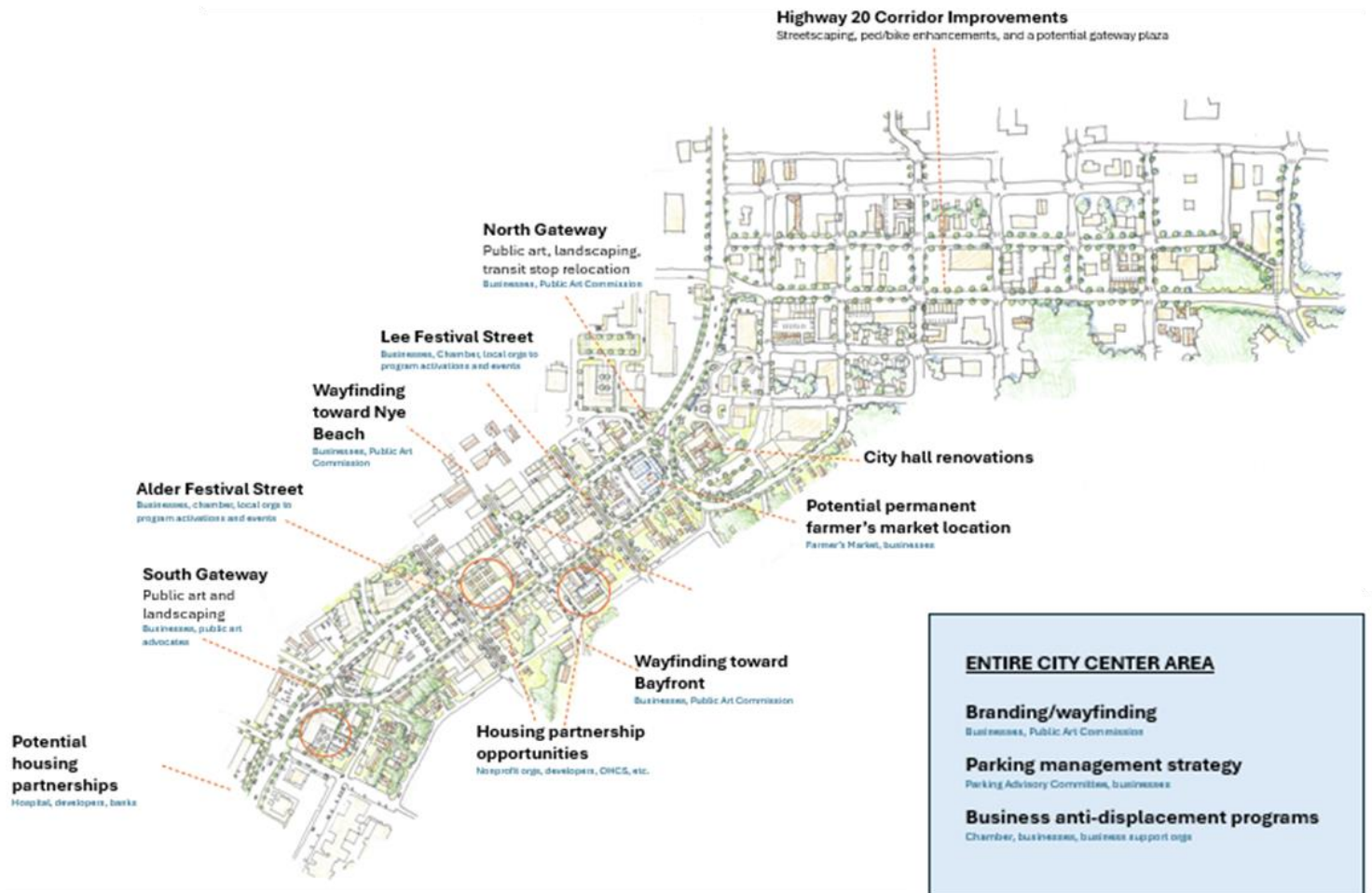


Figure 44. Study Area Projects and Programs
Source: DEA and ECOnorthwest

5.2 TIMELINE

To move forward with implementation, the City will need to ask state legislators to include this project in the Statewide Improvement Program (STIP). To do that, the City must develop a funding estimate, possibly using URA funds. To develop a funding estimate, the City will need to first develop a detailed design plan that identifies capital projects and evaluates key issues, such as:

- Details regarding rebuilding SW 9th Street to accommodate increased traffic,
- Mitigation for impacts to businesses,
- Relocating or placing utilities underground,
- Effects on any impacted trees, and
- Evaluation of closing side streets for community spaces or events.

Figure 45 generally illustrates key actions during the coming decade, and the following subsections identify additional details.

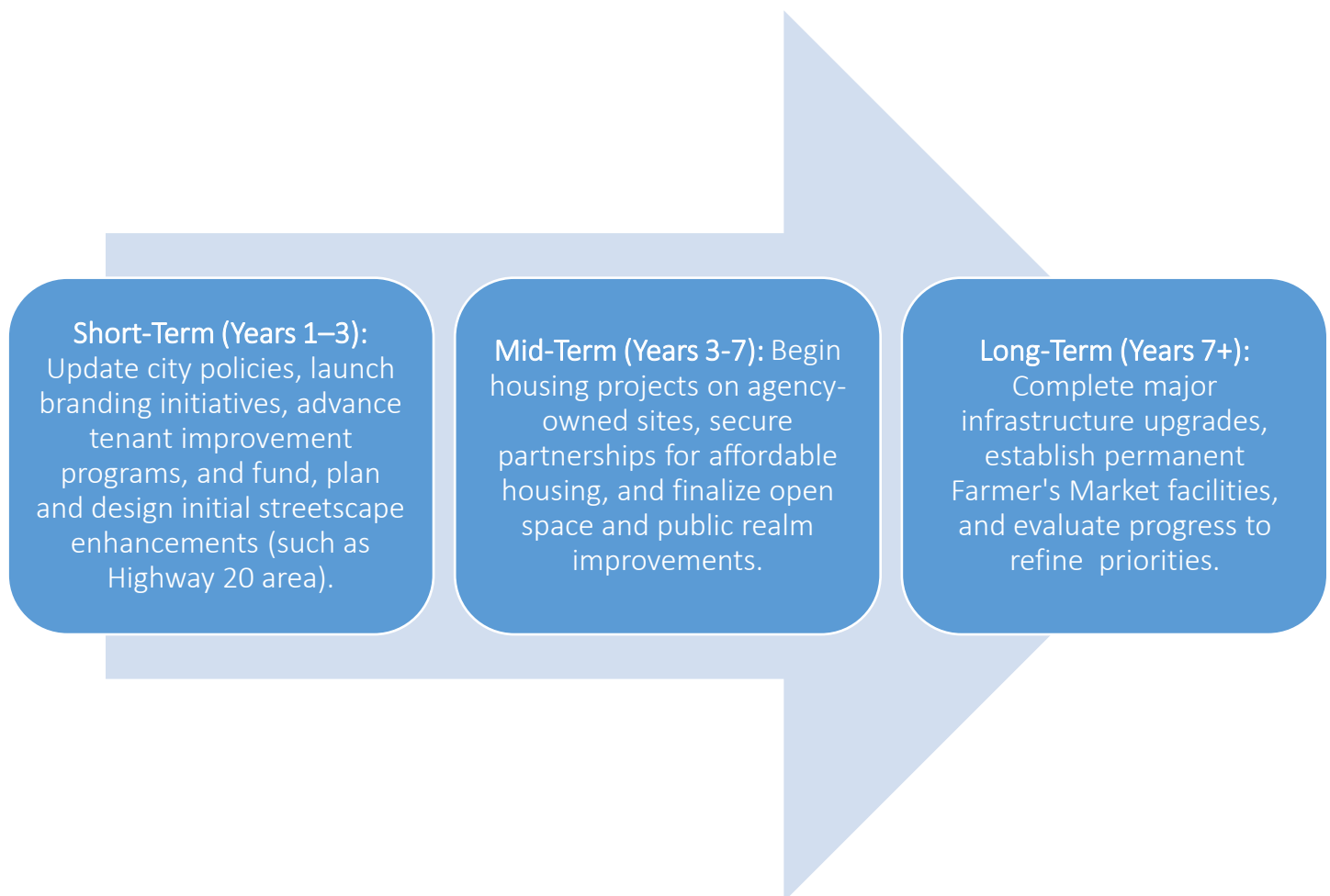


Figure 45. Implementation – Key Requirements Diagram

Source: DEA and EConorthwest

Funding

Project funds will come from a variety of sources, including local urban renewal dollars, state resources, and federal grants and partnerships. The City of Newport must lead the effort in developing competitive grant applications.

Wayfinding Sign Implementation

Develop Branding and Wayfinding for US 101 Corridor – short-term (years 1-3).

- Commission Branding Study.
- Host community workshops to gather input on branding themes.

Develop cohesive wayfinding signage (and upgrade signage) to better link the corridor with surrounding districts -- mid-term (years 3–7).

- Install signage and public art at key gateways and along the corridor.
- Use surveys and visitor data to evaluate branding impact.

Parking Strategy

Continue/update parking management practices in the corridor -- mid-term (Years 3–7).

- Initiate coordination with the Parking Commission on studies and parking management frameworks.
- Evaluate permitting system for residents for on street parking (like Nye Beach and Bayfront)

Partnering with ODOT

Once the project is funded and ready for construction, ODOT would take the lead in hiring and managing construction. As part of that, ODOT would develop an intergovernmental agreement that establishes funding commitments, facility and right-of-way ownership (i.e., SW 9th Street), and responsibility for roadway and sidewalk maintenance.

ASDATE: May 12, 2025
TO: Jim Hencke, DEA and Derrick Tokos, City of Newport
FROM: Emily Picha and Nicole Underwood, ECONorthwest
SUBJECT: Memo #7: Incentives and Public-Private Partnerships – *DRAFT*

This memorandum provides a phased roadmap for advancing incentives and public-private partnerships to support revitalization of the Newport City Center, aligned with the US 101 couplet realignment and broader housing and economic development goals. Designed for Derrick Tokos at the Urban Renewal Agency (URA), the guide outlines actionable steps across near-term, mid-term, and long-term horizons. It provides context, recommended actions, and implementation details to ensure the City can move from planning to execution, while supporting compliance with grant deliverables (including ODOT-funded efforts).

How to Use This Roadmap

- ◆ **Exhibit 1** summarizes the playbook actions at a high level, including implementation timeline, potential partners, and planning-level cost estimates.
- ◆ **Exhibit 2** summarizes the specific steps the City can take in the near- and mid-term to move key revitalization objectives forward.
- ◆ The **Playbook** includes detailed descriptions of each action, organized by recommended timing: near-term, mid-term, and long-term.
- ◆ **Appendix A** provides a list of potential funding sources to support implementation.
- ◆ **Appendix B** provides additional details on how a Storefront Improvement Program could be structured—one of the potential actions the City may choose to pursue.

Exhibit 1. Playbook Summary: Do Now, Do Later

Cost Key: \$ >\$100,000 \$\$ \$100,000-\$500,000 \$\$\$ >\$500,000

#	ACTION TITLE	COST EST*	PARTNERS	NOTES
Near-Term Playbook				
1.1	Explore partnerships to set the stage for near-term development	\$	Developers, Employers, Faith Institutions	Outreach to developers, large employers, property owners
1.2	Set up a toolkit for URA grants and financial support	\$-\$\$\$	ODOT, Developers	Establish predevelopment grants, storefront and tenant improvement grants, URA loans
1.3	Advance near-term activation through tactical urbanism, pop-ups, and low-cost improvements	\$	Chamber, UO, Local Businesses	Pilot pop-ups, art installations, planters, lighting; identify priority sites; potential UO partnership for design ideas
1.4	Adjust Newport Municipal Code (NMC) to balance feasibility and city priorities	\$	Developers, Property Owners	Adjust zoning, height/density bonuses, parking minimums; engage with developers and property owners
1.5	Advance grant applications for ODOT transportation improvements	\$	ODOT	Advocacy, scoping, cost estimation, coordination on grant applications, letters of support
Mid-Term Playbook				
2.1	Leverage URA-owned land for mixed-use and residential projects	\$\$	Developers	Prioritize redevelopment of public parcels; land write-downs; develop sale guidelines; categorize sites by use
2.2	Invest in permanent infrastructure for farmers market	\$\$-\$\$\$	Farmers Market Organization	Define site/program needs; commission design and cost estimate; explore multi-use model; seek funding
2.3	Develop branding and wayfinding for US 101 corridor	\$\$\$	Travel Oregon, Chamber, Public Arts	Commission branding study; host workshops; install gateway art; improve signage; explore festival streets
2.4	Foster programs to enhance business environment	\$\$	URA, Chamber, Businesses	Launch storefront/tenant grants; market vacant sites, organize business meetups; retail partnership network; pop-ups; tactical activation
2.5	Support existing businesses and prevent displacement	\$\$	Chamber, Local Business Orgs	Lease assistance, rent stabilization, connect to loans/TA; construction mitigation; business role in activations
2.6	Build development momentum through land & infrastructure investment	\$\$\$	City	Continue land acquisition; invest in infrastructure; promote small-scale industrial uses along US 20
Considerations for a Revitalized District				
3.1	Explore Business Improvement District (BID) to provide enhanced programming and upkeep	TBD	Chamber, Business Owners	Gauge interest; convene discussions; define boundaries; assess desired services (cleaning, marketing, lighting); evaluate readiness
3.2	Conduct parking management study for US 101 Corridor	\$	Parking Advisory, Property Owners	Develop scope; build on Bayfront/Nye Beach lessons; establish parking policy (time limits, paid parking, shared parking, permits)

*These cost estimates are for planning purposes only. They are high-level estimates based on prior experience and observed costs for similar work.



Exhibit 2. Action Approach Over Time

TOPIC	NEAR-TERM (2026–2027)	MID-TERM (2028–2032)
Housing Development & Site Readiness	<ul style="list-style-type: none"> • Build developer contact list • Convene developer roundtable • Conduct employer-assisted housing outreach (hospital, school district) • Explore partnerships with affordable and market-rate developers • Offer predevelopment grants through URA 	<ul style="list-style-type: none"> • Leverage URA-owned land for mixed-use and housing projects • Establish guidelines for public land sales • Prioritize development around hospital, business district, US 20 corridor
Business Support & Activation	<ul style="list-style-type: none"> • Pilot pop-ups, vendor markets, art installations • Convene business meetup (via Chamber) • Explore tactical urbanism • Prepare approval process for pop-ups • Draft storefront and tenant improvement grant program guidelines 	<ul style="list-style-type: none"> • Launch storefront and tenant improvement grants • Establish retail partnership network • Host regular business meetups • Pilot festival street closures • Expand temporary retail and activation opportunities • Market vacant sites
Farmers Market & Public Gathering Spaces	<ul style="list-style-type: none"> • Engage Farmers Market leadership • Commission conceptual design and cost estimate 	<ul style="list-style-type: none"> • Invest in permanent market structure • Explore multi-use programming for site • Integrate structure into festival streets/public space planning
Public Realm Identity: Branding, Wayfinding, Beautification	<ul style="list-style-type: none"> • Pilot low-cost beautification efforts such as planters, lighting, and murals. • Explore branding/wayfinding partnership with UO students • Test interim signage/art interventions 	<ul style="list-style-type: none"> • Commission branding and wayfinding plan • Host community workshops for branding input • Install permanent wayfinding signs and gateway art • Secure early wins with URA/state funding
Development-Enabling Codes & Parking Strategy	<ul style="list-style-type: none"> • Adjust zoning/code (residential at grade in targeted areas) • Adopt form-based code and height/density bonuses • Reduce parking minimums; offer off-street waivers • Engage developers/property owners in code reform 	<ul style="list-style-type: none"> • Monitor effectiveness of code changes • Begin scoping parking management study • Pilot shared parking strategies or temporary solutions
ODOT Partnership & Transportation Project Advancement	<ul style="list-style-type: none"> • Coordinate with ODOT on advocacy, scoping, cost estimation • Advance grant applications for US 101/US 20 improvements • Secure letters of support & match commitments 	<ul style="list-style-type: none"> • Support ODOT in detailed design & funding efforts • Coordinate on local infrastructure tied to project • Finalize agreements for construction/implementation roles



The Playbook

Near-term (2026-2027)

The Near-Term Playbook outlines priority actions the Urban Renewal Agency (URA) and the City can take between 2026 and 2027 to build momentum, attract investment, and lay the groundwork for long-term revitalization. These steps focus on forging key partnerships, activating early incentives, advancing critical infrastructure and policy updates, and piloting visible improvements to signal progress in the City Center.

1.1 Explore Partnerships that Can Set the Stage for Near-term Development

Lead: URA

Partners: Developers

Cost: \$ (staff time)

Advancing near-term development in the City Center will require coordinated partnerships, targeted outreach, and tailored incentives that address four foundational factors for successful development:

1. **Public Policy:** Zoning, density, and design regulations must allow developers to create profitable projects.
2. **Market Feasibility:** Local rents and sales prices need to generate sufficient returns for developers.
3. **Capital Access:** Developers must secure funding through equity investment or loans.
4. **Land Availability:** Sites must be accessible, affordable, and have adequate public facilities to facilitate development.

By aligning these factors, the URA can reduce barriers to investment and create a more inviting environment for new housing and mixed-use development downtown.

The strategies outlined below offer concrete actions the URA can take to build partnerships, deploy incentives, and help developers navigate key feasibility challenges.

ENGAGE WITH THE HOSPITAL, LARGE EMPLOYERS, PROPERTY OWNERS, AND ANCHOR INSTITUTIONS ON WORKFORCE HOUSING PARTNERSHIPS

Newport's hospital and other major employers are key potential partners in addressing the community's workforce housing needs. The URA should explore employer-assisted housing strategies that could include direct financial contributions, land donations, lease guarantees, or participation in public-private funding structures. The City should initiate conversations with Samaritan Health Center and other large employers to gauge their interest in co-investment opportunities and to better understand the specific housing challenges their employees face.



This outreach should also explore possible sites where workforce housing could be developed in partnership with affordable or market-rate housing providers. Early wins may come from leveraging existing employer-owned land or identifying shared goals around housing needs for hospital staff, school employees, or other essential workers.

As the couplet concept proceeds, some property owners may be interested in investing in underutilized community assets for housing development. *Example: St. Stephen Episcopal Church* has a potential site for housing development in partnership with faith-based organizations or affordable housing providers.

EXPAND PARTNERSHIPS WITH HOUSING DEVELOPERS TO CATALYZE FAMILY-FRIENDLY, AFFORDABLE, AND MIXED-INCOME HOUSING

The URA should actively build partnerships with developers—both nonprofit and for-profit, affordable and market-rate—to catalyze family-friendly, affordable, and mixed-income housing in the City Center. Newport has several existing partners with affordable housing experience, including:

- ◆ **Housing Authority of Lincoln County:** Develops and manages affordable housing, administers rental assistance programs, and is engaged in new projects.
- ◆ **Northwest Coastal Housing:** Develops and manages affordable rental housing with supportive services.
- ◆ **Habitat for Humanity of Lincoln County:** Focuses on affordable homeownership and small-scale infill housing.

In addition to local organizations, the URA can explore partnerships with:

- ◆ **Regional Rural Revitalization Strategies Consortium (R3)¹:** Provides technical assistance and financial investment for rural housing development; connecting with R3 early could position Newport to access future site development resources.
- ◆ **Community Development Financial Institutions (CDFIs):** May offer flexible financing solutions for affordable and workforce housing projects.

In addition to existing partners, cultivating relationships with developers who have experience in small-city, mixed-use, and multifamily projects will be essential to attracting new investment in the City Center. The URA should:

¹ R3 is currently collecting an inventory of sites in rural communities that could be developed with additional investment or technical assistance. <https://isector.org/partnerships/rural-housing-production/>



- ◆ **Develop a targeted outreach list** by consulting peer city staff (e.g., Sherwood, Independence, Lincoln City), reviewing rosters from recent projects, and strengthening connections with developers active in coastal or comparable markets.
- ◆ **Convent an initial developer roundtable or individual meetings** to showcase City Center development opportunities, planned public investments, and available incentives.
- ◆ **Use these conversations to gather insights** on developer interest and perceived barriers; test messaging around the City Center’s value proposition; and gather input on which incentives might help bridge financial feasibility gaps.
- ◆ **Prepare supporting materials** for future outreach—such as one-page site summaries, opportunity maps, and overviews of available tools like predevelopment grants or storefront improvement programs—to clearly communicate the City Center’s potential.

1.2 Set up a Toolkit for URA Grants and Financial Support in the City Center

Lead: URA	Partners: ODOT	Cost: \$ (if just staff time) - \$\$ (if some grants given in the near term)
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To attract developer interest in City Center sites, the URA should establish a framework for how it will partner with developers to support new development in the City Center. This funding toolkit can reduce the upfront financial risk for developers—particularly in less-tested markets like Newport—and help leverage outside funding sources.

The URA should review successful models from other urban renewal agencies to shape grant criteria and application processes.

Eligible Projects: The program could prioritize projects that deliver affordable or middle-income housing, mixed-use development, or catalytic uses aligned with City Center revitalization goals.

Assistance Types:

- ◆ **Predevelopment assistance:** Provide early-stage support to help developers assess project viability. Eligible costs could include market analysis, feasibility studies, site assessments, and early-stage architectural or engineering work.
- ◆ **Urban renewal grants/loans:** The use of urban renewal funds to support housing development is a key recommendation from the City’s Housing Production Strategy (HPS). The City can work with developers to match local dollars with funding from Low-Income Housing Tax Credits (LIHTC), state/federal housing grants, and philanthropic sources. The City has previously used these funds for land acquisition



in the urban renewal area to support housing development. Moving forward, the City intends to make funds available for strategic redevelopment and property improvement and enhancement.

- ◆ **A Storefront Improvement Grant program:** Support exterior façade improvements to encourage inviting, visually appealing streetscapes. This program could be finalized once new design standards are adopted.
- ◆ **A Tenant Improvement Grant program:** Offer funding for interior upgrades to help businesses align with updated design standards. The City may also consider commissioning an analysis of abatement and structural issues in the area to understand the greatest needs.
- ◆ **Identification of how the URA can leverage other sources:** The URA can also explore complementary funding mechanisms to enhance project feasibility.
 - **Construction Excise Tax:** The City dedicates all CET revenue to support affordable housing development. Funds could be used for System Development Charge (SDC) offsets or permit fee reductions or other incentives.
 - **SDC waivers:** The HPS identifies the potential to use CET funds to cover SDCs for workforce housing.² This strategy would require additional discussion with the development community and City staff.
 - **State and other partner resources** support such as low-cost financing (e.g. the state’s [Middle-income Revolving Loan Fund](#) or social impact investment.)

1.3 Advance Near-term Activation through Tactical Urbanism, Pop-ups, and Low-cost Improvements

Lead: City	Partners: Universities, Chamber, local businesses	Cost: \$ (Can range from \$10K-\$100K+ depending on priorities)
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The City can take immediate steps to activate the City Center through low-cost, temporary interventions that build visibility and momentum while larger revitalization efforts take shape. Near-term actions could include activating vacant lots or storefronts with seasonal vendor booths, temporary art installations, or small-scale events; piloting beautification projects such as planters, murals, and lighting on high-visibility parcels; and testing festival street concepts through partial or temporary closures for community gatherings.

The City can accelerate progress by identifying priority sites for activation based on visibility and ease of implementation and begin outreach local organizations like the

² City of Newport Housing Production Strategy, page 46



Chamber or cultural groups to gauge their interest in leading or sponsoring activities. Establishing a simple approval process for pop-ups and short-term activations will help reduce barriers and encourage participation. A partnership with the University of Oregon’s Sustainable Cities Initiative could also help explore activation strategies, branding ideas, and lessons from other small-town models, providing additional capacity and design support. These early actions can help attract visitors, support existing businesses, and test ideas for long-term investments, while signaling visible progress on revitalization goals.

1.4 Adjust Newport Municipal Code to Balance Feasibility and City Priorities

Lead: City	Partners: Local businesses	Cost: \$ (Mostly staff time, may need limited contractor support)
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To support redevelopment while preserving key commercial activity, the City should update the Newport Municipal Code to strike a balance between development feasibility and community priorities. This could include allowing residential uses at street level in targeted areas, while preserving a retail presence along priority commercial corridors.

Adopting form-based code, along with height and density bonuses, would enable higher-yield projects and provide greater design flexibility. Reducing parking minimums and offering waivers for off-street parking—paired with a district-wide parking management strategy—could help lower development costs and streamline implementation. Additional zoning changes, such as increasing allowable building heights and lot coverage, would further attract mixed-use and multifamily investment. To ensure these changes are effective and market-responsive, the City should actively engage property owners and developers to gather feedback and identify opportunities to accelerate redevelopment.

1.5 Advance Grant Applications for ODOT Funding for Transportation Improvements on US 101 and US 20

Lead: City	Partners: ODOT	Cost: \$ (\$20-30K for refined cost estimates)
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Advancing the transportation projects on US 101 and US 20 from concept to construction will require a strong partnership between the City of Newport and the Oregon Department of Transportation (ODOT). The City and ODOT must collaborate on a series of activities to secure funding and move these projects forward:

- ◆ **Advocacy:** Given that US 101 and US 20 improvements are a priority for Newport, the City should lead advocacy efforts to secure funding. Funding could be available by inclusion of desired projects in Federal or State funding measures or by funding Federal and State programs that provide funding to these types of projects.



- ◆ **Scoping & Cost Estimation:** A more detailed design of proposed improvements is necessary to generate accurate cost estimates. These estimates are critical for securing grant funding and ensuring sufficient budget allocation. ODOT’s current scoping resources are prioritized for high-priority projects under development for inclusion in the Statewide Transportation Improvement Program. Development of more detailed project designs and cost estimates could be a key use of City funds to advance prospects for obtaining grant funding.

- **Potential costs:** Given the complexity of the US 101 Couplet project, scoping efforts to develop 30% design estimates could require **\$20,000 to \$30,000**.

- ◆ **Grant Applications & Funding Coordination:** Many funding sources require formal applications. Since these projects involve the State highway system, ODOT would typically take the lead in Federal and some State-level grant applications, while the City might apply for specific State-administered grants. Both entities would need to coordinate application efforts, including letters of support and possibly a pledge of funding for match on project elements not eligible for grant funding.

System-wide transportation projects like those proposed for US 101 and US 20 are typically financed through a combination of local, State, and Federal funding sources. While private contributions are possible, they generally pertain to site-specific elements adjacent to new developments. The City's financial commitment will depend on grant match requirements and the availability of municipal and State funds.

- ◆ **Construction & Implementation:** While ODOT would take the lead on delivering projects on the State highway system, the City must coordinate on local utility upgrades and integration with municipal infrastructure. A formal agreement between the City and ODOT will be required before construction begins, detailing roles, responsibilities, and operational commitments post-construction.

Mid-Term (2028-2032)

Strategic partnerships play a crucial role in advancing Newport’s revitalization efforts along the US 101 Corridor and City Center. By collaborating with local businesses, community organizations, and public agencies, the City can accelerate development, improve public spaces, and create a more vibrant, economically resilient district. This step focuses on key initiatives that leverage partnerships to enhance branding and wayfinding, secure a permanent home for the farmers market, improve parking management, and foster a thriving business environment. By aligning resources and shared goals, these initiatives will



lay the groundwork for long-term investment, attracting both private development and public funding to strengthen Newport’s economic and community landscape.

2.1 Leverage URA-owned Land to Advance Mixed-use and Residential Projects

Lead: URA	Partners: developers	Cost: \$ (if using existing URA parcels) to \$\$\$ (if buying more land)
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One of the key roles of the URA will be to catalyze development on land that it owns and support on-site infrastructure development. The URA should work with developers to redevelop land it already owns, using land write-downs where feasible. To guide this process, the City should adopt clear guidelines for public land sales, prioritizing proposals that balance housing affordability, density, and alignment with broader economic development goals.

Insights from interviews conducted by ECONorthwest with urban renewal agencies across Oregon highlight that combining public realm improvements with targeted development incentives can significantly increase developer interest. When paired with a proactive rollout strategy, these tools can improve site appeal and support stronger project financials through enhanced rent potential.

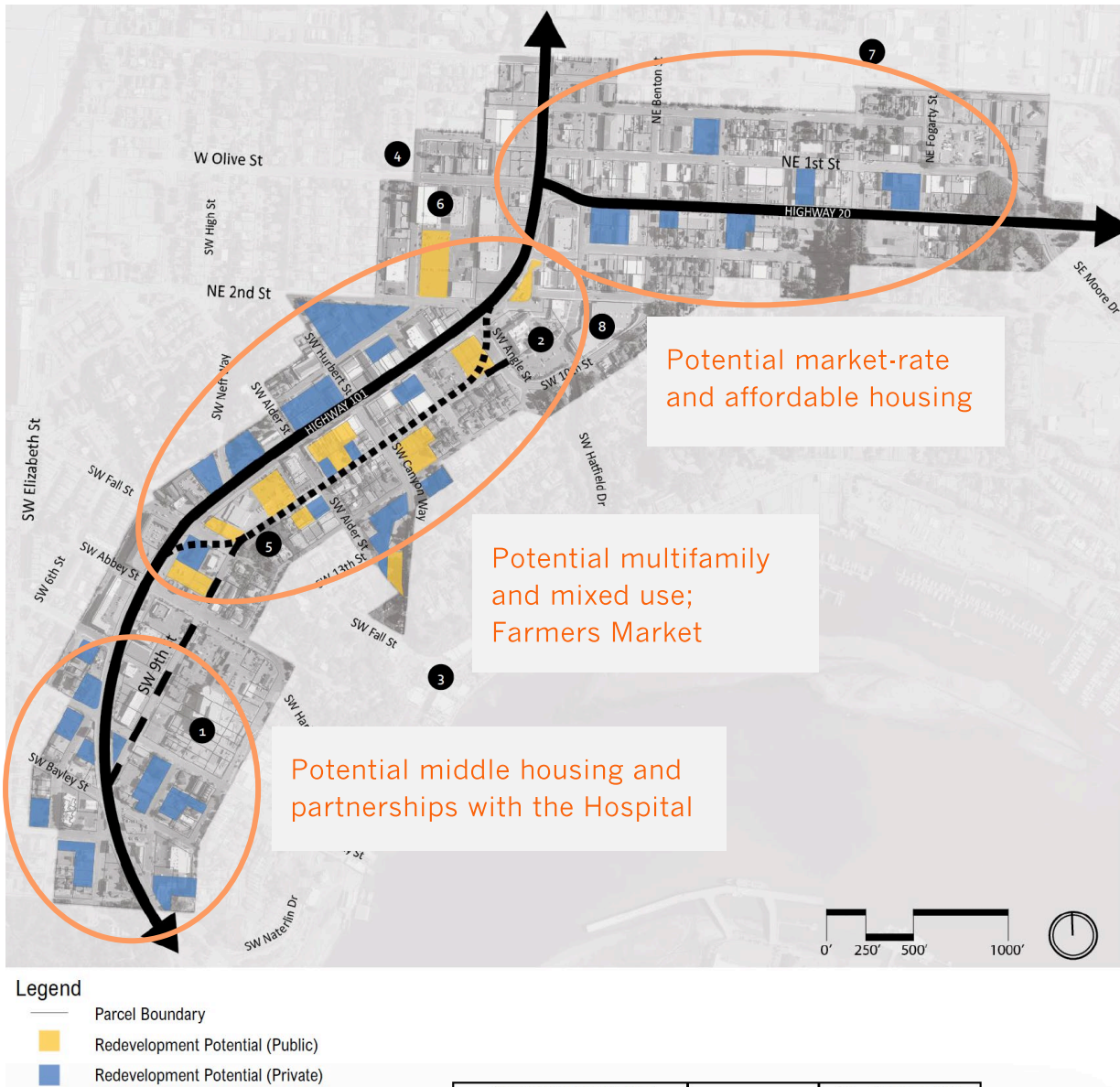
Newport’s City Center offers a variety of development opportunities, each with unique characteristics and strategic potential. To optimize land use and economic impact, we have categorized the sites into four key areas. Each area has distinct development potential, aligned incentives, and partnership opportunities. The following breakdown outlines the best uses and strategies for each area to accelerate investment and revitalization

- ◆ **US 20 Corridor:** Best suited for affordable and market-rate housing.
- ◆ **City Center Business District:** Opportunity for multifamily residential projects, mixed-use residential and retail projects, and potentially a hotel.
- ◆ **Hospital Vicinity Middle Housing:** Potential for affordable and market-rate housing, potentially developed as employer-assisted housing in partnership with Samaritan Health Center to accommodate travelling medical staff and permanent employees.

With control over multiple properties along US 101 and 9th Street, the URA—together with its partners—is well-positioned to demonstrate a compelling proof of concept. By deploying the tools outlined in this memorandum, the City can activate priority sites and accelerate investment. Exhibit 3 provides an overview of potential development opportunities, including an overview of publicly owned sites.



Exhibit 3. Potential City Center Development Sites



2.2 Invest in Permanent Infrastructure to Support the Farmers Market at the Northern Gateway to the Business District.

Lead: City	Partners: Farmers Market	Cost: \$\$ - \$\$\$ (see cost notes)
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The permanent location for the Newport Farmers Market will serve as a vibrant community hub, enhancing accessibility for both vendors and visitors while supporting local agriculture and small businesses. Strategically located at the northern gateway to the central business



district, the site will provide a year-round venue where farmers, artisans, and food producers can connect directly with customers.

Designed to integrate with surrounding public spaces, the site will not only offer fresh, locally sourced products but also create opportunities for community gatherings, educational events, and cultural activities. By establishing a permanent market space, Newport strengthens its commitment to economic sustainability, local food security, and a downtown environment that welcomes residents and tourists. In addition, the energy from events at this space could expand to other festival streets.

To maximize the structure's value, the City should partner with the Farmers Market to develop a shared-use business model. This could include opportunities to rent the facility to other community groups or event organizers, helping to offset costs and broaden its impact.

Next Steps:

- ◆ Meet with Farmers Market leadership to define site and program needs
- ◆ Commission a conceptual design and preliminary cost estimate
- ◆ Identify potential funding sources including urban renewal and tourism grants
- ◆ Explore multi-use programming models to leverage the structure beyond market days

Cost Notes: The cost of a covered structure for a farmers market depends on several factors, including size, materials, location, and additional features like lighting, utilities, and stormwater management. The City and Farmers Market will need to commission a design for the structure. A basic permanent structure could cost between \$500K and \$750K and include partial enclosures, improved drainage, lighting, a limited number of electrical outlets for vendors, and storage areas. These costs would increase if the design included full enclosures to allow for year-round use, upgraded materials suited to withstand coastal weather, and additional infrastructure like water and sewer connections. Other cost drivers may include integrated restrooms or a commercial kitchen, increased vendor capacity, and enhancements such as public art, sustainable energy systems, or a performance stage to support community events.

2.3 Develop Branding and Wayfinding for US 101 Corridor

Lead: City	Partners: Travel Oregon, Chamber, Public Arts Committee	Cost: \$\$\$ (see cost notes)
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The City should commission a branding study and host community workshops to gather input on branding themes. This will result in cohesive wayfinding signage to better link the



corridor with surrounding districts. It could also include the installation of public art at key gateways and along the corridor.

- ◆ **US 101 Southern Gateway:** Involve businesses and the community in public space design and culturally relevant placemaking. Secure early wins with URA funding and state grants for visible improvements.
- ◆ **US 101 Northern Gateway:** Initiate integrated landscape design near City Hall with new bus stop to the north, landscape treatments, and plaza/gateway (URA funded).
- ◆ **Potential for flexible festival streets on Alder and Lee:** Evaluate closing side streets temporarily or permanently for community space/events (City- or URA-funded)

Cost notes:

Branding study and conceptual designs: \$100,000-\$200,000 (estimate)

Implementation of wayfinding, branding, festival streets, and gateways (\$1,000,000+)

Partnership notes:

- ◆ **Travel Oregon** may be able to provide partial funding for the branding/wayfinding given the importance of Newport to Central Coast tourism.
- ◆ **Newport Chamber of Commerce and local business owners** will be important participants in branding conversations and how the area relates to other key business districts.
- ◆ The City’s **Public Arts Committee** can help to inform the strategy for branding, wayfinding, and public art.

2.4 Foster Programs to Enhance the Business Environment

Lead: City	Partners: URA, Chamber, Local Business Owners	Cost: \$\$ (<i>tenant and storefront grants, sponsorships, staff time</i>)
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Supporting a vibrant and resilient business community is essential for Newport’s economic growth. By investing in storefront improvements, business partnerships, and streamlined regulations, the City can create a more attractive and accessible commercial environment. The following strategies aim to enhance business stability, increase foot traffic, and promote long-term success.

- ◆ **Market Vacant Retail Spaces:** Along US 101, the City should actively market vacant retail spaces to a new generation of businesses that meet community needs. Prioritize a diverse mix of customer-facing businesses that attract both residents and visitors and activate the street. This approach helps build a more dynamic downtown core and provides proof-of-concept for future development.



- ◆ **Implement Storefront and Tenant Improvement Grants:** The City will initiate grant programs to help create a more attractive and cohesive visual identity in the City Center by supporting façade improvements such as paint, signage, awnings, and lighting. Pairing this with a tenant improvement grant program to support interior upgrades can help new or existing businesses enhance spaces to meet updated design standards. The URA should assess whether to launch these grant programs before or after design standards are finalized, balancing the desire for early improvements with the need for consistency. The program can prioritize key corridors or blocks and may choose between a matching or non-matching grant structure depending on participation goals.
 - Review storefront improvement programs in peer cities for funding levels and design guidelines.
 - Meet with Chamber and local business owners to gauge interest and gather input
 - Determine timing of launch relative to finalization of design standards
 - Draft program guidelines and identify annual funding capacity

See Appendix C for considerations and questions

- ◆ **Business, Retail Activation, and Event Partnerships:** Building stronger connections between local businesses and community events will be key to creating an active, vibrant City Center that supports economic growth and draws both residents and visitors. Near-term exploration of activation strategies such as tactical urbanism, branding, and pop-up retail can inform a set of mid-term implementation actions focused on strengthening partnerships and delivering visible results. Building on early recommendations and ideas, the City could:
 - Organize regular business meetups to foster collaboration, share information, and coordinate around revitalization goals (the Chamber of Commerce could play a convening role)
 - Establish a retail partnership network to encourage cooperative marketing, shared promotions, and participation in district-wide events
 - Launch pop-up events, temporary vendor markets, and pilot festival street closures to test flexible public spaces that draw foot traffic and create energy in the district
 - Encourage temporary retail and pop-up spaces in vacant storefronts to test business viability.

Key considerations for implementation include:

- Identifying organizations—such as the Chamber, local business groups, or cultural organizations—that could lead or sponsor event programming



- Designing events to directly benefit businesses through promotions, vendor partnerships, and cross-advertising
- Ensuring festival streets and activation areas have necessary infrastructure for temporary closures and vendor setups (e.g., removable bollards, electrical access)
- Exploring ways the City can reduce barriers by streamlining permits, lowering fees, and offering logistical support such as shared storage or event equipment
- ◆ **Marketing and Business Support:** Determine which organizations have capacity to provide branding, marketing assistance, and business development resources to help local businesses thrive, including businesses transitioning to brick-and-mortar locations. Determine potential scale of resources needed and how much these organizations could focus on the City Center.

2.5 Support Existing Businesses and Prevent Displacement in the City Center

Lead: City	Partners: Local businesses, chamber	Cost: \$ (City staff time to connect businesses with resources)
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As the City advances revitalization along the US 101 corridor, it is critical to balance investment with strategies that help existing businesses stay, adapt, and thrive. Many of the City Center’s long-standing businesses (including Mexican and Asian restaurants, the Mexican market, and other small retailers) contribute to the district’s cultural identity and provide valued services to the community. However, many of these small business owners are facing uncertainty and must make important decisions about leases, staffing, and reinvestment without a clear understanding of how redevelopment will affect their operations, visibility, or long-term viability.

To avoid displacing successful businesses that anchor this highly visible commercial area, the City should adopt a proactive business support and anti-displacement strategy. This strategy should combine financial assistance, technical support, and direct outreach to ensure local businesses remain part of the City Center’s future. Key components could include:

- ◆ **Affordable Leasing and Financial Support:** Offer lease assistance programs, rent stabilization incentives, and microgrants to help businesses manage rising costs or reinvest in their spaces.
- ◆ **Connections to Resources:** Link businesses to local organizations already providing low-interest loan programs, marketing support, and technical assistance—such as



the Small Business Development Center at Oregon Coast Community College, the Chamber of Commerce, and Northwest Oregon Works.

- ◆ **Construction Mitigation:** Provide grants, rent assistance, or wayfinding support for businesses affected by construction disruptions or infrastructure upgrades tied to revitalization projects.
- ◆ **Collaborate on Activations:** Explore opportunities for existing businesses to participate in pop-ups, vendor markets, or temporary activations that build visibility and customer traffic during redevelopment phases.

Together, these strategies can help retain the businesses that make the City Center distinct, support entrepreneurs facing uncertain conditions, and ensure revitalization strengthens rather than displaces the existing commercial community.

2.6 Build Development Momentum Through Land and Infrastructure Investment

Lead: URA/City

Partners:

Cost: \$\$\$ (*land acquisition, infrastructure grants, etc.*)

With early partnerships, incentives, and outreach efforts underway, the next phase of work focuses on translating that groundwork into tangible development progress. The URA can build development momentum in the City Center by targeting strategic land acquisitions, investing in enabling infrastructure, and positioning underutilized sites for redevelopment. These mid-term actions aim to move key sites closer to construction readiness and attract private investment aligned with revitalization goals.

Key strategies include:

- ◆ **Continue acquiring land in the US 20 and US 101 corridors:** Identify high-impact parcels that could support catalytic mixed-use or housing projects, focusing on locations where public control could unlock site assembly, reduce holding costs, or facilitate developer partnerships.
- ◆ **Invest in site-specific or localized off-site infrastructure upgrades to enable higher-density development:** Some sites may be financially viable only with improvements to sewer, water, streets, or other public amenities. The URA can play a critical role by contributing to infrastructure investments that remove feasibility barriers and increase development readiness.
- ◆ **Promote small-scale industrial and commercial opportunities on US 20:** Support the rehabilitation of existing buildings or infill sites to accommodate flexible industrial, maker, or light manufacturing spaces that complement nearby uses and contribute to economic diversity in the district.



Long-Term: Considerations for a Revitalized District

The long-term playbook for Newport’s City Center will focus on sustaining revitalization progress, managing growth, and ensuring that investments made over the next decade continue delivering benefits for the community.

As the district evolves, the City and URA will need to proactively plan for ongoing maintenance, respond to changing business needs, reinvest in infrastructure, and adaptively manage public spaces. Ideally, by this stage, foundational infrastructure improvements—such as upgrades to water, sewer, streets, and public amenities—will already be funded and in progress, allowing the focus to shift toward refinement, reinvestment, and long-term stewardship.³

This section outlines key considerations to guide future decision-making and help preserve the gains made during the initial phases of revitalization.

3.1 Explore a Business Improvement District to Provide Enhanced Programming and Streetscape Upkeep

Lead: City | Partners: Business Owners, Chamber | Cost: TBD

Forming a business association or exploring a Business Improvement District (BID) structure can provide a long-term mechanism to support coordinated marketing, events, maintenance, and other shared investments in the City Center. Early groundwork can be laid through informal business convenings, surveys, or small working groups to assess interest and build leadership.

Part of this work could be assisting appointment-only or other less active businesses to locate to second story spaces or outside the core retail district. Consider expanding downtown events to increase foot traffic and community engagement.

The city should collaborate with the Chamber to gauge business owner interest, identify potential boundaries, and explore funding/organizational models. Conversations about formalizing a BID can evolve over time as revitalization efforts mature.

³ While near-term funding for large-scale transportation projects may be limited due to shifting federal priorities, the City is likely to gain greater access to state and federal transportation resources over time. As a result, major improvements including the couplet realignment may proceed on a longer-term timeline. However, the goal is that by this stage, these projects will be funded and have a clear path forward.



Key Considerations:

- ◆ **How big should the BID be?** The BID boundary should reflect areas of concentrated businesses that would benefit from shared investments without overextending resources.
- ◆ **When could these conversations be timed?** Early conversations about a BID could occur soon, but the district may not be ready for this level of coordination yet.
- ◆ **What investments and programs are most attractive to the potential BID members in the City Center?** Enhanced cleaning, lighting, safety measures, marketing campaigns, and seasonal decorations may be priorities to increase foot traffic. Some business districts fund programs like hanging planters and landscaping maintenance.

3.2 Conduct Updated Parking Management Study for the US 101 Corridor

Lead: City	Partners: Parking Advisory Committee, Property Owners, Business Owners	Cost: \$ (\$50-75k in 2025 dollars)
------------	--	-------------------------------------

As redevelopment progresses, effective parking management will be essential to balancing accessibility, encouraging turnover, and supporting continued investment. A formal parking study will provide the data and policy recommendations needed to evaluate options such as time limits, paid parking, shared parking strategies, and residential permit systems.

The URA should work closely with the Parking Advisory Committee to define the study's scope and timing. The study should build on lessons learned from other Newport districts (e.g., Nye Beach, Bayfront) and be designed with input from local businesses and visitors to ensure it reflects real-world needs and priorities.

Conclusion

This guide provides a roadmap of actionable steps across near-, mid-, and long-term horizons to align incentives, partnerships, and revitalization efforts in the City Center. While actions are sequenced by timeline, several near-term steps—particularly developer outreach, predevelopment support, and grant program setup—are critical to unlocking future investment and should be prioritized in the first 1–2 years.

Continued collaboration with developers, employers, business owners, and regional partners will be key to sustaining momentum. The Urban Renewal Agency's leadership in coordinating these efforts will position Newport to successfully leverage public investment, attract private development, and create a vibrant, inclusive City Center.



Appendix A: Potential Funding Sources

To implement the strategies identified in this memorandum, the City will need to pursue several funding sources. This section includes a list of currently available revenue sources and funding tools that Newport could explore to fund City Center improvements.

ODOT Support for US 101 and US 20 Improvements

System-wide transportation projects, such as those proposed for US 101 and US 20, are typically funded through a mix of local, state, and federal sources. ODOT generally leads applications for federal and certain state-level grants, while the City may apply for state-administered grants. Both agencies must coordinate efforts, including letters of support and potential funding commitments for matching requirements or ineligible project components. Funding strategies vary by project, so the amount of ODOT support and contribution will be determined as the projects develop more detailed scoping and cost estimates and pursue other available funding sources.

Urban Renewal/Tax Increment Financing (TIF)

The City Center Revitalization Plan (CCRP) area falls within the Northside Urban Renewal District, which had approximately \$35.2 million in remaining indebtedness as of the end of fiscal year 2023/24. The City may use Tax Increment Financing (TIF) from the district to fund City Center capital projects, if they align with the project categories in the Northside Urban Renewal Plan. TIF revenues are generated by the increase in total assessed value in an urban renewal district, from the time the district is first established. As investments are made, property values rise, and the resulting increase in property taxes is used to fund district projects or repay bonds issued for specific improvements.

Transportation enhancements along US 101 and US 20 are identified in the urban renewal plan and are eligible to receive TIF funding. The urban renewal plan also allocates funding to economic development projects such as site preparation, storefront façade improvements, strategic site acquisition, and placemaking and wayfinding enhancements which could be targeted in the City Center. Urban renewal can also be used to support development of off-site infrastructure necessary to support new housing development. TIF funds will be a key resource for securing matching funds from ODOT to complete the couplet. They may also be used to help jump-start improvements and attract further investment in the study area.

However, TIF revenue alone will not be sufficient to cover all projects outlined in the plan. Additional funding sources will be necessary to fully implement the proposed improvements.



Other Government Funds

The City could also explore the following existing local funding sources to support the CCRP:

- ◆ **Construction Excise Tax** can help fund both market rate and affordable housing through incentives such as backfilling SDCs or development fees as outlined in Newport’s Housing Production Strategy
- ◆ **Tourism/Lodging Tax** proceeds could be used to support tourism related projects including branding, wayfinding, and business supports.
- ◆ **System Development Charges** are used to fund capital improvements for water, wastewater, storm drainage, transportation infrastructure, and parks.

Grants

Because currently available funding sources are limited, grants are likely to play an important role in project implementation. Grant funding is not typically included in funding forecasts because they are too project-specific and uncertain to predict. However, if the City is successful in receiving grant money, the Urban Renewal District can use its funds as matching funding to leverage additional grant dollars.

After researching applicable state, federal, and foundation-based grant programs, ECONorthwest identified 23 grants that the City of Newport could consider pursuing given project eligibility and suitability. Since ODOT would typically lead applications for federal and certain state grants to support the redevelopment of US 101 and US 20, the grants listed here focus on transportation elements that may not be prioritized in traditional projects, such as bike and pedestrian facilities. Exhibit 2 provides a summary of these grants by category, with additional details in Exhibit 4. While federal grants are included in this list, grant funding remains uncertain in the near term due to budget reductions under the new administration.

Exhibit 4. Grant Programs to Explore

Note: Some of these grants fit into more than one project category

Program Category	Eligible Grants
Placemaking, Wayfinding, Public Art, and Preservation	<ul style="list-style-type: none"> • Ford Family Foundation Capital Projects • Oregon Heritage Oregon Mainstreet Revitalization Grant • Oregon Arts Commission Arts Build Communities Grant • National Endowment for the Arts: Our Town Grant • T-Mobile hometown grant • Confederated Tribes of Siletz Indians: Tribal Charitable Trust • AARP Community Challenge Grant
Parks and Recreation	<ul style="list-style-type: none"> • OPRD Recreation Grants: Local Government



Housing Development	<ul style="list-style-type: none"> • OHCS LIFT Homeownership Funds • OHCS Housing Development Grant Program • OHCS Land Acquisition Revolving Loan Fund • HUD PRO Housing: Pathway to Removing Obstacles
Economic Development and Tourism	<ul style="list-style-type: none"> • EDA Economic Adjustment Assistance Program • USDA Rural Business Development Grant • EDA Public Works Program • Travel Oregon Competitive Grant Program
Transportation	<ul style="list-style-type: none"> • Oregon Transportation Infrastructure Bank RLF • ODOT Carbon Reduction Program • ODOT All Roads Transportation Safety Program • ODOT Great Streets • USDOT Active Transportation Infrastructure investment • USODT Rural Surface Transportation Grant • FHWA TIGER/RAISE/BUILD grants

OPRD: Oregon Parks and Recreation Department; OHCS: Oregon Housing and Community Services; EDA: U.S. Economic Development Administration.

Local Philanthropic Resources

Residents and organizations in Newport may be passionate about investing in the community and have the financial means to do so. To gauge the community’s willingness to support projects in the CCRP area, the City should consider asking for financial support to implement key projects which resonate with the community.

Fundraising options include:

- ◆ Traditional capital fundraising campaign
- ◆ Crowdfunding campaign
- ◆ Business or corporate sponsorship program (limited – could support small visitor amenities)
- ◆ Naming rights and legacy gift program (limited – could support small visitor amenities)
- ◆ In-kind donations requests



Exhibit 5. Grants Research

ID	Grant	Category	Description	Funding & Cycle	Eligible Applicants
Community Organizations					
1	Ford Family Foundation Capital Projects	Economic Development, Placemaking	Capital grants from community, family and education impact area projects. Must be aligned with community impact areas and are limited to the following projects applicable to the City Center: community gathering spaces, small business incubators, community institutions (like libraries and museums).	\$25,000 - \$250,000 Can fund up to 1/3rd of project's total budget. Ongoing application.	City
2	Oregon Arts Commission Arts Build Communities Grant	Placemaking	Supports projects that address local community need through arts-based projects. Projects must support the integration of the arts and artists with community goals and may include new initiatives, new program development, cultural tourism and the expansion of existing arts and community development projects. Pre-development, design fees and community planning activities are eligible in this program.	\$5,000 1:1 match Annual application.	City
3	Confederated Tribes of Siletz Indians Tribal Charitable Trust	Placemaking	Funds 12 categories, including the arts, environment and natural resource preservation, and historical preservation	\$150 - 10,000 50% Match Quarterly application deadlines.	City
4	National Endowment for Arts Our Town Grant	Placemaking	Project based funding for creative placemaking that hat integrate arts, culture, and design into local efforts that strengthen communities over the long term. Competitive projects are responsive to unique local conditions, develop meaningful and substantive engagement in communities, center equity, advance artful lives, and lay the groundwork for long-term systems change.	\$25,000 - \$150,000 1:1 Match Annual application.	City
5	T-Mobile Hometown Grant Program	Placemaking	Grants are given every quarter to up to 25 small towns for community projects like revitalizing or repurposing a historic structure, creating a downtown asset or destination, or improving a space where friends and neighbors gather. Shovel ready projects that add to a sense of place or could lead to further investment are of particular interest.	Up to \$50,000 No match. Quarterly application.	City
6	AAPR Community Challenge Program	Placemaking, Transportation and Streetscape	Provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. Public spaces, transportation and mobility options, and housing.	\$10,000 - 12,000 Match not required. Annual application.	City



State					
7	OHCS LIFT Homeownership Funds	Housing	LIFT Homeownership program to increase supply of affordable homeownership housing. Not-for-profit organizations and other Eligible Covenant Holders that utilize a shared equity homeownership model.	Max award: \$8 million Dependent on NOFA. Current NOFA due March 2025	Nonprofit
8	OHCS Housing Development Grant Program	Housing	Expands the supply for low- and very low-income families and individuals by providing funds for new construction or to acquire and/or rehabilitate existing structures. 75% of funds are reserved for projects affordable to 50% AMI. 15% of Funds are reserved for housing affordable to 80% AMI.	Max award: \$500,000 Funding refreshed biennially.	City
9	OHCS Land Acquisition Revolving Loan Fund	Housing	Assist eligible organizations purchase land suited for affordable housing development. This includes both affordable rental and homeownership developments. 40% of funds for home ownership for low-income households (80% or less of area median income). 60% of funds to organizations operating affordable rental housing for low-income Oregonians.	Max: 90% of the appraised land value Match: None (loan) \$500 application fee Temporarily paused	City
10	OPRD Recreation Grants: Local Government	Parks and Recreation	Large, small and planning grants for outdoor park and recreation areas and facilities, acquisition of property for park purposes, trails, bicycle recreation opportunities, and non-motorized water-based recreation. Land acquisition, development, and major rehabilitation projects consistent with Statewide Comprehensive Outdoor Recreation Plan (SCORP) goals.	Small Grants: Max \$100,000 Large Grants: Max \$1,000,000 Planning: Max \$50,000 40% Match Annual cycle. Open in 2025.	City
11	Oregon Heritage Oregon Mainstreet Revitalization Grant	Placemaking	The purpose of the program is to acquire, rehabilitate, and construct buildings on properties in designated downtown areas and facilitate community revitalization that will lead to private investment, job creation or retention, establishing or expanding viable businesses, or creating a stronger tax base. Organizations <i>must be in the Oregon Main Street Network</i>	Up to \$400,000 30% match Grant is funded every biennium. The 2025 cycle closes in March 2025.	Main Street Organization



12	Travel Oregon Competitive Grant Program	Tourism, Placemaking	<p>Supports projects that contribute to the development and improvement of local economies and communities throughout Oregon by means of the enhancement, expansion and promotion of the visitor industry.</p> <p>Projects should support Travel Oregon’s vision of “an Oregon that is a welcoming destination where tourism drives economic prosperity, benefits the natural environment and celebrates rich, diverse cultures.” Applicants must propose a project that focuses on either tourism infrastructure or tourism promotion that increases access and inclusion.</p>	<p>\$20,000 - \$150,000 No match required</p> <p>Biennial application process. 2024-2025 closes February 2025.</p>	City
13	Oregon Transportation Infrastructure Bank RLF	Transportation and Streetscape	<p>Statewide revolving loan fund designed to promote innovative financing solutions for transportation needs.</p> <p>Eligible projects include Transportation infrastructure projects such as roads, signals, intersection improvements, and bridges; Transit capital projects such as buses, equipment, and maintenance or passenger facilities; Bikeway or pedestrian access projects.</p>	<p>Can cover up to 100% of project costs</p> <p>Ongoing application</p>	City
14	ODOT Carbon Reduction Program	Transportation and Streetscape	<p>Projects that reduce greenhouse gas emissions in urban and rural areas. Can be used for a wide range of projects including alternative fuel vehicles and charging stations, bicycle and pedestrian projects, transit capital projects, intelligent transportation projects, and others.</p>	<p>\$80,000 - 2.7 million based on previous round.</p> <p>Match required.</p> <p>Annual cycle, Funded through 2026.</p>	City
15	ODOT All Roads Transportation Safety Program	Transportation and Streetscape	<p>Safety projects that reduce fatal and serious injury crashes on a public road in Oregon.</p> <p>Projects are evaluated by a data driven approach based on crash data. To qualify, the spot or area must be addressing a fatal or serious injury from the last 5 years.</p>	<p>10% match</p> <p>Funded through 2030.</p>	City



16	Great Streets Program	Transportation and Streetscape	<p>Great Streets is a funding program that addresses multiple needs within a single project to create more complete streets. It is accountable for improving outcomes including safety, equity, climate and more. The program focuses on state highways that operate as main streets and other state highway corridors where the top priority multimodal transportation needs intersect.</p> <p>An individual project may fill a sidewalk gap, make intersection improvements, add a drainage to better withstand extreme weather, and address critical safety needs.</p>	<p>Funding depends on future legislation. However, these programs have been funded for several cycles in the past and are likely to be funded again given the need and popular support for these projects.</p>	City / ODOT
Federal					
17	EDA Economic Adjustment Assistance Program	Economic Development	<p>The program provides a wide range of technical, planning, public works, and infrastructure assistance in regions experiencing adverse economic changes.</p> <p>Can fund activities identified in the region's CEDS, such as infrastructure improvements, site acquisition, site preparation, construction, rehabilitation, and equipping of facilities.</p>	<p>\$600,000 - \$3 million</p> <p>Match not specified.</p> <p>Biennial application. Next round FY2025.</p>	City, EDD
18	USDOT Active Transportation Infrastructure Investment	Transportation and Streetscape	<p>Grant to construct projects to provide safe and connected active facilities in active transportation networks or active transportation spines.</p> <p>Plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region.</p>	<p>\$100,000 - \$15 million</p> <p>Next cycle TBD.</p>	City
19	USDOT Rural Surface Transportation Grant	Transportation and Streetscape	<p>Supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Highway, Bridge, or Tunnel projects.</p>	<p>\$20 million +</p> <p>Next cycle TBD.</p>	City
20	USDA Rural Business Development Grants	Economic Development	<p>Promote economic development and job creation projects.</p> <p>Two separate categories, business opportunity grants and business enterprise grants, for use in funding various business and community projects that serve rural areas.</p>	<p>\$10,000 - \$500,000</p> <p>No match</p> <p>2025 cycle currently open.</p>	City, ODOT



21	EDA Public Works Program	Economic Development	Helps distressed communities revitalize, expand, and upgrade their physical infrastructure. This program enables communities to attract new industry, encourage business expansion, diversify local economies, generate local investment, and create or retain long-term jobs through land acquisition, development, and infrastructure improvement projects that establish or expand industrial or commercial enterprises. City or study area must meet the EDA definition of economic distress is defined as low per capita income (80% or less of the national average), unemployment rate above the national average, or other special economic needs - such as population loss or closure of major industry employer.	\$100,000 - \$30,000,000 Match required Biennial application. Next round FY2025.	City
22	HUD PRO Housing: Pathways to Removing Obstacles	Housing	Funding for the identification and removal of barriers to affordable housing production and preservation Activities that further develop, evaluate, and implement housing policy plans, improve housing strategies, and facilitate affordable housing production and preservation.	\$1 - 10 million Next Cycle TBD.	City
23	FHWA TIGER/RAISE/ BUILD Grants	Transportation and Streetscape	Provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.	Funding depends on future legislation. However, these programs have been funded for several cycles in the past and are likely to be funded again given the need and popular support for these projects.	City / ODOT



Appendix B: Storefront Improvement Program Considerations

As the City of Newport advances its revitalization efforts along the US 101 / US 20 corridor and City Center, business assistance programs and storefront improvement initiatives can play a key role in strengthening the economic vitality of the district. The following considerations, based on research from various cities with successful programs, provide a framework for developing an effective business support and façade improvement program tailored to Newport’s needs.

Key Considerations for Storefront and Business Assistance Programs

1. Program Approach: Proactive vs. Reactive

- **Proactive Approach:** Some cities, such as Sandy, have implemented programs where the city proactively identifies key buildings for improvement, engages design professionals, and approaches property owners with detailed renderings and recommendations. This approach allows for a cohesive, district-wide improvement strategy.
- **Reactive Approach:** A more traditional storefront improvement program invites property owners and businesses to apply for assistance, with funds distributed based on eligibility criteria.

2. Use of Design Guidelines

- Cities such as Albany and Sandy have implemented design guidelines to ensure that improvements align with community goals. Establishing clear guidelines can provide predictability for applicants and ensure a cohesive visual identity for Newport’s City Center along US 101.

3. Financial Contribution from Property Owners

- Some programs provide grants with minimal cost to the property owner (e.g., 2% of total cost), while others require matching investments. Newport must determine whether leveraging funds through private participation is a priority or if maximizing participation is the primary goal.

4. Providing Design Assistance

- Some communities contract design professionals to assist businesses in planning improvements. While this increases costs, it enhances the quality and impact of storefront upgrades.

5. Review and Approval Process



- Newport must determine whether project approvals will be managed by city staff, the URA, or a dedicated review committee.

6. Funding Allocation and Application Limits

- Cities vary in their approach to funding allocation. Some establish annual funding limits for the program, while others take a “one-time impact” approach, dedicating a large sum in a single fiscal year for transformative district-wide improvements.
- Grants can range from \$2,500 to \$75,000 per applicant, with larger grants often requiring a private match.

7. Awarding Funds: First-Come, First-Served vs. Competitive Process

- If demand exceeds available funding, Newport may need to establish a competitive application process based on factors such as project impact, location, and alignment with revitalization goals.

8. Eligible and Ineligible Improvements

- Typically, programs focus on façade improvements, including:
 - Windows, doors, awnings, signage, lighting, painting, masonry repair, cornices, and architectural details.
 - Some programs include exterior structural repairs or energy efficiency upgrades.
- Common exclusions include: interior work, operational expenses, inventory, and debt refinancing. The City could consider a tenant improvement program to fund internal improvements.⁴

9. Business vs. Property Owner Eligibility

- Most programs allow both property owners and business tenants (with owner approval) to apply for funds.

⁴ A **Tenant Improvement Program** provides financial assistance or incentives for businesses to upgrade or customize interior spaces in commercial or industrial buildings. Typically offered by cities, economic development agencies, or landlords, these programs support business retention, attract new tenants, and revitalize underutilized spaces. For example, the City of Milwaukie’s [Tenant Improvement Grant Program](#) focuses on ground-floor tenant spaces that generate foot traffic. Eligible improvements include new kitchen equipment for restaurants, code-required upgrades such as grease traps, and Americans with Disabilities Act (ADA) improvements, including restroom and exit modifications, as well as other renovations to accommodate desired business uses.



10. **Prioritization of Certain Buildings or Areas**

- Some cities prioritize funding for buildings in historic districts, along key corridors, or in targeted revitalization areas. Newport may choose to focus on specific priority areas within City Center.

11. **Program Administration and Compliance**

- Administrative considerations include application documentation, project timelines, grant disbursement procedures, and maintenance assurances from property owners.

Implications for Newport

A well-structured business assistance and storefront improvement program can help Newport's City Center create a cohesive identity, encourage private investment, and enhance the overall economic environment. By leveraging best practices from other communities, Newport can design a program that aligns with its City Center Plan to support a thriving business district.





CITY CENTER REDEVELOPMENT PLAN MULTIMODAL MOBILITY IMPACT ASSESSMENT

TASK 5.4: DRAFT MEMO #8 | JUNE 2025

PREPARED FOR:
CITY OF NEWPORT, OREGON
PREPARED BY:



u r b s w o r k s



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1 INTRODUCTION

This memorandum reviews the impacts of the preferred one-way couplet alternative of US 101 and 9th Street. It includes an assessment of future conditions for all modes using the planned transportation system in the year 2040, including transportation investments included in Draft Memorandum #6. Draft Memorandum #8 relies on the future conditions forecast conducted for the 2022 Newport TSP as a baseline for assessment of future conditions with modifications to reflect transportation investments included in Draft Memorandum #6.

2 METHODOLOGY AND ASSUMPTIONS

Prior to beginning analysis, the methodology and assumptions for completing the analysis were reviewed and approved by ODOT's Transportation Planning Analysis Unit and ODOT Region 2 Traffic. Included below is an outline of methods and assumptions for assessing future conditions for all modes using the planned transportation system in the year 2040, including transportation investments proposed by the NCCRP.

2.1 STUDY AREA

The study area for the NCCRP is shown in Figure 1 and includes the 2022 Newport TSP study intersections, which provide the locations where turning movement data is available for use by the NCCRP. No additional traffic counts were collected as part of this project.

The SOW requires an assessment of the following intersections:

- US 101 at US 20
- US 101 at Angle Street
- US 101 at Hurbert Street
- US 101 at Abbey Street^{a,b}
 - a. *This appears to be a typo in the SOW and should be SW 9th Street at Abbey Street as there is no data in the TSP for US 101 at Abbey Street.*
 - b. *A meeting with ODOT on 4/11/2025 determined this intersection **does not need to be analyzed** as part of Technical Memorandum #8; does not provide significant value.*

The following intersections will be also be assessed in this memorandum:

- Benton Street at US 20
- 9th Street at Hurbert Street

The multimodal analysis will include a review of the intersections listed above and the road segments that were analyzed as part of the 2022 Newport TSP:

- US 101 within the study area
- US 20 within the study area
- 9th Street between Abbey Street and Angle Street

Figure 1. Study Area



2.2 FUTURE TRANSPORTATION NETWORK – PREFERRED ALTERNATIVE

The analysis of the preferred alternative must assess future conditions using the planned transportation system in the year 2040, including transportation investments included in Memoranda #4 and #6.

2.3 VOLUME DEVELOPMENT

There are no regionally significant transportation improvements included in the 2040 travel demand model in the Newport area. The year 2018 and year 2040 model and assignments were prepared and provided by ODOT. For the 2040 No Build scenario, the outputs and volumes developed for the 2022 *Newport TSP* were used as a baseline for assessment of future conditions.

To assess the future conditions under the preferred alternative, network refinements were applied during the forecasting process to account for the proposed changes to the street network. Modifications include:

- Convert US 101 to a couplet between SW 2nd Street/SW Angle Street and SW Fall Street
- US 101 for southbound traffic (two travel lanes)
- SW 9th St for northbound traffic (two travel lanes) and change functional classification to match US 101

PM peak hour model volumes were extracted from the model for both the base year (2018) and forecast year (2040) scenarios for a summer peak and average weekday condition. A “post processing” technique following NCHRP 765 Methodology will be utilized to refine model travel forecasts to turning movement volume forecasts under the preferred alternative for year 2040 average weekday and summer peak (design hour) volumes. Post processing is the application of manual adjustments to existing count data and model projections to minimize potential model error and bias.

2.4 TRAFFIC ANALYSIS

This section summarizes the traffic analysis methodology including applicable intersection operational targets and analysis parameters and assumptions.

2.4.1 Operational Targets

The traffic analysis will evaluate peak hour traffic operations of the study intersections with the Preferred Alternative transportation network. The results will be compared to the No Build traffic operations from the 2022 Newport TSP. Table 1 summarizes the v/c ratios that will be used to identify the potential future operational issues.

Table 1. Existing and Recommended Alternative Mobility Targets

Study Intersection	Mobility Target ^{A,B}		Recommended Alternative Mobility Targets from 2022 Newport TSP ^{A,B,C}	
	Major Street	Minor Street	Major Street	Minor Street
US 101 at US 20	0.85		0.99, PHF = 1.0	
US 101 at Angle Street	0.90	0.95	0.99, PHF = 1.0	
US 101 at Hurbert Street	0.90		0.99, PHF = 1.0	
Benton Street at US 20	0.85	0.95	0.99, PHF = 1.0	
9 th Street at Hurbert Street	0.95	0.95	N/A	N/A

^A For signalized intersections, the mobility target is listed for overall operations.

^B For unsignalized intersections the mobility target is for the worst approach (major or minor).

^C The recommended alternative mobility targets have not been adopted by the Oregon Transportation Commission (OTC) but are included because the City still recommends their adoption.

2.4.2 Parameters

Table 2 summarizes the Synchro software input assumptions for the traffic analysis. Analysis will follow APM Appendix 12/13A for software settings.

Table 2. Existing and Recommended Mobility Targets

Parameter	Source
Peak Hour Factor	Calculated from 2019 counts collected for <i>2022 Newport TSP</i>
Conflicting Bikes/Pedestrians per Hour	Calculated from 2019 counts collected for <i>2022 Newport TSP</i>
Saturation Flow Rate (All Movements)	1,750 pcplph
Percent Heavy Vehicles	Calculated from 2019 counts collected for <i>2022 Newport TSP</i>
Intersection/Roadway Geometry	<i>2022 Newport TSP</i> , TransGIS, aerial images, GIS, ODOT Digital Video Log, Preferred Alternative cross-section
Traffic Operations	<ul style="list-style-type: none"> Calculated using HCM 7 (Synchro 12 or Sidra v8) Signals calculated with HCM 2000 to match methodology from <i>2022 Newport TSP</i>
Queuing	Synchro 12 or Sidra v8
Signal Timing	<i>2022 Newport TSP</i> , signal timing sheets provided by ODOT, and new signals will refer to APM guidance
Operational Data	Posted Speeds, no change to defaults unless identified in the signal timing plans.

2.5 MULTIMODAL ANALYSIS

As indicated in the SOW, assessment of operational conditions must include assessment of conditions for all modes using applicable City and State targets and conditions related to Plan Goals and Objectives in Revised Memorandum #1. Assessment of conditions for pedestrians and cyclists consider the impact of the preferred alternative on Pedestrian and Bicycle Level of Traffic Stress relative to the assessment of those measures in the 2022 Newport TSP (including intersection analysis at applicable study intersections).

Assessment of transit conditions considers a qualitative assessment rating, which assigns a context-based and subjective “Excellent/Good/Fair/Poor” rating. This will consider the following factors for assigning ratings to the current transit services and facilities:

1. Frequency and on-time reliability
2. Schedule speed/travel times
3. Transit stop amenities
4. Connecting pedestrian/bike network

4 PREFERRED ALTERNATIVE

This section provides an overview of the key changes to the land use and transportation network associated with the preferred alternative.

4.1 LAND USE AND ZONING

The proposed land use changes in the City Center are not expected to have significant impact to transportation:

- The restriction on ground floor residential (which applies in C-1 and C-3) will be removed. The CCARP FBC will permit residential uses on the ground floor in the C-1 zone (along Hwy 101 and 9th) and the C-3 zone (along Hwy 20), meaning that standalone residential uses are permitted, such as an apartment building.
- Standalone residential uses will also be permitted on P-1-zoned lots.

4.2 TRANSPORTATION NETWORK

This Alternative envisions the ‘short couplet’ described in the TSP along US 101 and 9th Street.

US 101 Downtown Corridor (SW 9th Street to SW Angle Street)

- Reconfigure Highway 101 to become southbound one-way on its current alignment.
- Reconfigure parallel route SW 9th Street to become northbound one-way on an alignment that is modified near Fall Street (on the south end) and Angle Street (on the north end),
- Split bicycle facilities between Highway 101 (southbound) and SE 9th Street (northbound).
- Upgrade the existing roadways to meet current ODOT design standards.

US 20 Downtown Corridor (Harney Street-Moore Drive to US 101)

- Retain and upgrade two-way Highway 20 along its present alignment.
- Provide quality bicycle facilities on parallel route NE 1st Street to reduce impacts to properties adjacent to the highway.

US 20 / US 101 Intersection

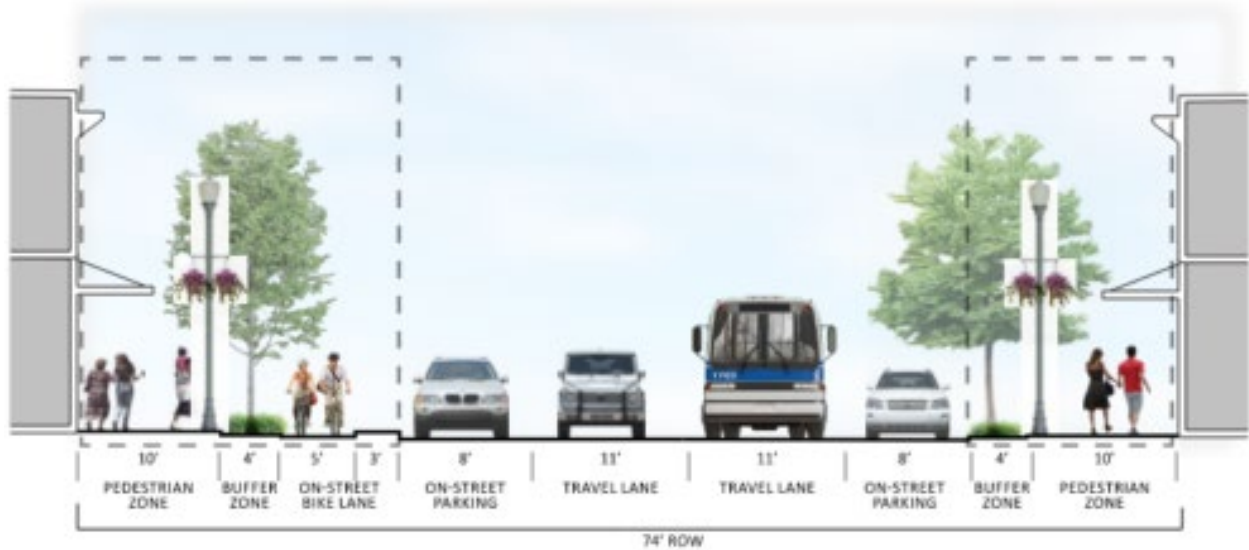
- Add another southbound left-turn lane from US 101 onto eastbound US 20

US 20 / Benton Intersection

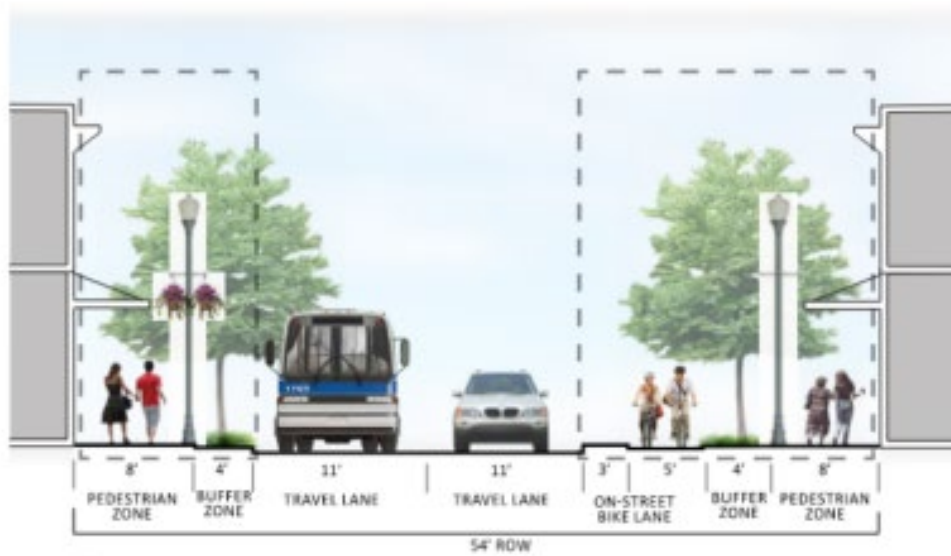
- Add dedicated northbound right -turn lane from Benton onto eastbound US 20

With this alternative, US 101 and SW 9th Street are enhanced by a landscaped buffer zone and streetscape treatments, as well as increased pedestrian zones. On-street parking would remain on US 101 but be removed from SW 9th Street. US 20 is enhanced by a landscaped buffer zone and streetscape treatments, as well as increased pedestrian zones. A conceptual cross-section of US 101 and 9th Street are shown in Figure 2 while a sample cross-section of US 20 is shown in Figure 3.

Figure 2. US 101 / 9th Street Couplet – Cross-section

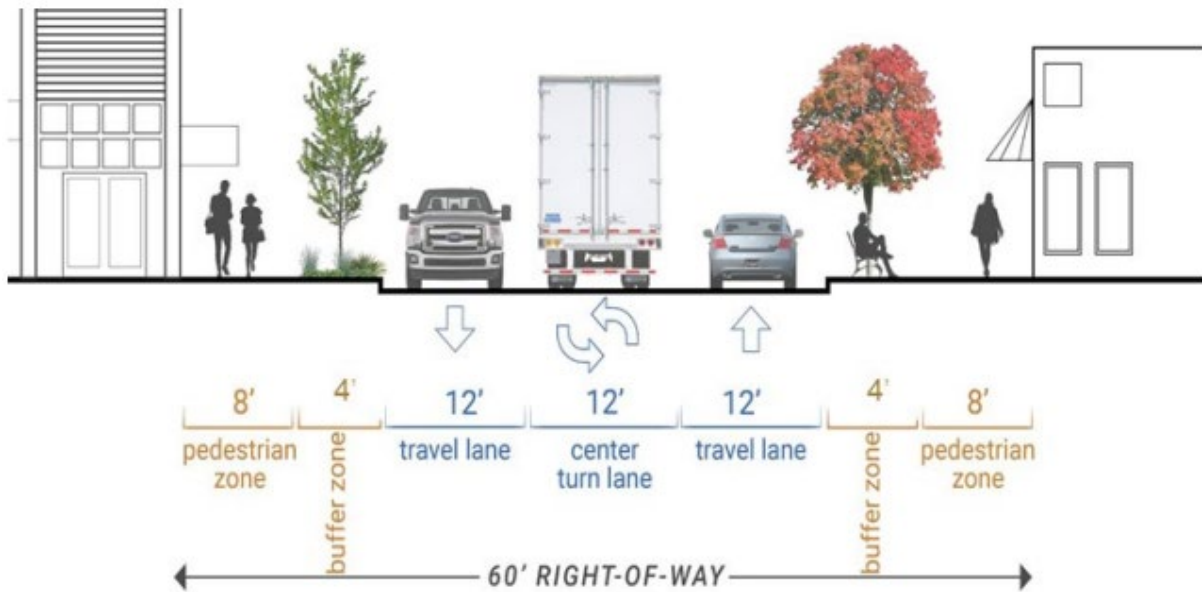


Section A
101 South



Section B
SW 9th Street North

Figure 3. Preferred Alternative - US 20 Cross-Section



Source: Newport TSP (2022)

5 TRAFFIC IMPACTS

5.1 FUTURE TRAFFIC VOLUMES

5.1.1 Newport Travel Demand Model

The Oregon Department of Transportation (ODOT) maintains a travel demand model that estimates daily and p.m. peak hour demand for the existing year (2018) and future year (2040) transportation system. The future conditions analysis relies on two scenarios:

2040 No-Build: Utilizes the findings of the *2022 Newport TSP*, which states that there are no regionally significant transportation improvements included in the 2040 travel demand model in the Newport area. The volumes represent the conditions and needs of the future system without including any unfunded improvements.

2040 Preferred Alternative: Convert US 101 to a couplet between SW 2nd St/SW Angle St and SW Fall St in Newport, OR: Assume posted speed remains 25 mph and SW 9th St becomes part of the state highway system with the same functional classification as US 101 through the study area.

5.1.2 2040 PM Peak Hour Volumes

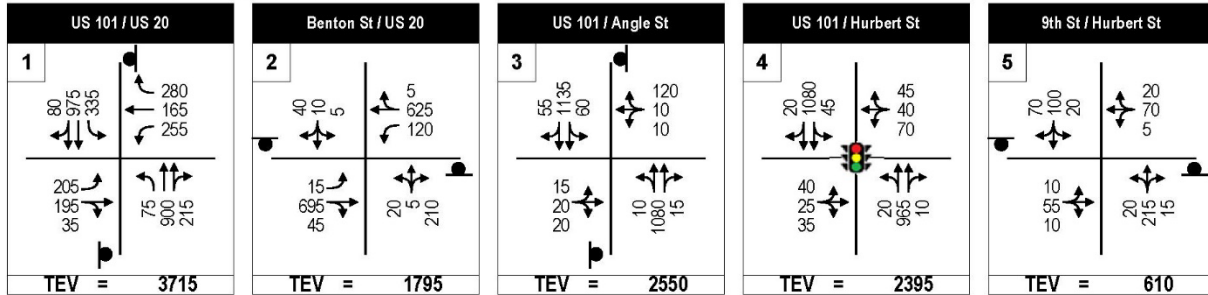
2040 No Build PM Peak Hour volumes from the *2022 Newport TSP* are summarized in the Figure 4

For the preferred alternative, PM peak hour model volumes were extracted from the model for both the base year (2018) and forecast year (2040) scenarios. A “post processing” technique following NCHRP 765

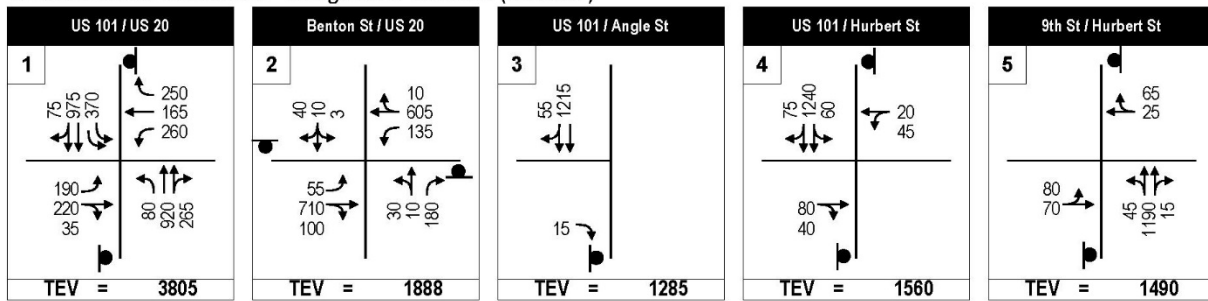
Methodology was utilized to refine model travel forecasts to the volume forecasts. Post processing is the application of manual adjustments to existing count data and model projections to minimize potential model error and bias.

Figure 4. Future (2040) PM Peak Design Hour Volumes

2040 No Build - Design Hour Volumes (Summer)



2040 Preferred Alternative - Design Hour Volumes (Summer)



LEGEND

- Signalized Intersection
- STOP Controlled Approach
- Right turn permitted without stop
- Yield Controlled Movement
- Allowable Movement
- TEV** Total Entering Volume

Newport City Center Revitalization Plan

Future (2045) PM Peak Hour Turning Movement Volumes

As shown in Figure 5, average daily traffic (ADT) of the US 101 portion of the couplet is projected to be 12,000 vehicles per day and ADT of the SW 9th St portion is projected to be 14,000 vehicles per day. A two-lane, one-way roadway has a daily capacity of approximately 16,000 to 20,000 vehicles per day. Therefore, the short couplet alternative is projected to accommodate the ADT projected for 2040, with capacity to absorb additional trips beyond what is projected.

Figure 5. US 101 Short Couplet Projected Average Daily Traffic Estimates (Source: Newport TSP 2022)



5.2 FUTURE TRAFFIC OPERATIONS

Table 3 summarizes the future (2040) traffic operations for all of the scenarios. The two intersections on US 20 are expected to exceed applicable adopted mobility targets. Signalization needs are discussed in the following section.

Table 3. Future (2040) Traffic Operations - PM Peak Hour

Intersection	2040 No Build		2040 Preferred Alternative		Mobility Target
	Traffic Control	DHV V/C	Traffic Control	DHV V/C	
1. US 101 / US 20	Signal	0.99	Signal	0.91	0.85
2. Benton St / US 20	TWSC	0.46/1.05	TWSC	0.18/1.14	0.85/0.95
3. US 101 / Angle St	TWSC	0.49/2.63	TWSC	--/0.5	0.90/0.95
4. US 101 / Hurbert St	Signal	0.90	TWSC	--/0.72	0.90
5. 9th St / Hurbert St	TWSC	0.06/0.44	TWSC	0.48/1.03	0.95/0.95

AWD: Average Weekday Traffic; DHV = Design Hour Volumes; V/C = volume-to-capacity ratio; LOS = Level of Service; TWSC = Two-Way Stop-Control; **Highlighted** values indicate movement exceeds applicable mobility target; **Bold** values indicate movement is at the applicable mobility target.

5.3 SIGNALIZATION NEEDS

In general, one-way traffic flow decreases the need for signalization when compared with two-way traffic flow. This is because in a one-way system, there tend to be fewer conflict points and more predictable traffic flow. Where signals do exist, one-way traffic can be beneficial to a coordinated signal system to allow traffic to flow through a series of intersections with fewer stops. However, signalization may be needed where major street volumes are so high the side street traffic experiences long delays due to a shortage of gaps in traffic.

A review of signalization needs is presented below for the study area intersections.

5.3.1 US 101 at US 20

This intersection is currently signalized and is projected to exceed ODOT mobility standards in year 2040, per the City of Newport's 2022 TSP.

As presented in the TSP, several mitigation options may be implemented at this intersection including:

- Establishing an alternate mobility target
- Constructing a second southbound left-turn lane
- Constructing a two-lane roundabout
- Constructing a signal at Angle Street and US 101 (not needed with the couplet).
- While the v/c ratio at this intersection is projected to improve with the build alternatives, ODOT's v/c standard of 0.85 is not projected to be met with any of the alternatives listed. The TSP recommended establishing an alternate mobility target, but at the time this memorandum was written, the OTC had not adopted them.

5.3.2 US 20 at Benton Street

The intersection of US 20 at Benton Street is currently a two-way stop controlled intersection. Under the preferred alternative, signalization at this intersection is not warranted based on future volume forecasts. The intersection should be monitored and if turning-related collisions become a concern, consider right-out only for vehicles on the stop controlled approaches.

The preliminary and final design process will evaluate intersection control to determine appropriate traffic control.

5.3.3 US 101 at Angle Street

The intersection of US 101 at Angle Street is currently a two-way stop controlled intersection. Under the preferred alternative, this intersection is expected to be realigned and it operates acceptably as a two-way stop control and for the movement in the northeast junction of the couplet.

The preliminary and final design process will evaluate intersection control to determine appropriate traffic control.

5.3.4 US 101 at Hurbert Street / Canyon Way

This intersection is currently signalized along the existing US 101 alignment. With the couplet alternative, signalization is not warranted based on future year 2040 traffic volumes, however it could remain signalized to provide adequate gaps for traffic traveling across the couplet between the city center, Bay Front and west of US 101.

The preliminary and final design process will evaluate intersection control to determine appropriate traffic control.

5.3.5 9th Street at Hurbert Street / Canyon Way

This intersection is currently a two-way stop control for the northbound and southbound approaches as the major movement. Under the preferred alternative this intersection becomes part of the couplet and the major movement shifts to the northbound approaches. With the couplet alternative, signalization is not warranted based on future year 2040 traffic volumes, however it could remain signalized to provide adequate gaps for traffic traveling across the couplet between the city center, Bay Front and west of US 101.

The preliminary and final design process will evaluate intersection control to determine appropriate traffic control.

6 MULTIMODAL IMPACTS

6.1 PEDESTRIAN SYSTEM

Figure 6 shows pedestrian level of traffic stress (PLTS) ratings for the study area, as presented in the City's TSP. Under current conditions, PLTS along segments in the study area ranges from moderate to extreme. PLTS at intersections in the study area ranges from low to extreme.

Key factors that degrade the PLTS at study intersections include:

- Lack of ADA compliant curb ramps
- Complex elements at signals like permissive or channelized right turns, offset intersection legs, and crosswalk closures
- Lack of pedestrian refuges and other enhancements (e.g. rectangular rapid flashing beacons or RRFBs)

Figure 6. Study Area PLTS (Existing Conditions) (Source: City of Newport TSP 2022)

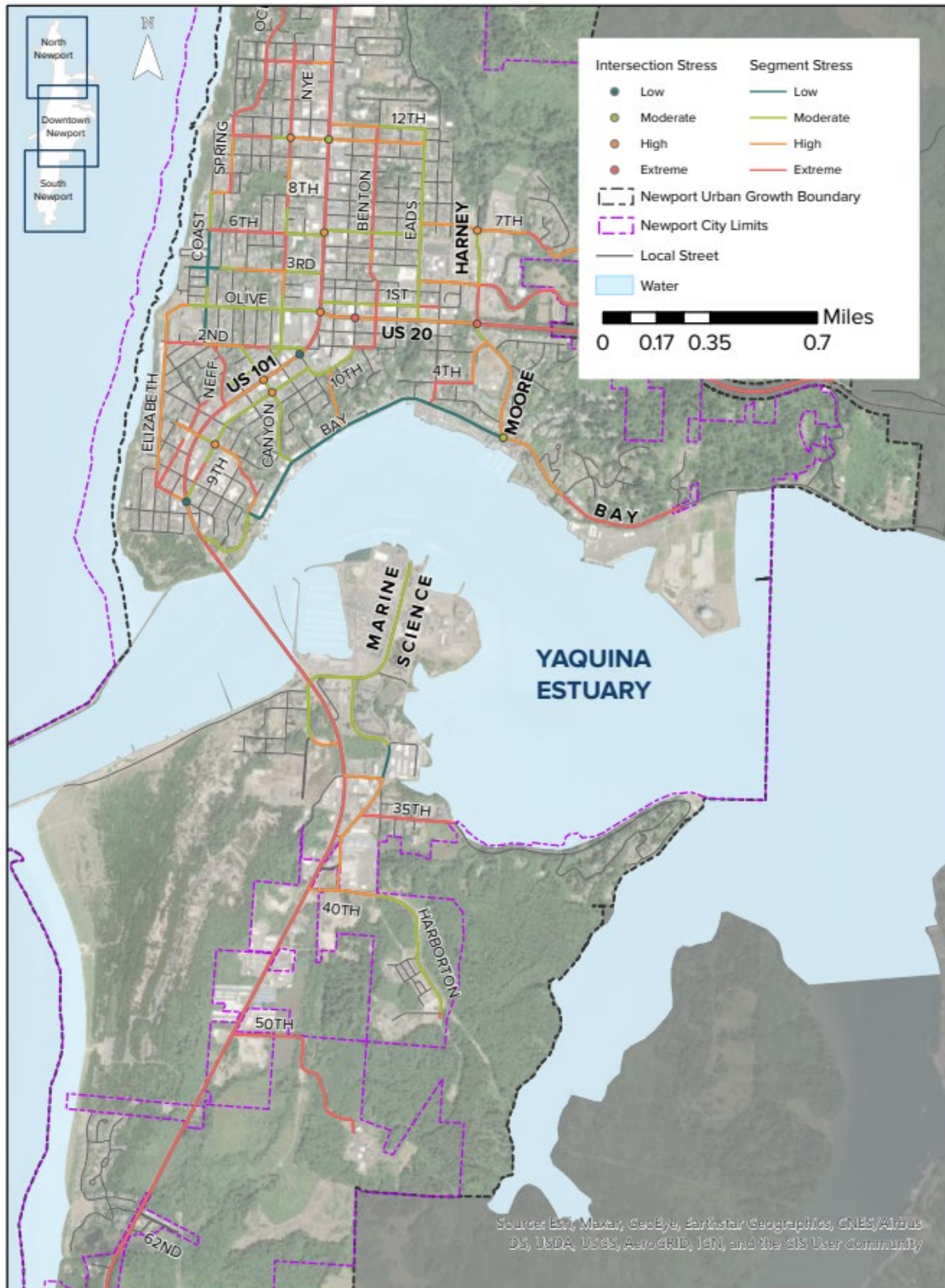


Table 4 summarizes the PLTS for No-Build vs. Preferred Alternative. The current preferred alternative cross sections for both the US 101 couplet and the US 20 redesign are likely to improve PLTS ratings along segments within the study area.

Table 4. No-Build vs. Preferred Alternative PLTS

Intersection <i>Segment</i>	No Build PLTS	Future PLTS with Preferred Alternative
US 101 at US 20 / Olive St	High	High
<i>Olive St</i>	<i>Moderate</i>	<i>Moderate</i>
<i>US 20</i>	<i>High</i>	<i>High</i>
<i>US 101 (North Leg)</i>	<i>Extreme</i>	<i>Extreme</i>
<i>US 101 (South Leg)</i>	<i>Extreme</i>	<i>Extreme</i>
Benton St / US 20	Extreme	Moderate
<i>US 20 (West Leg)</i>	<i>High</i>	<i>High</i>
<i>US 20 (East Leg)</i>	<i>High</i>	<i>High</i>
<i>Benton St (North Leg)</i>	N/A	<i>Moderate</i>
<i>Benton St (South Leg)</i>	N/A	<i>Moderate</i>
US 101 / Angle St	Low	Low
<i>2nd St (West Leg)</i>	<i>Moderate</i>	<i>High</i>
<i>Angle St (East Leg)</i>	N/A	<i>High</i>
<i>US 101 (North Leg)</i>	<i>Extreme</i>	<i>Moderate</i>
<i>US 101 (South Leg)</i>	<i>Extreme</i>	<i>Moderate</i>
US 101 / Hurbert St	High	Moderate
<i>Hurbert St (West Leg)</i>	<i>Moderate</i>	<i>Moderate</i>
<i>Hurbert St (East Leg)</i>	<i>Moderate</i>	<i>Moderate</i>
<i>US 101 (North Leg)</i>	<i>High</i>	<i>Low</i>
<i>US 101 (South Leg)</i>	<i>High</i>	<i>Low</i>
9th St / Hurbert St	High	Moderate
<i>Hurbert St (West Leg)</i>	<i>Moderate</i>	<i>Moderate</i>
<i>Hurbert St (East Leg)</i>	<i>Moderate</i>	<i>Moderate</i>
<i>9th St (North Leg)</i>	<i>Moderate</i>	<i>Moderate</i>
<i>9th St (South Leg)</i>	<i>Moderate</i>	<i>Moderate</i>

It is estimated that the design changes proposed for the study area, especially the increased buffering of pedestrians from vehicular traffic, will improve PLTS ratings along these segments from extreme and high to moderate.

Although the cross sections for the proposed alternatives do not provide specifics on intersection design, it is possible to infer some potential impacts to PLTS at intersections converting from two-way streets to a couplet. All else being equal, converting to one-way traffic tends to increase PLTS ratings (in other words, make conditions more stressful for pedestrians).

Converting to one-way traffic increases PLTS levels at intersections for a few reasons. First, one-way streets generally carry higher traffic volumes than two-way streets with the same number of lanes and can therefore create higher stress levels for crossing pedestrians. Another reason is that one-way streets

can reduce drivers' ability to see pedestrians in the crosswalk. One-way streets also tend to increase vehicle miles traveled (VMT) because drivers may have to drive past their destination before being able to approach from the correct direction. Higher VMT could mean a higher probability of conflicts between vehicles and pedestrians. One-way streets also encourage higher vehicle speeds due to the lack of perceived friction from opposing traffic, and intersections including one-way streets can be confusing to roadway users. Finally, vehicle drivers turning left might be less cautious when turning from one-way streets, which could result in higher probability of collisions with pedestrians.

In Newport's case, however, all else is not equal. As it exists today, US 101 is four travel lanes-wide in the study area. This configuration requires pedestrians to cross approximately 60 feet of active street. In the couplet design, however, travel lanes on US 101 are reduced from four (4) to two (2). This lane reduction decreases the distance of active travel lanes a pedestrian must travel while crossing to about 22 feet and reduces the PLTS ratings of intersections that are currently extreme to high. The width that pedestrians will have to cross on US 20, however, will stay roughly the same as it is today (about 40 feet), meaning that the intersection PLTS ratings on US 20 are likely to remain at extreme levels without further intervention.

It is possible to mitigate extreme and high intersection PLTS ratings with specific intersection design considerations, including:

- Installing ADA compliant curb extensions
- Minimizing permissive turns
- Designating no-right-turn-on-red intersections
- Minimizing channelized right turns
- Minimizing offset intersection legs
- Minimizing crosswalk closures
- Installing pedestrian refuges at unsignalized intersections along US 101 and US 20 within the study area
- Considering traffic enforcement measures like red light cameras to increase driver compliance

6.2 BICYCLE SYSTEM

Figure 7 shows Bicycle Level of Traffic stress (BLTS) ratings for the study area. Under current conditions, BLTS along segments in the study area ranges from low to extreme. BLTS at intersections in the study area ranges from low to high.

The span of US 101, US 20, and SW 9th St all lack bicycle lanes within the study area.

In general, signalized intersections are the most comfortable locations for cyclists to cross US 101 or US 20. Most signalized intersections along these corridors receive BLTS ratings of low or moderate. Some factors that make signalized intersections with high or extreme BLTS ratings more difficult to navigate include a three-lane approach (US 101 / US 20) or sight distance limitations (US 20 / SE Moore Drive).

Figure 7. BLTS (Existing Conditions) (Source: City of Newport TSP 2022)

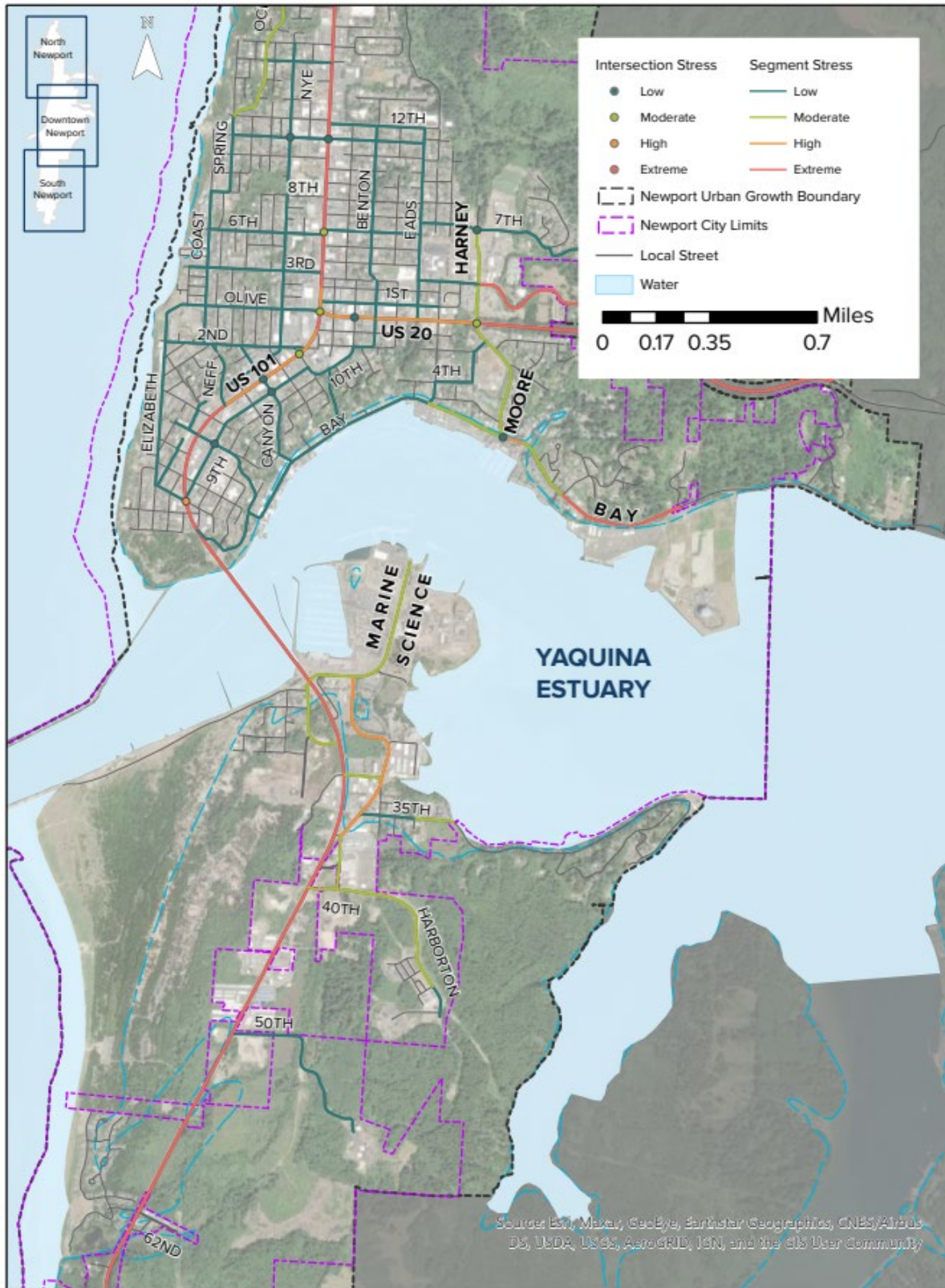


Table 5 summarizes the BLTS for No-Build vs. Preferred Alternative. The current preferred alternative cross sections for both the US 101 couplet and the US 20 redesign are likely to improve BLTS ratings along segments within the study area.

Table 5. No-Build vs. Preferred Alternative BLTS

Intersection <i>Segment</i>	No Build BLTS	Future BLTS with Preferred Alternative
US 101 at US 20 / Olive St	Moderate	Moderate
<i>Olive St</i>	<i>Low</i>	<i>Low</i>
<i>US 20</i>	<i>High</i>	<i>High</i>
<i>US 101 (North Leg)</i>	<i>High</i>	<i>High</i>
<i>US 101 (South Leg)</i>	<i>Extreme</i>	<i>Extreme</i>
Benton St / US 20	Low	Low
<i>US 20 (West Leg)</i>	<i>High</i>	<i>High</i>
<i>US 20 (East Leg)</i>	<i>High</i>	<i>High</i>
<i>Benton St (North Leg)</i>	<i>Low</i>	<i>Low</i>
<i>Benton St (South Leg)</i>	<i>Low</i>	<i>Low</i>
US 101 / Angle St	Moderate	Moderate
<i>2nd St (West Leg)</i>	<i>Low</i>	<i>Low</i>
<i>Angle St (East Leg)</i>	<i>Low</i>	<i>Low</i>
<i>US 101 (North Leg)</i>	<i>High</i>	<i>Moderate</i>
<i>US 101 (South Leg)</i>	<i>High</i>	<i>Moderate</i>
US 101 / Hurbert St	Low	Low
<i>Hurbert St (West Leg)</i>	<i>Low</i>	<i>Low</i>
<i>Hurbert St (East Leg)</i>	<i>Low</i>	<i>Moderate</i>
<i>US 101 (North Leg)</i>	<i>High</i>	<i>Moderate</i>
<i>US 101 (South Leg)</i>	<i>High</i>	<i>Moderate</i>
9th St / Hurbert St	Low	Moderate
<i>Hurbert St (West Leg)</i>	<i>Low</i>	<i>Moderate</i>
<i>Hurbert St (East Leg)</i>	<i>Low</i>	<i>Moderate</i>
<i>9th St (North Leg)</i>	<i>Low</i>	<i>Low</i>
<i>9th St (South Leg)</i>	<i>Low</i>	<i>Low</i>

The cross section for the southbound segment of the US 101 couplet (US 101) dictates five-foot bike lanes on the west side of road, with a three-foot buffer and an eight-foot parking lane between it and two lanes of southbound traffic traveling at a design speed of 35 mph.

The cross section for the northbound segment of the US 101 couplet (SW 9th St) dictates five-foot bike lanes on the west side of the road, with a three-foot buffer between it and two lanes of northbound traffic traveling at a design speed of 30 mph.

The cross section for the preferred US 20 redesign does not dictate any form of bicycle infrastructure. As shown in the map in Section 5, however, the alternative accounts for this lack by providing a parallel bicycle route along NE 1st Street. Consequently, although BLTS levels will remain high along US 20, the planned bicycle lanes one block to the north provide bicyclists with a BLTS rating of low.

It is estimated that the proposed new buffered bicycle facilities along the US 101 couplet (US 101 and SW 9th St), will improve BLTS ratings along these segments from extreme and high to moderate.

Most unsignalized study intersections along US 101 had a high or extreme BLTS rating. These ratings are driven by the relatively high speeds and traffic volumes and wide cross section of US 101.

It is possible to mitigate some of these challenges with specific intersection design considerations, including:

- Implementing designs to improve driver yielding behavior at intersections. This includes bike boxes, signing, curb extensions, and dedicated signal phases.
- Other enforcement or education measures such as camera enforcement.
- Aligning bike routes with intersections with traffic signals, as these intersections generally represent the best opportunities for bicyclists to cross US 101.

6.3 TRANSIT IMPACTS

Lincoln County Transit provides transit services to Newport. Services include a city loop and several inter-city routes to Lincoln City, Siletz, Yachats, Corvallis, and Albany.

Shifting from two-way streets to a one-way couplet has been known to disrupt transit services in some locations. Splitting routes could mean longer travel times for passengers, either because the bus must take a longer route to reach the same destination or because passengers must transfer or walk farther after disembarking to reach their destination. It can also reduce access to some destinations because of the distance between the two legs of the route. Finally, split routes can make it more difficult to determine which street a stop is on, especially to infrequent riders.

These complications are unlikely to significantly impact Newport's transit service because of its existing layout of routes and stops. The routes will likely be impacted as follows:

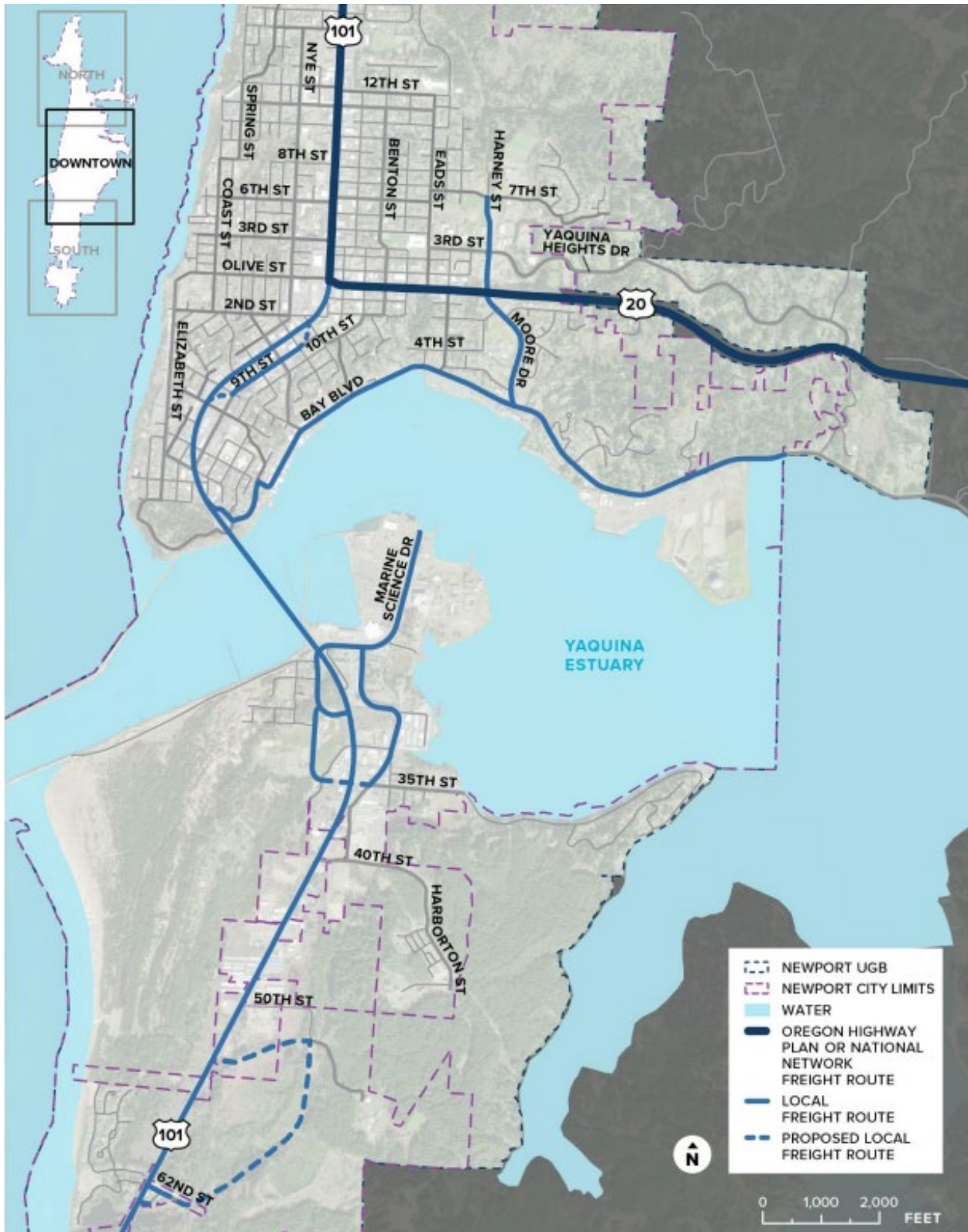
- Blueline – Negligible impact. This route is already split between US 101 and SW 9th St and does not have any stops along the area where the couplet will be.
- Coast to Valley Express – Negligible impact. This route runs in both directions along US101 but does not have any stops along the area where the couplet will be.
- East County – Negligible impact. This route is already split between US 101 and SW 9th St and does not have any stops along the area where couplet will be.
- Newport City Loop – Negligible impact. This route is already split between US 101 and SW 9th St and has only one stop at SW 9th St and SW Alder St.
- North County – Some impact. This route splits between US 101 and W Olive St / SW Nye St / SW 7th St and has stops at Newport City Hall and at W Olive St / SW Nye St. It may be necessary to shift the portion of the route that travels northbound on US 101 to SW 9th St.
- South County – Negligible impact. This route is already split between US 101 and SW 9th St and has no stops along the area where the couplet will be.

6.4 FREIGHT IMPACTS

Within Newport, freight traffic is common on US 101 and US 20. US 101, north of US 20, is a federal truck route and US 20, east of US 101, is an Oregon freight route. US 101, south of US 20, and SW 9th St are local freight routes. Figure 8 shows these designations.

To facilitate the high level of freight traffic along US 101, US 20, and local freight routes, roadway designs in the study area will ideally consider and balance the unique needs of freight vehicles with the needs and safety of other roadway users. Local truck routes connecting industrial areas with state highways can also protect residential neighborhoods from freight traffic because the designated routes are more desirable for freight travel. Overall, designating and thoughtfully designing freight routes enables the city to effectively coordinate freight and non-freight transportation system users.

Figure 8. Freight Routes in Downtown Newport (Source: City of Newport TSP 2022)



6.4.1 Designing for Freight

Roadway and intersection design along freight routes should consider freight vehicles' requirements for larger turning radii, wider lanes, greater sight distance, longer turn pockets, and more durable pavement types (e.g. concrete instead of asphalt).

Turning Radii

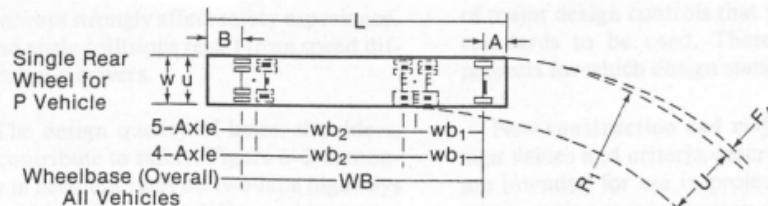
ODOT often refers to National Association of City Transportation Officials (NACTO) resources in the BUD. Table 6 and Table 7, from NACTO, present minimum turning radii for vehicles of various sizes. While passenger cars require a turning radius of about 24 feet, the trucks shown require minimum design turning radii ranging from 40 to 60 feet.

Table 6. Minimum Turning Radii of Truck Design Vehicles (Source: NACTO)

Design Vehicle Type	Semi-Trailer Intermediate	Semi-Trailer Combination Large	Semi-Trailer Full Trailer Combination	Interstate Semi-Trailer	Interstate Semi-Trailer	Triple Semi-Trailer	Turnpike Double Semi-Trailer
Symbol	WB-40	WB-50	WB-60	WB-62	WB-67	WB-96	WB-114
Minimum Design Turning Radius (ft)	40	45	45	45	45	50	60
Minimum Inside Radius (ft)	18.9	19.2	22.2	9.1	00	20.7	17

Table 7. Design Vehicle Dimensions (Source: NACTO)

Vehicle Designation	L	WB	A	B	wb ₁	wb ₂	w	u	Minimum Turn		
									U**	F _A	R _T
Semitrailer large WB-50	55.0	50.0	3.0	2.0	18.0	30.0	8.5	8.5	25.2	1.3	45.0
Semitrailer medium or small WB-40	50.0	40.0	4.0	6.0	13.0	25.0	8.5	8.5	20.1	1.5	40.0
Bus large B-40	40.0	25.0	7.0	8.0	—	—	8.5	8.5	16.8	4.5	42.0
Single-unit truck or bus-medium SU-30	30.0	20.0	4.0	6.0	—	—	8.5	8.5	13.6	2.0	42.0
Pass car-large or delivery van P	19.0	11.0	3.0	5.0	—	—	7.0	6.0	8.7	2.0	24.0



Lane Width

The National Network designates highways as freight routes based on geometric specifications specifically for use by large trucks. Its specifications include the requirement for 12-foot travel lanes. The City's local truck routes require a minimum of 11-foot travel lanes to facilitate the movement of truck freight between local industrial and commercial uses and state highways. Wider lanes (over 12 feet) are possible but should only be used for short distances at intersections, where needed.

The current preferred alternative cross sections for both the US 101 couplet and the US 20 redesign meet the lane width needs for local freight routes. The US 101 couplet dictates two 11-foot travel lanes on both the US 101 southbound and SW 9th St northbound segments. The US 20 redesign dictates 12-foot travel lanes for three lanes (one eastbound lane, one center turn lane, and one westbound lane).

These lane widths will help freight vehicles to negotiate the corridors more safely.

6.4.2 Considering Other Road Users in Freight Route Design

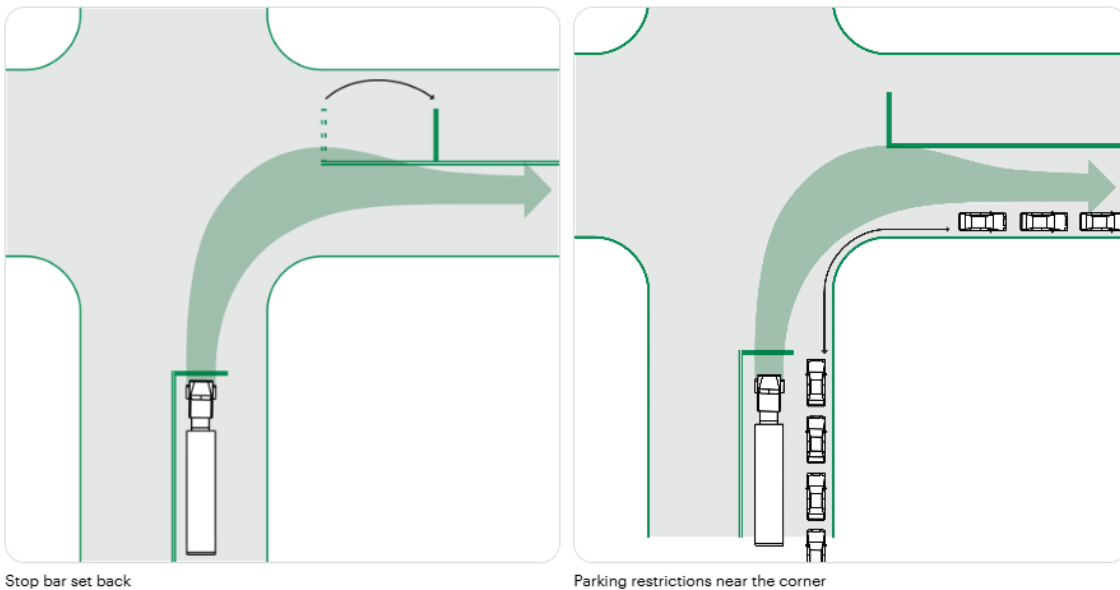
While larger turning radii benefit freight operators, they can make conditions less safe and comfortable for pedestrians and bicyclists.

Larger turning radii enable vehicles to navigate turns at higher speeds and increase the distances that pedestrians and bicyclists must cross. Both these effects negatively impact pedestrian and bicyclist safety at an intersection. Minimizing turning radii plays an important role in creating compact intersections with safe turning speeds.

According to NACTO, it is possible to accommodate freight vehicles' increased need for space when turning without making turning radii overly large. Options for balancing freight traffic needs with those of active transportation users include:

- Limiting turning speeds to 15 mph or less
- Selecting the smallest possible design vehicle
- Restricting right-turns-on-red so there is no expectation of turning into the nearest receiving lane
- Implementing stop bar setbacks (see Figure 9)
- Implementing parking restrictions near corners (see Figure 9)

Figure 9. Options for reducing turning radii (Source: NACTO)



Bicycle and pedestrian improvements, like enhanced pedestrian crossings and separate and/or protected bike facilities, also allow a freight route to more safely support both freight and active transportation needs.

6.4.3 Intersection Capacity Constraints and Freight

As traffic volumes grow over time, two intersections along the designated freight routes within the study area will fail to meet their currently adopted mobility target during the 2040 design hour conditions. These intersections are:

- US 101/US 20 (signal)
- US 20/ SE Benton St (stop controlled on side street)

High vehicle delays at the signalized intersections of US 101 / US 20 will increase delays for freight along US 101 and US 20. High side-street delay at the intersection of US 20 / SE Benton St is unlikely to significantly impact freight because most freight vehicles travel along US 101 and US 20.

7 KEY FINDINGS

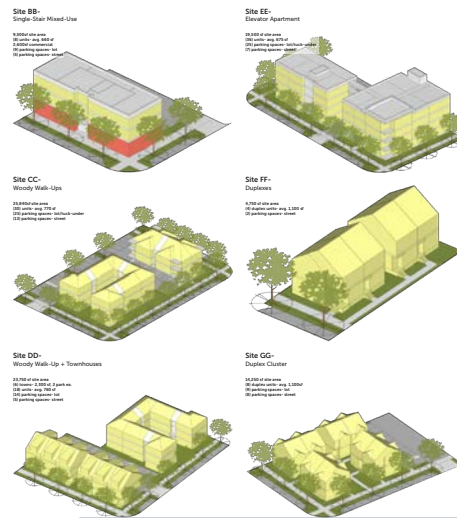
Below are key findings presented in this memo relating to the multimodal impacts of the preferred one-way couplet alternative alignment along US 101 and SW 9th St in Newport, Oregon:

- The short couplet alternative is projected to accommodate the ADT projected for 2040, even with the increase in trips for the changes in zoning that would remove ground-floor commercial from multifamily uses.

- To facilitate the high level of freight traffic along US 101, US 20, and local freight routes, roadway designs in the study area will ideally consider and balance the unique needs of freight vehicles with the needs and safety of other roadway users by considering:
 - Turning radii
 - Lane widths
 - Limiting turning speeds to 15 mph or less
 - Selecting the smallest possible design vehicle
 - Restricting right-turns-on-red so there is no expectation of turning into the nearest receiving lane
 - Implementing stop bar setbacks
 - Implementing parking restrictions near corners
- Key intersections along US 101 are not projected to meet signal warrants. However, signalization at strategic locations may facilitate gaps in traffic along the couplet for side street traffic.
- The conceptual cross-sections for both US 101 and SW 9th Street are expected to improve level of traffic stress for both pedestrians and bicyclists. The conceptual cross-section for US 20 is not expected to result in any improvement for BLTS due to a lack of bike lanes, but a parallel route will be provided for bicyclists on NE 1st St .
- Some impacts on transit are expected with the preferred couplet alternative, with the split route adding additional commute time to pedestrians along US 101 and SW 9th St.

City Center Design Review District Form Based Code

THE NEWPORT CITY CENTER REVITALIZATION PLAN PROJECT
FINAL DRAFT, JUNE 2025



February 2025



Newport City Center Revitalization Plan Project
City Center Design Review District Form Based Code

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APPENDIX A | NEWPORT MUNICIPAL CODE (NMC) AMENDMENTS



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

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

David Evans and Associates Inc.

ECOnorthwest

This document, the City Center Design Review District Form Based Code, represents the Newport Municipal Code (NCM) amendments necessary to implement the City of Newport City Center Revitalization Plan, and fulfills the TGM grant-funded project tasks related to code amendments.

Discussion

This document will be presented to the Newport Planning Commission at their July 2025 work session. On this and the following pages are issues for work session discussion.

“Retail Ready” Frontage Standard

The Regulating Plan (Section 3) currently shows “Retail-Ready” Frontage Type required on Hwy 101 and SW 9th, at all corners within the Traditional Downtown Zone. The “retail-ready Frontage Types is detailed on pages 40-43. Two alternative options for discussion are:

- » Only on side streets which have been identified as retail-focused streets– SW Hurbert, SW Alder, and SW Lee Streets—for the full length of the side street and wrapping the corners (e.g., 25 linear feet from each corner, or to the nearest property line, whichever is less).
- » On Hwy 101 only, (not on SW 9th) where 101 intersects with SW Hurbert, SW Alder, and SW Lee Streets and wrapping the corners (e.g., 25 linear feet from each corner or to nearest property line, whichever is less).

DISCUSSION, CONTINUED

Discretionary process and review standards

- » *What is the discretionary process and review standards for deviating from the clear and objective, fixed, form-based dimensional standards in the form based code?*

The CCDRD fosters housing as an important aspect of the policy changes and implementation of the CCARP Revitalization Plan. Amendments to the base zone land use listings mean that housing is allowed (but not required) on any lot within in the CCDRD.

The CCDRD complies with the state’s middle housing requirements and HB 2001 and associated rules. The rules do not allow housing to be subject to discretionary review, and any standards that a city applies to housing beyond those in the Middle Housing ORS or Model Code must be applied to all housing types.

Given that housing is not subject to discretionary approval, the only development in the CCDRD that could be subject to discretionary review would be non-residential projects.

To comply with the middle housing rules, the CCDRD General Standards and Frontage Types (Section 5) allow a high degree of flexibility and choices through menus or options. No specific architectural style is promoted, and flexibility to use a variety of architectural styles is explicitly stated in the general standards.

This means that, while there are clear and objective, fixed, form-based dimensional standards, there is a high degree of flexibility for non-residential projects as well as housing development.

If an alternative, discretionary approval process for non-residential projects is desired, an option can be provided.

Options are:

- » Develop an alternative, discretionary approval process for non-residential projects similar to that taken in Nye Beach design review district, i.e., using design guidelines, intent statements, and example approaches.
- » Do not provide an alternative process for non-residential projects. Such projects would follow the same clear and objective review process and be subject to the same process as housing (ministerial action performed concurrent with review of a building permit by the Community Development).

DISCUSSION, CONTINUED

Encroachments

The CCDRD proposed provisions say: “Encroachments such as canopies, awnings, or bay windows are allowed to encroach beyond the Build To Line or Frontage Line (or into the Right of Way) by a maximum of 3 feet.” See Urban Shopfront Frontage Type, page 40, for an example.

Encroachments of the kind mentioned are desirable for urban vitality and interest, especially in the Traditional Downtown Zone. The city permits encroachments on a very limited basis.

Discuss how the city allows encroachments and how the intent for architectural features (such as bay windows), and weather protection (awnings, marquees), can be allowed within the CCDRD.

Architectural Features

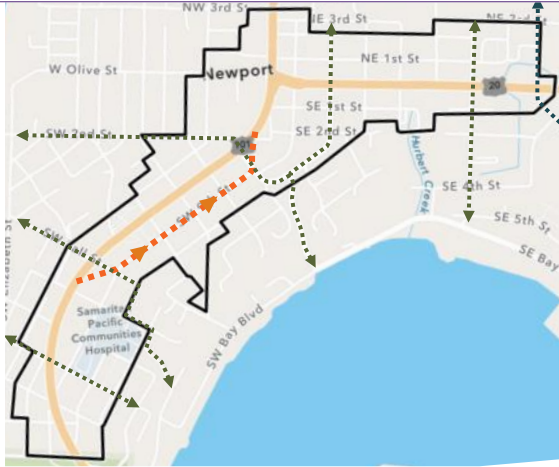
The CCDRD General Design Standards contain menus for architectural features but they are generic (see “Detailed Design,” page 34, for an example). The “Newport Design Review Glossary and Illustrations,” used for Historic Nye Beach Design Review District contains a more comprehensive listing along with illustrations. Besides being more comprehensive, these have the benefit of being in place for some time and are familiar to the community. While they are historic features many of them are timeless architectural features that can be rendered in a variety of architectural styles, from traditional to modern.

Options for discussion:

- » Keep the current generic listing (see “Detailed Design,” page 34).
- » Replicate or adapt certain features from the Newport Design Review Glossary and Illustrations, such as balcony, bay window, and/or turret. Combine these with the current generic listing.

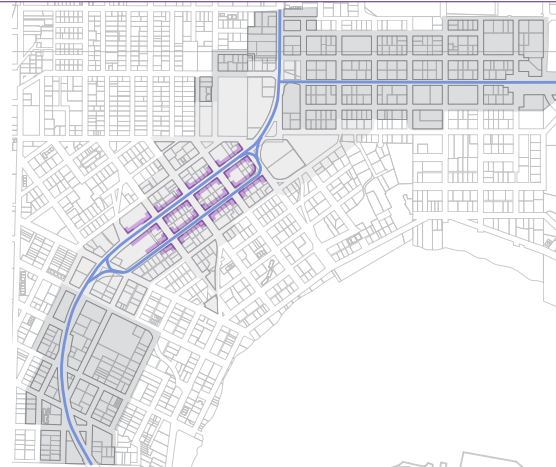
INTRODUCTION





City Center Design Review District (CCDRD)

The City Center Design Review District (CCDRD) 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.



CCDRD Form Based Code (FBC)

This document translates the vision created during the public involvement process into a series of land use, streetscape, and urban design strategies, using a form based approach.

Form based codes (FBCs) are development regulations used by local government agencies that emphasize the physical character of development and deemphasize the categorization of land uses and activities. They provide greater predictability about the look and feel of development and offer developers a clearer understanding of what the community seeks. In return, FBCs can make it easier for citizens to help create the physical development they want, which will more likely lead to their acceptance of development and street designs in their community.



FORM BASED APPROACH

The new 14.30 City Center Design Review District and amendments to the municipal code and Comprehensive Plan will:

FBC Approach

Promote a “form based” approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.

Use a “Regulating Plan” to translate the CCARP vision into a plan and map of the project area. The regulating plan will show where different development and design standards apply.

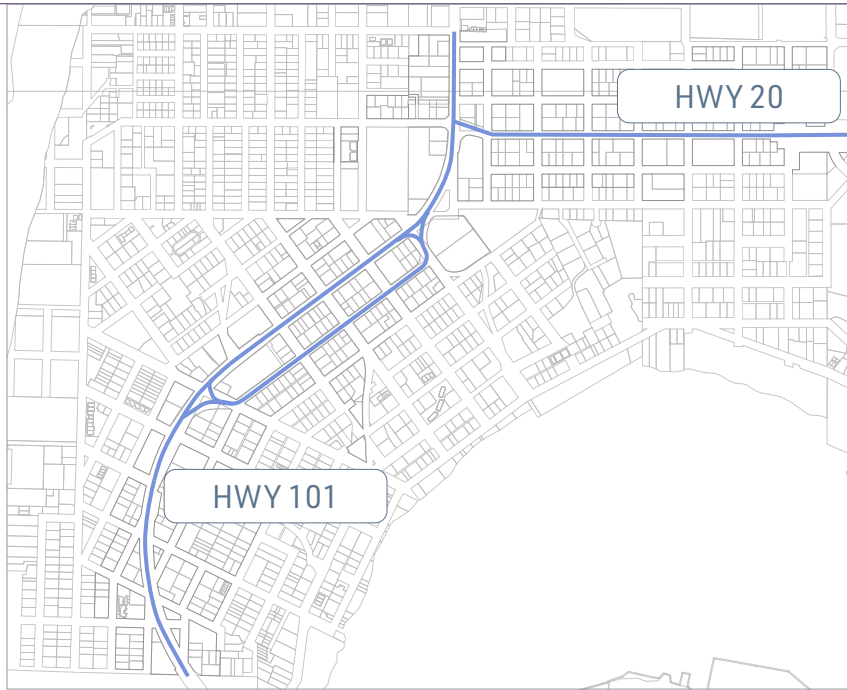
Utilize clear and objective dimensional standards. An example of a dimensional standard is “front yard setback – 20 feet.”

In general, provide as much information in tables as possible to aid clarity of the provisions and use graphics to communicate the intent of the development standards and provisions..

Display development and design standards in tables. The standards in the table will be keyed to the Regulating Plan, Frontage Types, or other diagrams.

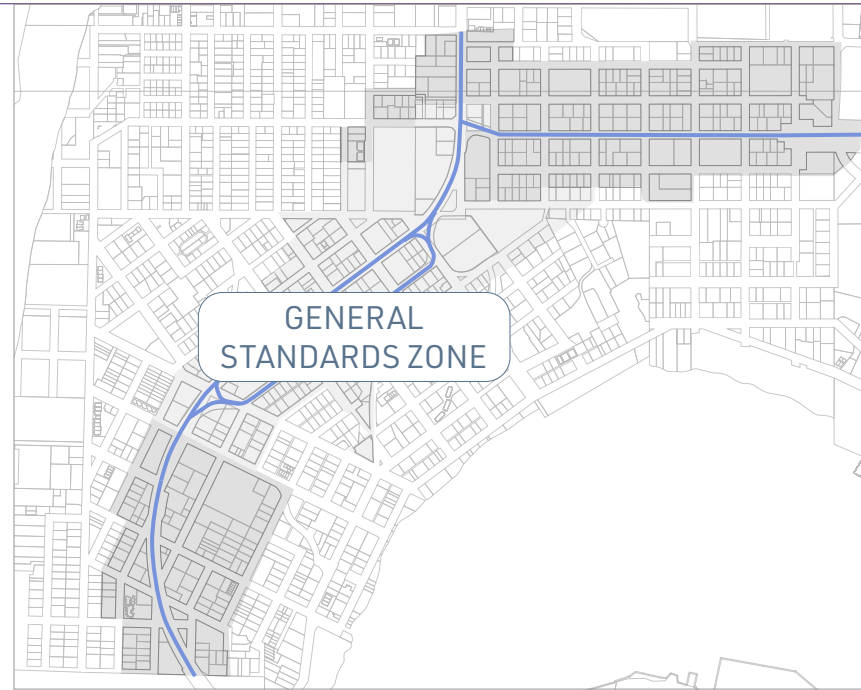
Provide purpose or intent statements and visual examples to help explain the intended outcome.

APPLICABILITY



Public Realm Standards

Street Cross Sections (Section 04)

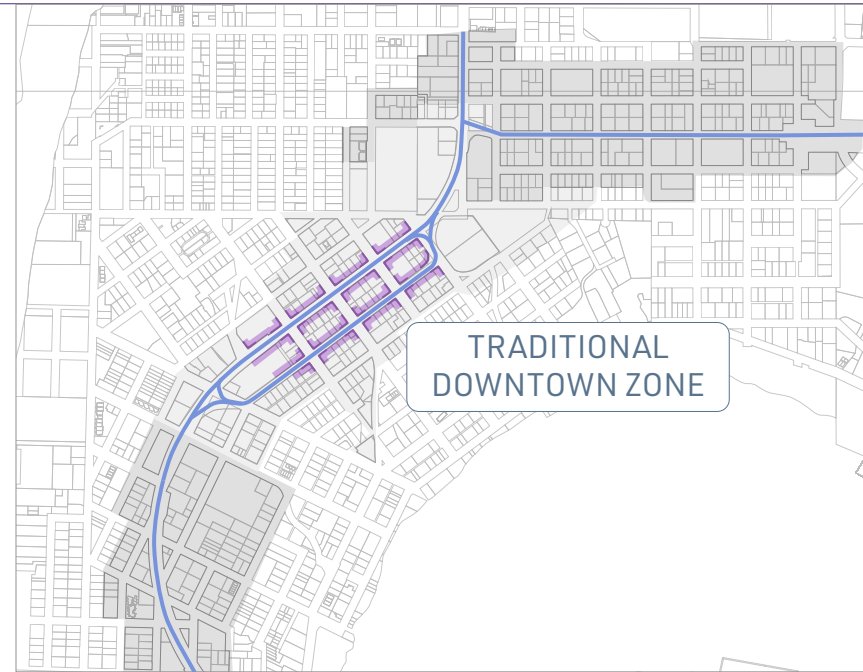
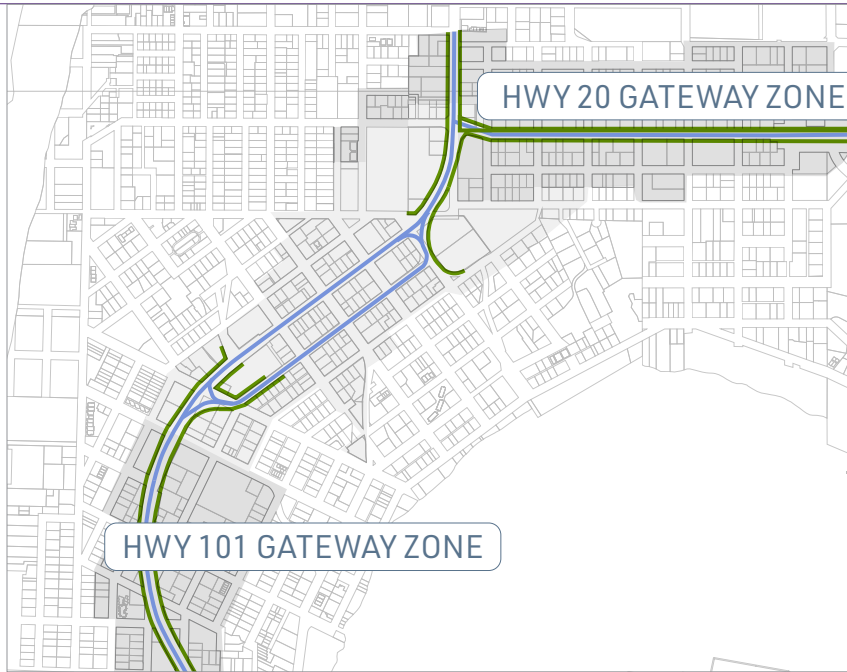


General Standards

Street Cross Sections (Section 04)

General Standards (Section 05)

APPLICABILITY



Gateway Frontage Types

Street Cross Sections (Section 04)

General Standards (Section 05)

Gateway Frontage Types (Section 5)

Traditional Downtown Frontage Types

Street Cross Sections (Section 04)

General Standards (Section 05)

Gateway Frontage Types (Section 5)

Traditional Downtown Frontage Types (Section 5)

REGULATING PLAN



Regulating Plan

The purpose of the Regulating Plan is to translate the vision created during the public involvement process into an actionable plan and map. Each regulating plan component explains which areas are subject to specific regulations. The regulating plan is a critical tool to inform development of the Newport CCARP Design District and ensure the community vision is realized.

Regulating Plan Components

The regulating plan identifies mandatory components to be implemented through a combination of private development and public capital improvement projects. It provides flexibility for the Newport CCARP Design District to support a wide range of land uses and development types while ensuring strong connectivity, a form and character that aligns with the surrounding context, and effective placemaking and economic development to complement public investments on Hwy 101, SW 9th Street, and Hwy 20.

The Regulating Plan identifies requirements that are geographically located and apply regardless of the proposed development approach. This plan is supplemented by development standards that vary based on proposed development and land uses.

FINAL DRAFT

HWY 20 GATEWAY ZONE



LEGEND



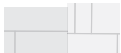
URBAN FRONTAGE REQUIRED



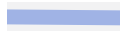
RETAIL-READY FRONTAGE REQUIREMENT



LANDSCAPE FRONTAGE REQUIRED



GENERAL STANDARDS APPLY



PRIMARY STREET

HWY 101 GATEWAY ZONE



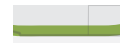
LEGEND



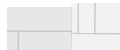
URBAN FRONTAGE REQUIRED



RETAIL-READY FRONTAGE REQUIREMENT



LANDSCAPE FRONTAGE REQUIRED



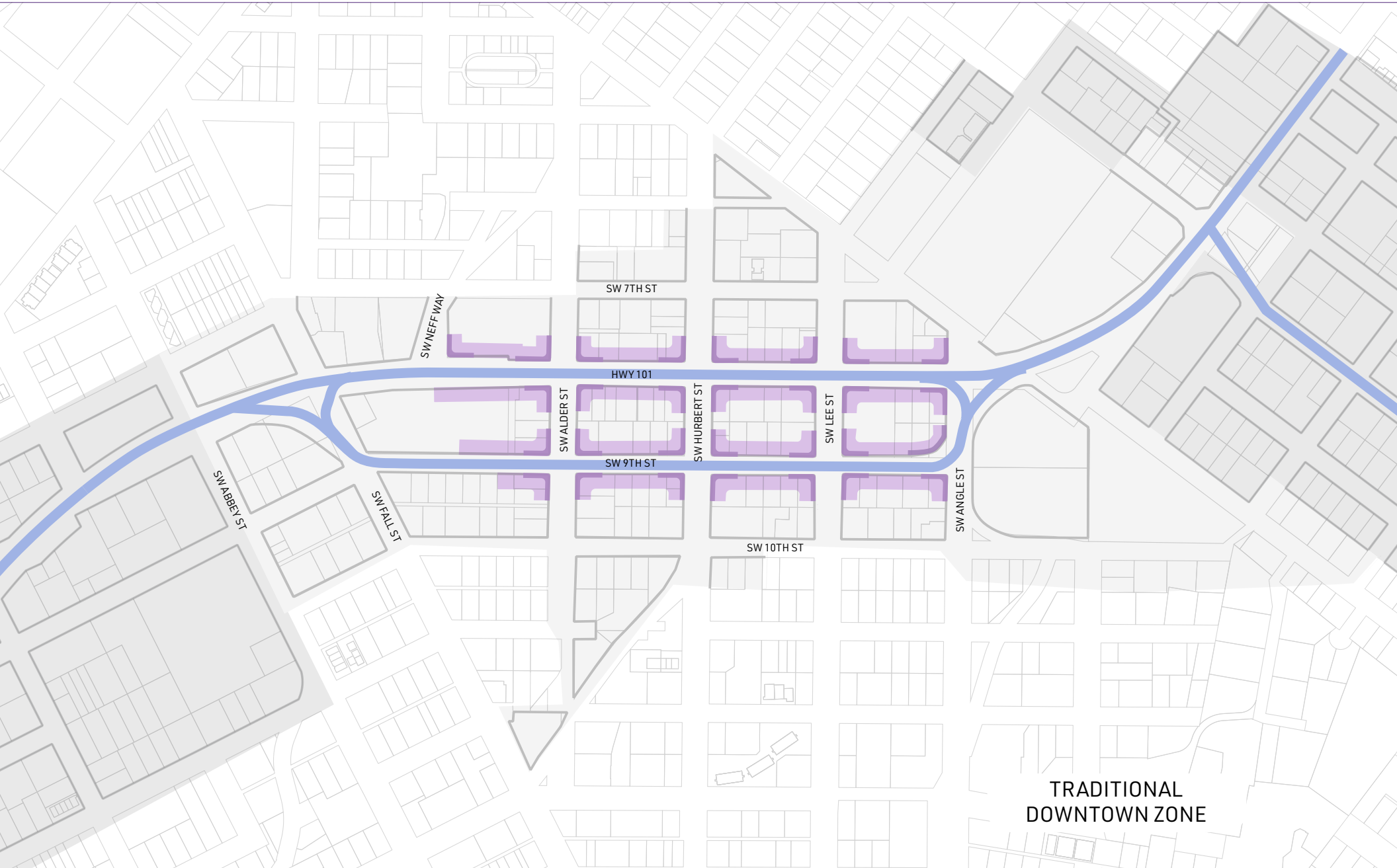
GENERAL STANDARDS APPLY



PRIMARY STREET

FINAL DRAFT

TRADITIONAL DOWNTOWN ZONE



TRADITIONAL
DOWNTOWN ZONE

TRADITIONAL DOWNTOWN ZONE

LEGEND



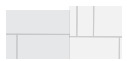
URBAN FRONTAGE REQUIRED



RETAIL-READY FRONTAGE REQUIREMENT



LANDSCAPE FRONTAGE REQUIRED



GENERAL STANDARDS APPLY



PRIMARY STREET



04

PUBLIC REALM

FINAL DRAFT

APPLICABLE ODOT URBAN BLUEPRINT STANDARDS

	CCARP CORE - TRADITIONAL DOWNTOWN		CCARP GATEWAY - URBAN MIX	
PUBLIC REALM STANDARDS	HWY 101	SW 9TH ST	HWY 20 / SW OLIVE ST	
Pedestrian realm (feet)	14 or greater	12 or greater	14 or greater (ideal)	12 or greater
Frontage / Pedestrian / Buffer / Curb-gutter (feet)	<u>2 / 8 / 5 / .5</u>	0 / 8 / 4 / 0	0 / <u>8 / 4 / 0</u>	0 / 8 / 4
Transition realm (feet)	16 (one side) / 8	8 (one side only)	0	none
Bike / Buffer / Parking (feet)	<u>5 / 3 / 8 / 0</u>	5 / 3 / 0	0 / 0 / 0	
Travelway realm (feet)	22	22	36	36
Travel lane / Left turn lane and/or Raised Median (feet)	<u>11 / 11</u>	<u>11 / 11</u>	12 / 12 / 12	12 / 12 / 12
Totals (feet)	74	54	60	60

Key | Critical dimensions

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.



FINAL DRAFT

STREET CROSS SECTIONS

SW Hurbert St.

Parklet Street



FINAL DRAFT

STREET CROSS SECTIONS

SW Alder and SW Lee Streets

Festival Street or Plaza Street

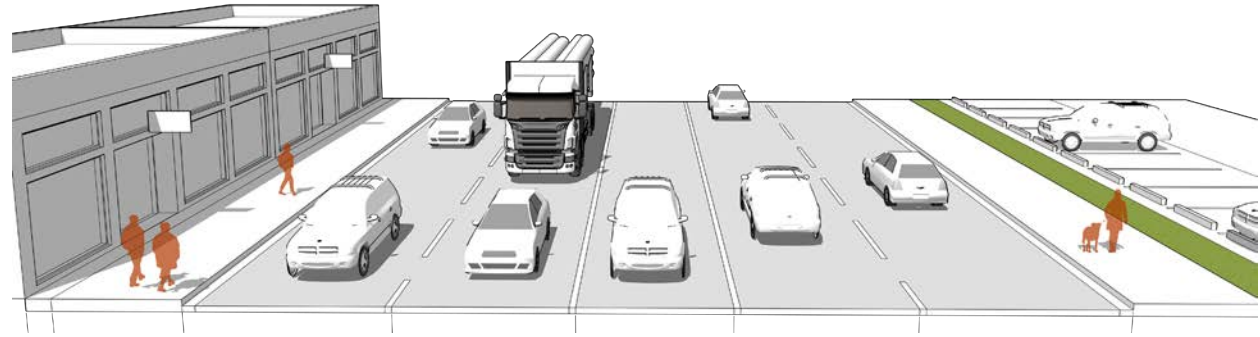


STREET CROSS SECTIONS

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.



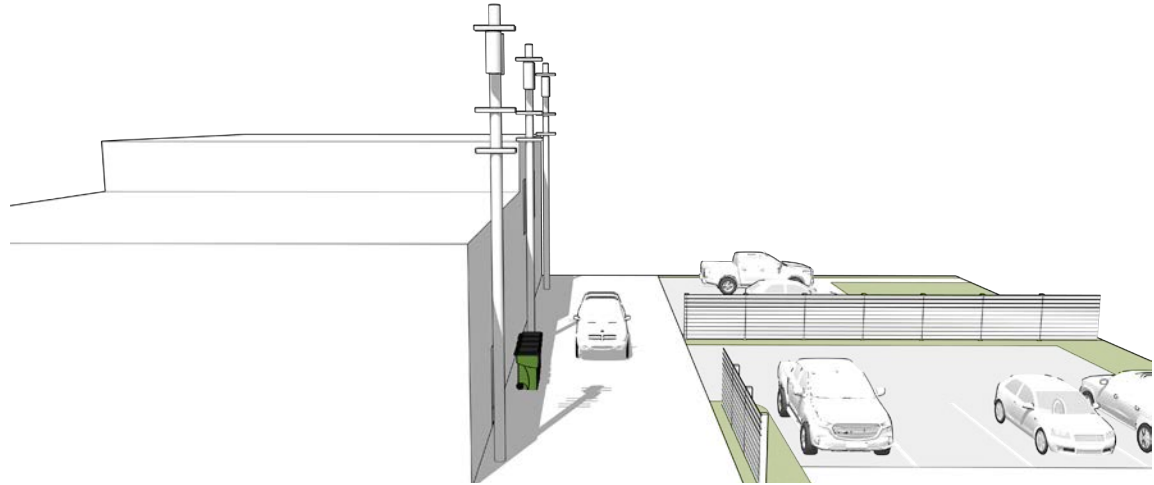
Cross Section showing existing conditions within existing right of way with Landscape Frontage Type applied (right) and General Design Standards applied (left).

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

STREET CROSS SECTIONS

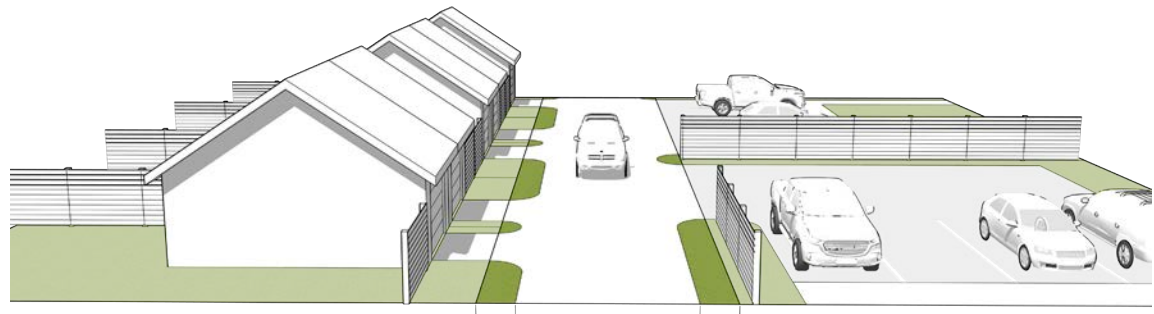
Commercial Alley

Private or public



Residential Alley

Private or public



DEVELOPMENT AND
DESIGN STANDARDS

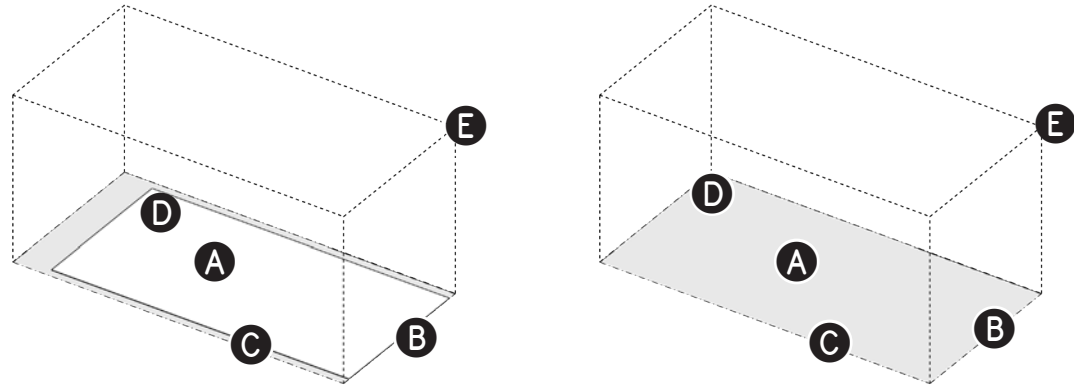


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SUMMARY OF BASE ZONE DEVELOPMENT STANDARDS

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

Building envelope standards are summarized in the table.



14.13.010 DENSITY LIMITATIONS	C-1 AND C-3	P-1
A Minimum lot size (square feet)	5,000	5,000
B Minimum lot width (feet)	25	25
C Setbacks – Front and 2nd Front / Side / Rear (feet)	0 / 0 / 0	0 / 0 / 0
D Maximum lot coverage (%)	85-90	100
E Maximum building height (feet)	50	50
Density – Land Area Required per Unit (sq. feet)*	1,250 *	1,250 *

Roof slopes shall be between 5:12 and 12:12 except for shed roof additions or shed dormers may be 3:12.

14.30.030 – CCDRD General Standards

A. Purpose

The design standards for the City Center Design Review District require a minimum level of design on every building. These standards are intended to promote district character, attention to detail, human-scale and pedestrian-oriented design, while affording flexibility to use a variety of architectural styles.

City Center development is intended to implement the CCARP community vision and must address the following design objectives:

- Articulation – All street-facing buildings must incorporate design elements that break up façades into smaller planes.
- Eyes on the street – A certain percentage of the area of each street-facing façade must be windows.
- Main entrance – On street-facing façades, at least 1 main entrance must meet standards for location, orientation, and visibility.
- Detailed design – All street-facing buildings must include several features selected from a menu.

B. Applicability

Design Standard	Where it applies
Articulation – 14.30.030(BC)(1)	Applicable to dwellings facing the street when the closest wall of the street-facing façade is within 50 feet of a front or street side lot line.
Windows – 14.30(C)(2)	<p>Applicable to dwellings facing the street, when the closest wall of the street-facing façade is within 50 feet of a front or street side lot line, and</p> <p>Applicable to dwellings in a cluster or grouping, either facing a shared open space (e.g. a common courtyard) or a pedestrian path.</p>
Main entrance – 14.30(C)(3)	<p>Applicable to dwellings facing the street, when the closest wall of the street-facing façade is within 50 feet of a front or street side lot line, and</p> <p>Applicable to dwellings in a cluster or grouping, either facing a shared open space (e.g. a common courtyard) or a pedestrian path.</p>
Detailed design – 14.30(C)(4)	<p>Applicable to dwellings facing the street, when the closest wall of the street-facing façade is within 50 feet of a front or street side lot line, and</p> <p>Applicable to dwellings in a cluster or grouping, either facing a shared open space (e.g. a common courtyard) or a pedestrian path.</p>

Design Standard	Where it applies
Transitional space – 14.30(C)(5)	Applicable to ground floor dwellings with access from the street or shared open space (e.g. a common courtyard), and access entry door is: <ul style="list-style-type: none"> (a) Within 10 feet of the street-facing property line, or (b) Within the front yard setback, or (c) Within 10 feet of a shared open space common tract or easement.
Pedestrian circulation – 14.30(C)(6)	Applicable to the entire site, and Applicable only for new buildings.
Off-street parking – 14.30(C)(7)	Applicable to clustered parking where parking spaces are 5 or more.

The design standards in this subsection apply to the types of development listed below when the closest wall of the street-facing façade is within 50 feet of a front or street side lot line.

1. New dwellings.
2. Expansions of structures in that add area to any street-facing façade. The design standards for such expansions are applicable as follows:
 - a. Expansions that add 75 square feet or less of street-facing façade area are exempt from all design standards.
 - b. Expansions that add more than 75 square feet and less than 200 square feet of street-facing façade area are subject to Subsection Section 14.30(B)(1), Eyes on the Street. The expanded façade area must meet

the standards of Section 14.30(B)(1), Eyes on the Street, without consideration of the original street-facing façade area.

- c. Expansions that add 200 square feet or more of street-facing façade area are subject to the following design standards:
 3. The entire street-facing façade shall comply with Section 14.30(B) P (2) Windows.
 4. Section 14.30(B)(3) Main Entrance is applicable if an expansion would create a new main entrance. No expansion shall bring the street-facing façade out of conformance, or further out of conformance if already nonconforming, with the design standard.
 5. Section 14.30(B)(1) Articulation is applicable for expansions that add 20 lineal feet or more to the length of the street-facing façade.
 6. Section 14.30(B)(4) Detailed Design is not applicable for expansions. However, no expansion shall bring the street-facing façade out of conformance, or further out of conformance if already nonconforming, with the Detailed Design standards.
 7. Multiple expansions are allowed within a 5-year period if the street-facing façade will comply with the design standards that would have been applicable if the expansions occurred at the same time.
 8. Remodels that convert an attached garage to a habitable residential space. When applicable, the design standards apply only to the street-facing façade of the garage being converted. The following design standards are applicable:
 - a. Section 14.30(B)(3) Main Entrance is applicable if the garage conversion would create a new main entrance. No conversion shall bring the street-facing façade out of conformance, or further out of conformance if already nonconforming, with the design standard.

- b. Section 14.30(B)4 Detailed Design is not applicable. However, no conversion shall bring the street-facing façade out of conformance, or further out of conformance if already nonconforming, with the design standard.

C. Standards

All buildings that meet the applicability provisions in Section 14.30(B) Applicability shall meet the following design standards. The graphics provided are intended to illustrate how development could comply with these standards and should not be interpreted as requiring a specific architectural style. An architectural feature may be used to comply with more than one standard.

1. Articulation. All buildings shall incorporate design elements that break up all street-facing façades into smaller planes as follows.
 - a. For buildings with 25 to 50 feet of street frontage, a minimum of 1 of the following elements shall be provided along the street-facing façades.
 - i. A porch at least 5 feet deep.
 - ii. A balcony that is at least 2 feet deep and is accessible from an interior room.
 - iii. A bay window that extends at least 2 feet wide.
 - iv. A section of the façade that is recessed by at least 2 feet deep and 6 feet long.
 - v. A gabled dormer.
 - b. For buildings with over 50 feet of street frontage, at least 1 element in Subsection 4.161(1) i.-v. above shall be provided for every 25 ft of street frontage.
 - c. Elements shall be distributed along the length of the façade so that there are no more than 25 feet between 2 elements.
 - d. For buildings with less than 25 feet of street frontage, the building articulation standard is not applicable.
2. Windows. At least 15% of the area of each street-facing façade must be windows.

- a. Windows used to meet this standard must be transparent and allow views from the building to the street. Glass blocks and privacy windows in bathrooms do not meet this standard.
 - b. Window area is considered the entire area within the outer window frame, including any interior window grid. Glazed portions of entrance doors count as window area.
 - c. Doors used to meet this standard must face the street or be at an angle of no greater than 45 degrees from the street.
 - d. Door area is considered the portion of the door that moves. Door frames do not count toward this standard.
3. Main entrance. At least 1 main entrance must meet both of the following standards.
- a. Be no further than 8 ft behind the longest street-facing wall of the building.
 - b. Face the street, be at an angle of up to 45 degrees from the street, or open onto a porch. If the entrance opens up onto a porch, the porch must meet all of these additional standards.
 - i. Be at least 25 sq ft in area with a minimum 4-ft depth.
 - ii. Have at least 1 porch entry facing the street.
 - iii. Have a roof that is no more than 12 ft above the floor of the porch.
 - iv. Have a roof that covers at least 30% of the porch area.
4. Detailed design. All buildings shall include at least 5 of the following features on any street-facing façade.
- a. Covered porch at least 5 ft deep, as measured horizontally from the face of the main building façade to the edge of the deck, and at least 5 ft wide.
 - b. Recessed entry area at least 2 ft deep, as measured horizontally from the face of the main building façade, and at least 5 ft wide.
 - c. Offset on the building face of at least 16 in from 1 exterior wall surface to the other.

- d. Dormer that is at least 4 ft wide and integrated into the roof form.
 - e. Roof eaves with a minimum projection of 12 in from the intersection of the roof and the exterior walls.
 - f. Roof line offsets of at least 2 ft from the top surface of 1 roof to the top surface of the other.
 - g. Tile or wood shingle roofs.
 - h. Horizontal lap siding between 3 to 7 in wide (the visible portion once installed). The siding material may be wood, fiber-cement, or vinyl.
 - i. Brick, cedar shingles, stucco, or other similar decorative materials covering at least 40% of the street-facing façade.
 - j. Gable roof, hip roof, or gambrel roof design.
 - k. Window trim around all windows at least 3 in wide and 5/8 in deep.
 - l. Window recesses, in all windows, of at least 3 in as measured horizontally from the face of the building façade.
 - m. Balcony that is at least 3 ft deep, 5 ft wide, and accessible from an interior room. For Townhouses this standard is 2 ft deep and 4 ft wide.
 - n. One roof pitch of at least 500 sq ft in area that is sloped to face the southern sky and has its eave line oriented within 30 degrees of the true north/south axis.
 - o. Bay window at least 2 ft deep and 5 ft long. For Townhouses this standard is 2 ft deep by 4 ft wide.
 - p. Attached garage width, as measured between the inside of the garage door frame, of 35% or less of the length of the street-facing façade.
 - q. For Townhouses, balconies and bay windows may encroach into a required setback area.
5. Transitional space. Ground floor dwellings which have their entry access from the street or a shared open space (e.g. a common courtyard) must include an area of transition between the public realm of the right-of-way (or

tract or easement). The standards below apply when the private dwelling entry access door is within 10 feet of the street-facing property line; within the front yard setback, or within 10 feet of a shared open space common tract. The transitional space between the public realm and the entry door may be either vertical or horizontal, as described below.

- a. A vertical transition must be an uncovered flight of stairs that leads to the front door or front porch of the dwelling. The stairs must rise at least 3 ft, and not more than 8 ft, from grade. The flight of stairs may encroach into the required front yard, and the bottom step must be at least 4 ft from the front lot line.
 - b. A horizontal transition shall be a covered porch with a depth of at least 6 ft. The porch may encroach into the required front yard, but it must be at least 4 ft from the front lot line.
6. Pedestrian circulation. The on-site pedestrian circulation system must include the following:
- a. Continuous connections between the primary buildings, streets abutting the site, ground level entrances, common buildings, common open space, and vehicle and bicycle parking areas.
 - b. At least 1 pedestrian connection to an abutting street frontage for each 200 linear ft of street frontage.
 - c. Pedestrian walkways must be separated from vehicle parking and maneuvering areas by physical barriers such as planter strips, raised curbs, or bollards.
 - d. Walkways must be constructed with a hard surface material, must be permeable for stormwater, and must be no less than 3 ft wide. If adjacent to a parking area where vehicles will overhang the walkway, a 7-ft-wide walkway must be provided. The walkways must be separated from parking areas and internal driveways using curbing, landscaping, or distinctive paving materials.
7. Off-street parking.
- a. Off-street parking may be arranged in clusters, subject to the following standards:
 - i. Cottage cluster projects with fewer than 16 cottages are permitted parking clusters of not more than five (5) contiguous spaces.

- ii. Cottage cluster projects with 16 cottages or more are permitted parking clusters of not more than eight (8) contiguous spaces.
 - iii. Parking clusters must be separated from other spaces by at least four (4) feet of landscaping.
- b. Clustered parking areas may be covered.
- c. Off-street parking spaces and vehicle maneuvering areas must not be located:
 - i. Within of 20 feet from any street property line, except alley property lines;
 - ii. Between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.
- d. Off-street parking spaces must not be located within 10 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines.
- e. Landscaping, fencing, or walls at least three feet tall must separate clustered parking areas and parking structures from common courtyards and public streets.
- f. Garages and carports (whether shared or individual) must not abut common courtyards.
- g. Individual attached garages up to 200 square feet must be exempted from the calculation of maximum building footprint for cottages.
- h. Individual detached garages must not exceed 400 square feet in floor area.
- i. Garage doors for attached and detached individual garages must not exceed 20 feet in width.

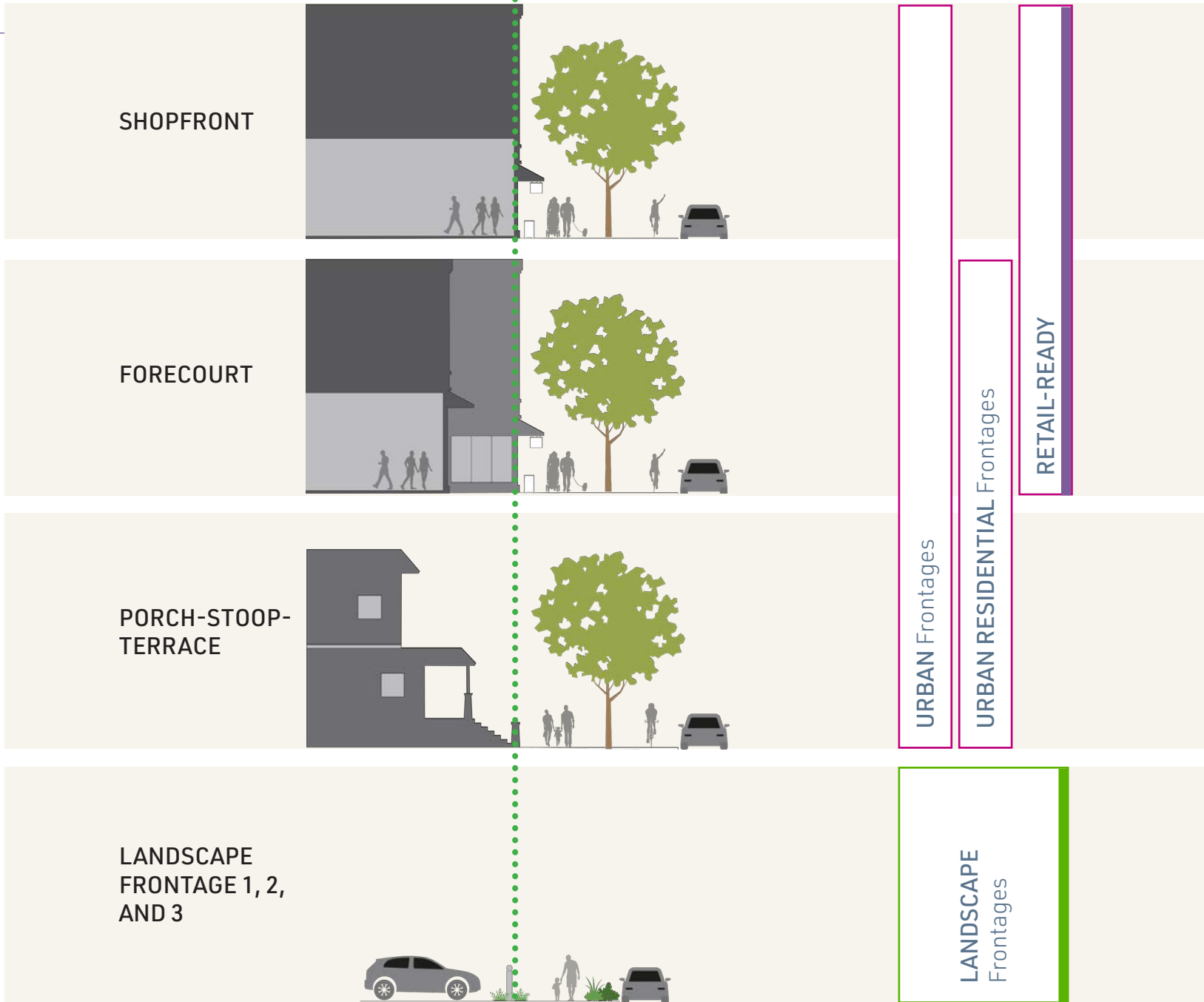
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FINAL DRAFT

FRONTAGE TYPES

BUILD-TO LINE / FRONTAGE LINE

FRONTAGE CATEGORIES



FINAL DRAFT

EXAMPLES



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.

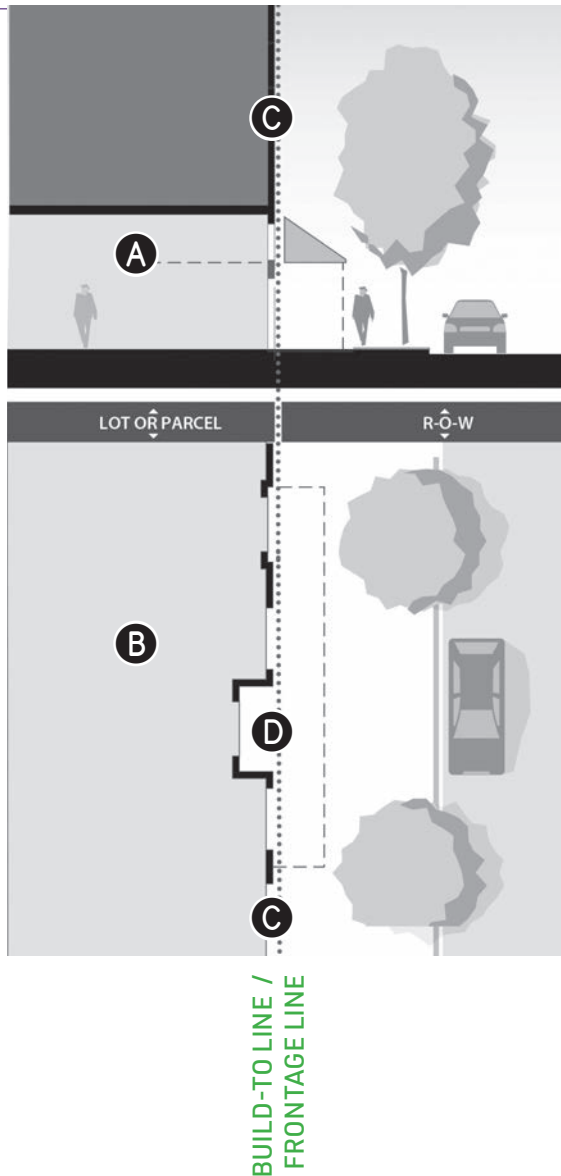


Porch-stoop-terrace frontage is characterized by a façade that is aligned close to the frontage line with the first story set back from the frontage line with a porch, a stoop, or a terrace.



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

The Shopfront Frontage is characterized by a façade that is built up to the Build To Line or Frontage Line which is typically the front lot line.

The building entrance shall be at sidewalk grade. The Shopfront Frontage shall have substantial glazing on the ground floor. Building entries shall provide a canopy or awning and/or be recessed behind the front building façade.

When marked on the Regulating Plan as “Retail-ready Frontage Requirement,” additional standards must be met to ensure that the ground floor of the building can accommodate retail and/or restaurant uses.

A	“Retail ready” minimum ground floor height (feet)	18
B	“Retail ready” minimum ground floor depth (feet)	20
C	Building Setback from Build-to Line (feet)	0

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

D Building entries shall provide a canopy or awning and/or be recessed behind the front building façade.

Encroachments such as canopies, awnings, or bay windows are allowed to encroach beyond the Build To Line or Frontage Line (or into the Right of Way) by a maximum of 3 feet.

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*Retail-ready
shopfronts*

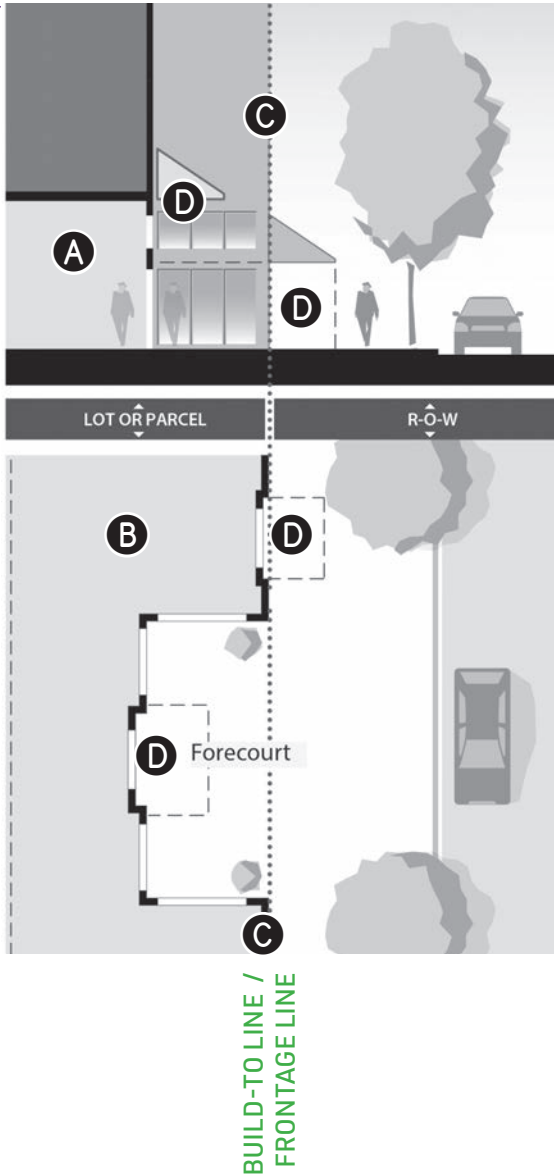


*Bay window and
awning encroachments
into the Right of Way*



Recessed entry

FRONTAGE TYPES



URBAN FRONTAGE - FORECOURT

Forecourt Frontage is created by recessing a portion of the façade behind the Build To Line or Frontage 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.

When marked on the Regulating Plan as "Retail-ready Frontage Requirement," additional standards must be met to ensure that the ground floor of the building can accommodate retail and/or restaurant uses.

- A** "Retail ready" minimum ground floor height (feet) 18
- B** "Retail ready" minimum ground floor depth (feet) 20
- C** Building Setback from Build-to Line for Shopfront Frontage (feet) 0

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

- 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 entries shall provide a canopy or awning and/or be recessed behind the front building façade.

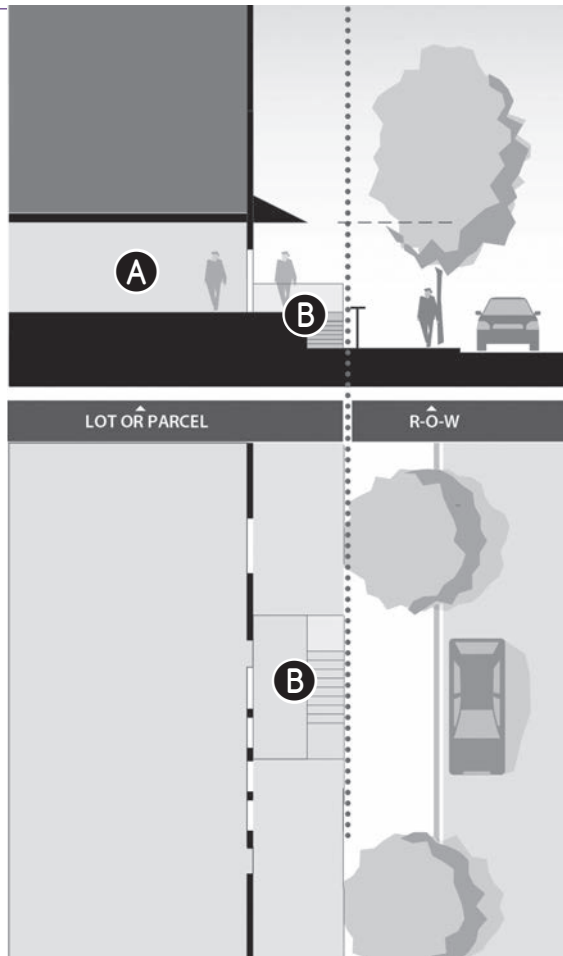
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Forecourts shared by multiple retail establishments and restaurants



FRONTAGE TYPES



BUILD-TO LINE /
FRONTAGE LINE

URBAN FRONTAGE - RESIDENTIAL PORCH-STOOP-TERRACE

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 or Frontage 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.

A Minimum ground floor height (feet)

9

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

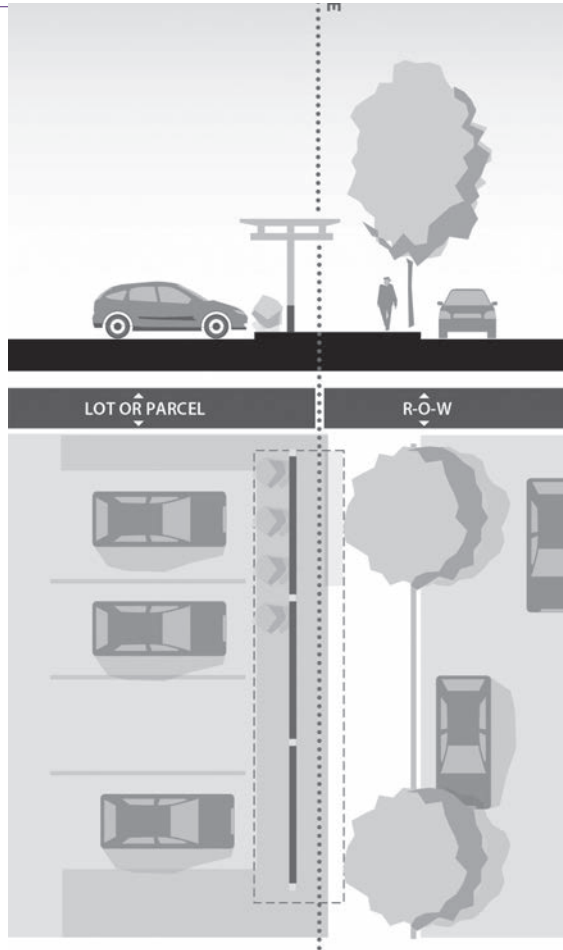
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Stoop and terrace entries



FRONTAGE TYPES



LANDSCAPE FRONTAGE 1 - LOW WALL AND TRELIS

A Vertical Landscaping or Structure Setback from Build-to Line, maximum feet

5

B Height of Structure or Planting, feet

The underside of the Trellis portion of a Low Wall and Trellis shall be a minimum of 8 feet above grade and a maximum of 14 feet above grade.

The Low Wall portion of a Low Wall and Trellis shall be a minimum of 1.5 feet and a maximum of 3 feet and have a minimum depth of 1.5 feet.

C Materials

The Trellis shall be heavy timber or steel (or a similar material) and shall consist of open structure with no decking or awning material.

The Trellis shall have masonry, heavy timber, or steel (or similar metal) supporting columns spaced no more than 30 feet on center.

The Low Wall shall be wood, masonry, and/or concrete.

D Openings

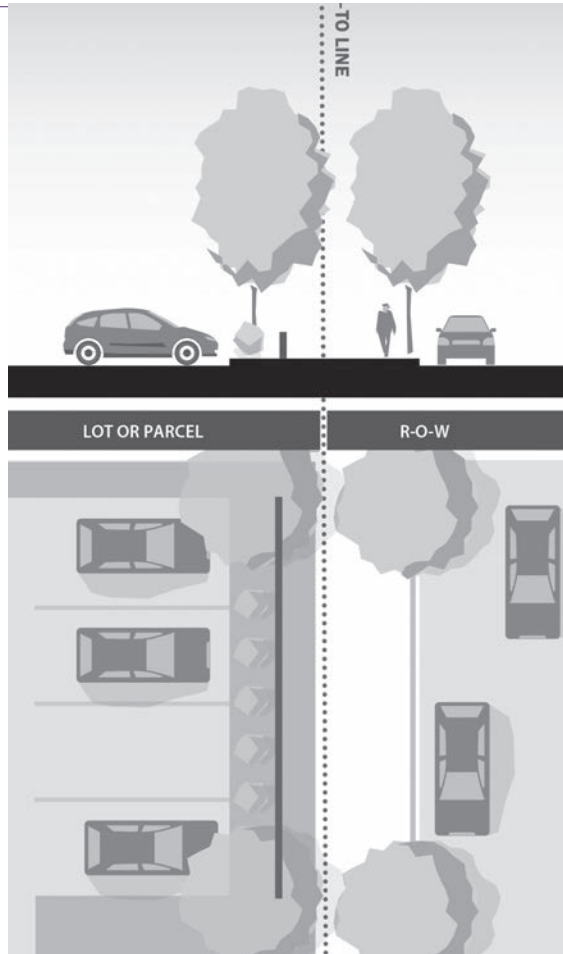
Openings in the Low Wall and Trellis are allowed for pedestrian pathways, sidewalks, plazas, and driveways.

E Surface Parking Setback

Surface Parking shall be set back a minimum of 3 feet from the Low Wall and Trellis.

F Ground Cover and Planting

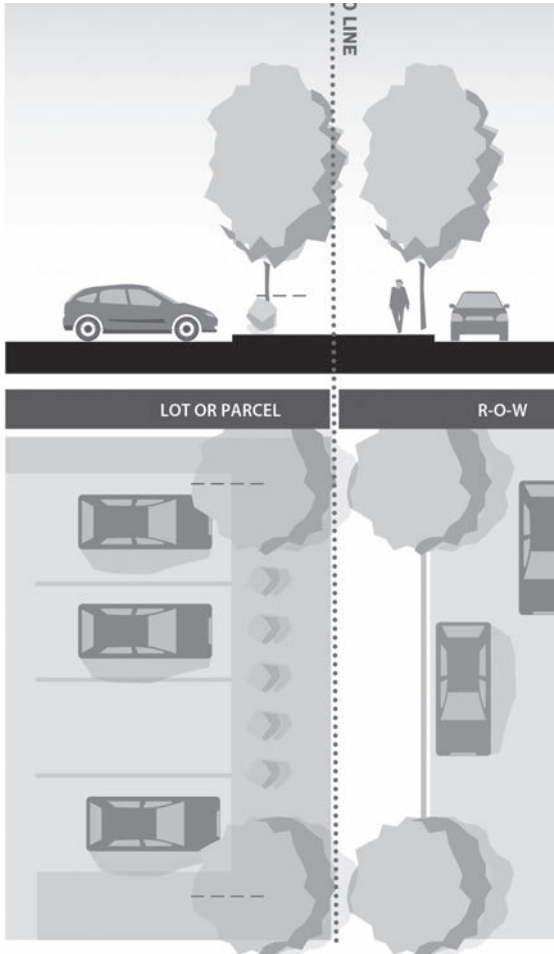
The area between the Build-to Line and the Trellis shall be hardscaped with either masonry pavers or stamped concrete. The setback between the Low Wall and surface parking shall be planted with low shrubs, groundcover, and climbing plants.



LANDSCAPE FRONTAGE 2 - URBAN FENCE OR WALL

- | | | |
|----------|--|---|
| A | Vertical Landscaping or Structure Setback from Build-to Line, maximum feet | 5 |
| B | Height of Structure or Planting, feet | The fence or the wall shall be at least 2 feet high and no more than 3 feet high. |
| C | Materials | Walls shall be wood masonry, and/or concrete; fences shall be made of wrought iron, steel, or a similar material (but not chain-link) and must be dark in color. Fences may be no more than 50% sight obscuring. |
| D | Openings | Openings in the Urban Fence or Wall are allowed for pedestrian pathways, sidewalks, plazas, and driveways. |
| E | Surface Parking Setback | The surface parking area shall be set back, at a minimum, an additional 5 feet to provide room for required landscaping and stormwater infiltration and/or retention. |
| F | Ground Cover and Planting | In addition to the required fence or wall, trees and shrubs shall be provided. One large tree is required every 30 linear feet minimum. The shrubs shall be at least as high as the wall or fence, and shall be no more than 6 feet high. |

FRONTAGE TYPES



LANDSCAPED FRONTAGE 3 - LOW HEDGE

- | | | |
|----------|--|---|
| A | Vertical Landscaping or Structure Setback from Build-to Line, minimum feet | 5 |
| B | Height of Structure or Planting, feet | The shrubs shall be a minimum of 3 feet high. If a low wall is provided in place of shrubs it shall be a minimum of 3 feet high. |
| C | Materials | The surface parking area shall be screened with a continuous row of hedges or shrubs immediately adjacent to the parking area, except where there is a driveway. Shrubs must be mostly opaque year round. A low wall may be substituted for the shrubs but the trees and groundcover plants are still required. |
| D | Openings | Openings in the Landscape Frontage are allowed for pedestrian pathways, sidewalks, plazas, and driveways. |
| E | Surface Parking Setback | 10 feet minimum |
| F | Ground Cover and Planting | In addition to the required shrubs, one large tree is required every 30 linear feet. The shrubs/hedge shall be interrupted with a gap of up to 2 feet wide in order to accommodate trees. |

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FRONTAGE TYPES





07

References

Traditional Downtown/CBD

Table 3-11 provides design guidance for the respective design elements for ODOT roadways through the Traditional Downtown/CBD context. With this design approach, the goal is to design roadways in the Traditional Downtown/CBD context for a target speed of 20-25 mph. Figure 3-8 illustrates various cross-section scenarios for how the design elements within this type of context may be arranged.

Table 3-11: Design Element Recommendations for Traditional Downtown/CBD

	Design Element	Guidance
Pedestrian Realm	Frontage Zone	4' to 2'
	Pedestrian Zone	10' to 8'
	Buffer Zone	6' to 0'
	Curb/Gutter ¹	2' to 0.5'
Transition Realm ⁶	Separated Bicycle Lane (Curb Constrained Facility) ²	8' to 7'
	On-Street Bicycle Lane (not including Buffer) ²	6' to 5'
	Bicycle/Street Buffer ²	3' to 2'
	Right Side Shoulder (if travel lane directly adjacent to curb) ^{3,5}	2' to 0'
	On-Street Parking	7' to 8'
Travelway Realm ⁵	Travel Lane ^{4,5}	11'
	Right Turn Lane (including Shy Distances)	11' to 12'
	Left Turn Lane ⁴	11'
	Left Side / Right Side Shy Distance	1' to 0'
	Two-Way-Left-Turn Lane	11' to 12'
	Raised Median - No Turn Lane (including Shy Distances)	8' to 11'
	Left-Turn Lane with Raised Curb Median/separator (includes 16" separator & Shy Distances)	12' to 14'

¹ Where curb and gutter is used and on-street parking is provided or travel lane is directly adjacent to curb, gutter pan should be included in shoulder/shy or on-street parking measurement. Gutter pan should be included in travel lane, bicycle lane or turn lane measurements only where a smooth transition from gutter pan to roadway surface is provided.

² Refer to Bicycle Facility Selection process (Section 3.2.2) to determine appropriate bicycle facility type. Consider raised bicycle lanes where appropriate. 5-foot on-street bicycle lane is allowed only with a street buffer. When a raised buffer is used to protect the bicycle lane, the width should be 6' if parking is adjacent or signs or other features are anticipated.

³ Overall shoulder width depends on other section elements. Elimination of shoulder width/lateral offsets should only be considered in constrained locations and needs to be balanced with all cross-section and drainage needs. If the travel lane is next to a curb with a gutter (e.g., a 2-foot curb zone), the gutter typically serves as the right-side shoulder. A wider shoulder may be needed to accommodate drainage based on hydrological analysis or other specific needs.

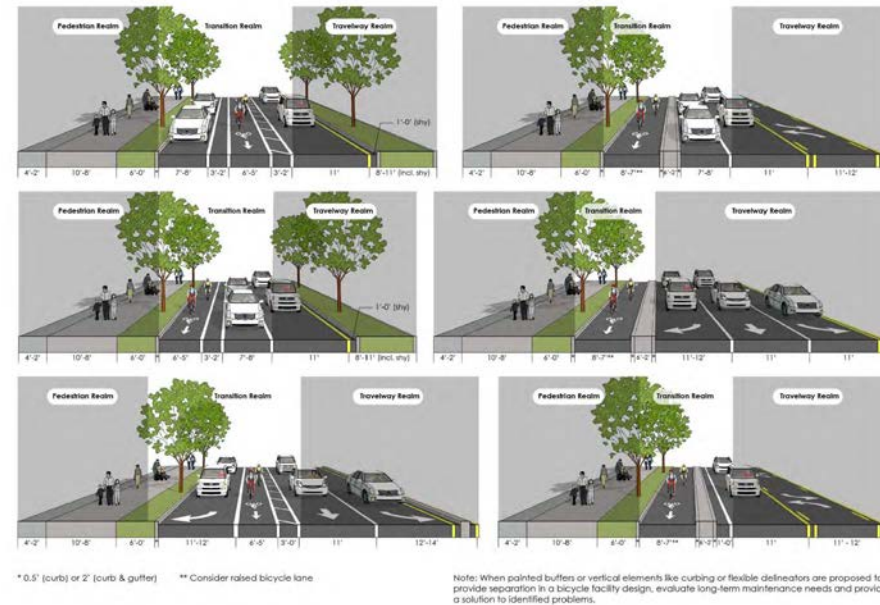
⁴ 11-foot lane width preferred to 12-foot lane; 10-foot lane width requires design approval from the State Roadway Engineer. On freight or transition-oriented streets, a 10-foot travel lane is generally not appropriate without a buffer zone or shoulder.

⁵ On Reduction Review Routes, comply with ODOT Freight Mobility Policies, ORS 366.215 and OAR 731-012. Element dimensions may need to be modified.

⁶ When painted buffers or vertical elements like curbing or flexible delineators are proposed to provide separation in a bicycle facility design, evaluate long-term maintenance needs and provide a solution to identified problems.

ODOT Urban Blueprint

Figure 3-8: Example Cross Section Options for Traditional Downtown/CBD. See Table 3-11 for additional information.



ODOT Urban Blueprint

Urban Mix

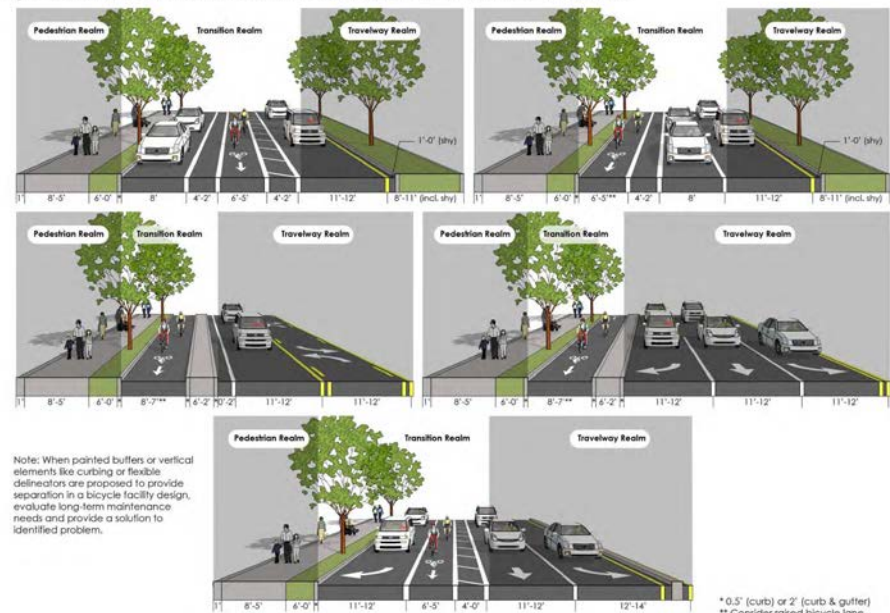
Table 3-12 provides design guidance for the respective design elements for ODOT roadways through the Urban Mix context. With this design approach, the goal is to design roadways for a target speed of 25-30 mph. Figure 3-9 illustrates various cross section scenarios for how the design elements within this type of context may be arranged.

Table 3-12: Design Element Recommendations for Urban Mix

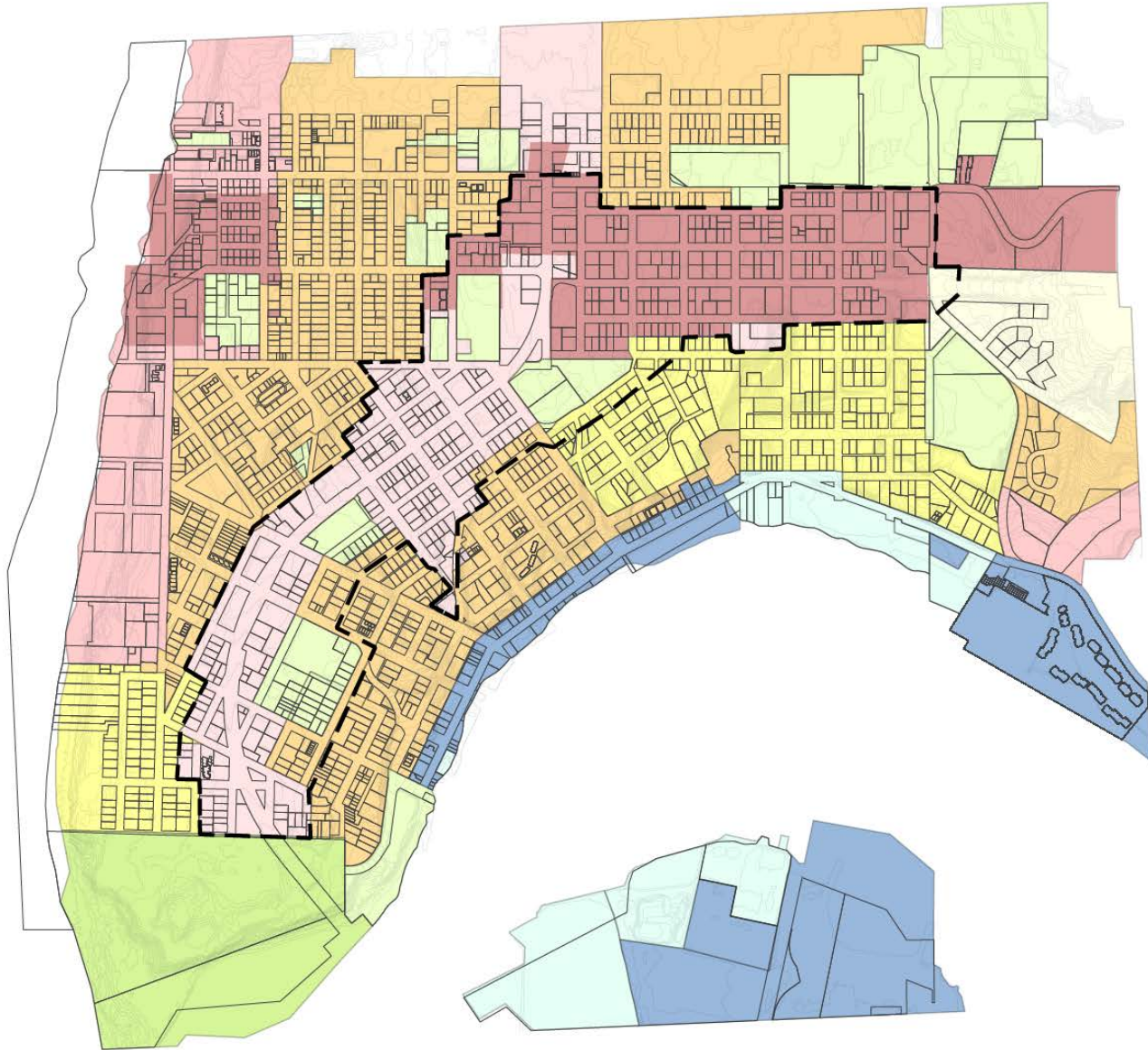
	Design Element	Guidance
Pedestrian Realm ⁶	Frontage Zone	1'
	Pedestrian Zone ⁷	8' to 5'
	Buffer Zone	6' to 0'
Transition Realm ⁶	Curb/Gutter ¹	2' to 0.5'
	Separated Bicycle Lane (Curb Constrained Facility) ²	8' to 7'
	On-Street Bicycle Lane (not including Buffer) ²	6' to 5'
	Bicycle/Street Buffer (preferred for On-Street Lane) ²	4' to 2'
	Right-Side Shoulder (if travel lane directly adjacent to curb) ^{3,5}	2' to 0'
Travelway Realm ⁵	On-Street Parking	8'
	Travel Lane ^{4,5}	11' to 12'
	Right Turn Lane (including Shy Distances)	11' to 12'
	Left Turn Lane ⁴	11' to 12'
	Left Side / Right-Side Shy Distance	1' to 0'
	Two-Way-Left-Turn Lane	11' to 12'
Raised Median – No Turn Lane (including Shy Distances)	8' to 11'	
Left-Turn Lane with Raised Curb Median/Separator (including 16" separator & Shy Distances)	12' to 14'	

- Where curb and gutter is used and on-street parking is provided or travel lane is directly adjacent to curb, gutter pan should be included in shoulder/shy or on-street parking measurement. Gutter pan should be included in travel lane, bicycle lane or turn lane measurements only where a smooth transition from gutter pan to roadway surface is provided.
- Refer to Bicycle Facility Selection process (Section 3.2.2) to determine appropriate bicycle facility type. Consider raised bicycle lanes where appropriate. 5-foot on-street bicycle lane is allowed only with a street buffer. When a raised buffer is used to protect the bicycle lane, the width should be 6' if parking is adjacent or if signs or other features are anticipated.
- Overall shoulder width depends on other section elements. Elimination of shoulder width/lateral offset should only be considered in constrained locations and needs to be balanced with all cross-section and drainage needs. If the travel lane is next to a curb with a gutter (e.g., a 2-foot curb zone), the gutter typically serves as the right-side shoulder. A wider shoulder may be needed to accommodate drainage based on hydrological analysis or other specific needs.
- 11-foot lane width preferred; 10-foot lane width requires design approval from the State Roadway Engineer. On freight- or transportation-adjacent streets, a 10-foot travel lane is generally not appropriate without a buffer zone or shoulder.
- On Reduction Review Routes, comply with ODOT Freight Mobility Policies, ORS 366.215 and OAR 731-012. Element dimensions may need to be modified.
- When painted buffers or vertical elements like curbing or flexible delineators are proposed to provide separation in a bicycle facility design, evaluate long-term maintenance needs and provide a solution to identified problems.
- 5-foot pedestrian zone requires a paved frontage zone and/or a paved buffer zone. Minimum "sidewalk" width is 6-feet.

Figure 3-9: Example Cross Section Options for Urban Mix. See Table 3-12 for additional information.



Base Zones



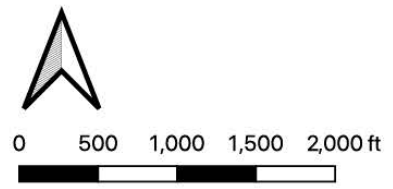
Newport Zoning Map

Zoning

C-1	R-1	P-1
C-2	R-2	P-2
C-3	R-3	P-3
I-1	R-4	W-1
I-2		W-2
I-3		

Tax Lots 2023

City Center Revitalization Plan Boundary



Land Uses

CCDRD - LAND USE LISTING

Applicable regulations	C-1	C-3	P-1	R-2	R-4
Uses					
Office/Professional Offices	P	P			C
Retail sales and service					
Sales-oriented, general retail	P	P			
Sales-oriented, general retail	C	P			
Personal services / Beauty and Barber Shops	P	P			C
Entertainment	P	P			
Repair-oriented	P	P			
Major Event Entertainment	C	P			
Vehicle Repair	C	P			
Self-Service Storage	X	P			
Parking Facility	P	P			
Contractors and Industrial Service	X	P			
Manufacturing and Production					

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Applicable regulations	C-1	C-3	P-1	R-2	R-4
Custom Creative Work	P	P			
Light Manufacturing	X	C			
Warehouse, Freight Movement, & Distribution	X	P			
Wholesale Sales	X	P			
Waste and Recycling Related	C	C			
Basic Utilities	P	P			
Utility Corridors	C	C			
Community Service	P	P			
Family Child Care Home	P	P			P
Child Care Center	P	P			P
Educational Institutions					
Elementary & Secondary Schools / Public Schools	C	C	P		
College and Universities / Public Colleges or Universities	P	P	P		C
Trade/Vocational Schools/Other	P	P			
Hospitals	C	C			P

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Applicable regulations	C-1	C-3	P-1	R-2	R-4
Courts, Jails and Detention Facilities	X	P	P		
Communication Facilities	P	P			
Residences on Floors Other than Street Grade	<u>P</u>	<u>P</u>			
Affordable Housing	P	P			
Transportation Facilities	P	P	P		P
Residential			<u>P</u>		
Single-Family				P	P
Two-Family				P	P
Townhouse				P	P
Single Room Occupancy				P	P
Cottage Cluster				<u>P</u>	P
Multi-family				<u>P</u>	P
Manufactured Homes				P	P
Manufactured Dwelling Park				P	P
Accessory Dwelling Units	<u>P</u>	<u>P</u>		P	P
Accessory Uses				P	P

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Applicable regulations	C-1	C-3	P-1	R-2	R-4
Home Occupations				P	P
Community Services / Community Buildings			P		
Parks				P	P
Publicly Owned Recreation Facilities				C	C
Libraries				C	C
Utility Substations				C	C
Public or Private Schools				C	P
Religious Institutions / Places of Worship				C	C
Emergency Shelter				P	P
Residential Care Homes					P
Nursing Homes				X	P
Motels and Hotels				X	C
Rooming and Boarding Houses				P	P
Membership Organizations				X	P
Museums				X	P
Condominiums				P	P

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Applicable regulations	C-1	C-3	P-1	R-2	R-4
Hostels				X	C
Recreational Vehicle Parks				X	C
Necessary Public Utilities and Public Service Uses or Structures				C	C
Residential Facility				P	P
Movies Theaters				X	C
Assisted Living Facilities				C	P
Bicycle Shop				X	C
Short-Term Rentals				P	P
Public Open Space			P		
Any Building Erected by a Governmental Entity			P		
Fairgrounds			P		
Public Cemeteries			P		
Water & Wastewater Treatment Plants			P		
Performing Arts Centers			P		
Visual Arts Centers			P		

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Applicable regulations	C-1	C-3	P-1	R-2	R-4
Senior Centers			P		
Airport and Accessory Structures			P		
Public Golf Courses			P		
City Halls			P		
County Courthouses			P		
City of County Maintenance Facilities			P		
Publicly Owned Recreational Vehicle Parks			C		
Public Museums			P		
Public Restrooms			P		
Recreation Equipment			P		
Post Office			P		
Parking Lots			P		
Public Hospitals			P		
Water Storage Facilities			P		
Public Libraries					
Fire Stations					

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Applicable regulations	C-1	C-3	P-1	R-2	R-4
Police Stations					
Accessory Structures for Any of the Above [Public Uses]					

Appendix



Date 30 June 2025
Subject City of Newport CCARP
To Derrick I. Tokos, AICP, Community Development Director, City of Newport
From Marcy McInnelly, AIA, Urbsworks, Inc.

APPENDIX A

DRAFT

Newport City Center Design Review District – Amendments to the Newport Municipal Code

Contents

- Summary of Amendments Table
- Track change amendments

Summary of Amendments

Title XIV – Zoning (Chapters 14.03 through 14.30)

Chapter	Subsection	Description of Amendments or Discussion
14.03.050 – Residential Uses		Footnote to land use table listing for R-2, to permit Cottage Clusters, Multifamily uses, and Rooming and Boarding Houses in the CCDRD.
14.03.070 – Commercial and Industrial Uses		Footnotes to the land use table listings for C-1 and C-3: <ul style="list-style-type: none"> · To permit residential uses in the CCDRD on C-1- and C-3-zoned land, and · To permit residential uses on the ground floor of buildings in the CCDRD.
14.03.100 – Public Uses		Footnote to land use table listing for P-1, to permit residential uses in the CCDRD on P-1-zoned land.

Chapter	Subsection	Description of Amendments or Discussion
14.06.060 – Recreational Vehicle Parks		Added language to make limitations on Recreational Vehicle Parks the same for CCDRD as they currently are for Historic Nye Beach Design Review District.
14.09.050 – Mobile Food Units		Added language to make limitations on Mobile Food Units the same for City Center parking district as they currently are for Historic Nye Beach parking district: only permitted if it is a Mobile Food Unit Pod.
14.13.010 – Density Limitation	NMC 14.13.020 - Table "A"	<p>Table "A" manages the lot size, density, form, shape, and size of buildings by land use district. Exceptions for special areas such as Nye Beach Design Review District, are referenced in the footnotes.</p> <p>Similar to the way that special zoning and design standards that apply to Nye Beach Design Review District is established in footnote #4, a new footnote is added to reference the special zoning standards that apply to the City Center Design Review District (CCDRD):</p> <p><i>Special Zoning Standards apply to C-1, C-3, P-1, R-2, and R-4 zoned property within the City Center Design Review District as outlined in NMC 14.30.200.</i></p> <p>Where the standards in NMC 14.30.200 differ from those in Table A, the standards in 14.30.200 will govern development form in the CCDRD.</p>
14.14.100 – Special Are Parking Requirements	.100 – Special Are Parking Requirements	<p>Section A establishes boundaries for special parking districts, including the City Center parking district.</p> <p>Sections B through D describe the way parking requirements are determined and managed.</p> <p>Note that the boundary defined by subsection (A)(3) for the City Center parking district is larger than the area defined by the CCDRD:</p> <p><i>City Center. That area bounded by SW Fall Street, SW 7th Street, SW Neff Street, SW Alder Street, SW 2nd</i></p>

Chapter	Subsection	Description of Amendments or Discussion
		<p><i>Street, SW Nye Street, Olive Street, SE Benton Street, SW 10th Street, SW Angle Street, SW 11th Street, SW Hubert Street, and SW 10th Street.</i></p> <p>Parking management committees are established in Title II – Administration, Section 2.05 – Boards and Commissions, subsection .085 – Parking Advisory Committee. This subsection establishes parking management committees for Bayfront, Nye Beach, and City Center parking district.</p> <p>Discussion item: Are amendments necessary to this section?</p>
<p>14.15 – Residential Uses in Nonresidential Zoning Districts</p>	<p>.020 –</p>	<p>Multiple text changes to ensure that residential uses are permitted outright use, subject to the CCDRD FBC provisions.</p> <p>Purpose of section: To regulate the placement of residences in nonresidential zoning districts., as in:</p> <p>(B) C 2 zones: For areas outside of the Historic Nye Beach Design Review District, residences are prohibited at street grade. For floors other than street grade, residences are allowed as an outright permitted use. On lands zoned C-2 that are within the Historic Nye Beach Design Review District, residential uses shall be allowed as specified in Chapter 14.30, Design Review Standards.</p> <p>Also addresses affordable housing</p>
<p>14.19.020</p>	<p>.020 – Definitions</p>	<p>Discussion item:</p> <p>Reconcile the definition of “City Center” which is cross referenced from this section to 14.14.100 (C), and which reads as:</p> <p><i>“3. City Center. That area bounded by SW Fall Street, SW 7th Street, SW Neff Street, SW Alder Street, SW 2nd Street, SW Nye Street, Olive Street, SE Benton Street, SW 10th Street, SW Angle Street, SW 11th Street, SW</i></p>

Chapter	Subsection	Description of Amendments or Discussion
		<p><i>Hurbert Street, and SW 10th Street</i>” with other similar definitions, such as the definition of City Center District and City Center Design Review District (see next item).</p>
<p>14.30 – Design Review Districts: Overlay Zones Established</p>	<p>.020 –(B)</p>	<p>New text establishing the CCDRD and describing the boundaries. The text for the boundary of the CCDRD is the same as the text provided by DEA in their Comprehensive Plan amendments (“Newport Peninsula Urban Design Plan Comprehensive Plan,” document called <i>RevisedAmendments_Ch4d_Newport-Peninsula-Urban-Design-Plan_perDT,</i>” in Boundary, page 2):</p> <p><i>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.</i></p>
	<p>.030 – Adoption of Design Review: Guidelines and Standards</p>	<p>References the “City Center Design Review District Form Based Code ” and states that the <i>Regulating Plan, Public Realm Standards, and Development and Design Standards, contained therein shall be the standards applicable to the City Center Design Review District.</i></p>
	<p>.040 – Design Review Required .050 – Exemptions</p>	<p>No change to this section. The clear and objective standards of the CCDRD Form Based Code apply to all development within the design district, including housing.</p> <p>.040 Subsections (A)-(E) define the square footage and height thresholds for new construction, improvement, or relocations in that require a design review permit under the CCDRD FBC.</p> <p>.050 Subsections (A)-(D) define development activity that is exempt from design review.</p>

Chapter	Subsection	Description of Amendments or Discussion
	.060 – Approval Authority	Adds the City Center Design Review Form Based Code to those documents subject to .060, which establishes that the approval or denial of a Design Review application is a ministerial action performed concurrent with review of a building permit by the Community Development.
	.100 – Special Zoning Standards in Design Review Districts	Adds the CCDRD to areas subject to special zoning standards and references the CCDRD Form Based Code. Prohibits drive through windows in the area defined as Traditional Downtown Zone within the CCDRD FBC.

City of Newport Municipal Code

Key to track change proposed amendments

New text

Removed text

TITLE XIV - ZONING

14.03.050 – Residential Uses

14.03.050 Residential Uses.

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

"P" = Permitted uses.

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

"X" = Not allowed.

A.	Residential	R-1	R-2	R-3	R-4
	1. Single-Family	P	P	P	P
	2. Two-family	P	P	P	P
	3. Townhouse	X	P	P	P
	4. Single Room Occupancy ⁴	P	P	P	P

	5. Cottage Cluster	X	X <u>9</u>	P	P
	6. Multi-family	X	X <u>6</u>	P	P
	7. Manufactured Homes ¹	P	P	P	P
	8. Manufactured Dwelling Park	X	P	P	P

[9 Cottage Clusters, Multi-family, and Rooming and Boarding Houses are permitted within the City Center Design Review District \(CCDRD\), subject to the form based provisions of the CCDRD.](#)

B.	Accessory Dwelling Units	P	P	P	P
	(B. was added on the adoption of Ordinance No 2055 on June 17, 2013; and subsequent sections relettered accordingly. Effective July 17, 2013.)				
C.	Accessory Uses	P	P	P	P
D.	Home Occupations	P	P	P	P
E.	Community Services				
	1. Parks	P	P	P	P
	2. Publicly Owned Recreation Facilities	C	C	C	C
	3. Libraries	C	C	C	C
	4. Utility Substations	C	C	C	C
	5. Public or Private Schools	C	C	C	P
	6. Family Child Care Home	P	P	P	P
	7. Child Care Center	C	C	C	C
	8. Religious Institutions/Places of Worship	C	C	C	C
	9. Emergency Shelter ⁵	P	P	P	P
F.	Residential Care Homes	P	P	P	P
G.	Nursing Homes	X	X	C	P
H.	Motels and Hotels ³	X	X	X	C
I.	Professional Offices	X	X	X	C
J.	Rooming and Boarding Houses	X	X ⁶	C	P
K.	Beauty and Barber Shops	X	X	X	C
L.	Colleges and Universities	C	C	C	C
M.	Hospitals	X	X	X	P
N.	Membership Organizations	X	X	X	p
O.	Museums	X	X	X	P
P.	Condominiums ²	X	P	P	P
Q.	Hostels	X	X	X	C
R.	Golf Courses	C	C	C	X
S.	Recreational Vehicle Parks	X	X	X	C
T.	Necessary Public Utilities and Public Service Uses or Structures	C	C	C	C
U.	Residential Facility*	X	X	P	P
V.	Movies Theaters**	X	X	X	C
W.	Assisted Living Facilities***	X	C	P	P
X.	Bicycle Shop****	X	X	X	C
Y.	Short-Term Rentals (subject to requirements of Chapter 14.25)	P	P	P	P
Z.	Transportation Facilities	P	P	P	P

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

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

³ Hotels/motels units may be converted to affordable housing provided they are outside of the Tsunami Hazard Overlay Zone.

⁴ A building with four to six units on a lot or parcel in an R-1 or R-2 zone district, or a combination of buildings of at least four units each subject to the density limitations of an R-3 or R-4 zone district.

⁵ Subject to a public hearing before the Newport City Council to establish compliance with the requirements of ORS 197.782.

(14.03.050 amended by the adoption of Ordinance No. 2194 on May 16, 2022; effective June 15, 2022.)

(Section 14.03.050 was amended by Ordinance No. 2182 adopted on May 17, 2021; effective June 16, 2021.)

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

(Chapter 14.03.050 amended by Ordinance No. 2216, adopted on January 2, 2024, effective February 2, 2024.)

14.03.070 – Commercial and Industrial Uses

14.03.070 Commercial and Industrial Uses.

The following list sets forth the uses allowed within the commercial and industrial land use categories.

“P” = Permitted uses.

“C” = Conditional uses; allowed only after the issuance of a conditional use permit.

“X” = Not allowed.

		C-1 <u>11</u>	C-2 ¹	C-3 <u>11</u>	I-1	I-2	I-3
1.	Office	P	X	P	P	P	X
2.	Retails Sales and Service						

¹¹ Residential uses within the C-1 and C-3 zones in the CCDRD are permitted, subject to the form based provisions of the CCDRD.

	a. Sales-oriented, general retail	P	P	P	P	P	C
	b. Sales-oriented, bulk retail	C	X	P	P	P	C
	c. Personal Services	P	C	P	P	C	X
	d. Entertainment	P	P ²	P	P	C	X
	e. Repair-oriented	P	X	P	P	P	X
3.	Major Event Entertainment	C	C	P	P	C	X
4.	Vehicle Repair	C	X	P	P	P	X
5.	Self-Service Storage ⁶	X	X	P	P	P	X
6.	Parking Facility	P	P	P	P	P	P
7.	Contractors and Industrial Service ⁶	X	X	P	P	P	P
8.	Manufacturing and Production						
	a. Custom Creative Work ⁸	P	P	P	P	C	C
	b. Light Manufacturing	X	X	C	P	P	P
	c. Heavy Manufacturing	X	X	X	X	C	P
9.	Warehouse, Freight Movement, & Distribution	X	X	P	P	P	P
10.	Wholesale Sales	X	X	P	P	P	P
11.	Waste and Recycling Related	C	C	C	C	C	C
12.	Basic Utilities ³	P	P	P	P	P	P
13.	Utility Corridors	C	C	C	C	C	C
14.	Community Service ^{7,8}	P	C	P	P	C	X
15.	Family Child Care Home	P	P	P	X	X	X
16.	Child Care Center	P	P	P	P	P	X
17.	Educational Institutions						
	a. Elementary & Secondary Schools	C	C	C	X	X	X
	b. College & Universities	P	X	P	X	X	X
	c. Trade/Vocational Schools/Other	P	X	P	P	P	P
18.	Hospitals	C	C	C	X	X	X
19.	Courts, Jails, and Detention Facilities	X	X	P	C	X	X
20.	Mining						
	a. Sand & Gravel	X	X	X	X	C	P
	b. Crushed Rock	X	X	X	X	X	P
	c. Non-Metallic Minerals	X	X	X	X	C	P
	d. All Others	X	X	X	X	X	X
21.	Communication Facilities ⁴	P	X	P	P	P	P

22.	Residences on Floors Other than Street Grade	P <u>1</u>	P	P <u>10</u>	X	X	X
23.	Affordable Housing ⁵	P	P	P	P	X	X
24.	Transportation Facilities	P	P	P	P	P	P

1 Residential uses on the ground floor of buildings within the C-1 and C-3 zones in the CCDRD are permitted, subject to the form based provisions of the CCDRD.

1. Any new or expanded outright permitted commercial use in the C-2 zone district that exceeds 2,000 square feet of gross floor area. New or expanded uses in excess of 2,000 square feet of gross floor area may be permitted in accordance with the provisions of Chapter 14.34, Conditional Uses. Residential uses within the C-2 zone are subject to special zoning standards as set forth in Section 14.30.100.

2. Recreational Vehicle Parks are prohibited on C-2 zoned property within the Historic Nye Beach Design Review District.

3. Small wireless facilities shall be subject to design standards as adopted by City Council resolution.

4. Communication facilities located on historic buildings or sites, as defined in Section 14.23, shall be subject to conditional use review for compliance with criteria outlined in Sections 14.23 and 14.34.

5. Permitted as outlined in Chapter 14.15 or, in the case of hotels/motels, the units may be converted to affordable housing provided they are outside of the Tsunami Hazard Overlay Zone defined in NMC Chapter 14.50.

6. Self-service storage use; salvage or wrecking of heavy machinery, metal and building materials; towing and vehicle storage; and auto and truck salvage and wrecking are prohibited within the South Beach Transportation Overlay Zone, as defined in Section 14.43.020.

7 For emergency shelters subject to ORS 197.782, city staff shall determine if standards listed under ORS 197.782 have been satisfied when the shelter is located in a zone where community service uses are listed as permitted. In those zones where community service uses are listed as conditional, a public hearing shall be held by the Newport City Council to establish compliance with statutory requirements.

8. Transitional housing as defined in ORS 197.746 must be operated by a public or non-profit entity, with

residential tenancy limited to a period of time that is not more than 30 days.

(Citation amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

(14.03.070 amended by the adoption of Ordinance No. 2194 on May 16, 2022; effective June 15, 2022.)

(Section 14.03.070 was amended by Ordinance No. 2180, adopted on April 5, 2021; effective May 5, 2021.)

(Section 14.03.070 amended by the adoption of Ordinance No. 2196 on November 7, 2022; effective December 6, 2022.)

Chapter 14.03.070 amended by Ordinance No. 2216, adopted on January 2, 2024, effective February 2, 2024.)

(Chapter 14.03.060 and 14.03.070 amended by Ordinance No. 2220, adopted on February 20 2024, effective March 20, 2024.)

(Section 14.03.070 amended by Ordinance No. 2222, adopted on September 16, 2024; effective October 16, 2024.)

14.03.100 – Public Uses

14.03.100 Public Uses

. The following list sets forth the uses allowed within the public land use classification. Uses not identified herein are not allowed.

"P" = Permitted Uses.

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

"X" = Not allowed.

		P-1	P2	P-3
1.	Public Parks	<u>2</u> P	P	P

2 Residential uses are permitted within the P-1 zone in the City Center Design Review District (CCDRD), subject to the form based provisions of the CCDRD.

2.	Public Open Space	P	P	P
3.	Public Schools, Colleges, or Universities	P	X	X
4.	Any Building or Structure Erected by a Governmental Entity	P	X	X
5.	Community Buildings	P	X	X
6.	Fairgrounds	P	X	X
7.	Public Cemeteries	P	P	X
8.	Water & Wastewater Treatment Plants	P	X	X
9.	Performing Arts Centers	P	X	X
10.	Visual Arts Centers	P	X	X
11.	Senior Centers	P	X	X
12.	Airport and Accessory Structures	P	X	X
13.	Public Golf Courses	P	P	X
14.	City Halls	P	X	X
15.	County Courthouses	P	X	X
16.	Jails and Juvenile Detention Facilities	P	X	X
17.	City or County Maintenance Facilities	P	X	X
18.	Publicly Owned Recreational Vehicle Parks	C	C	X
19.	Public Museums	P	X	X
20.	Public Restrooms	P	P	X
21.	Recreation Equipment	P	P	X
22.	Post Office	P	X	X
23.	Parking Lots	P	P	X
24.	Public Hospitals	P	X	X
25.	Transportation Facilities (<i>Amended by Ord. No. 2199</i>)	P	P	P
26.	Water Storage Facilities	P	X	X
27.	Public Libraries	P	X	X
28.	Fire Stations	P	X	X
29.	Police Stations	P	X	X
30.	Accessory Structures for Any of the Above	P	P	P

14.06.060 – Recreational Vehicle Parks

14.06.060 Recreational Vehicle Parks

Recreational vehicle parks are allowed conditionally in an R-4 or I-2 zone district, and conditionally if publicly owned in the P-1 and P-2 zoning districts (excluding those P-1 properties within the [Historic Nye Beach Design Review District](#) [and the City Center Design Review District](#)), subject to subsections A through D below and in accordance with [Section 14.52](#), Procedural

Requirements. Recreational vehicle parks are allowed outright in C-1, C-2, C-3, and I-1 zoning districts (excluding those C-2 properties within the Historic Nye Beach Design Review District and the City Center Design Review District), subject to the subsections A through D as follows:

- A. A building permit(s) shall be obtained demonstrating that the recreational vehicle park complies with the standards contained in Chapter 918, Division 650 of the Oregon Administrative Rules.
- B. The developer of the park obtains verification from Lincoln County Environmental Health that the recreational vehicle park satisfies applicable Oregon Health Authority Rules.
- C. The developer provides a plan of the proposed park that contains the following.
 - 1. A cover sheet that includes:
 - a. The name of the recreation park and a vicinity map identifying its location;
 - b. The name of the owner;
 - c. The name of the operator;
 - d. The name of the person who prepared or submitted the plans; and
 - e. A key identifying the symbols used on the plan.
 - 2. The plot plan (on a separate sheet) that includes:
 - a. Proposed and existing construction; and
 - b. A scale drawing of the general layout of the entire recreation park showing property survey monuments in the area of work and distances from park boundaries to public utilities located outside the park (indicated by arrows without reference to scale).
 - c. For work that involves an addition to, or a remodeling of, an existing recreation park, the

plot plan must show the facilities related to the addition and/or the facilities to be remodeled.

- d. The following features must be clearly shown and identified on the plot plan:
 - i. The footprint of permanent buildings, including dwellings, mobile homes, washrooms, recreation buildings, and similar structures;
 - ii. Any fixed facilities that are to be constructed in each space, such as tables, fire pits, or patios;
 - iii. Property line boundaries and survey monuments in the area of work;
 - iv. The location and designation of each space by number, letter or name; and
 - v. Plans for combination parks must also show the portions of the park that are dedicated to each activity (e.g. camp ground, organizational camp, mobile home park, picnic park, recreational vehicle park, etc.).
3. Park utility systems must be clearly shown and identified on a separate sheet that contains the following information:
 - a. Location of space sewer connections, space water connections and service electrical outlets;
 - b. The location of the public water and wastewater lines from which service is to be obtained, including the location and size of the water meter;
 - c. The location, type and size of private water and wastewater lateral lines that are to be constructed internal to the park;
 - d. Street layout and connections to public street(s);

- e. Disposal systems, such as septic tanks and drain fields, recreational vehicle dump stations, gray water waste disposal sumps, washdown facilities, sand filters, and sewer connections;
 - f. Fire protection facilities, such as fire hydrants, fire lines, tanks and reservoirs, hose boxes and apparatus storage structures;
 - g. The location of trash enclosures and receptacles; and
 - h. Placement of electrical transformers, electrical lines, gas lines, and Liquid Petroleum Gas (LPG) tank placement within the park.
4. Existing and finished grade topography for portions of the property where the park is to be located, if existing grades exceed five percent.

(Section 14.06.060(C) was amended by Ordinance No. 2222, adopted on September 16, 2024; effective October 16, 2024.)

- D. The Park complies with the following provisions (in case of overlap with a state requirement, the more restrictive of the two requirements shall apply):
- 1. The space provided for each recreational vehicle shall not be less than 400 square feet, exclusive of any space used for common areas (such as roadways, general use structures, walkways, parking spaces for vehicles other than recreational vehicles, and landscaped areas). The number of recreational vehicles shall be limited to a maximum of 22 per gross acre.
 - 2. One-way roadways shall be a minimum of 12-feet in width and two-way roadways shall not be less than 20 feet in width. If parking is permitted on the margin of the roadway, then the parking area must be a minimum of 10-feet in width. Roadways must be designed such that they are capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds, and they may be surfaced with asphalt, concrete, crushed rock, gravel or other similar materials.

3. A space provided for a recreational vehicle shall be covered with crushed gravel or paved with asphalt, concrete, or similar material and be designed to provide run-off of surface water. The part of the space which is not occupied by the recreational vehicle, not intended as an access way to the recreation vehicle or part of an outdoor patio, need not be paved or covered with gravel provided the area is landscaped or otherwise treated to prevent dust or mud.
4. A recreational vehicle space shall be provided with piped potable water and sewage disposal service. A recreational vehicle staying in the park shall be connected to the water and sewage service provided by the park if the vehicle has equipment needing such service.
5. A recreational vehicle space shall be provided with electrical service.
6. Solid waste, recycling, and compostable receptacles shall adhere to the enclosure and access requirements set forth in NMC 14.11.060(B) and (C), unless an alternative approach is approved, in writing, by the solid waste and recycling service provider. Receptacles must have tight-fitting lids, covers or closable tops, and be constructed out of durable, rust-resistant, water tight, rodent-proof and washable material. Receptacles are to be provided at a minimum rate of one 30-gallon container for each four recreational vehicle parking spaces and be located within 300 feet of each recreational vehicle parking space. If the solid waste and recycling service provider indicates, in writing, that larger receptacles and/or tighter spacing is needed, then their recommendation shall be followed.
7. The total number of off-street parking spaces in the park shall be provided in conformance with [Section 14.14.030](#). Parking spaces shall be covered with crushed gravel or paved with asphalt, concrete, or similar material.

8. The park shall provide toilets, lavatories, and showers for each sex in accordance with Table 14.06.060-A. The toilets and showers shall afford privacy, and the showers shall be provided with private dressing rooms. Facilities for each sex shall be located in separate buildings, or, if in the same building, shall be separated by a soundproof wall.

Table 14.06.060-A

Parking Spaces	Number of Toilets		Number of Sinks ¹	
	Men's ²	Women's	Men's	Women's
1-15	1	1	1	1
16-30	1	2	1	2
31-60	2	3	2	3
61-100 ³	3	4	3	4

1. One additional sink must be provided for each two toilets when more than six toilets are required.

2. Urinals may be acceptable for not more than 1/3 of the required toilets.

3. Recreational parks with more than 100 parking spaces shall provide one additional toilet per sex for each additional 30 spaces or fraction thereof.

9. The park shall provide one utility building or room containing one clothes washing machine, and one clothes drying machine for each ten recreational vehicle spaces, or any fraction thereof.
10. Building spaces required by Subsection 8 and 9 of this section shall be ventilated, and otherwise designed in accordance with the requirements of the Oregon Structural Specialty Code.
11. Except for the access roadway, a park that is located within or adjacent to a residentially zoned area shall be screened on all sides by a sight-obscuring hedge or fence not less than six feet in

height unless modified a conditional use permit process as provided in NMC Chapter 14.34 (if a conditional use permit is required for the RV park) or an adjustment or variance procedure outlined in NMC Chapter 14.33. Reasons to modify the hedge or fence buffer required by this section may include, but are not limited to, the location of the RV park is such that adequate other screening or buffering is provided to adjacent properties (such as the presence of a grove or stand of trees), the location of the RV park within a larger park or development that does not require screening or has its own screening, or screening is not needed for portions not adjacent to other properties (such as when the RV park fronts a body of water). Any modifications to the hedge or fence requirement of this subsection should factor in any applicable screening and setback requirements under [Section 14.18.020](#) (Adjacent Yard Buffer) for non-residentially zoned property abutting a residentially zoned property.

12. Each space within a recreational vehicle park shall be provided a minimum of 50 square feet of outdoor area landscaped or improved for recreational purposes as provided in NMC 14.11.020.

(Chapter 14.06 was amended by Ordinance No. 2170, adopted on September 21, 2020; effective October 21, 2020.)

(Chapter 14.06 was amended by Ordinance No. 2222, adopted on September 16, 2024; effective October 16, 2024.)

14.09.050 – Mobile Food Units

CHAPTER 14.09 TEMPORARY USES

14.09.050 Mobile Food Units

Notwithstanding any other restrictions and prohibitions in this code, a mobile food unit, not associated with a

special event, may be located within the City of Newport subject to the following:

- A. The lot, parcel or tract upon which the mobile food unit will be placed is zoned for commercial, industrial, or water-related use or it is a residential construction site where ten (10) or more units are being built; and
- B. The lot, parcel or tract upon which the mobile food unit will be placed is located at least 500 feet from the grounds of any elementary or secondary school when said school(s) are in session. For the purpose of this subsection, "in session" is the period of time commencing one-half hour prior to the start of the school day and ending one-half hour after dismissal at the end of the school day; and
- C. The lot, parcel or tract upon which the mobile food unit will be placed is located outside of the [Nye Beach, City Center](#), or Bayfront parking districts, the geographic boundaries of which are defined in NMC Section 14.14.100, unless the use is a Mobile Food Unit Pod; and
- D. Written consent is obtained from the property owner where the mobile food unit is to be placed; and
- E. The mobile food unit is placed such that it or any associated structure does not occupy required landscaping or obstruct a sidewalk, drive isle, fire lane, clear vision area or accessible parking; and
- F. 10-feet of clearance is maintained between each mobile food unit and between such units and existing or proposed buildings; and
- G. Mobile food unit service windows are to be oriented to pedestrians (i.e. no drive thru windows) and if directed toward a public right-of-way shall maintain a minimum five (5) foot separation from the right-of-way; and
- H. Electrical connection(s) are placed on the ground and covered with a cable protection ramp or equivalent where crossing drive isles or pedestrian paths; and
- I. Any power generating equipment separate from and

external to the mobile food unit is located at least 10-feet from other mobile food units and buildings and is fully screened from view; and

- J. Signage associated with each mobile food unit is limited to that which is permanently affixed to the vehicle in accordance with NMC 10.10.070, and one portable a-frame sign that complies with the parameters outlined in NMC 10.10.060(E); and
- K. Awnings, if any, are fully attached to the mobile food unit and located entirely on the subject lot, parcel, or tract; and
- L. Each mobile food unit is limited to a single piece of outdoor cooking equipment situated no less than 10-feet from the unit and any building; and
- M. A minimum of one (1) trash receptacle per mobile food unit is located on the lot, parcel, or tract with at least 10-feet of separation between the receptacle(s) and combustible fuel tanks; and
- N. Mobile food units parked for more than two (2) hours or that provides customer seating shall be situated within 500-feet of an accessible restroom with handwashing facilities; and
- O. The permit for a mobile food unit other than a mobile food unit pod, if approved, shall be issued for a period not to exceed two (2) years. Upon like application and approval, the permit may be renewed for additional (2) year intervals.

14.09.060 Mobile Food Unit Pods

In addition to complying with the provisions of NMC 14.09.050, a mobile food unit pod may be located within the City of Newport subject to the following:

- A. The mobile food units include a sheltered common customer seating area that conforms with the following parameters:
 - 1. Has a maximum of 50 percent of the structure enclosed with walls or sides. Membrane structures may be fully enclosed; and

2. Are not more than 15-feet in height.
 - 1.
- B. Each mobile food unit is connected to city sanitary sewer service, water, and a permanent power source located on the lot, parcel, or tract; and
 - 2.
- C. Existing uses on the lot, parcel or tract upon which the mobile food unit pod is to be located possess off-street parking that satisfies the requirements of NMC Chapter 14.14; and
 - 3.
- D. One off-street parking space is provided for each mobile food unit plus one space for every 150 square feet of seating; and
 - 4.
- E. The lot, parcel, or tract shall be landscaped in accordance with NMC Chapter 14.19; and
 - 5.
- F. Areas occupied by customers are illuminated when mobile food units operate during hours of darkness, with fixtures that are downward directed and shielded to prevent glare on abutting properties; and
 - 6.
- G. Use of generators is prohibited; and
 - 7.
- H. Review and approval shall be subject to a Type I decision making procedure as set forth in NMC Chapter 14.52.

14.09.070 **Permits Not Transferable Unless Approved**

Permits authorized by this section are not transferable to another person or location unless approved by the Community Development Director.

14.09.080 **Approval Authority**

Unless otherwise provided, placement of temporary structures is subject to review and approval by the Community Development Director as a ministerial action.

14.09.090 **Application Submittal Requirements**

In addition to a land use application form with the information required in [Section 14.52.080](#), applications for temporary uses shall include the following:

- A. A site plan, drawn to scale, showing:
 - 1. The proposed location of temporary structures, mobile food units, seating areas, and amenities, as applicable.
 - 2. Existing buildings.
 - 3. Existing parking.
 - 4. Access(es) to the parking areas.
 - 5. Any additional structures, seating areas, and amenities associated with the use.
 - 6. The location and size of trash receptacles.
 - 7. Utilities.
 - 8. Existing signs and signs associated with the use.
 - 9. Building elevations or photos of proposed temporary structures or mobile food units.
 - 10. The location of an accessible restroom with handwashing facilities, if applicable.
- B. A signed agreement stating that the applicant is aware of the limitations and conditions attached to the granting of the permit and agrees to abide by such limitations and conditions.
- C. A description of the types of items sold or services rendered, if applicable.
- D. A valid copy of all necessary permits required by State or local health authorities, and other required licenses or permits, such as business license or sign permit obtained by the applicant and maintained on site.

14.09.100 [Fire Marshal Inspection](#)

Prior to the issuance of any permit, the Fire Marshal shall inspect and approve any temporary structure to assure conformance with the provisions of the Fire Code.

14.09.110 Construction Trailer Exemption

Construction trailers located on the site upon which construction is to occur that are used during the course of the construction project are exempt from the process outlined in this section and may be permitted at the time of building permit approval provided said structures comply with the building code and the vision clearance requirements of the zoning code.

(Chapter 14.09 was adopted by Ordinance No. 2187 on September 7, 2021; effective October 7, 2021.)

CHAPTER 14.12 MINIMUM LOT SIZE

14.12.010 Minimum Size

All lots hereafter created within the City of Newport shall have a minimum lot area and width as listed in Table A for the zone indicated. It is not the intent of the Zoning Ordinance to deprive owners of substandard lots the use of their property. Substandard single lots lawfully created prior to the passage of this Zoning Ordinance shall not be prevented from being built upon solely because the lot does not comply with the minimum lot size requirements of this ordinance. However, the density standards shall apply to all partitioning or re-subdivision of property in the future and to developments of over two dwelling units at one time.

14.12.020 General Exceptions to Lot Size Requirements

A residentially zoned lot having less width or less area than required under the terms of this ordinance that was of record prior to December 5, 1966, may be occupied by a single-family dwelling or two-family dwelling, provided all yard requirements (setbacks) are complied with. Substandard lots in R-3 and R-4 zones may be occupied by multi-family dwellings not exceeding the density limitations for that zone provided in Table A, as provided in [Section 14.13](#) herein below, but only upon allowance of a conditional use in accordance with the provisions of [Section 14.33](#), Conditional Uses, and [Section 14.52](#), Procedural Requirements.*

(Section 14.12.020 was amended by Ordinance No. 2182, adopted on May 17, 2021; effective on June 16, 2021.)

14.13.010 – Density Limitation

CHAPTER 14.13 DENSITY LIMITATIONS

14.13.010 Density Limitations

A residential building structure or portion thereof hereafter erected shall not exceed the maximum living unit density listed in Table A, as hereinafter set forth, for the zone indicated, except in the case of a lot having less than is required and of record prior to December 5, 1966, which may be occupied by a single-family dwelling unit, providing other requirements of this ordinance are complied with, except to the extent that a higher density may specifically be allowed by any term or provision of this Ordinance.

(BY THIS REFERENCE, THERE IS INCLUDED HEREIN AND MADE A PART HEREOF, A TABLE OF DENSITY AND OTHER REQUIREMENTS, DESIGNATED "TABLE A".)

NMC 14.13.020

Table "A"

Zone District	Min. Lot Area (sf)	Min. Width	Required Setbacks ^{3,7}			Lot Coverage (%)	Max. Building Height	Density (Land Area Required Per Unit (sf))
			Front/2 nd Front ¹	Side	Rear			
R-1	7,500 sf	65-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft & 8-ft	15-ft	54 %	30-ft	SFD - 7,500 sf ² Duplex - 3,750 sf ²
R-2	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	57%	30-ft	SFD – 5,000 sf ² Duplex - 2,500 sf ² Townhouse - 2,500 sf ³
R-3	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	60%	35-ft or 40-ft ⁹	1,250 sf ³
R-4 ⁴	5,000 sf ³	50-ft	15-ft / 15-ft or	5-ft	10-ft	64%	35-ft	1,250 sf ^{3,5}

			20-ft / 10-ft				or 40-ft ⁹	
C-1	5,000 sf	0	0 or 15-ft from US 101 ⁸	0	0	85-90% ⁶	50-ft ⁶	n/a
C-2 ^{4,3}	5,000 sf	0	0 or 15-ft from US 101 ⁸	0	0	85-90% ⁶	50-ft ⁶	n/a
C-3	5,000 sf	0	0 or 15-ft from US 101 ⁸	0	0	85-90% ⁶	50-ft ⁶	n/a
I-1	5,000 sf	0	15-ft from US 101	0	0	85-90% ⁶	50-ft ⁶	n/a
I-2	20,000 sf	0	15-ft from US 101	0	0	85-90% ⁶	50-ft ⁶	n/a
I-3	5 acres	0	15-ft from US 101	0	0	85-90% ⁶	50-ft ⁶	n/a
W-1	0	0	0	0	0	85-90% ⁶	40-ft ⁶	n/a
W-2	0	0	0	0	0	85-90% ⁶	35-ft ⁶	n/a
E-C, E-D and E-N	0	0	0	0	0	100%	40-ft ⁶	n/a
P-1	0	0	0	0	0	100%	50-ft	n/a
P-2	0	0	0	0	0	100%	35-ft	n/a
P-3	0	0	0	0	0	100%	30-ft	n/a

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

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

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

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

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

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

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

³ Special Zoning Standards apply to C-1,C-3, P-1, R-2, and R-4 zoned property within the City Center Design Review District as outlined in NMC 14.30.200.

⁸ The 15-foot setback from US 101 applies only to land situated south of the Yaquina Bay Bridge.

⁹ The 40-ft height allowance is limited to multi-family uses with pitched roof construction, where the predominate roof pitch is 4:12 or steeper, and where no adjustments are being sought under the provisions of NMC Chapter 14.51.

(Section 14.13.010 was amended by Ordinance No. 2222, adopted on September 16, 2024; effective October 16, 2024.)

(Section 14.13.010 was amended by Ordinance No. 2225, adopted on October 7, 2024; effective November 6, 2024.)

14.14 – Parking and Loading Requirements

CHAPTER 14.14 PARKING AND LOADING REQUIREMENTS

14.14.010 Purpose

The purpose of this section is to establish off-street parking and loading requirements, access standards, development standards for off-street parking lots, and to formulate special parking areas for specific areas of the City of Newport. It is also the purpose of this section to implement the Comprehensive Plan, enhance property values, and preserve the health, safety, and welfare of citizens of the City of Newport.

14.14.020 Definitions

For purposes of this section, the following definitions shall apply:

Access. The point of ingress and egress from a public street to an off-street parking lot or loading and unloading area.

Aisle. Lanes providing access to a parking space.

Gross Floor Area. The total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.

Loading Space. A parking space for the loading and unloading of vehicles over 30 feet in length.

Parking Space. An area for the parking of a vehicle.

Site Plan. A map showing the layout of the building, parking, landscaping, setbacks, and any other pertinent information concerning the development of a site.

Use. Any new building, change of occupancy, or addition to an existing building.

14.14.030 Number of Parking Spaces Required

A. Off-street parking shall be provided and maintained as set forth in this section. Such off-street parking spaces shall be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first.

8.

B. For any expansion, reconstruction, or change of use, the entire development shall satisfy the requirements of Section 14.14.050, Accessible Parking. Otherwise, for building expansions the additional required parking and access improvements shall be based on the expansion only and for reconstruction or change of type of use, credit shall be given to the old use so that the required parking shall be based on the increase of the new use. For the purpose of this section “old use” is any use or structure on a property within the last 10 years.

9.

C. Any use requiring any fraction of a space shall provide the entire space. In the case of mixed uses such as a restaurant or gift shop in a hotel, the total requirement shall be the sum of the requirements for the uses computed separately.

10.

D. Required parking shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials or for the sale of merchandise.

11.

E. A site plan, drawn to scale, shall accompany a request for a land use or building permit. Such plan shall demonstrate how the parking requirements required by this section are met.

12.

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

13.

*(*Section previously amended by Ordinance No. 1332 (5-23-83), Ordinance No.1447 (12-16-85), Ordinance No. 1462 (5-3-86), Ordinance No. 1548 (8-21-89), Ordinance No. 1638 (7-20-92), and Ordinance No. 1622 (10-7-91); section amended in its entirety by Ordinance No. 1780 (11-17-97); and amended in its entirety by Ordinance No. 2010 (1-6-2011).)
Chapter 14.14.030 amended by Ordinance No. 2215, adopted October 16, 2023, effective November 16, 2023.*

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

9.	Service Station with Convenience Store	1 space/pump + 1 space/ 200 sf of store space
10.	Car Wash	1 space/washing module + 2 spaces
11.	Bank	1 space/300 sf
12.	Waterport/Marine Terminal	20 spaces/berth
13.	General Aviation Airport	1 space/hangar + 1 space/300 sf of terminal
14.	Truck Terminal	1 space/berth
15.	Industrial	1.5 spaces/1,000 sf
16.	Industrial Park	1.5 spaces/5,000 sf
17.	Warehouse	1 space/2,000 sf
18.	Mini-Warehouse	1 space/10 storage units
19.	Single-Family Detached Residence	2 spaces/dwelling
20.	Duplex	1 space/dwelling
21.	Apartment	1 space/unit for first four units + 1.5 spaces/unit for each Additional unit
22.	Condominium (Residential)	1.5 spaces/unit
23.	Townhouse	1.5 spaces/unit
24.	Cottage Cluster	1 space/unit
25.	Elderly Housing Project	0.8 space/unit if over 16 dwelling units

26.	Boarding House/Single Room Occupancy	0.5 spaces/guest room or unit
27.	Congregate Care/Nursing Home	1 space/1,000 sq. ft.
28.	Hotel/Motel	1 space/room + 1 space for the manager (if the hotel/motel contains other uses, the other uses shall be calculated separately)
29.	Park	2 spaces/acre
30.	Athletic Field	20 spaces/acre
31.	Recreational Vehicle Park	1 space/RV space + 1 space/10 RV spaces
32.	Marina	1 space/5 slips or berths
33.	Golf Course	4 spaces/hole
34.	Theater	1 space/4 seats
35.	Bowling alley	4 spaces/alley
36.	Elementary/Middle School	1.6 spaces/classroom
37.	High School	4.5 spaces/classroom
38.	Community College	10 spaces/classroom
39.	Religious/Fraternal Organization	1 space/4 seats in the main auditorium
40.	Day Care Facility	1 space/4 persons of license occupancy
41.	Hospital	1 space/bed
42.	Assembly Occupancy	1 space/8 occupants (based on 1 occupant/15 sf of exposition/meeting/assembly room conference use not elsewhere specified)

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

1. On-street parking is available on both sides of the street adjacent to the property; and
2. The dwelling unit is not a short-term rental; and
3. Each on-street parking space is 22-ft long by 8-ft wide and parallel to the edge of the street, unless an

alternate configuration has been approved and marked by the City of Newport; and

4. Each on-street parking space to be credited must be completely abutting, and on the same side of the street, as the subject property. Only whole spaces qualify for the on-street parking credit; and
5. On-street parking spaces will not obstruct a clear vision area required pursuant to Section 14.17; and
6. No adjustments are being sought under the provisions of NMC Chapter 14.51; and
7. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street parking spaces are allowed except as authorized by the City of Newport.

(Section 14.14.030 was amended by Ordinance No. 2182, adopted on May 17, 2021; effective on June 16, 2021.)

(Section 14.14.030 was amended by Ordinance No. 2222, adopted on September 16, 2024; effective October 16, 2024.)

14.14.040 Parking Requirements for Uses Not Specified

The parking space requirements of buildings and uses not set forth above shall be determined by the Planning Director or designate. Such determination shall be based upon requirements for the most comparable building or use specified in [Section 14.14.030](#) or a separate parking demand analysis prepared by the applicant and subject to a Type I decision making procedure as provided in [Section 14.52](#), Procedural Requirements.

14.14.050 Accessible and Electric Vehicle Parking

Parking areas shall meet all applicable accessible parking and electric vehicle charging infrastructure requirements of the Oregon Structural Specialty Code to ensure adequate access for disabled persons, and sufficient electric vehicle parking infrastructure for future users.

(Amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

14.14.060 Compact Spaces

For parking lots of five vehicles or more, 40% of the spaces may be compact spaces measuring 7.5 feet wide by 15 feet long. Each compact space must be marked with the word "Compact" in letters that are at least six inches high.

(Amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of five units or more; new retail, office, and institutional developments; and park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows, rounding up to the nearest whole number:

Parking Spaces Required	Bike Spaces Required
1 to 4 ^a	1
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/25

^a. Residential developments less than 5 units are exempt from bicycle parking requirements.

B. Bicycle parking for multiple uses (such as commercial shopping centers) may be clustered in one or several locations but must meet all other requirements for bicycle parking.

C. Each required bicycle parking space shall be at least two and a half by six feet. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., a "rack") upon which a bicycle can be locked.

- E. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only.

(Amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

14.14.080 Shared Parking

The off-street parking requirements of two or more uses, structures, or parcels may be satisfied by the same parking lot or loading spaces used jointly to the extent that it can be shown by the owners or operators of the uses, structures, or parcels that their parking needs do not overlap. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.

14.14.090 Parking Lot Standards

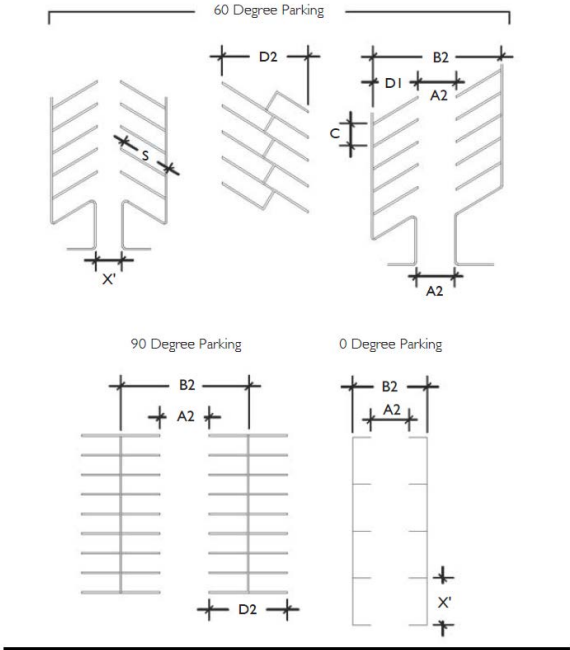
Parking lots shall comply with the following:

- A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A.

Table 14.14.090-A. Parking Lot Minimum Dimensions for Standard Space

<u>PARKING</u> <u>ANGLE</u> <u><°</u>	<u>CURB</u> <u>LENGTH</u>	<u>STALL DEPTH</u>		<u>AISLE WIDTH</u>		<u>BAY WIDTH</u>		<u>STRIPE</u> <u>LENGTH</u>
		<u>SINGLE</u>	<u>DOUBLE</u>	<u>ONE</u>	<u>TWO</u>	<u>ONE</u>	<u>TWO</u>	
		<u>D1</u>	<u>D2</u>	<u>WAY</u>	<u>WAY</u>	<u>WAY</u>	<u>WAY</u>	
				<u>A1</u>	<u>A2</u>	<u>B1</u>	<u>B2</u>	
<u>90°</u>	<u>8'-6"</u>	<u>18'</u>	<u>36'</u>	<u>23'</u>	<u>23'</u>	<u>59'</u>	<u>59'</u>	<u>18'</u>
<u>60°</u>	<u>10'</u>	<u>20'</u>	<u>40'</u>	<u>17'</u>	<u>18'</u>	<u>57'</u>	<u>58'</u>	<u>23'</u>
<u>45°</u>	<u>12'</u>	<u>18'-6"</u>	<u>37'</u>	<u>13'</u>	<u>18'</u>	<u>50'</u>	<u>55'</u>	<u>26'-6"</u>
<u>30°</u>	<u>17'</u>	<u>16'-6"</u>	<u>33'</u>	<u>12'</u>	<u>18'</u>	<u>45'</u>	<u>51'</u>	<u>32'-8"</u>
<u>0°</u>	<u>22'</u>	<u>8'-6"</u>	<u>17'</u>	<u>12'</u>	<u>18'</u>	<u>29'</u>	<u>35'</u>	<u>8'-6"</u>

Figure 14.14.090-A. Parking Lot Minimum Dimensions



B. Surfacing.

1. All parking lots that are required to have more than five parking spaces shall be graded and surfaced with asphalt or concrete. Other material that will provide equivalent protection against potholes, erosion, and dust may be approved by the City Engineer if an equivalent level of stability is achieved.
2. Parking lots having less than five parking spaces are not required to have the type of surface

material specified in subsection (1), above. However, such parking lot shall be graded and surfaced with crushed rock, gravel, or other suitable material as approved by the City Engineer. The perimeter of such parking lot shall be defined by brick, stones, railroad ties, or other such similar devices. Whenever such a parking lot abuts a paved street, the driveway leading from such street to the parking lot shall be paved with concrete from the street to the property line of the parking lot.

3. Parking spaces in areas surfaced in accordance with subsection (1) shall be appropriately demarcated with painted lines or other markings.

C. Joint Use of Required Parking Spaces. One parking lot may contain required spaces for several different uses, but the required spaces assigned to one use may not be credited to any other use.

D. Satellite Parking.

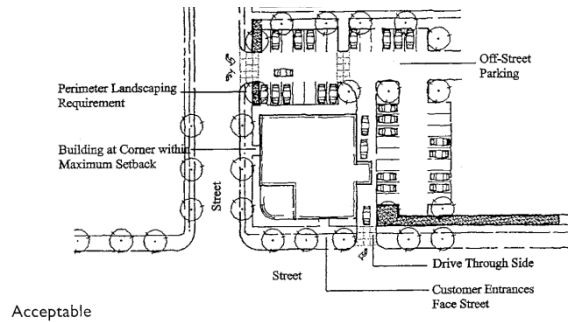
1. If the number of off-street parking spaces required by this chapter cannot be provided on the same lot where the principal use is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to as satellite parking spaces.
2. All such satellite parking spaces shall be located within 200 feet of the principal building or lot associated with such parking.
3. The applicant wishing to take advantage of the provisions of this section must present satisfactory written evidence that the permission of the owner or other person in charge of the satellite parking spaces to use such spaces has been obtained. The applicant must also sign an acknowledgement that the continuing validity of the use depends upon the continued ability to provide the requisite number of parking spaces.

4. Satellite parking spaces allowed in accordance with this subsection shall meet all the requirements contained in this section.

E. Lighting. Lighting from parking lots shall be so designed and located as to not glare onto neighboring residential properties. Such lighting shall be screened, shaded, or designed in such a way as to comply with the requirement contained in this section. This section is not intended to apply to public street lighting or to outdoor recreational uses such as ball fields, playing fields, and tennis courts.

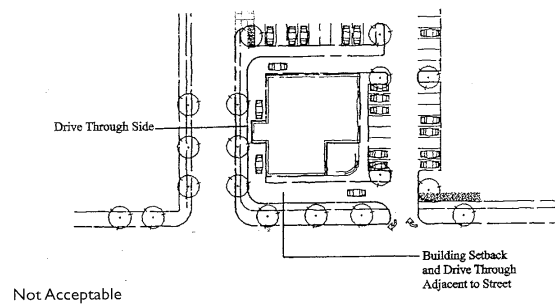
F. Drive-Up/Drive-In/Drive-Through Uses and Facilities. Drive-up or drive-through uses and facilities shall conform to the following standards, which are intended to calm traffic, and protect pedestrian comfort and safety (Figures 1 and 2).

Figure 1 – Drive-Up and Drive-Through Facilities



1. The drive-up/drive through facility shall orient to an alley, driveway, or interior parking area, and not a street; and

2. None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 feet of a street and shall not be oriented to a street corner. (Walk-up only teller machines and kiosks may be oriented to a street or placed adjacent to a street corner); and



3. Drive-up/in queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way.

- G. Driveway Standards. Driveways shall conform to the requirements of Chapter 14.46.
- H. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.
- I. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

(Sections G., H., and I., added by the adoption of Ordinance No. 2199 on August 15, 2022; effective on September 14, 2022.)

14.14.100 Special Area Parking Requirements

- A. The boundary of the special areas are defined as follows:
 - 1. Nye Beach. That area bounded by SW 2nd Street, NW 12th Street, NW and SW Hubert Street, and the Pacific Ocean.
 - 2. Bayfront. That area bounded by Yaquina Bay and the following streets: SE Moore Drive, SE 5th and SE 13th, SW 13th Street, SW Canyon Way, SW 10th, SW Alder, SW 12th, SW Fall, SW 13th, and SW Bay.
 - 3. City Center. That area bounded by SW Fall Street, SW 7th Street, SW Neff Street, SW Alder Street, SW 2nd Street, SW Nye Street, Olive Street, SE Benton Street, SW 10th Street, SW Angle Street, SW 11th Street, SW Hubert Street, and SW 10th Street.
- B. Uses within a special area where public parking meters are utilized, in all or part of the special area,

may pay a fee in lieu of providing the off-street parking required in this section provided the parking demand does not exceed 20 spaces. Such fee shall be in the amount established by Council resolution. Uses with a parking demand in excess of 20 spaces must provide off-street parking sufficient to accommodate the excess demand. Parking ratios in subsection 14.14.030 or a parking demand analysis authorized under subsection 14.14.040 shall be used to determine a use(s) parking demand.

- C. Existing uses that provide off-street parking in order to comply with the provisions of this section, or prior parking ordinances, shall not be required to retain such parking if they are located within a special area where public parking meters are utilized, in all or part of the special area.
- D. Uses within a special area shall be subject to a “Parking District Business License Annual Fee” in an amount set by Council resolution, unless the City requires payment for the use of public parking in all or part of the special area. The annual business license fee established under this subsection shall exempt new development or redevelopment from having to provide up to five (5) off-street parking spaces. Uses that generate a demand for more than five (5) off-street parking spaces shall provide the additional spaces in accordance with the provisions of this section.

*(Section 14.14.100 adopted by Ordinance No. 2081, adopted on May 18, 2015; effective June 18, 2015.)
Chapter 14.14..100 amended by Ordinance No. 2215, adopted October 16, 2023, effective November 16, 2023.*

14.14.110 Loading and Unloading Areas

Off-street loading and unloading areas shall be provided per this section.

- A. Whenever the normal operation of any use requires that goods, merchandise, or equipment be routinely delivered to or shipped from that use, a sufficient off-street loading and unloading area must be provided in accordance with this subsection to accommodate the delivery or shipment operations in a safe and convenient manner.

B. The loading and unloading area must accommodate the numbers as set forth in Table A. At a minimum, a loading and unloading space must be 35 feet in length, 10 feet in width, and 14 feet in height. The following table indicates the number of spaces that, presumptively, satisfy the standard set forth in this subsection.

Table 14.14.110-A, Required Loading Spaces

Square footage of Building	Number of Loading Spaces
0-19,999	0
20,000 – 79,999	1
80,000 – 119,999	2
120,000+	3

C. Loading and unloading areas shall be located and designed so that vehicles intending to use them can maneuver safely and conveniently to and from a public right-of-way or any parking space or parking lot aisle. No space for loading shall be so located that a vehicle using such loading space projects into any public right-of-way.

D. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

E. Whenever a change of use occurs after January 1, 1995, that does not involve any enlargement of a structure, and the loading area requirements of this section cannot be satisfied because there is insufficient area available on the lot that can practicably be used for loading and unloading, then the Planning Commission may waive the requirements of this section.

F. Whenever a loading and unloading facility is located adjacent to a residential zone, the loading and unloading facility shall be screened per unloading facility shall be screened per [Section 14.18](#).

14.14.120 Variances

Variances to this section may be approved in accordance with provisions of [Section 14.33](#), Adjustments and Variances, and a Type III Land Use Action decision process consistent with [Section 14.52](#), Procedural Requirements.*

CHAPTER 14.15 RESIDENTIAL USES IN NONRESIDENTIAL ZONING DISTRICTS

14.15.010 Purpose

It is the intent of this section to regulate the placement of residences in nonresidential zoning districts.

14.15.020 Residential Uses in Nonresidential Zoning Districts

Residences shall be allowed in nonresidential zones as follows:

- A. **C-1 zones:** Residences are prohibited at street grade, except in the City Center Design Review District, where they are a use permitted outright, subject to the form based provisions of the CCDRD. For floors other than street grade, residences are allowed as an outright permitted use.
- B. **C-2 zones:** For areas outside of the Historic Nye Beach Design Review District, residences are prohibited at street grade. For floors other than street grade, residences are allowed as an outright permitted use. On lands zoned C-2 that are within the Historic Nye Beach Design Review District, residential uses shall be allowed as specified in Chapter 14.30, Design Review Standards.
- C. **C-3 zones:** Same as the C-1 zone.
- D. **For all I zones:** One residence for a caretaker or watchman as an accessory use is allowed as a permitted use.
- E. **W-2 zones:** Residences are prohibited at street grade. For floors other than street grade, residences are allowed subject to the issuance of a conditional use permit in accordance with the provisions of

[Section 14.34](#), Conditional Uses, and [Section 14.52](#), [Procedural Requirements](#).

- F. **For all other nonresidential zones**: Residences are prohibited.

- G. **Affordable Housing**: Notwithstanding other provisions of this section, Affordable Housing shall be permitted at street grade provided:
 - 1. It is situated outside of the Tsunami Hazards Overlay Zone; and
 - a. The property is zoned for commercial or public use, as outlined in Section 14.03.020; or
 - b. The property is zoned I-1, is publicly owned, and is adjacent to land zoned for residential use or a school.
 - 2. Development standards for Affordable Housing under this sub-section shall be the same as those that apply to the adjacent residentially zoned property. If there is no adjacent land zoned for residential use, then the development standards of the R-4 zone shall apply.
 - 3. Affordable Housing on property within the Historic Nye Beach Design Review District, shall satisfy the development standards specified in Chapter 14.30, Design Review Standards.

(Section 14.15 amended by the adoption of Ordinance No. 2194 on May 16, 2022; effective June 15, 2022.)

(Section 14.15.020 adopted by Ordinance No. 2125, adopted on December 4, 2017; effective January 3, 2018.)

(Chapter 14.15.020 amended by Ordinance No. 2216, adopted on January 2, 2024, effective February 2, 2024.)

CHAPTER 14.16 ACCESSORY USES AND STRUCTURES

14.16.010 Purpose

The provisions of this section are intended to establish the relationship between primary and accessory structures or uses and to specify development criteria for accessory structures or uses.

14.16.020 General Provisions

- A. Accessory uses and structures are those of a nature customarily incidental and subordinate to the primary use of a property. Typical accessory structures include detached garages, sheds, workshops, greenhouses, gazebos, and similar structures that, with the exception of Accessory Dwelling Units, are not intended for habitation by people. The Community Development Director, or the Director’s designee, shall determine if a proposed accessory use is customarily associated with, and subordinate to, a primary use and may at his/her discretion elect to defer the determination to the Planning Commission. A determination by the Planning Commission shall be processed as a code interpretation pursuant to [Section 14.52](#), Procedural Requirements.

- B. An accessory use or structure includes a single tent, not more than 120 square feet in size, used to camp free of charge in the backyard of a lot, parcel, or tract with an occupied dwelling unit.

- C. An accessory use or structure shall be subject to, and comply with, the same requirements that apply to the primary use except as provided in this section.

(14.16.020 amended by the adoption of Ordinance No. 2206 on February 21, 2023; effective March 23, 2023.)

14.16.030 Accessory Use or Structure on a Separate Lot or Parcel

An accessory use or structure may be located on a lot or parcel that is separate from the primary use provided:

- A. The lot or parcel upon which the accessory use or structure is to be located is contiguous to the property containing the primary use; and

- B. The subject lots or parcels are under common ownership and within the same zone district; and

- C. A deed restriction, in a form approved by the city, is recorded stating that the property on which the accessory use or structure is to be located cannot be sold or otherwise transferred separate from the lot or

parcel containing the primary use. This restriction shall remain in effect until a primary use is situated on the same lot or parcel as the accessory building or the accessory building is removed.

14.16.040 Development Standards (Excluding Accessory Dwelling Units)

Accessory buildings and structures, except for Accessory Dwelling Units, shall conform to the following standards:

- A. The maximum floor area of the accessory structure in a residential zoning district shall not exceed 1,500 square feet or 65% of the total floor area of the primary structure, whichever is less.
- B. The maximum height of an accessory building in a residential zoning district shall not exceed that of the primary structure.
- C. Accessory buildings shall not extend beyond the required front yard setback lines of adjacent lots or parcels.
- D. Regardless of the setback requirements, a rear yard in a residential zone district may be reduced to five (5) feet for a one-story detached accessory building provided the structure does not exceed 625 square feet in size and 15 feet in height.

14.16.050 Development Standards - Accessory Dwelling Unit Standards

Accessory Dwelling Units shall conform to the following standards:

- A. Accessory Dwelling Units are exempt from the housing density standards of residential zoning districts.
- B. A maximum of one Accessory Dwelling Unit is allowed for each detached single-family dwelling on a lot or parcel.

(Section 14.16.050(B) was amended by Ordinance No. 2182, adopted on May 17, 2021; effective on June 16, 2021.)

- C. Accessory Dwelling Units may be a portion of the primary dwelling, attached to a garage, or a separate free-standing unit.
 - D. The maximum floor area for a freestanding Accessory Dwelling Unit shall not exceed 800 square feet or 75% of the area of the primary dwelling, whichever is less.
 - E. The maximum floor area for an Accessory Dwelling Unit that is a portion of a primary dwelling or attached to a garage shall not exceed 800 square feet or 75% of the area of the primary dwelling, whichever is less.
 - F. However, an Accessory Dwelling Unit that results from the conversion of a level or floor (e.g., basement, attic, or second story) of the primary dwelling may occupy the entire level or floor, even if the floor area of the Accessory Dwelling would be more than 800 square feet.
 - B. The maximum height of an Accessory Dwelling Unit detached from the primary dwelling shall not exceed that of the primary dwelling. An Accessory Dwelling Unit attached to the primary dwelling is subject to the height limitation of the residential zone district within which it is located.
- 14.
- C. Accessory Dwelling Units shall not extend beyond the required front yard setback lines of the adjacent lots or parcels.

(Section 14.16.050 adopted by Ordinance No. 2152, adopted on November 4, 2019; effective December 4, 2019.)

14.16.060 Conditional Use Approval of Accessory Dwelling Units

If one or more of the standards of this Chapter cannot be met, an owner may seek approval of an Accessory Dwelling Unit as a Conditional Use, pursuant to [Chapter 14.34](#). A Conditional Use Permit may allow relief from one or more of the standards of the Chapter, but does not excuse the owner from complying with the standards that can be satisfied.

(Chapter 14.16 was replaced on the adoption of Ordinance No. 2055; adopted on June 17, 2013; effective July 17, 2013.)

CHAPTER 14.17 CLEAR VISION AREAS

14.17.010 Purpose

The purpose of this section is to promote safety at intersections and drive access points by reducing obstructions to clear vision at intersections.

14.17.020 Clear Vision Area Defined

A vision clearance area includes the following:

- A. At the intersection of two streets, a triangle formed by the intersection of the curb lines, with each leg of the vision clearance triangle being a minimum of 35 feet in length. Where curbs are absent, the edge of the asphalt or future curb locations shall be used as a guide. The City Engineer may modify this requirement, in writing, upon finding that more or less distance is required (i.e., due to traffic speeds, roadway alignment, etc.).
- B. A portion of a lot subject to a front yard setback as defined in [Section 14.11](#). A clear vision area does not include that portion of a second front yard outside of the area described in subsection (A).

14.17.030 Clear Vision Area Requirements

A clear vision area shall contain no planting, fence, wall, structure, or temporary or permanent obstruction, except for an occasional utility pole or tree, exceeding three feet in height, measured from the top of the curb, or where no curb exists, from the street centerline grade. Trees located within a clear vision area shall have their branches and foliage removed to the height of eight feet above the grade.

14.17.040 Maintenance of Clear Vision Areas

It shall be the duty of the person who owns, possesses, or controls real property or right-of-way adjacent thereto, to maintain a clear vision area in the manner provided in this section.

14.17.050 Exemptions for Buildings

A building erected in compliance with zoning ordinance setbacks is exempt from this section.

14.17.060 Liability

The person owning, in possession of, occupying or having control of any property within the city shall be liable to any person who is injured or otherwise suffers damage by reason of the failure to remove or trim obstructions and vegetation as required by this section. Furthermore, the person shall be liable to the city for any judgment or expense incurred or paid by the city, by reason of the person's failure to satisfy the obligations imposed by this section.

14.17.070 Variances

The requirements of this section shall be subject to the processes and criteria contained in [Section 14.33](#).

(Chapter 14.17 repealed and re-enacted by Ordinance No. 2031, adopted March 5, 2013; and made effective by Ordinance No. 2054 adopted on June 3, 2013; effective June 13, 2013.)

CHAPTER 14.18 SCREENING AND BUFFERING BETWEEN RESIDENTIAL AND NONRESIDENTIAL ZONES

14.18.010 Height Buffer

Non-residential sites of districts abutting or having any portion located adjacent to any residential zone shall have a height limitation beginning at a height of ten feet at the property line abutting the residential zone and increasing at a slope of 1:2 for R-1 property, 1:1 for R-2 property, 2:1 for R-3 property, and 3:1 for R-4 property until intersecting the height limit otherwise established in that district.

14.18.020 Adjacent Yard Buffer

On any portion of a site in a non-residential zone that abuts a residential zone, a minimum interior yard of 10 feet planted and maintained as a landscaped screen shall be required.

14.18.030 Separated Yard Buffer

On any portion of a non-residential site that is opposite from a residential district and separated therefrom by a street, alley, creek, drainage facility, or other open area, a minimum yard of ten feet shall be required. The minimum yard shall be planted and maintained as a landscape screen (excluding areas required for access to the site).

CHAPTER 14.19 LANDSCAPING REQUIREMENT

14.19.010 Purpose

The purpose of this section is to provide for the installation, long-term maintenance and protection of trees, vegetation and other landscape elements within the City of Newport recognizing however, that development often times requires the removal of trees and other plant material. When removal is done, the purpose of this section is to require replacement that is attractive, well placed and enhances the overall appearance of the property and the City as a whole. It is further the purpose of this section to:

- A. Aid in air purification and storm water runoff retardation;
- B. Aid in the reduction of noise and glare;
- C. Provide visual buffers;
- D. Enhance the beauty of the city;
- E. Improve property values;
- F. Reduce erosion; and
- G. To protect and enhance the natural beauty, environment and greenspace within the City of Newport to advance economic development, attract residents and promote tourism.

14.19.020 Definitions

For purposes of this section, the following definitions shall apply. Where no definition is given, the common usage of the word shall be used. If there is a conflict between the definitions contained in this section and the more general definitions contained in the definitions section of this Ordinance, this section shall apply.

- A. Addition. An increase in the gross floor area.
- B. Bayfront. The area of the city defined in the Bayfront Plan section of the City's Comprehensive Plan.

- C. Buffer. The use of landscaping, or the use of landscaping along with berms or fences, that obscure the sight from an abutting property and uses, that at least partially and periodically obstructs view and noise. For purposes of this Section, the buffer does not count toward the required landscaping.

(* Entire section amended by Ordinance No. 1827 (9-7-00).)

14.19.020 – Definitions

- D. City Center. The area of the city defined in Section 14.14.100(C) of this Code.

- E. Development. That which is done on a tax lot or parcel of property under one ownership pursuant to any permit issued by the City of Newport Department of Planning and Community Development.

- F. Gross Floor Area. The total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.

- G. Hanging Basket. A basket of flowers or other plant material that is over a public right-of-way or private property and attached to a building, pole, wall, tree or other attachment. In no case shall a hanging basket be less than eight feet above a sidewalk or other pedestrian way or within two feet of a street or driveway.

- H. Landscaped Area. That area within the boundaries of a given lot or other area authorized for landscaping purposes which is devoted to and consists of landscaping.

- I. Landscaping. Material placed in a landscaped area including but not limited to grass, trees, shrubs, flowers, vines and other groundcover, native plant materials, planters, brick, stone, natural forms, water forms, aggregate and other landscape features, provided, however that the use of brick, stone,

aggregate or other inorganic materials shall not predominate over the use of organic plant material. Landscaping does not include sidewalks, fences, walls, benches or other manufactured materials unless same is incidental to the total area of the landscaped area.

- J. Landscaping Plan. A drawing to scale showing the location, types and density of landscaping.
- K. Maintain or Maintenance. Any activity such as pruning, mulching, mowing, fertilizing, removal and replacement of dead vegetation and other similar acts that promote the life, growth, health or beauty of the landscape vegetation.
- L. Nye Beach. The area of the City defined in the Historic Nye Beach Overlay District section of this Ordinance.
- M. Planter. A decorative container for flowers, bushes, trees and other plant materials including but not limited to window boxes, planter boxes, flower pots and other containers.
- N. Sight obscuring. Landscaping, berms, fences, walls or a combination of all those elements that completely blocks the ability to see through it.
- O. Window or Planter Box. A decorative box, pot, or other container that contains flowers and other plant material that is placed immediately below a window, along a walkway or other location. In no case shall a window or planter box extend more than two feet or 20% of the distance from the building to the street curb into the public right-of-way, whichever is less.

14.19.030 Applicability

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

(Section 14.19.030 was amended by Ordinance No. 2182, adopted on May 17, 2021: effective June 16, 2021.)

14.19.040 General Requirements

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

- A. No landscape plan submitted pursuant to this section shall be approved unless it conforms to the requirements of this ordinance.

- B. Landscape plans shall be submitted for all development. Said plans shall include dimensions and distances and clearly delineate the existing and proposed building, parking space, vehicular access and the location, size and description of all landscape areas and materials.

(Section 14.19.040(B) was amended by Ordinance No. 2182, adopted on May 17, 2021: effective June 16, 2021.)

- C. Landscaping shall not obstruct the view at the intersection of two or more streets or alleys; or at the intersection of a street and a driveway.

- D. A guarantee of performance bond or escrow agreement shall be required in an amount to be determined by the Planning Director and approved by the City Attorney as to form to insure satisfactory completion of the landscaping plan as approved if the required landscaping is not installed prior to certificate of occupancy as required by the Building Code.

14.19.050 Landscaping Required for New Development, Exceptions

All new development, except for one and two family residences, shall be required to install landscaping per this section. For purposes of this section, new development shall mean construction upon a vacant lot or a lot that becomes vacant by virtue of the demolition of an existing building. Landscaping shall be provided as follows:

- A. Area. Landscaping shall be ten percent of the total square footage of a lot or parcel.
- B. Location. Landscaping shall be located along a street frontage or frontages.
 - 1. For commercial and industrial zoned lots south of the Yaquina Bay Bridge that abut US 101, landscaping shall include a minimum 15-foot wide landscape buffer.

(Section 14.19.050(B)(1) added by the adoption of Ordinance No. 2196 on November 7, 2022; effective December 6, 2022.)

- C. Exceptions. The right-of-way between a curb and a property line, not counting any sidewalk, driveway or other hard surfaces, may be used and counted toward the required landscaping as long as it has been determined by the Planning Director that the right-of-way is not needed for future street expansion. A developer may also plant a street tree within the sidewalk and it shall count toward meeting landscaping requirements subject to approval by the Planning Director and the City Engineer. A window or planter box may also be used to meet landscaping requirements at a ratio of 1 to 1. If the developer chooses to exercise this option, he or she shall enter into an agreement that the landscaping in the right-of-way is to be maintained as landscaping.
- D. Landscaping and Screening for Parking Lots. The purpose of this subsection is to break up large expanses of parking lots with landscaping. Therefore, all parking areas or each parking bay where a development contains multiple parking areas shall comply with the following provisions:
 - 1. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering

areas, shall be landscaped. This 10 percent landscaping requirement includes landscaping around the perimeter of parking areas as well as landscaped islands within parking areas. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

2. All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 12 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth;
3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within 2 years of planting, not less than 50 percent of that area is covered with living plants; and
4. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than 2 feet from any such barrier.
5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.
6. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between 3 feet and 4 feet.

7. The provisions of this subsection do not apply to areas for the storage and/or display of vehicles.

(Section 14.19.050(D.) amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

14.19.060 Landscaping Requirements for Additions and Remodels

For purposes of this section, addition means any development that increases the floor area of a building. Remodel is any work requiring a building permit. For additions and remodels, landscaping shall be provided as follows:

- A. Area. If the subject development after completion complies with the requirements for new development, no additional landscaping is required. If the subject development does not comply with the requirement for new development, landscaping shall be installed so as follows:
 1. For projects with a value of \$80,000 or less, no additional landscaping is required.
 2. For projects with a value of \$80,001 to \$160,000, the amount of landscaping shall be no less than 25% of that required for new development.
 3. For projects with a value of \$160,001 to \$250,000, the amount of landscaping shall be no less than 50% of that required for new development.
 4. For projects with a value of \$250,001 to \$475,000, the amount of landscaping shall be no less than 75% of that required for new development.
 5. For projects with a value greater than \$475,000, the amount of landscaping shall be 100% of that required for new development.

Values shall be based on year 2022 dollars and adjusted on July 1 of each year for inflation. The adjustment shall be based on the latest available U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index for All Urban Consumers (CPI-U).

For purposes of this section, the value shall be based on the amount placed on the application for a building permit. If the Building Official determines that the value is below the actual value as calculated by the formulas developed by the State of Oregon Building Codes Division, the value on the permit shall be as determined by the Building Official. If there is a dispute as to the value, the matter shall be referred to the Planning Commission for resolution. The procedure used shall be the same as for a Type I variance contained in [Section 14.33](#) of this Ordinance.

In the case where a second addition or remodel is commenced within one year of the first addition or remodel, the two projects shall be counted as one with regard to determining the above landscaping requirements.

B. Location. Landscaping shall be located along a street frontage or frontages.

1. For commercial and industrial zoned lots south of the Yaquina Bay Bridge that abut US 101, landscaping shall include a minimum 15-foot wide landscape buffer.

C. Exceptions. The right-of-way between a sidewalk and a property line may be used and counted toward the required landscaping as long as it has been determined by the Planning Director that the right-of-way is not needed for future street expansion. If the developer chooses to exercise this option, he or she shall enter into an agreement that the landscaping in the right-of-way is to be maintained as landscaping. In addition, window boxes may be substituted for surface landscaping. The calculation shall be one square foot of window box accounts for three square feet of surface landscaping as required in Subsection A of this Section. A developer may also plant a street tree within the sidewalk and it shall count toward meeting landscaping requirements subject to approval by the Planning Director and the City Engineer.

14.19.070 Nye Beach*

Development in the Historic Nye Beach Design Review District shall follow the same landscaping requirements as [Subsection 14.19.080](#) (City Center and Bayfront) of Section 14.19 if landscaping requirements are not specified elsewhere. If landscaping is required under a permit issued under the design review design guidelines or design standards, then the permit requirements shall be the applicable landscaping requirements. If the permit requirements specify landscaping requirements that are to be implemented in conjunction with, or in addition to, the landscape requirements of this section, then the landscaping requirements of the permit shall be implemented in conjunction with, or in addition to, the requirements of landscaping specified in [Subsection 14.19.080](#) (City Center and Bayfront) of Section 14.19.

** Amended by Ordinance No. 1865 (12-1-03).*

14.19.080 City Center and Bayfront

Because the City Center and Bayfront areas were platted and built on very small lots and many of the existing buildings are located on or near the property lines, a strict area landscaping requirement is difficult to obtain and places an undue burden on the property owner. Those areas shall therefore be subject to this section rather than [Sections 14.19.050](#) and [14.19.060](#) of this ordinance.

- A. New Development. The requirement for new development, defined as building on a vacant lot, shall be 10% of the lot area. In lieu of the 10%, hanging baskets or window/planter boxes may be substituted for surface landscaping, or any combination thereof. The calculation for square footage may be up to one square foot of hanging basket, planter box or window box for every three feet of otherwise required landscaping.
- B. Additions. Landscaping shall be required at a rate of 10% of the area of the addition. In lieu of the 10%, hanging baskets or window/planter boxes may be substituted for surface landscaping, or any combination thereof. The calculation for square footage may be up to one square foot of hanging basket, planter box or window box for every three feet of otherwise required landscaping.

C. Remodels. Landscaping shall be required per [Section 14.19.060](#) except that in lieu of providing surface landscaping, window/planter boxes or hanging baskets may be substituted at a rate of one square foot of window/planter box or hanging basket for every ten square feet otherwise required.

14.19.090 Maintenance of Required Landscaping

Landscaping required by this section, whether existing prior to January 1, 1999 or not, shall be reasonably maintained based on the time of year and kept free of weeds and garbage. Failure to maintain required landscaping may be found to be a violation and subject to penalties contained in [Section 14.54](#) of this Code.

14.19.100 Variances

Variances to the requirements of this section shall be subject to the processes and criteria contained in [Section 14.33](#), Adjustments and Variances, and [Section 14.52](#), Procedural Requirements.* As a condition of approval, the Planning Commission may require a bond to assure satisfactory completion of the required landscaping. The Planning Commission may also approve, in lieu of providing a strict landscaping area, window or planter boxes in numbers and size to comply with the intent of this section or a reduction of up to 25% of the required landscaping when the Commission finds that the architectural character of the building is of such quality to justify the reduction. The Commission may also waive up to 25% of the area requirement if the developer puts in an automatic sprinkling system to water the landscaping. The required parking may be reduced up to 10% of the number ordinarily required by this Code if the parking spaces lost is put into landscaping. The site plan prepared by a registered surveyor as required by [Sections 14.33.040](#) is not required for a variance under this Section. If there is a neighborhood design review process, that process supersedes the requirements in this section and, if the design review committee finds that the landscaping is consistent with their review, supersedes the need for a variance otherwise required by this Section.

*(*Amended by Ordinance No. 1989 (1-1-10).)*

CHAPTER 14.30 DESIGN REVIEW STANDARDS

14.30.010 Purpose

Design review districts may be adopted by the City of Newport in accordance with applicable procedures to ensure the continued livability of the community by implementing standards of design for both areas of new development and areas of redevelopment. Design review is an important exercise of the power of the City to regulate for the general welfare by focusing on how the built environment shapes the character of the community.

The Newport Comprehensive Plan identifies six potential urban design districts within the Newport Peninsula including the City Center District (and Highway 101 corridor), Waterfront District, Nye Beach District, Upland Residential District, East Olive District, and the Oceanfront Lodging/Residential District. Additionally, neighborhood plans may be adopted for other areas of Newport that include as an objective the implementation of design review to maintain and/or provide a flexible approach to development by offering two methods of design review from which an applicant can choose. One method of design review is under clear and objective design standards and procedures to allow development that is consistent with the standards to occur with certainty in a timely and cost effective manner. A second alternative method of design review is review under design guidelines, which are a more flexible process for proposals that are creative/innovative and meet the identified guidelines of the applicable design review district.

It is further the purpose of these standards to:

- A. Preserve the beautiful natural setting and the orientation of development and public improvements in order to strengthen their relationship to that setting.

- B. Enhance new and redeveloping architectural and landscape resources to preserve and strengthen the historic, scenic and/or identified neighborhood character and function of each setting.
- C. Improve the vehicular and pedestrian networks in order to improve safety, efficiency, continuity, and relationships connecting Newport neighborhoods.
- D. Strengthen Newport's economic vitality by improving its desirability through improved appearance, function, and efficiency.
- E. Improve the built environment in order to strengthen the visual appearance and attractiveness of developed areas.
- F. Implement the goals and objectives of the adopted neighborhood plans.

14.30.020 **Design Review Districts: Overlay Zones Established**

The following:

- A. Historic Nye Beach Design Review District. The Historic Nye Beach Design Review District Overlay Zone shall be indicated on the Zoning Map of the City of Newport with the letters HNBO and is the area described as follows:

Beginning at the northeasterly corner of SW Hubert Street and SW 2nd Street; thence westerly along the north line of SW 2nd Street to the west line of SW Dolphin Street, said point also being the southeast corner of Lot 1, Block B, Barlow Blocks Addition to the City of Newport; thence north along the west line of SW Dolphin Street to 10 feet beyond the north line of Lot 7, said Barlow Blocks Addition; thence westerly, 10 feet north of and parallel with said north line of Lot 7 to the Pacific Ocean; thence northerly along the Pacific Ocean to the south line of NW 12th Street; thence east along the south line of NW 12th Street to the east line of an alley between NW Spring Street and NW Hubert Street; thence south along the east line of said alley way to

the north line of NW 10th Street; thence southwesterly to the southwest corner of the intersection of NW 10th Street and NW Brook Street; thence south along the west line of NW Brook Street to the south line of NW 8th Street; thence east along the south line of NW 8th Street to the west line of NW Hurbert Street; thence south along the west line of NW Hurbert Street to the north line of NW 6th Street; thence east to the northeast intersection of NW 6th Street and NW Hurbert Street; thence south along the east line of NW Hurbert Street and SW Hurbert Street to the north line of SW 2nd Street and the point of beginning.

B. City Center Design Review District. The City Center Design Review District Overlay Zone shall be indicated on the Zoning Map of the City of Newport with the letters CCDRD and is the area described as follows:

The City Center Design Review 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.

14.30.030 Adoption of Design Review: Guidelines and Standards

The document entitled “Newport Design Review: Guidelines and Standards” dated July 29, 2015, is hereby adopted by reference and made a part hereof. The guidelines and standards contained therein shall be the guidelines and standards applicable to the Historic Nye Beach Design Review District.

The document entitled “City Center Design Review District Form Based Code ” dated [September 2025], is hereby adopted by reference and made a part hereof. The Regulating Plan, Public Realm Standards, and Development and Design Standards, contained therein shall be the standards applicable to the City Center Design Review District.

14.30.040 Design Review Required

The following development activities in an established design review district are required to obtain a design review permit under the design standards in an identified design review district or, in the alternative, to apply for a design review permit and to obtain approval under the design guidelines for that design review district:

- A. New construction, substantial improvement, or relocation of one or more dwelling units.
- B. New construction, substantial improvement, or relocation of a commercial or public/institutional building.
- C. New construction, substantial improvement, or relocation of a residential accessory structure that contains more than 200 square feet of gross floor area and is not more than 10 feet in height.
- D. New construction, substantial improvement, or relocation of a commercial accessory structure that contains more than 120 square feet of gross floor area.
- E. An addition that increases the footprint of an existing building by more than 1,000 square feet.

14.30.050 Exemptions

The following activities are exempt from the provisions of this chapter:

- A. Development activity that is subject to the provisions of Newport Municipal Code Chapter 14.23, Historic Buildings and Sites.
- B. Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications that are solely necessary to assure safe living conditions.
- C. Development that does not involve the construction, substantial improvement, or relocation of a dwelling unit, commercial or public/institutional building, or accessory structure.

- D. Conversion of space within an existing structure into an accessory dwelling unit.

(Section 14.30.050 revised by Ordinance No. 2152, adopted on November 4, 2019; effective December 4, 2019.)

14.30.060 Approval Authority

The following are the initial review authorities for a Design Review application:

- A. Community Development Director. For projects subject only to the design standards specified in ~~the following documents entitled “Newport Design Review: Guidelines and Standards,” dated July 29, 2015.~~ The approval or denial of a Design Review application by the Community Development Director is a ministerial action performed concurrent with City review of a building permit.
 - a. Entitled “Newport Design Review: Guidelines and Standards,” dated July 29, 2015. The approval or denial of a Design Review application by the Community Development Director is a ministerial action performed concurrent with City review of a building permit.
 - b. Entitled “City Center Design Review District Form Based Code.”
- B. Planning Commission. For projects that require design review under the design guidelines contained in the document entitled “Newport Design Review: Guidelines and Standards,” dated July 29, 2015, including the following:
 - 1. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that is over 65 feet in length or 35 feet in height; or
 - 2. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure

that does not meet the design standards contained in the document entitled “Newport Design Review: Guidelines and Standards” dated July 29, 2015; or

3. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that involves a conditional use, a variance, or any other type of land use permit for which a Type III Land Use Action decision process is required, pursuant to [Chapter 14.52](#), Procedural Requirements.

14.30.070 Application Submittal Requirements

- A. For requests that are subject to Community Development Director review for compliance with design standards, an application for Design Review shall consist of the following:
 1. A completed and signed City of Newport Building Permit Application Form.
 2. Building plans that conform to the submittal requirements for a building permit that include a site plan, floor plan, exterior architectural elevations, cross-section drawings, and construction specifications illustrating how the design standards have been met.
 3. A written checklist identifying the design elements used to comply with the design standards.
- B. For requests that are subject to Planning Commission review for compliance with design guidelines, an application for Design Review shall consist of the following:
 1. Submittal requirements for land use actions listed in [Section 14.52.050](#).
 2. Exterior elevations of all buildings on the site as they will appear after development. Such plans shall indicate the material, texture, shape, and other design features of the building(s), including all mechanical devices.

3. A parking and circulation plan illustrating all parking areas, drive isles, stalls, and points of ingress/egress to the site.
4. A landscape plan showing the location, type and variety, size and any other pertinent features of the proposed landscaping and plantings for projects that involve multi-family, commercial, and public/institutional development.

(Section 14.30.070(B)(4) was amended by Ordinance No. 2182, adopted on May 17, 2021: effective June 16, 2021.)

5. A lighting plan identifying the location and type of all permanent area lights, including parking area lighting, along with details of the lighting fixtures that are to be installed.
6. A written set of proposed findings that explain how the project complies with the applicable design guidelines.
7. Any other information the applicant believes is relevant to establishing that the project complies with applicable design guidelines.

C. All plans shall be drawn such that the dimensions can be verified with an engineers or architects scale.

14.30.080 Permitted Uses

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

A. Historic Nye Beach Design Review District.

1. Tourist Commercial (C-2) zoned property.
 - a. Up to five (5) multi-family dwelling units per lot or parcel are permitted outright provided they are located on a floor other than a floor at street grade.
 - b. A single-family residence is permitted outright if located on a floor other than a floor at street grade.

- c. A single-family residence is permitted outright, including the street grade floor, within a dwelling constructed prior to January 1, 2004. Residential use at the street grade is limited to the footprint of the structure as it existed on this date.
- d. Single family, duplex, townhouses, cottage clusters, and multi-family dwelling units, including at the street grade, are permitted outright on property located south of NW 2nd Court and north of NW 6th Street, except for properties situated along the west side of NW Cliff Street.

(Section 14.30.080(A)(1)(d) was amended by Ordinance No. 2182, adopted on May 17, 2021; effective June 16, 2021.)
(Section 14.30.080(A)(1)(d) was amended by Ordinance No. 2165, adopted on June 15, 2020; effective July 15, 2020.)

- a.
- 2. High Density Multi-Family Residential (R-4) zoned property.
 - a. Uses permitted outright in the C-2 zone district that are not specified as a use permitted outright or conditionally in the R-4 zone district, are allowed subject to the issuance of a conditional use permit in accordance with the provisions of Chapter 14.34, Conditional Uses and subject to the limitation that the use not exceed a total of 1,000 square feet of gross floor area. This provision does not preclude an application for a use as a home occupation under [Chapter 14.27](#), Home Occupations.

14.30.090 Prohibited Uses

The following uses are prohibited within areas subject to Design Review.

A. Historic Nye Beach Design Review District

- 1. Any new or expanded outright permitted commercial use in the C-2 zone district that exceeds 2,000 square feet of gross floor area. New or expanded uses in excess of 2,000 square feet of gross floor area may be permitted in accordance with the provisions of [Chapter 14.34](#),

Conditional Uses.

2. Recreational vehicle parks within the Tourist Commercial (C-2) and Public Structures (P-1) zoning districts.

(Section 14.30.090 revised by Ordinance No. 2120, adopted on September 18, 2017; effective October 18, 2017.)

14.30.100 Special Zoning Standards in Design Review Districts

All zoning standards and requirements applicable under Ordinance No. 1308 (as amended) in the subject zoning district shall apply, except that the following additional zoning standards are applicable for the design review district as applicable in the underlying zoning designation and shall be modified for each district as specified.

A. Historic Nye Beach Design Review District:

1. No drive through windows are allowed.
2. Commercial buildings with frontage on NW and SW Coast Street, W Olive Street, NW and SW Cliff Street, NW Beach Drive, and NW Third Street shall be set back from the property line fronting the street no more than 5 feet unless the development provides for a pedestrian oriented amenity (such as a courtyard, patio, or café with outdoor seating), compliance with the setback is precluded by topography or by easement, or a larger setback is authorized by the Planning Commission through the design review process.
3. Required yards and setbacks established in [Chapter 14.11](#) (Required Yards and Setbacks) and [Chapter 14.18](#) (Screening and Buffering between Residential and Non-Residential Zones) shall be reduced by 50%, except for [Section 14.11.030](#), Garage Setback, which is to remain at 20-feet. A setback for a garage that is less than 20-feet may be permitted if it is found by the Planning Commission to be consistent with the Design Review Guidelines pursuant to NMC [14.30.060\(B\)](#).

4. The following adjustments to [Chapter 14.12](#) (Minimum Size) and [Chapter 14.13](#) (Density Limitations, Table “A”) are allowed within the District.
 - a. The minimum lot area within both the R-4 and C-2 zones shall be 3,000 square feet.
 - b. The minimum lot width for the R-4 zone shall be 30 feet.
5. Residential use permitted on C-2 zoned property located south of NW 2nd Court and north of NW 6th Street, except for properties situated along the west side of NW Cliff Street, shall comply with the following additional requirements:
 - a. The maximum residential density is 1,250 square feet per unit.
 - b. The maximum building height is 35 feet.
 - c. The maximum lot coverage in structures is 64%. If the proposed residential use provides at least 1 off-street parking space for each dwelling unit in a below-grade parking structure (for the purposes of this section below-grade is defined to mean that 50% or more of the perimeter of the building is below-grade) located directly below the residential portion of the structure, the maximum lot coverage allowed is 90%.
 - d. The residential use provides at minimum 1 off-street parking space for each dwelling unit.
 - e. At least one residential building per lot is set back from the property line abutting the street no more than 5 feet.

(Section 14.30.100(A)(5) was amended by Ordinance No. 2165, adopted on June 15, 2020; effective July 15, 2020.)

6. The following adjustments to the off-street parking requirements of [Chapter 14.14](#) (Parking, Loading, and Access Requirements) are provided for uses within the District:

- a. Commercial uses shall have the first 1,000 square feet of gross floor area exempted from the off-street parking calculation.
- b. All uses within the District shall be allowed an on-street parking credit that shall reduce the required number of off-street parking spaces by one off-street parking space for every one on-street parking space abutting the property subject to the following limitations:
 - i. Each on-street parking space must be in compliance with the City of Newport standards for on-street parking spaces.
 - ii. Each on-street parking space to be credited must be completely abutting the subject property. Only whole spaces qualify for the on-street parking credit.
- a. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street parking spaces are allowed except as authorized by the City of Newport.

B. City Center Design Review District

- 1. No drive through windows are allowed within the area identifies as the Traditional Downtown Zone as identified in the City Center Design Review District Form Based Code.
- 2. Adjustments to Chapter 14.12 (Minimum Size) and Chapter 14.13 (Density Limitations, Table "A") are allowed within the City Center Design Review District as detailed in the City Center Design Review District Form Based Code, subsection 5, Development and Design Standards.

(Section 14.30.100 revised by Ordinance No. 2120, adopted on September 18, 2017; effective October 18, 2017.)

14.30.110 Modification of a Design Review Permit

A modification of an approved design may be requested of the approving authority for any reason by an applicant. Applications for a modification shall be submitted and processed in the same manner as the original application.

- A. If the requested modification is from an approval issued under design standards, the modification request shall be approved by the Community Development Director if the modification also meets the design standards.

- B. If the modification does not meet the design standards or if the modification is from an approval issued under the design guidelines, the modification shall be processed under the design review process for compliance with the applicable design guidelines. The Commission’s authority is limited to a determination of whether or not the proposed modification is consistent with the applicable design review guidelines.

(Chapter 14.30 was revised by Ordinance No. 2084; adopted September 21, 2015; effective October 21, 2015.)



NEWPORT CITY CENTER REVITALIZATION PUBLIC INVOLVEMENT PLAN

The format and information in this Public Involvement Plan (PIP) follows the Oregon Department of Transportation (ODOT) Equitable Community Engagement Guide. The Guide is organized around a series of questions for project teams that are intended to ensure that public involvement activities seek engagement from a broad range of the affected communities, including communities that have been traditionally underserved in the development of public policy and projects. Questions in the Equitable Community Engagement Guide provide the framework for this PIP.

The Statement of Work for the Newport City Center Revitalization Plan project identifies public involvement activities for development of the Plan. This PIP provides strategies to ensure that these activities result in equitable engagement. This PIP will be updated periodically throughout the project to reflect new information, changing events in the community, and other feedback. An event plan will be developed before each outreach activity to provide logistical support and guidance to the team implementing the outreach efforts.

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Table 1: Project Team Members

ROLE	NAME	PHONE	EMAIL
City Project Manager	Derrick Tokos	541-574-0626	d.tokos@newportoregon.gov
ODOT Project Manager	David Helton	541-726-2545	David.I.Helton@odot.state.or.us
Consultant Project Manager (DEA)	James Hencke	503-223-6663	jahe@deainc.com
Consultant Public Involvement Lead (JLA)	Brandy Steffan	503-235-5881	brandy.steffen@jla.us.com

PURPOSE & OUTCOMES

What is the purpose of this project or program?

The Newport City Center Revitalization Plan will develop a set of land use policies and regulations, with financial incentives, to support reinvestment in the City of Newport's city center. The Project will identify transportation solutions that complement 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.

Many of the properties in the Project Area are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings. In 2015, the City established an urban renewal district to generate funding to revitalize the City Center area. The City has also partnered with ODOT on a city-wide Transportation System Plan (TSP) update (adopted August 2022) to identify ways the transportation system can be redefined to catalyze economic development and provide infrastructure needed to support additional density.

The 2022 TSP identified two alternatives for improving transportation facilities within the Project Area along US 101. This Project will identify which of those alternatives, or variations of the alternatives, will best support Project objectives.

What is the purpose of the community activity?

The community outreach will help the project team, and ultimately the Newport City Council make a decision about what issues to address in the project, including which option to select for Highway 101 and which policies to implement in the city center.

What outcomes need to be met for this project to be successful?

The Newport City Center Revitalization Plan seeks to encourage development and redevelopment in the Project Area to create a vibrant urban center. The NCCRP seeks to achieve this objective by:

- Refining the two TSP options for realigning US 101 through City Center and identifying the option that best supports desired development patterns.
- Developing amendments to the City's Comprehensive Plan and development code to encourage desired development patterns.
- Identifying public investments/incentives needed to encourage desired development and improve livability.

What is the project timeline?

Figure 1 shows the planned schedule for the Newport City Center Revitalization Plan project.

Figure 1: Project Timeline

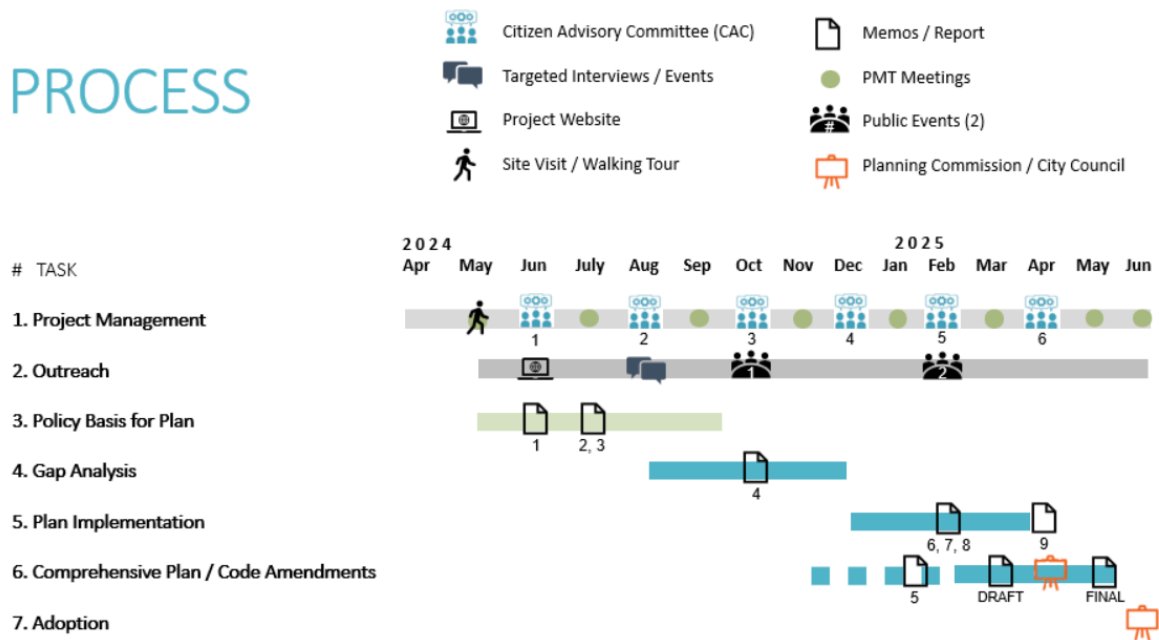


Figure 1 shows community activities in the Newport City Center Revitalization Plan project, including Citizen Advisory Committee (CAC) meetings, Public Events, Targeted Interviews and Events, and Planning Commission / City Council meetings. In addition, a Project Website will be developed for the project. The following sections describe the purpose and format of community activities in the project:

Citizen Advisory Committee (CAC)

The CAC is composed of project partners invited to participate by the City. The CAC includes people who are topic area experts in the type of development City is seeking to attract, and representatives of public agencies, community organizations, and parties that may be affected by the project. Table 2 shows the makeup of the CAC.

Table 2: Community Advisory Committee Roster

Name	Stakeholder Group
Rich Belloni	Lincoln County School District
Bob Berman	Planning Commission
Ralph Breitenstein	Pacific Communities Health District
Dustin Capri	Architect, Engineer, or Design Professional
Robert Emond	City Council (alternate)
Brett Estes	Dept. of Land Conservation and Development
Eric Hanneman	Farmers Market Representative
Melony Heim	Lending Institution
Cynthia Jacobi	City Council (primary)

Timothy Johnson	Lincoln County
Judith Jones	Faith Based Organization
Deb Jones	Centro De Ayuda
Rob Murphy	Emergency Services (primary)
Jim Patrick	Area Resident
Wayne Patterson	Local Business Representative
Karen Rockwell	Multi-Family Housing Developer
Tom Sakaris	Emergency Services (alternate)
Laurie Sanders	General Public
Christina/Luke Simonsen	Local Business Representative
Jack Weber	General Public

The CAC will meet periodically throughout the project to review Project deliverables and provide advice on issues relevant to the project. Figure 1 shows the expected timing for the CAC meetings as of June 2024, but this schedule may change based on the availability of project deliverables scheduled for review.

Public Events

Public Events are opportunities to engage with a large audience of people at key times in the development of the Newport City Center Revitalization Plan. Public Events are intended to educate participants as well as to receive input from participants on key elements of the Plan. The City will advertise Public Events and reach out to community groups and individuals to seek broad participation in the events. The project includes two Public Events:

Public Event #1 will be a Stakeholder Workshop designed to facilitate an interactive scenario exercise to explore how transportation and development can be aligned in the Project Area. The exercise will be structured to help refine and consolidate ideas for a preferred scenario(s) based on feedback and feasibility considerations. The content of Public Event #1 will be based on Project Memoranda #1 (Plan Goals and Objectives), #2 (Existing Conditions), #3 (Market Analysis), and #4 (Gap Analysis).

Public Event #2 will be an Open House where the Consultant will present a summary of proposed policies and investments for the City to use to achieve the goals and objectives in Memorandum #1. The Open House will have a variety of ways for participants to provide input on proposed policies and investments.

Targeted Outreach Interviews and Events

Targeted Outreach Interviews and Events are intended to seek input from individuals and groups that are traditionally underrepresented in the development of public policies and capital improvement projects. The project includes up to ten Targeted Outreach Interviews with individuals or small groups. Participants in Targeted Outreach Interviews will be identified by the City in consultation with the Project team and CAC. Targeted Outreach Interviews are expected

to be around thirty minutes each and will be conducted by the consultant team over phone or video conference.

The project also includes two Targeted Outreach Events including one event in Spanish. The timing and format for the Targeted Outreach Events will be determined by the project team. The City will advertise Targeted Outreach Events and reach out to community groups and individuals to seek participation from traditionally underrepresented populations in the events.

Planning Commission / City Council Meetings

The project includes 3 Work Sessions with the Newport Planning Commission and City Council. Work Sessions are intended to inform Planning Commissioners and City Councilors on key aspects of the project and to allow Commissioners and Councils to ask questions and provide input to the project team.

- Work Session #1 will focus on goals and objectives in Memorandum #1 and the results of the gap analysis in Memorandum #4.
- Work Session #2 will focus on a summary of Comprehensive Plan and Development Code amendment concepts from Memorandum #5, proposed public investments from Draft Memorandum #6, incentives and public/private partnerships from Draft Memorandum #7, and future transportation conditions described in Draft Memorandum #8.
- Work Session #3 will focus on specific Comprehensive Plan and Development Code amendments in Draft Memorandum #9.
- City shall arrange and conduct Planning Commission and City Council Public Hearings to consider adoption of the Draft Newport Central City Revitalization Plan.

Project Website

A Project Website will be developed by the consultant to provide an overview of the project, a project timeline, project-related announcements including public involvement activities, project memoranda and related documents, and an opportunity to provide input to the project team.

POPULATION

When considering community impact, what are the specific geographic boundaries of the project area?

Figure 2 shows the Project Area for the Newport City Center Revitalization Plan project.

Figure 2: Project Area



While the focus of the project will be the Project Area shown in Figure 2, the project will consider impacts to the broader transportation system in Newport and will consider public input on any potential impact resulting from the project regardless of where those impact may occur.

What virtual elements should be considered for outreach to specific communities?

The project will provide all memoranda and related materials on the project website, there will be online surveys and online open houses. Additionally, printed materials and physical copies of

materials will be distributed within the community to allow all community members to participate virtually and in-person. Outreach methods will include:

- **Mailed postcard** - City shall print and distribute postcards for each public event.
- **Other advertising** – Distribute public event information through City social media accounts, advertising in printed City utility bills, and other means.
- **Online Survey** and **Online Open House** to collect input from the community. Printed copies of these collection points will also be provided to key locations including City Hall and the Senior Center.

What input is needed from community members for project outcomes to be successful?

The project team will work with the CAC and gather community input to establish and prioritize goals and objectives for the project. The team will seek community input throughout the project to inform the process and help the City make informed recommendations that reflect the community's goals. Additionally, the public will be able to review the final draft of the plan and provide testimony during a public hearing on the final draft of the Newport City Center Revitalization Plan.

What investments is the project team making to ensure community inclusion will happen beyond this project?

The project will consider opportunities to build relationships between the City, ODOT, and community members that will continue after the project is complete. The Newport City Center Revitalization Plan is a long-range plan that will guide future actions by the City to implement the plan through the adoption of City policies and funding of capital improvement projects. These future City actions will be subject to public input and will require decisions by the Newport City Council.

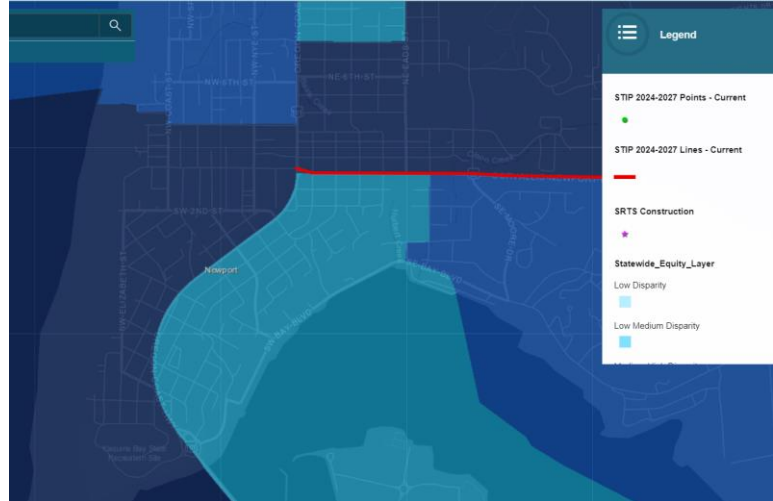
Equitable Engagement Compensation Program and Policy (EECP)

The ODOT Equitable Engagement Compensation Program and Policy (EECP) allows ODOT to pay Oregonians who provide feedback about ODOT-funded projects or initiatives. The EECP builds equitable pathways for Oregonians who are otherwise excluded from participation due to financial constraints. The EECP allows incentive and stipend payments to individuals and contracting for engagement services from Community-Based Organizations (CBOs) which are non-profit 501(c)(3) organizations that work with underrepresented populations. The Newport City Center Revitalization Plan project does not qualify for EECP incentive or stipend payments to individuals because it uses federal funds which cannot be used for incentive or stipend payments. The project does qualify for contracting with CBOs for engagement services, however there are no CBOs in the project area that are currently prequalified for a Community

Engagement Contract. In lieu of EECPP payments through ODOT, The City of Newport has agreed to pay for incentives or thank you gifts for public participation including but not limited to gift cards, bus passes, meals, refreshments, etc.

Social Equity Index Map **Figure 3: Social Equity Index Map for Newport**

ODOT has developed a Social Equity Index Map that combines selected demographic characteristics to create an index of the relative social and economic well-being of residents (Figure 3). The Social Equity Index uses US Census data at the Block Group level that includes measures of age, race, language proficiency, poverty, and motor vehicle ownership.



What does the map detail about your project area?

The Social Equity Index Map shows three Census Block Groups in the Project Area: north of US 20, west of US 101, and south of US 20 and east of US 101. Table 3 shows key characteristics of these block groups that were used to develop the Social Equity Index.

Table 3: Demographic characteristics of Census Block Groups in Project Area

	North of US 20	West of US 101	South of US 20 east of US 101
Disparity Category	High Disparity	High Disparity	Low Medium Disparity
Total Population	905	1,042	928
Non-White Population	52%	41%	16%
Limited English Household	8%	5%	0%
Youth Population	34%	10%	3%
Disability Household	22%	16%	9%
Median Income	\$49,615	\$50,250	\$66,146
Poverty Rate (200% FPL)¹	57%	41%	25%
Zero Vehicle Household	3%	11%	5%
Workers commuting by Transit	0%	0%	0%
Workers commuting by Walk	4%	15%	5%
Workers commuting by Bike	0%	0%	2%

¹ Poverty rate is considered to be 200% of the Federal Poverty Level (FPL), <https://www.census.gov/topics/income-poverty/poverty/guidance.html>

Source: U.S. Census Bureau, American Community Survey.

Table 3 shows that two of the Block Groups in the Project Area are categorized as High Disparity, while the Block Group south of US 20 and east of US 101 is categorized as having Low Medium Disparity. The High Disparity categorization is primarily driven by relatively higher shares of people who are non-white, youth, disabled, or who live in lower income households. The Block Group west of US 101 is notable for having a relatively high share of zero vehicle households and workers who commute by walking.

What Community Based Organizations do we already know about that exist in this project area and which populations do they serve?

Community-Based Organizations (CBOs) are non-profit 501(c)(3) organizations that work with underrepresented populations. The project team will work with CBOs to encourage participation in the project by members of underrepresented populations. CBOs that work in the project area include the following:

- Centro de Ayuda: non-profit at St. Stephen Episcopal Church serves Spanish-speakers
- Olalla Center/Arcoíris Cultural is a cultural center that serves underserved Latinx, Guatemalan and Indigenous Mesoamerican populations
- Lincoln County School District serving youth
- Farmers Market Representative serves low-income populations through SNAP/WIC funds
- City of Newport 60+ Activity Center serves seniors and elderly
- Lincoln County Newport Health Center offers walk in services for low-income parents, providing healthcare and food assistance/WIC
- Food Share of Lincoln County serves low-income people
- Newport Food Pantry serves low-income people
- The Salvation Army Newport Worship and Family Services Center serves low-income people and youth
- Samaritan House serves people without homes
- Community Services Consortium serves people without homes
- My Sisters' Place serves youth and victims of domestic violence
- Newport Community Shelter and Resource Center serves people without homes

What role do you want engaged populations to play in the engagement process?

During this project, we will seek to engage through regular meetings with the Community Advisory Committee, as well as collecting input and feedback from the entirety of the community through public events, targeted interviews, and targeted outreach events.

TEAM READINESS

Social Equity Lens Questions

How will historically excluded communities be informed, consulted, or involved? What methods or tools are you using for engagement?

The team will inform and consult with Spanish speaking and other Title VI communities by:

- Providing a Spanish interpreter at public event meetings
- Translating key project information into Spanish for the website and to be distributed by mail or handouts during events.
- Connecting with local CBOs to reach low-income, houseless, youth, elderly, and non-English speakers.
- Contacting representatives of the Confederated Tribes of Grand Ronde and the Confederated Tribes of Siletz to inform them about the project and invite them to participate.

How does this project address the needs expressed by historically excluded communities? What are the benefits and burdens to those communities?

This project aims to address several issues and needs addressed by historically excluded communities including:

- Housing – Community members have expressed a need for more affordable and accessible housing for low-income and working class households. This area is within walking distance of the elementary, middle and high schools, as well as jobs and daily needs.
- Jobs/economic development – There are ongoing needs for jobs and opportunities for economic development within the city.
- Transportation options – This project would provide safer options for people traveling by bus, walking, biking, or using mobility devices in the city center.
- Community gathering places – The project will seek to establish a place or places for community gatherings such as the Newport Farmer’s Market and other events.

Does this affect a high social equity index area? If so, is there an opportunity to address economic or health disparities this community experiences?

The project area includes two Census Block Groups that are classified as having High Disparity in the ODOT Social Equity Map. See previous question about the Social Equity Map for more information.

Is there an opportunity in your work to increase safety and/or access for historically excluded communities that are not directly addressed by the project’s purpose?

The purpose of the Newport City Center Revitalization Plan project includes improving safety and access in the city center for all community members, including members of historically excluded communities. The project will seek input from members of historically excluded communities and will respond to this input to the extent possible within the scope of the project.

Before Project Begins

How have you taken the answers from the Social Equity Lens and implemented them within your team and consultant’s work?

Yes, answers from the Social Equity Lens were used to develop this public involvement plan.

Were CBOs included in the planning of engagement with impacted areas populations? If not, how will they be engaged?

The project team will conduct interviews with several of the CBOs and stakeholders listed above to solicit their input on the project as well as to seek engagement with members of the communities they work with.

When, where, and how will you share with the community the project timeline and at which points they will be involved in the planning and decision making process?

The timeline will be shared at multiple events intended to involve the community in the planning and decision making process:

- Community Advisory Committee – planning and decision making; comprised of community members and there are public comment opportunities at each meeting. The CAC will make a recommendation to City Council.
- Stakeholder Interviews – planning; comprised of CBOs and other key stakeholders.
- Project website – throughout the project. Comments will be collected via the website.
- Public Event 1: Stakeholder Workshop – planning; the community will be asked to help fine tune the options and provide feedback to the technical team, CAC, and city staff.
- Public Event 2: Open House– planning; the community will be asked to help fine tune the options and provide feedback to the technical team, CAC, and city staff.
- City Council Public Hearing – decision making; the community will have the opportunity to provide testimony before City Council makes a final decision.

Who will help you build trust with community members? What is the plan?

The project team will rely on the CAC members to help build trust with the community. Additionally, the stakeholders interviewed will be asked to connect the team with additional community members. City of Newport staff will also continue to build and strengthen relationships and trust with community members.

During Project Process

Does this engagement activity include the diversity of the population in this project area at both the planning and outreach table?

Table 4: Engagement Activities for Diverse Populations

ENGAGEMENT ACTIVITY	DIVERSE POPULATION
Community Advisory Committee	Age, ability, income, geographic representation
Stakeholder Interviews	Age, race/ethnicity, ability, language, income, geographic representation
Project website	Language
Public Event 1: Stakeholder Workshop	<i>To be determined</i>
Public Event 2: Open House	<i>To be determined</i>
City Council Public Hearing	<i>To be determined</i>

How are you ensuring the information collected from this project team’s work is documented and shared outside of this team, in order to reduce silos and fragmentation of information within your office or department?

A summary from each outreach activity will be developed and shared with the project team, as well as the general public on the website and with the CAC members.

How does your team plan to address and respond to harms done in the past, specifically when asked directly about those harms?

The project will seek engagement from members of historically excluded communities. If issues related to past harms to those communities are raised (from ODOT, City of Newport, and other government jurisdictions), the project team will seek to address those harms to the extent possible within the scope of the project.

IDENTIFY COMMUNITY STAKEHOLDERS

Primary Stakeholders

Who may benefit from the project decisions or outcome?

- Local Downtown businesses may benefit in the long term from transportation infrastructure improvements around their businesses. They may also be burdened in the short term by large construction projects impeding access to their businesses.
- Developers may benefit from transportation improvements leading to higher property values and increased desire to relocate to the area.
- Residents and visitors to Newport will benefit from a revitalized city center that offers more opportunities for living, shopping, recreating, and gathering.
- The City of Newport and State of Oregon will benefit from increased residential density, mixed-use development, and multi-modal transportation improvements that will reduce demand for expansion of the City's Urban Growth Boundary and reliance on automobiles for travel.

Who may be burdened or negatively affected by the decisions or outcomes associated with the project?

Those who live and work in the area may be burdened in the short-term by construction projects taking place nearby. They may also be burdened in the long-term by being priced out of their homes and storefronts unless there are policies/code or intentional planning that helps reduce the impacts of gentrification.

List who in this community may be least informed and most informed, vocal, or actively involved in the project process? Use the information as a starting point to identify community-based organization gaps.

- **Least informed, vocal, or involved:** Residents that are not fluent in English, who lack trust or belief in government processes, are low-income or unhoused, or don't have reliable access to internet.
- **Most informed, vocal, and actively involved:** Those with the most interest in property values and resources to participate (wealthy residents, retirees, business owners, vacation homeowners, developers).

What barriers may prevent stakeholders from participating? (Technology, timing, access, etc.) How do we alleviate these barriers?

Barriers to participation in the project include a lack of fluency in English, lack of access to or ability to use technology, and limited income. Measures to help overcome these barriers include the following:

- **Language:** Translations into Spanish on the website and Spanish interpreters at public events
- **Technology:** Provide information in print and post information in community locations including the Library, Faith-based Organizations (including Centro de Ayuda), food pantry or housing shelter locations that might have computer access, City Hall, Senior Center.
- **Income:** The City of Newport has agreed to pay for incentives or thank you gifts for public participation including but not limited to gift cards, bus passes, meals, refreshments, etc. The project team will work with CBOs and members of historically excluded communities to identify opportunities to use incentives to increase participation in the project.

Secondary Stakeholders

What agencies, departments, community-based organizations, mobilizing organizations, or nontraditional partners are already organizing around the project or program we are addressing?

- Lincoln County
- Lincoln County School District
- Fire and Emergency Service Providers
- Local Business and Agency Representatives
- Faith Based Organizations
- Mixed-Use or Multi-Family Housing Developers
- Lending Institutions
- Architect or Engineering Design Professionals
- Oregon Department of Land Conservation and Development
- Newport Farmers Market

What community-based organizations, groups, or individuals do marginalized groups respect and trust in the project/program area?

- Centro de Ayuda: non-profit at St. Stephen Episcopal Church serves Spanish-speakers
- Olalla Center/Arcoíris Cultural is a cultural center that serves underserved Latinx, Guatemalan and Indigenous Mesoamerican populations
- Lincoln County School District serving youth

- Farmers Market Representative serves low-income populations through SNAP/WIC funds
- City of Newport 60+ Activity Center serves seniors and elderly
- Lincoln County Newport Health Center offers walk in services for low-income parents, providing healthcare and food assistance/WIC
- Food Share of Lincoln County serves low-income people
- Newport Food Pantry serves low-income people
- The Salvation Army Newport Worship and Family Services Center serves low-income people and youth
- Samaritan House serves people without homes
- Community Services Consortium serves people without homes
- My Sisters' Place serves youth and victims of domestic violence
- Newport Community Shelter and Resource Center serves people without homes

How does this engagement project align with other past or present ODOT initiatives?

Alternatives for improvement of US 101 in the project area were identified in Newport's 2022 Transportation System Plan (TSP). This project will analyze those alternatives and determine a preferred alternative for inclusion in the City's TSP.

Key Stakeholders

What is the political or legal landscape around the project at ODOT and how can we adjust?

ODOT was involved in development of the City's TSP adopted in 2022, and there is support from ODOT to ensure that the results of the TSP related to US 101 and US 20 moves forward, which will take place as part of this project. Alternatives for improvement to US 101 are controversial, with many questions about how they would impact operation of the highway. In addition, as part of the state highway system, US 101 and US 20 are subject to ODOT standards and policies regarding their design and operation. For these reasons, it is crucial that the project team seek input and consultation from subject matter experts at ODOT to help inform the response to public concerns about proposed changes to the highways and to ensure that the proposals conform to ODOT standards and policies.

What is the political or legal landscape around the project in this community (specifically concerning community leaders and elected officials)?

There is support from elected officials and community leaders to improve the storefronts and economic prosperity of the city center. Alternatives for improvement to US 101 are controversial, with many questions about how the alternatives could impact the surrounding neighborhoods

and business districts. To address these concerns, the project will focus on how alternatives for US 101 relate to existing and future land use in the highway corridor, in the context of the community's vision for the future of the project area.

Which community leaders or media should we connect with prior to engaging with the general community?

Public engagement in the project is being coordinated by staff at the City of Newport in consultation with the CAC and project team. Early outreach to the general community will include consultation with the CACs and representatives of CBOs identified in this report. Public engagement opportunities will be brought to the attention of local media including the following:

- Lincoln County Leader
- Oregon Coast Today
- Oregon Coast Visitors Association
- Yachats News (incl. Lincoln County)
- Social media (does the City have a Facebook page?)

DETERMINE LEVEL OF ENGAGEMENT

The International Association for Public Participation has developed a Spectrum of Public Participation to help practitioners determine the level of engagement they are seeking from the public. The Spectrum of Public Participation is shown in Table 5. In this project, the primary level of engagement is to consult with the public to obtain feedback on issues and proposals considered in development of the Newport City Center Revitalization Plan. For some aspects of the project the level of engagement may rise to having the public involved in aspects of decision-making around development of alternatives and selection of preferred alternatives. The Newport City Council will make the final determination about the content of the Newport City Center Revitalization Plan in the adoption process.

Table 5: Spectrum of Public Participation

	PROMISE TO THE PUBLIC	WHAT IT MEANS	WHAT IT LOOKS LIKE IN PRACTICE
Inform	Share information, listen for understanding, and answer questions for clarity.	Providing communities with balanced information to assist in understanding issues, opportunities, alternatives, and potential solutions.	Announcement of project or programs with information on dates, websites or surveys.
Consult	Two-way communication to obtain feedback on existing issues, projects, processes, or ideas.	Informing communities of issues or decisions that need to be made, obtain their feedback, and report back on how their input helped shape decisions.	Collect and use feedback from key informants, staff, and community residents to project plans.
Involve	Partner in each aspect of decision-making, including development of alternatives and identification of preferred solutions.	Establishing shared decision-making roles with community and committing to work together to identify issues, joint projects, and solutions.	Partner with CBOs, to produce the Community Needs Assessment.
Collaborate	Place final decision-making in the control of the community.	Guiding and providing sufficient resources to communities, so they can lead the development and implementation of strategies, projects, and public policies.	CBOs determine how to allocate funds from the ODOT budget through participatory budgeting.
Empower	Support the priorities and ideas identified and led by the community.	When invited to partner, ODOT will support community identified public health or city issues, plans, strategies, and public policies based on availability of ODOT resources and capacity.	NA

ENGAGEMENT METHODS & DEVELOP COMMUNICATION PLAN

Engagement Methods

Table 6 shows the engagement methods that will be used in the Newport City Center Revitalization Plan project, timing for each method, who is primarily responsible for the engagement, and notes about the level of engagement being sought with each method.

Table 6: Engagement Methods in the Newport City Center Revitalization Plan Project

ENGAGEMENT METHODS	TIMING	TEAM MEMBER	LEVEL OF ENGAGEMENT; NOTES
Interested parties list	Start: June 2024 Update: ongoing	City	INFORM; contact community, record all comments and responses collected Sign-in sheets from events will be used to update this list.
Project website	Start: June/July 2024 Update: ongoing; before/after events	JLA	INFORM; create/host website and content; include Spanish-language landing page with content in Spanish
Social media posts – existing accounts	Start: June/July 2024 Update: ongoing; before/after events	City	INFORM; encourage people to visit website/attend event
Community Billboard Posting (Library, Rec Center, etc.)	Start: June/July 2024 Update: ongoing; before events	City	INFORM; encourage people to visit website/attend event
Community Advisory Committee (CAC)	Start: June 2024 Update: Aug, Oct, Dec 2024, Feb 2025 Finish: Apr 2025	JLA City	INVOLVE; make recommendations to City Council JLA – for 6 90-minute meetings develop agendas; list of action items/next steps; facilitate City – schedule; host; email packet; take meeting minutes; schedule Zoom option;
Stakeholder interviews	Start: July 2024 Finish: Aug/Sep 2024	JLA City	CONSULT JLA – 10 interviews 30 min each phone/virtual meeting; develop interview questions; 3 page summary of all interviews City – provide list of interviewees
Targeted Outreach Events	Start: July 2024 Finish: Aug/Sep 2024	JLA	INVOLVE; two 2-hour events (in-person) for under-represented groups; one in Spanish; event plan; prep meeting; summary of comments

Newport City Center Revitalization Plan – Public Involvement Plan

News releases	Start: Oct 2024	City	INFORM; encourage people to visit website/attend event
Utility Bills	Start: Oct 2024	City	INFORM; encourage people to visit website/attend event
Postcard	Start: Oct 2024	JLA City	INFORM; encourage people to visit website/attend event JLA – develop postcard in English and Spanish City – print and mail
Fact sheet	Start: Oct 2024	City	INFORM; encourage people to visit website/attend event
Stakeholder Workshop	Start: late Oct 2024	JLA	INVOLVE; event plan for in-person event; facilitate event including interactive scenario exercise; develop materials in English and Spanish; summary
Survey 1	Start: Oct Finish: Nov	JLA	INVOLVE; develop 15 question survey in English and Spanish; feedback will be included in Stakeholder Workshop summary
Online open house 1	Start: Oct Finish: Nov	JLA	INVOLVE; develop way for the public to view materials and survey, plus provide comments online in English and Spanish for two weeks; feedback will be included in Stakeholder Workshop summary
News releases	Start: Feb 2025	City	INFORM; encourage people to visit website/attend event
Utility Bills	Start: Feb 2025	City	INFORM; encourage people to visit website/attend event
Postcard	Start: Feb 2025	JLA City	INFORM; encourage people to visit website/attend event JLA – develop postcard City – print and mail
Fact sheet	Start: Feb 2025	City	INFORM; encourage people to visit website/attend event
Open house	Start: late Feb 2025	Staff assigned to create/maintain	INVOLVE; share draft plan with the community to collect feedback. Develop event plan for in-person event; facilitate event; develop materials in English and Spanish; summary
Survey 2	Start: Feb 2025 Finish: Mar 2025	JLA	INVOLVE; develop 15 question survey in English and Spanish; feedback will be included in open house summary
Online open house 2	Start: Feb 2025 Finish: Mar 2025	JLA	INVOLVE; develop way for the public to view materials and survey, plus provide comments online in English and Spanish for two weeks; feedback will be included in open house summary
Planning Commission Public Hearing	Start: Apr 2025	City	CONSULT - Gather input that will answer project questions, help decision-makers
City Council Public Hearing	Start: Jun 2025	City	CONSULT - Gather input that will answer project questions, help decision-makers

Communication Plan

Project communications will be tailored to reach specific audiences depending on the engagement method, project timing, and content. Constant and consistent communication is important throughout the project. At the onset of the project the goal of communication is to inform stakeholders and get them interested in participating in the project. During the project, the goal communication to provide updates on the project and to engage participants in development and evaluation of alternative improvements and policies. At the end of the project the goal of communication is to describe the preferred alternatives that are being considered for adoption in the Newport City Center Revitalization Plan.

DESIGN DATA COLLECTION PLAN

Research

Who is this information for?

- ODOT, City of Newport and Project Team
- Stakeholders and general public
- CAC members
- City Council

What information is needed to move the project or program forward equitably?

- Contextual community knowledge and history.
- Property ownership, use, building type, and zoning.
- Travel conditions for all modes – automobile, freight, bicycle, transit, and walking.
- Market conditions for development and redevelopment in the project area.
- Laws, regulations, policies, and standards pertaining to the establishment of zoning and development codes and design and operation of transportation facilities.

What information already exists?

See Appendix A

Collect

What new information can be provided by stakeholders?

During Stakeholder Interviews

- Vision for future development and activities in the project area.
- Issues of concern related to proposed policies and projects in the Newport City Center Revitalization Plan.
- Insights into market conditions for development and redevelopment in the project area related to the stakeholder's area of expertise.

During Public Event #1

- Feedback on Draft Memoranda #1, #2, #3 and #4.
- Opinions on aspects of proposed land use and transportation alternatives to help refine and consolidate ideas for a preferred alternative(s).

During Public Event #2

- Feedback on the proposed policies and investments for the City to use to achieve the goals

and objectives in Revised Memorandum #1.

What questions will be asked of stakeholders?

The exact questions will be determined later based on the audience for the engagement activity and project content under consideration.

How will the information be collected from stakeholders?

- Survey/Questionnaires
- Key informant interviews
- Ranking/Voting
- Brainstorming
- Online/In-Person Open House and workshop
- CAC meetings

Analyze

How will data collected from stakeholders be analyzed?

JLA shall maintain a compilation of public comments received through the Project Website, from City, and at Public Events. JLA will provide summaries of community engagement events and summaries of feedback received through events and surveys.

Who will be responsible for analyzing the data?

JLA will analyze the data gathered through public engagement efforts, which will be reviewed by the technical team, ODOT and City of Newport Staff. The public and CAC will also review the data gathered from public engagement and will be able to provide comments on the accuracy of the materials. Data from research conducted for the project will be analyzed by subject matter experts on the project team.

How will analyzed data be reviewed by stakeholders?

Stakeholders will review analysis conducted for the project during CAC meetings, Public Events (Workshop and Open House), and on the website.

Who will be responsible for sending analyzed data to stakeholders for review? And how will adjustments be made?

JLA will send all engagement data and summaries to the technical team, City of Newport, and ODOT. Analysis conducted for the project will be summarized in project memoranda and meeting materials that will be posted on the project website. The City of Newport will send project memoranda and presentation materials to the CAC via email before each CAC meeting. Project memoranda and presentation materials will be available at public events held for the project.

ENGAGEMENT EVALUATION

After each outreach event, JLA will create a summary of the data collected to be shared back with the project team, decision-makers, stakeholders, CAC members, and the wider community. The summaries will include the following:

- Engagement goals
- Participant demographics (to the extent known)
- Summary of what was heard from participants.

The project team will periodically evaluate the results of outreach efforts and make adjustments as necessary to help ensure the project is receiving engagement from a broad range of community members.

APPENDIX A – DEMOGRAPHIC INFORMATION

SOCIAL EQUITY INDEX INFORMATION

https://rpubs.com/ODOT_Research/ODOT_SEI_2023

As a part of recognizing Social Equity as a core priority, the agency developed the Social Equity Index (SEI) to help agency staff and leadership understand where communities of concern are located throughout Oregon. Using U.S. Census data at the block group level, the SEI aims to be a decision support tool that helps to target agency resources in a way that reduces social disparities related to transportation resource allocation.

Compared to Oregon, there is a lower share of population in Census block groups with Low Disparity (0% compared to 30% statewide) and a higher share of population in block groups with Medium/High Disparity (46% compared to 22% statewide). Newport also has a slightly higher share of population in block groups with High Disparity (23% compared to 19% statewide).

In the project area, block groups north of US 20 and west of US 101 are classified as having High Disparity. The block group south of US 20 and east of US 101 is classified as having Low/Medium Disparity.²

Research tells us that age, ability, income, language, and race/ethnicity are predictors in the United States for resilience in the face of disaster as well as access to health, transportation, education, housing, and wealth. Additionally, those who experience said disparity have little to no input around how they experience it or what would be most helpful in solution making. So, we use the most recent block group data from the American Community Survey to share the degree to which Oregonians are likely experiencing disparities and as such less than excellence in service, access, investments. The ODOT Social Equity Map is a tool to assist in applying a social equity lens to our work and provide the information necessary for Oregonians to hold us accountable to prioritizing equity.

² <https://www.arcgis.com/apps/View/index.html?appid=bbd3d9861fcd40ffa4085d457e4361a7>

ENVIRONMENTAL JUSTICE SCREEN INFORMATION

The ODOT FACS STIP application available at <https://gis.odot.state.or.us/FacsStip/> provides a screening tool to identify population characteristics that are indicative of potential environmental justice impacts. Environmental justice impacts occur when traditionally underserved or excluded populations are disproportionately affected by adverse environmental conditions. An environmental justice screen for all of Newport identified the following environmental justice characteristics:

- Traffic proximity:
 - 90-95 percentile in northern project area
 - 80-90 percentile in southwest Newport (outside of project area)
- Presence of lead paint: 80-90th percentile in northern project area and southwest Newport (outside of project area)
- Low Income: northern project area and Newport Heights
- Unemployment rate: 95-100th percentile in northwest Newport (Nye - Agate Beach) (possibly due to high number of vacation homes)
- Population with less than high school education: 80-90th percentile in northern project area and in Newport Heights
- Population over age of 64: 95-100 percentile in southern project area and 90-95th percentile north of northern project area |
- Low Life expectancy: 80-90th percentile in southern project area |
- Rate of Heart Disease: 80-90th percentile in southern project area
- Rate of Cancer: 90-95 percentile in southern project area
- Persons with disabilities: 80-90th percentile in northern project area and surrounding areas to the north and west outside of project area

The following maps show the results of the Environmental Justice screen for the portion of Newport that includes the project area.

Figure 4: Persons with Disabilities

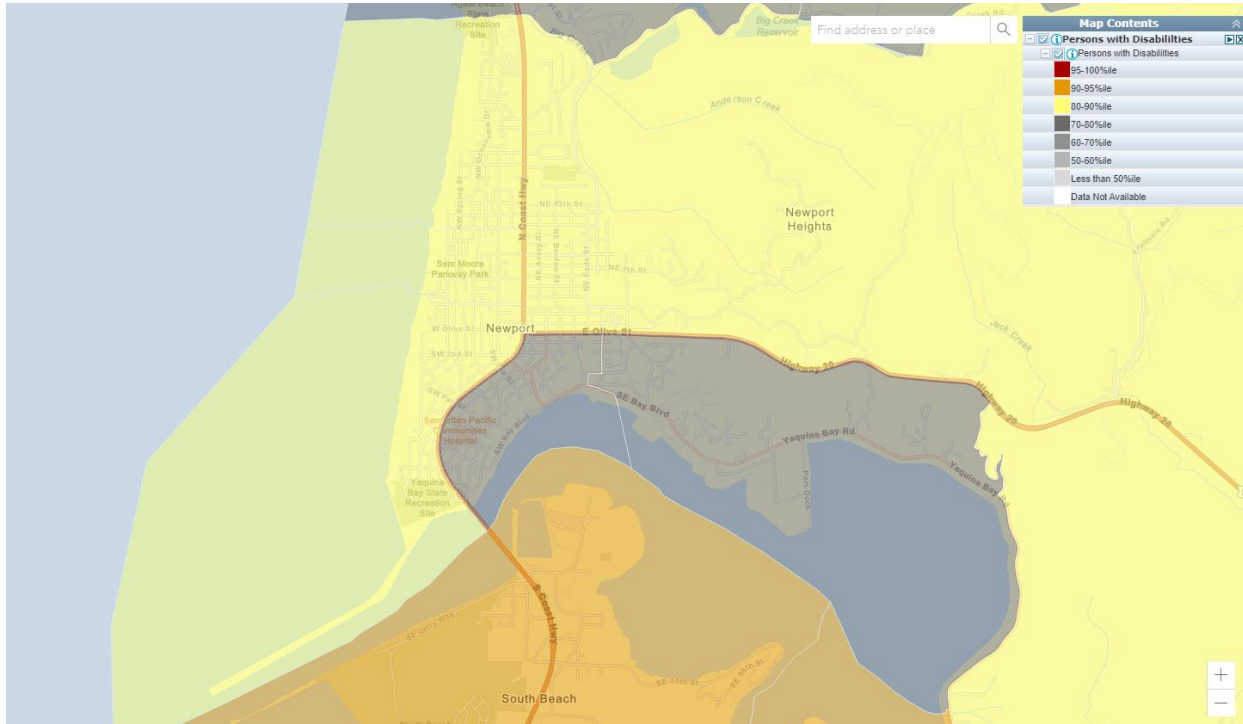


Figure 5: Traffic Proximity

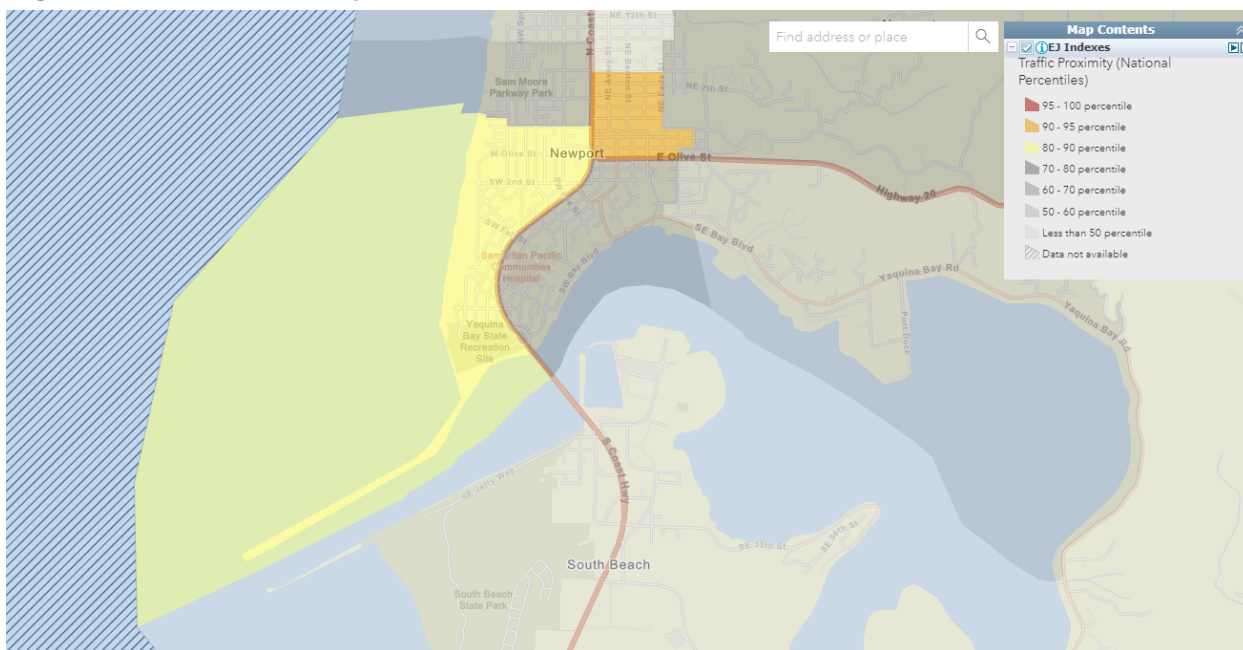


Figure 6: Unemployment Rate

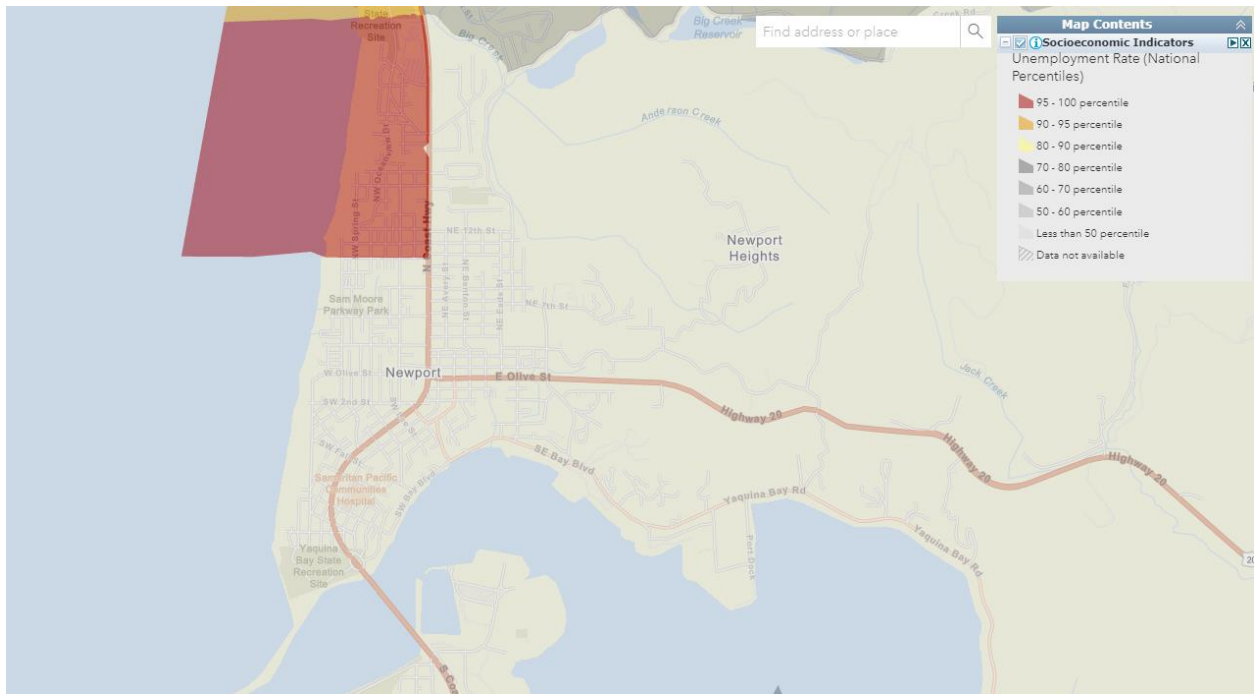


Figure 7: Population with Less than High School Education

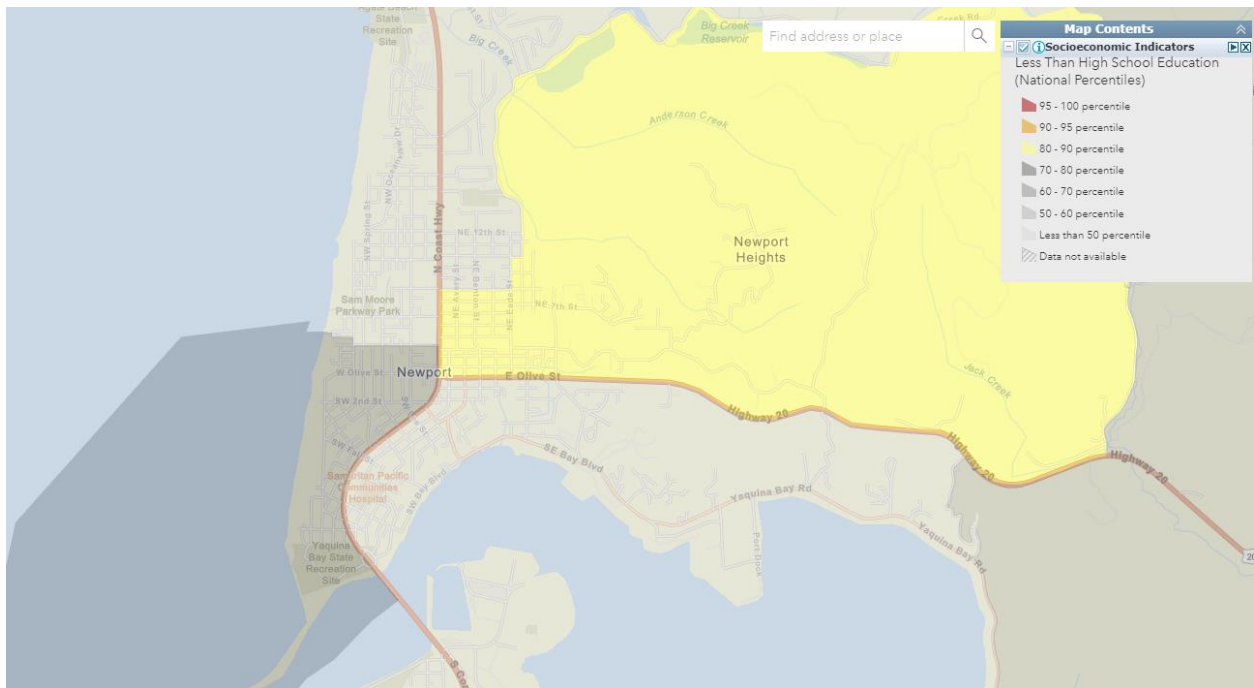


Figure 8: Low Income

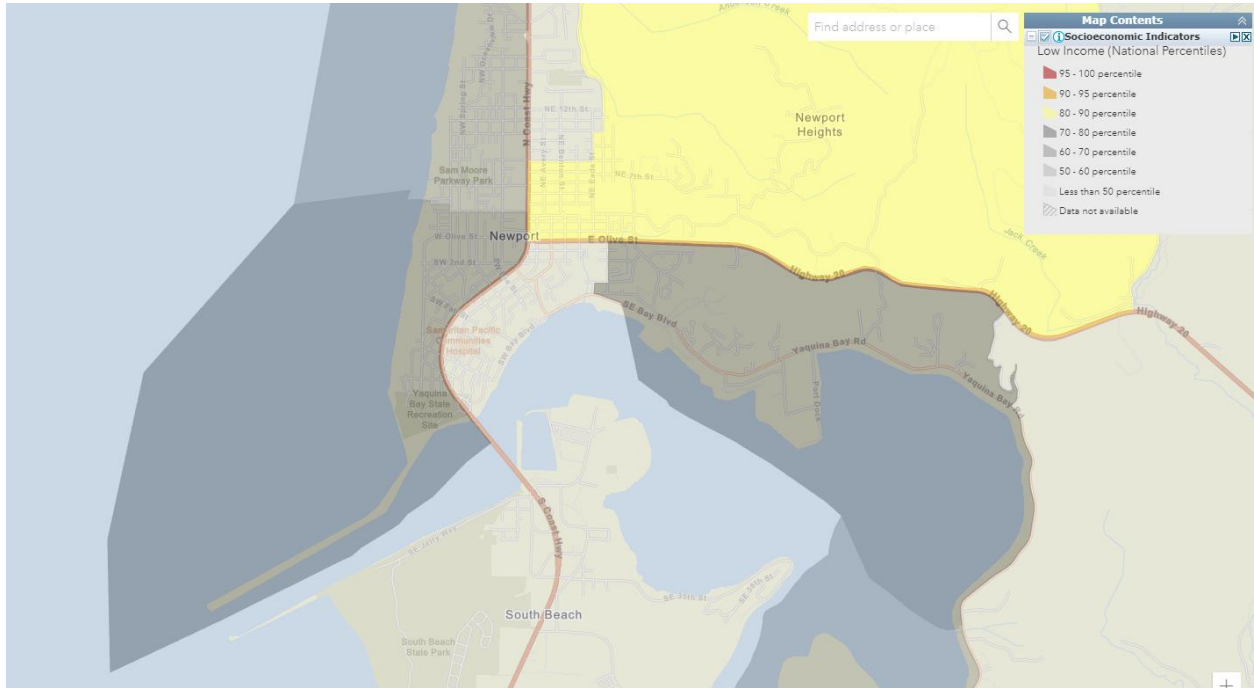


Figure 9: Population Over the age of 64

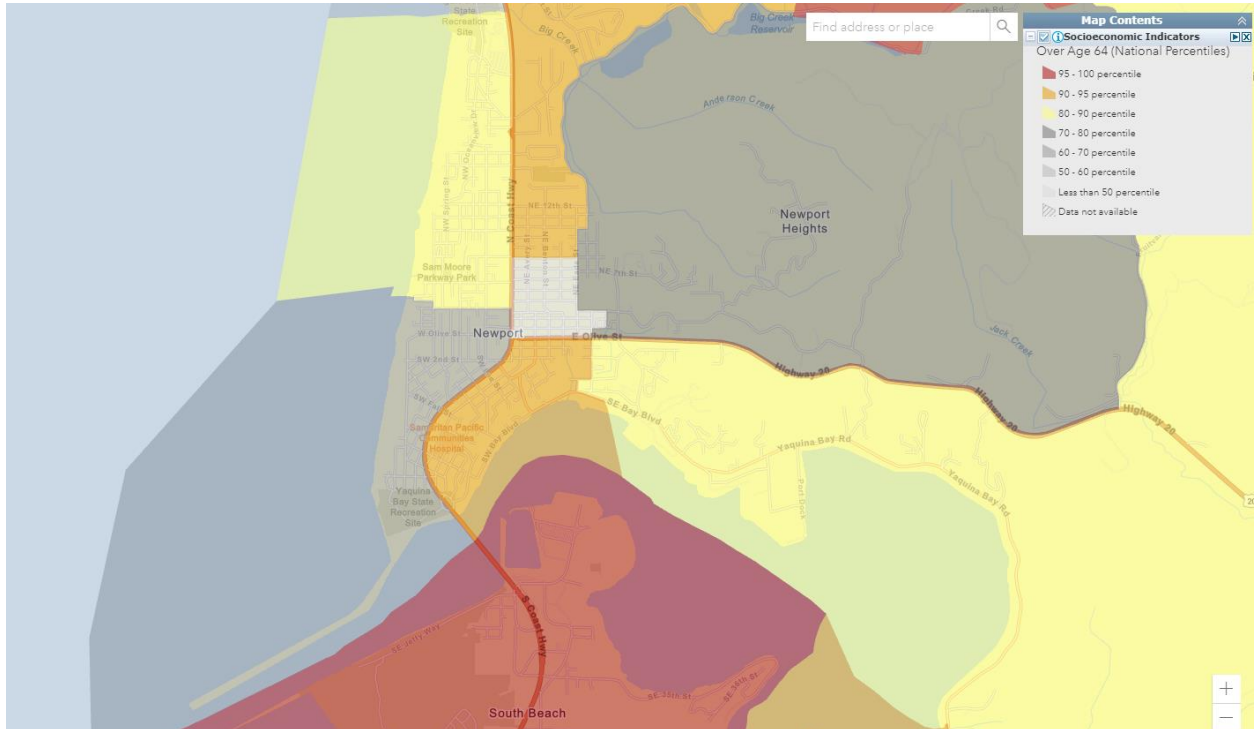


Figure 10: Low Life Expectancy

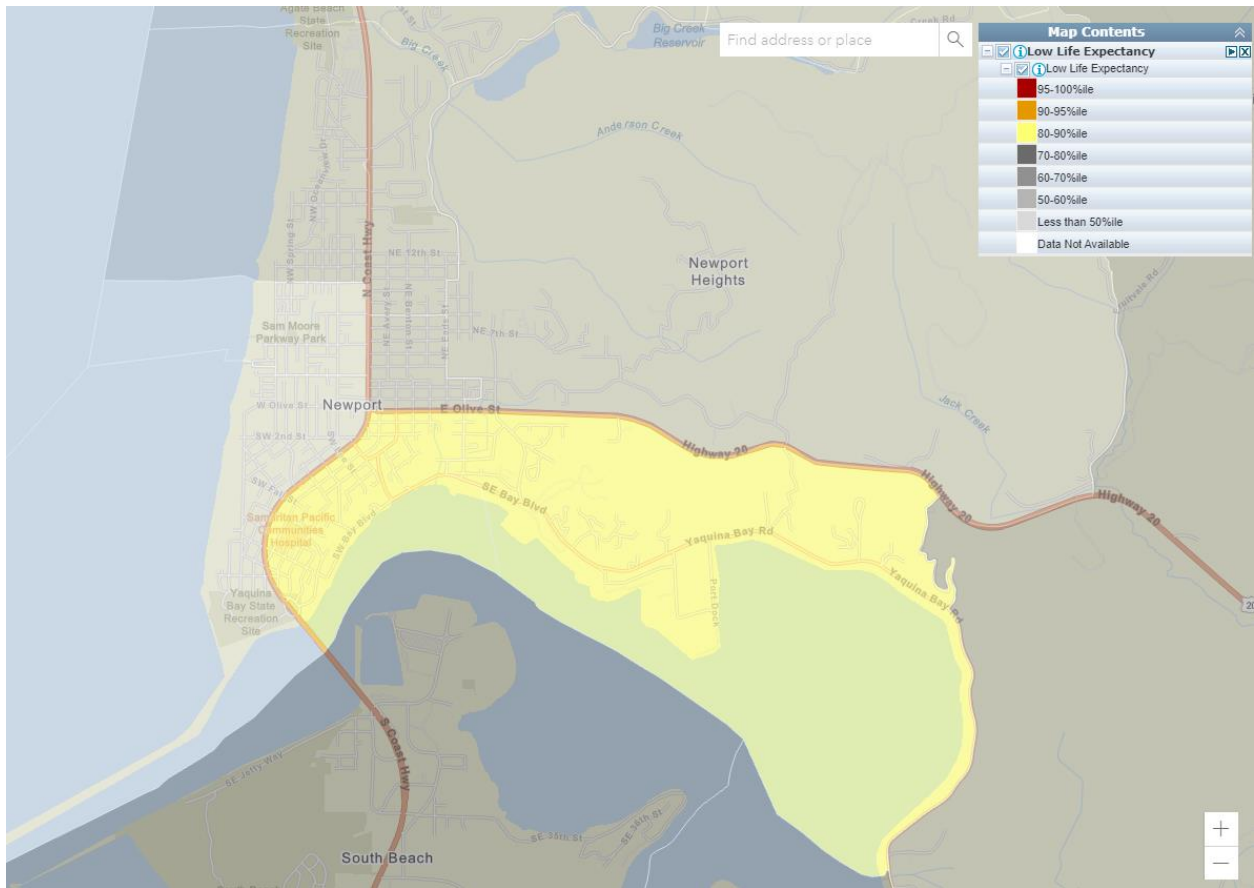


Figure 11: Lead Paint Exposure



Figure 12: Rates of Cancer

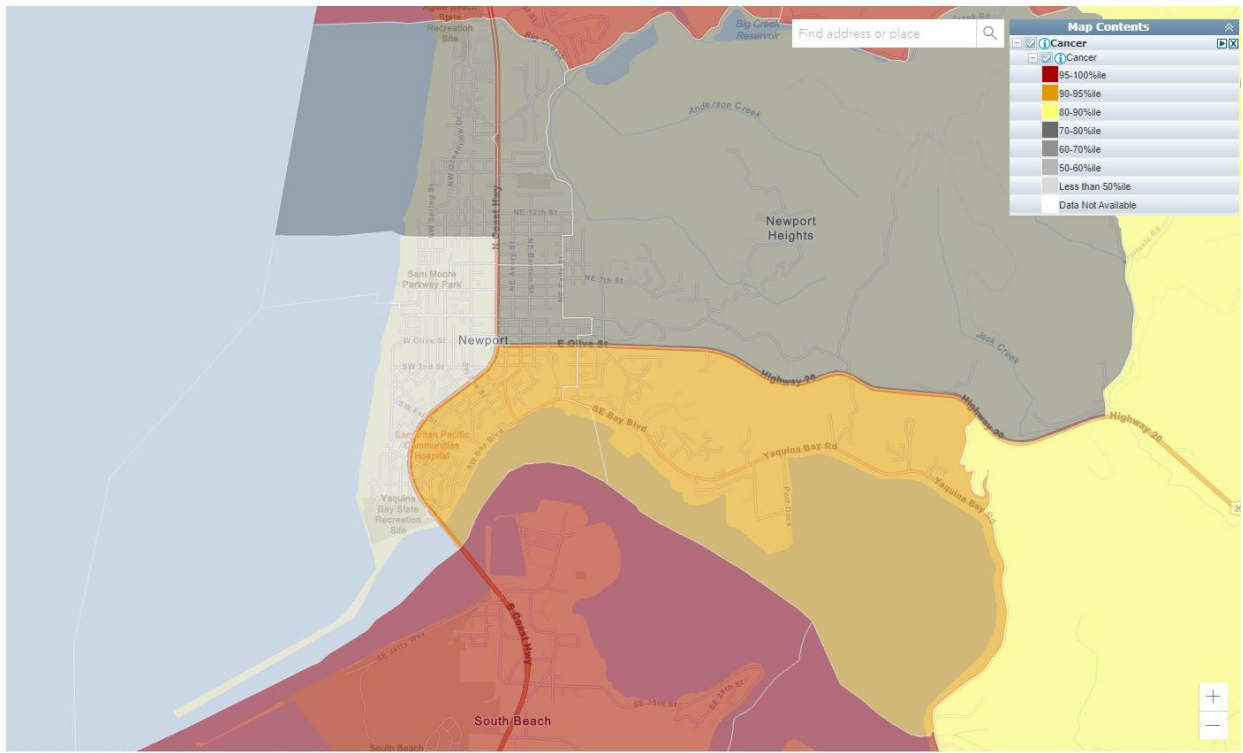


Figure 13: Rates of Heart Disease

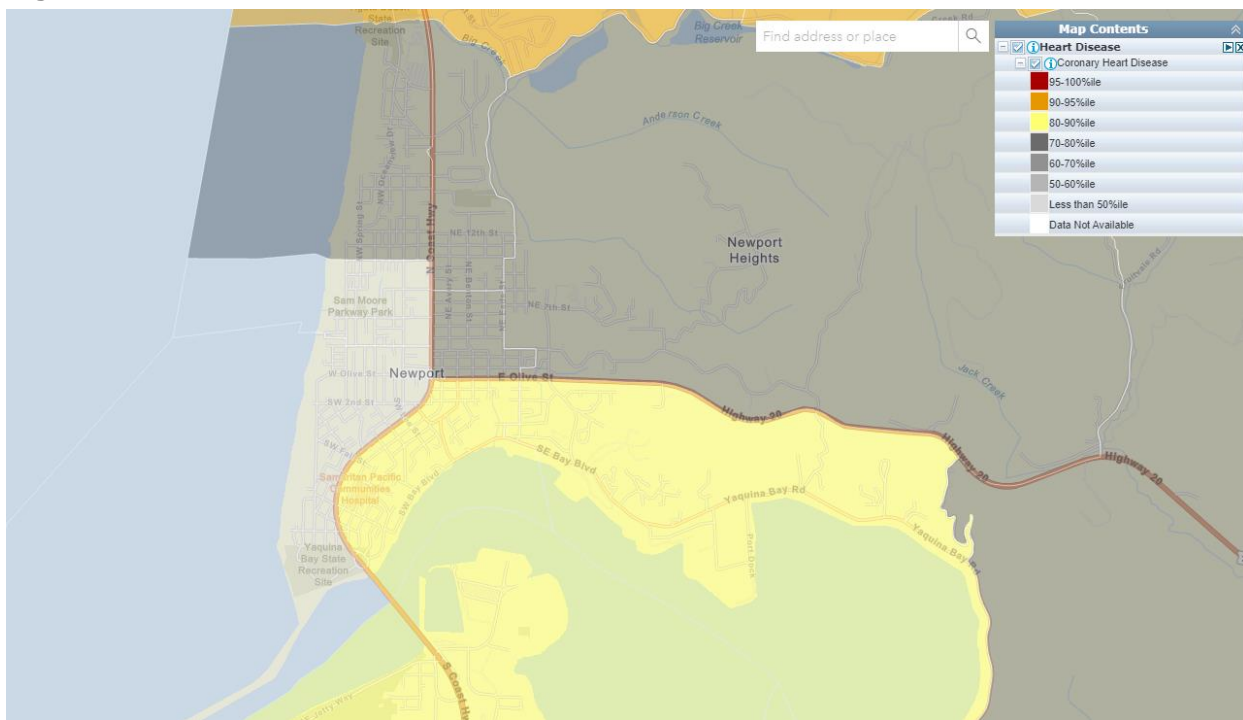
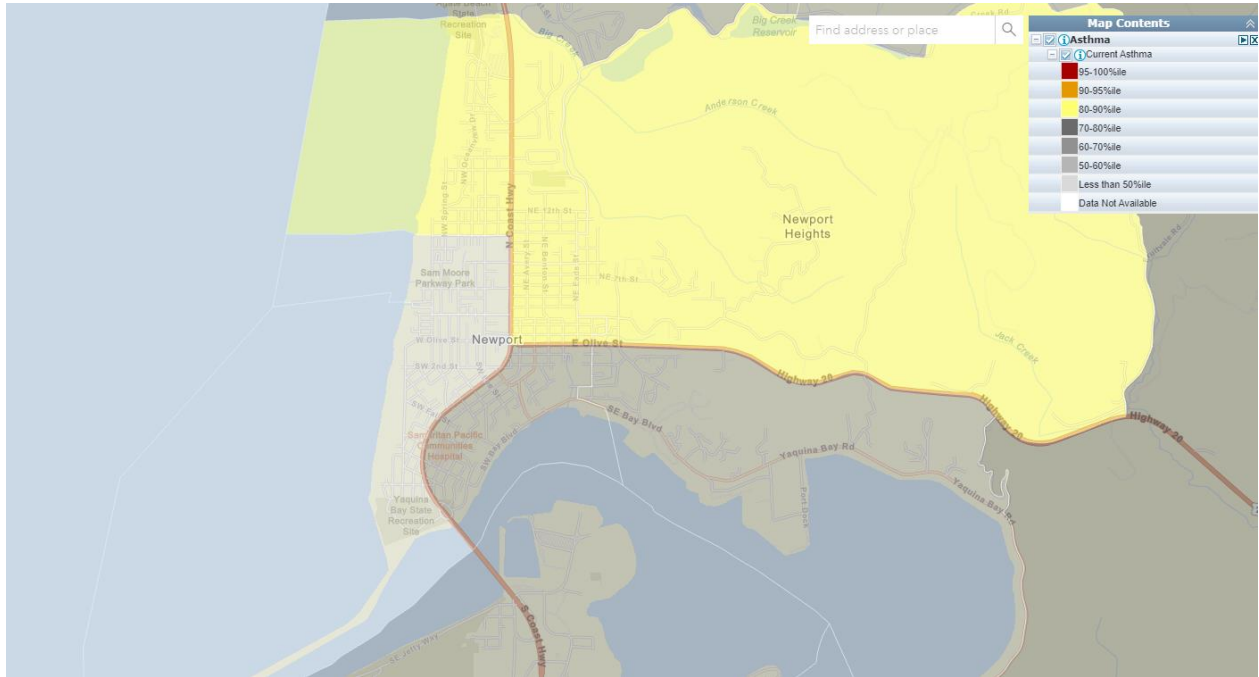


Figure 14: Rates of Asthma



SCHOOL INFORMATION

School demographic information was gathered from the Oregon Department of Education through their Statewide Annual Report Card system. This data was collected to inform the project team about current demographic information of families living in Newport, since school data is updated based on actual counts annually.

<https://www.ode.state.or.us/data/ReportCard/Reports/Index?id=2097>

Table 7: Demographic Information for Newport Schools, 2022-2023

	Yaquina View (K-2)	Sam Case (3-5)	Newport Middle (6-8)	Newport High (9-12)	Newport Averages	District Averages (Lincoln County)	State Average
American Indian/Alaska Native	2%	1%	1%	1%	1%	4%	1%
Asian American	1%	1%	1%	1%	1%	1%	4%
Black/African American	2%	1%	1%	<1%	1%	1%	2%
Hispanic/Latino	34%	40%	38%	33%	36%	24%	25%
Multiracial	8%	9%	8%	8%	8%	9%	7%
Native Hawaiian/Pacific Islander	1%	0%	<1%	<1%	<1%	<1%	<1%
White	52%	48%	50%	56%	52%	61%	59%
Ever English Learners	26%	30%	27%	22%	26%	14%	10.8%
Languages Spoken	6	9	12	12	9.75	30	333
Students with Disabilities	12%	14%	14%	16%	14%	16%	14.5%
Free/Reduced Price Lunch***	>95%	>95%	>95%	>95%	>95%	>95%	49.2%*

Source: <https://www.ode.state.or.us/data/reportcard/ReportList.aspx>

Note: *(last available data 2019-2020)

CENSUS INFORMATION

Source:	Census 2022 5-year ACS S2001, DP05, S1501, DP02, S1901, B16001	
	City of Newport	Oregon Average
Per Capita Income	\$33,541	\$41,805
Total Hispanic Population	16.0%	14.4%
Non-Hispanic - White Alone	76.4%	71.6%
Non-Hispanic - Black Alone	0.5%	1.8%
Non-Hispanic – American Indian Alone	0.5%	0.7%
Non-Hispanic – Asian Alone	1.7%	4.5%
Non-Hispanic – Pacific Islander Alone	0.0%	0.4%
Non-Hispanic – Other Race Alone	0.0%	0.6%
Non-Hispanic – Two or More Races Alone	5.0%	6.0%
Age 0-17	16.4%	19.6%
Age 65+	28.7%	19.3%
Less than 9th Grade - Educational Attainment (over 25 years old)	3.7%	3.6%
No high school diploma - Educational Attainment (over 25 years old)	5.2%	4.8%
Bachelor’s Degree or more - Educational Attainment (over 25 years old)	30.2%	36.3%
Linguistically Isolated Households** – Speak Spanish	4.5%	3.4%
Linguistically Isolated Households** – Speak Other Indo-European Languages	0.1%	0.7%
Linguistically Isolated Households** – Speak Asian-Pacific Island Languages	0.6%	0.7%
Linguistically Isolated Households** – Speak Other Languages	0.1%	0.2%
Households by Household Income <\$15,000 (extremely low-income)	9.0%	3.3%
Households by Household Income \$15,000-\$25,000 (low-income/working poor)	3.6%	5.5%
Households by Household Income \$25,000-\$50,000	36.7%	30.9%
Households by Household Income \$50,000-\$75,000	24.8%	24%
Households by Household Income \$75,000+	25.9%	36.2%
Population by language spoken at home (over age 5)	Spanish (13%); Tagalog (.2% of population, but 80% of Tagalog speakers in Newport speak English less than “very well”).	

Newport City Center Revitalization Plan – Public Involvement Plan

Source	Census 2022 5 Year ACS S1810, DP02
Veterans	10.4%
Foreign born	6.8%
Disability	20.9%
Hearing difficulty	5.2%
Vision difficulty	4.2%
Cognitive difficulty	8.9%
Ambulatory difficulty	11.7%
Self-care difficulty	3.9%
Independent living difficulty	11.0%

** Households in which no one 14 or over speaks English “very well” or speaks English only.

*** Students qualify for free or reduced-price lunches if their caregivers earn

NEWPORT CITY CENTER REVITALIZATION PLAN PROJECT

EVENT SUMMARY

Prepared for

Oregon Department of Transportation
City of Newport

Prepared by

JLA Public Involvement, Inc.
123 NE 3rd Avenue, Suite 210
Portland, OR 97232

Date

01/21/25



OVERVIEW

The Oregon Department of Transportation and the City of Newport are completing a City Center Revitalization Plan Project (NCCRP) to improve livability, business and traffic in the central city. Below are the outreach activities completed in Fall of 2024, as well as the comments and feedback collected.

About 76 attendees joined the in-person workshop to provide written and verbal feedback to the team. Most wanted to learn more about the options and plans for the area. Conversations typically revolved around housing, safety for all modes of travel, and keeping improvements focused on the local community. Attendees shared concerns about parking, traffic, and navigability. Finally, there was a shared skepticism that the investment would lead to the desired results. The five values with the highest priority rankings (from the written comments) were:

- Small business prioritization (77%)
- Improved traffic safety (68%)
- Support local services/businesses (grocery store, banks, etc.) (66%)
- Improved walkability (63%)
- Housing near schools and services (55%)

Participants at the focus groups reinforced the information collected through the survey and community workshop. During the social service focus group, specific concerns about affordable housing and the potential for displacement due to redevelopment were raised. No participants attended the Spanish Language Focus Group.

The City of Newport hosted an online survey on the project website, which received 132 total responses between November 14 and December 17, 2024. Six of the respondents answered in Spanish. *This survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community.* The five values with the highest priority rankings were slightly different than the community workshop:

- Create enough affordable housing units to support Newport's needs (84%)
- Small business prioritization (83%)
- Improved walkability (81%)
- Support local services/businesses (grocery store, banks, etc.) (79%)
- Improved traffic safety (79%)

While the data for Spanish-language responses was limited by size a few survey questions ranked as 100% important in the Spanish survey and closer to 50% in the English survey, including walkability/bikability, affordable housing, and supporting local services and businesses.

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EVENTS

The Project Team held four events over the course of two days in the City of Newport.

Date	Event	Location	Time
11/14/24	Community Workshop	Center for Health Education	4:00-7:00 pm
11/15/24	Community Focus Group	Newport Library	12:00-1:00 pm
11/15/24	Social Service/CBO Focus Group	Newport Library	2:00-3:00 pm
11/15/24	Neighborhood Site Visit (invite only)	US 101	3:00-4:00 pm
11/15/24	Spanish Language Focus Group	Newport Library	5:30-6:30 pm

Advertising

The City of Newport advertised the project and online survey through the following venues:

- Social media* including Facebook, Facebook Messenger (50 invites), WhatsApp (215 invites)
- Updates to the project website*
- Email invitations to identified groups
 - Project Advisory Committee
 - Social Service Organizations, including OSU Extension of Lincoln County
 - Latin/Mesoamerican community service organizations, including Conexión Phoenix, Arcoiris Cultural, and Centro de Ayuda.
- Press release*
- Utility bill advertisements to all Newport accounts* (printed and mailed)
- Postcard distributed via carrier route* (to all addresses in Newport)
- Door-to-door canvassing along US 101 businesses in the project area

**Both English and Spanish*

The Spanish Language and Social Service/CBO focus groups were advertised by invite only to appropriate groups listed above and by email.

COMMUNITY WORKSHOP

Staff from the City of Newport, Oregon Department of Transportation (ODOT), David Evans and Associates, Urbsworks, and JLA hosted an evening community workshop at the Center for Health Education on November 14th from 4-7 pm.

The workshop was designed to help the project team, and ultimately the Newport City Council, understand the community's concerns around the project issues, including which transportation option to select for Highway 101, and which policies to implement in the city center. The workshop was created using information already developed and shared with the Project Advisory Committee including timeline, funding sources, constraints and benefits of the options.

The two goals of the event were to (a) explore how transportation and development can be aligned in the Project Area; and (b) refine and consolidate ideas for a preferred scenario(s) based on community feedback and how well each can work.

Staff:

- Derrick Tokos, *City of Newport*
- Laura Kimberly, *City of Newport*
- Cathie Rigby, *City of Newport*
- Anna Iaukea, *City of Newport*
- John Fuller, *City of Newport*
- David Helton, *ODOT*

- Jim Hencke, *DEA*
- David Brenicker, *UrbsWorks*
- Brandy Steffen, *JLA*
- Ashley Balsom, *JLA*

Elected Officials:

- Jan Kaplan, *Mayor*
- Cynthia Jacobi, *City Councilor*

Event Format

The event was an opportunity to collect verbal and written comments from the community, as well as share the preferred design options and answer questions. Attendees dropped in throughout the three-hour event.

The event was organized as follows:

- Upon arrival, staff at the welcome table informed all attendees of the event logistics, asked them to sign-in and provided a printed comment form. See [Appendix A](#) for comment form and handout.
 - Staff also explained other ways to submit comments, including the online survey, verbal comments to any staff that were present, or through written public comment.
- There were 17 displays which covered: project area, purpose and background; redevelopment potential, parking, and funding; Highway 101 couplet options (3 boards: map, cross section, and bicycle routes); Highway 101 two-way options (3 boards: map, cross section, and bicycle routes); Highway 20 development; and project timeline and next steps. See [Appendix B](#) for displays.
 - Staff from David Evans and Associates, ODOT, UrbsWorks, JLA, and the City of Newport floated around the room to explain the project, answer questions, and address concerns.
- Attendees were encouraged to complete a printed comment form or submit their comments through the online survey. See [Appendix C](#) for comments collected at the event.

Approximately 76 people attended this event.

Verbal Comments

Overall, most attendees wanted to learn more about the options and plans for the area. Conversations typically revolved around housing, safety for all modes of travel, and keeping improvements focused on the local community. Attendees shared concerns about parking, traffic, and navigability. Finally, there was a shared skepticism that the investment would lead to the desired results.

- Interest in:
 - More housing, multi-family of first floor commercial, and affordable housing.
 - Ensuring sufficient parking.
 - Improved safety and mobility for pedestrians and vehicles.
 - Seeing space for the Farmer's Market preserved/enhanced.
 - New gateway or landscaping features.
 - Making sure this area keeps a localized focus; meaning housing, affordable housing, and small businesses that can thrive in Newport.
- Concerns:
 - That changes could negatively impact residents by bringing traffic closer to their homes.
 - That changes could make it more difficult to navigate the area.
 - About the final look of the area.
 - About parking congestion and availability.
- Skepticism that the:
 - Level of investment would lead to the desired results.
 - Changes will encourage anyone to stop and shop or just keep speeding by.

Written Comments

Comments were collected in writing through large maps that people could draw on or add notes, written comment cards, and through emails, letters to the editor, etc. that were submitted before or after the events. A summary of the written feedback is below. The five values with the highest priority rankings were:

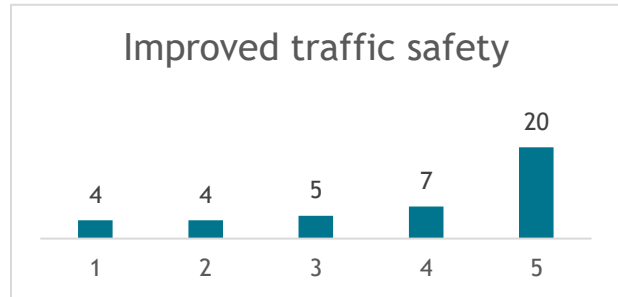
- Small business prioritization (77%)
- Improved traffic safety (68%)
- Support local services/businesses (grocery store, banks, etc.) (66%)
- Improved walkability (63%)
- Housing near schools and services (55%)

See [Appendix D](#) for all written comments.

How important are each of these goals for the City Center?

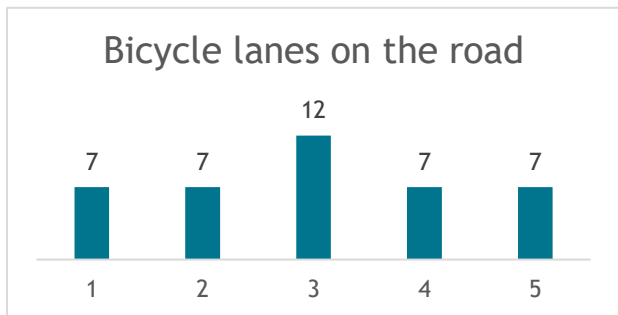
Improved traffic safety

Of the 40 responses to this question, **20 (50%) ranked improved traffic safety as very important, while an additional 7 (18%) ranked it as somewhat important.** 20% of respondents ranked improved traffic safety as either not important or somewhat unimportant.



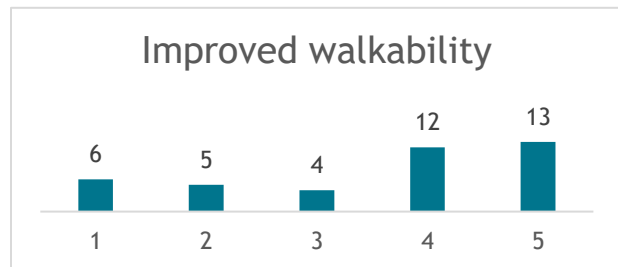
Bicycle lanes on the road

Respondents are split about having bicycle lanes on the road. 36% of respondents feel that this is very or somewhat important, and 36% of respondents feel that this is either somewhat unimportant or not important. Finally, 30% of respondents are neutral or “not sure” about the issue.



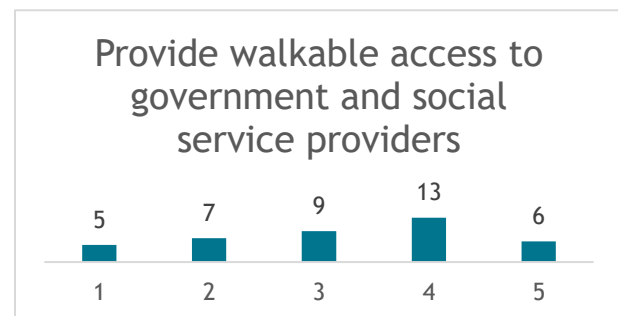
Improved walkability

63% of respondents feel that improved walkability is either very or somewhat important as a goal. 28% of respondents feel that this is either somewhat unimportant or not important.



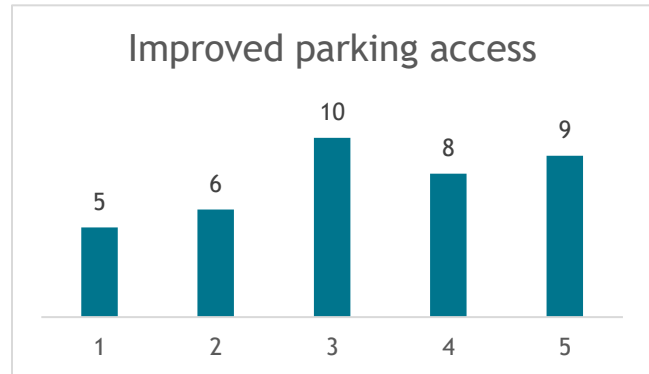
Provide walkable access to government and social service providers

One third (33%) of respondents feel that walkable access to government and social service providers is somewhat important, and an additional 15% feel that this is very important. 31% of respondents feel that walkable access to services is either somewhat unimportant or not important.



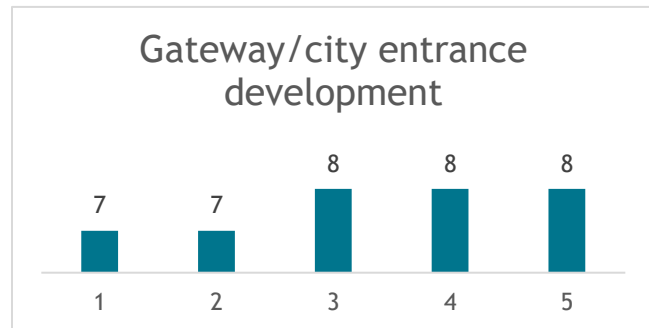
Improved parking access

Feelings towards parking access trended positive. **45% of respondents feel that parking access is either very important or somewhat important.** 26% of respondents feel neutral or “not sure” about parking, and 29% of respondents feel that parking access is either somewhat unimportant or not important.



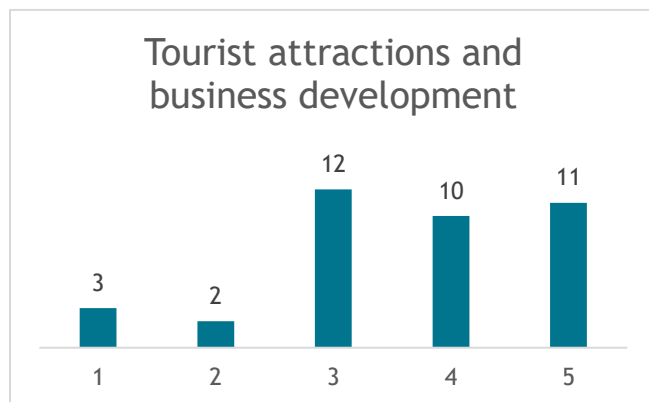
Gateway/city entrance development

42% of respondents feel that developing a city entrance or gateway is either somewhat or very important. 36% of respondents feel that this is either not important or somewhat unimportant.



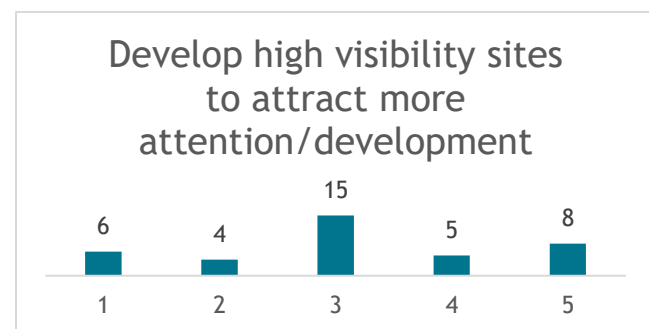
Tourist attractions and business development

45% of respondents feel that tourist attraction and business development are either very or somewhat important. **Only 13% of respondents feel that this is somewhat unimportant or not important.**



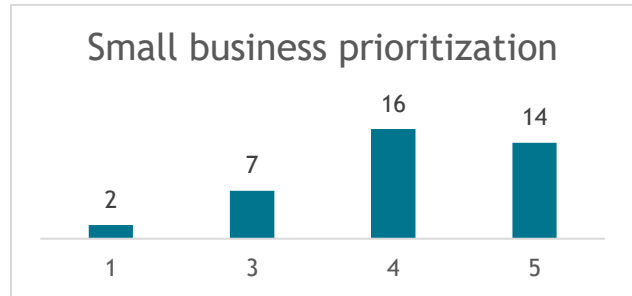
Develop high visibility sites to attract more attention/development

39% of respondents responded neutral or “not sure” about developing high visibility sites to attract development. 34% of respondents feel that this is either important or somewhat important.



Small business prioritization

Only 2 respondents (5%) feel that small business prioritization is not important. **An overwhelming majority (77%) feel that small business prioritization is either very or somewhat important.**



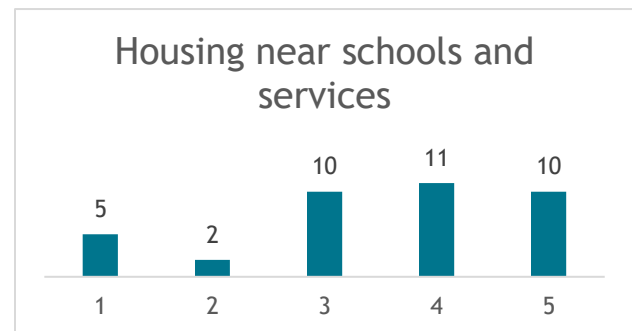
Support local services/businesses (grocery store, banks, etc.)

Two thirds (66%) of respondents feel that supporting local services and businesses is either somewhat or very important. 16% of respondents feel that this is either somewhat unimportant or not important.



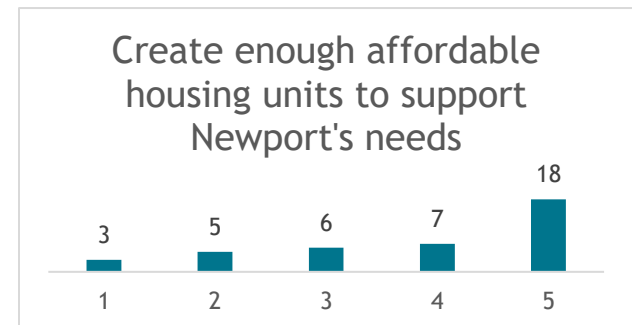
Housing near schools and services

Over half (55%) of respondents feel that housing near schools and services is either very or somewhat important. 18% of respondents feel that housing near schools and services is somewhat unimportant or very unimportant.



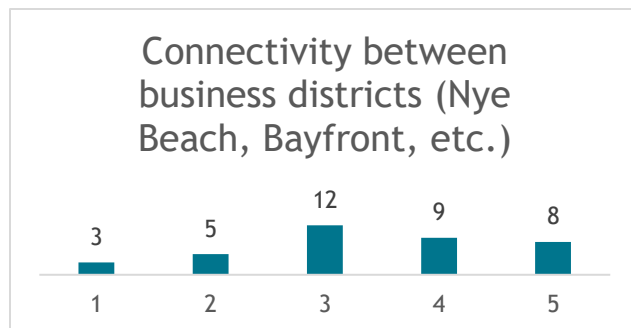
Create enough affordable housing units to support Newport's needs

46% of respondents feel that affordable housing is a very important goal, and 18% feel that it is somewhat important (64% total). 21% of respondents feel that affordable housing is either somewhat unimportant or not important.



Connectivity between business districts (Nye Beach, Bayfront, etc.)

46% of respondents feel that connectivity is either very or somewhat important, while 32% feel neutral or “not sure.”



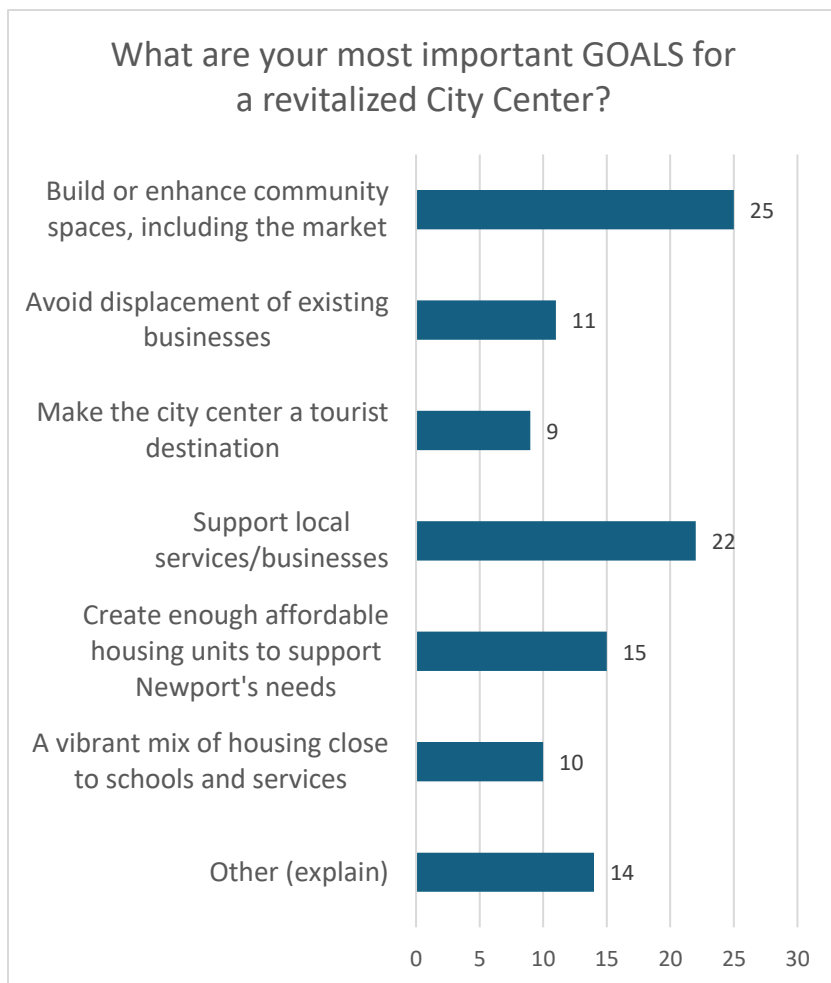
Highway 101: Goals and Barriers

Goals

Because of the nature of the survey, there were 106 answers for this question from 40 respondents; respondents could check all that apply. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top three goals identified for Highway 101 are “build or enhance community spaces,” including the Farmer’s Market (62.5%); Support local services/businesses (55%); and create enough affordable housing units to support Newport’s needs (37.5%).

There were 14 responses to the “Other” option, which are included below:



- Accessibility; ADA compliance(s); increase incentives for businesses to have appealing storefronts.
- Affordable housing off of 101.
- Beautification & cohesive look.
- Blocks south of Hwy 20 on 101 are depressing -- event trees would help! diverting more traffic off of 101 could only help.
- Eliminate the visual blight in the Deco District.

- Improve local roads and infrastructure.
- Improve traffic flow.
- Main Street - need a pedestrian friendly Main Street for community events and for individuals to congregate.
- More convenient parking.
- Provide lanes for motor bikes, scooters, skate boards, pets, etc.. Fix the Hwy101/Rt20 Intersection!
- Remove all parking on Hwy 101.
- Smooth traffic flow, safety.
- Spruce up the area all along 101.
- Traffic safety in the congested area.

Barriers

Similar to the previous question, there were 99 answers for this question from 40 respondents. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top three barriers identified for Highway 101 are development challenges (45%); aging buildings (40%); and a tie between incomplete or aging transportation system (30%) and removal or reduction of parking near businesses (30%).

There were three responses to the “Other” option, which are included below:

- 1. Plan that takes into consideration environmental impact from



increased human activity. 2. Certain business should be moved off Highway 101 (e.g. car dealers)

- Need ways for people who live throughout Newport to easily get to center city without having to drive/park (improve bus routes and frequency)
- SDC Fees & ODOT

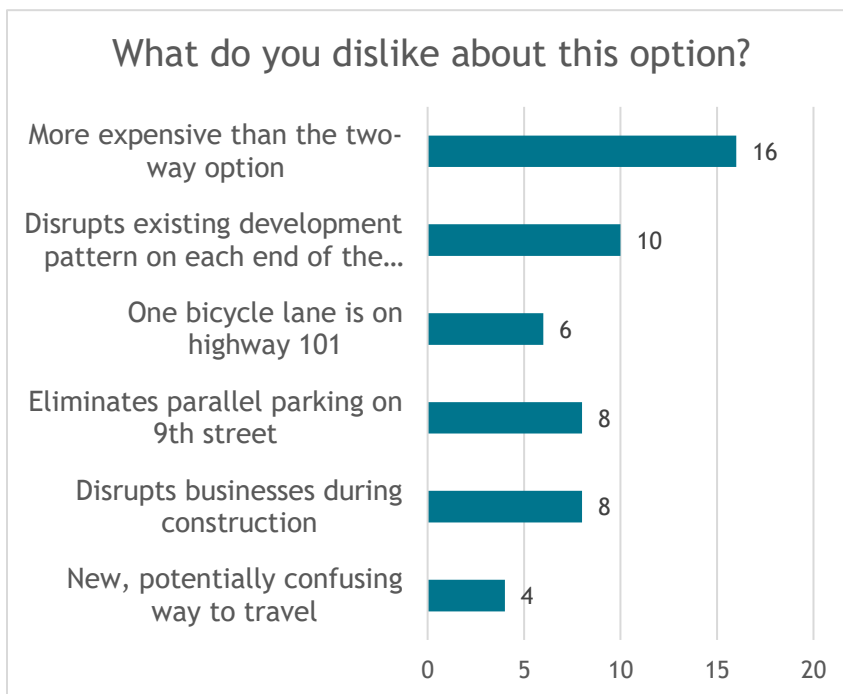
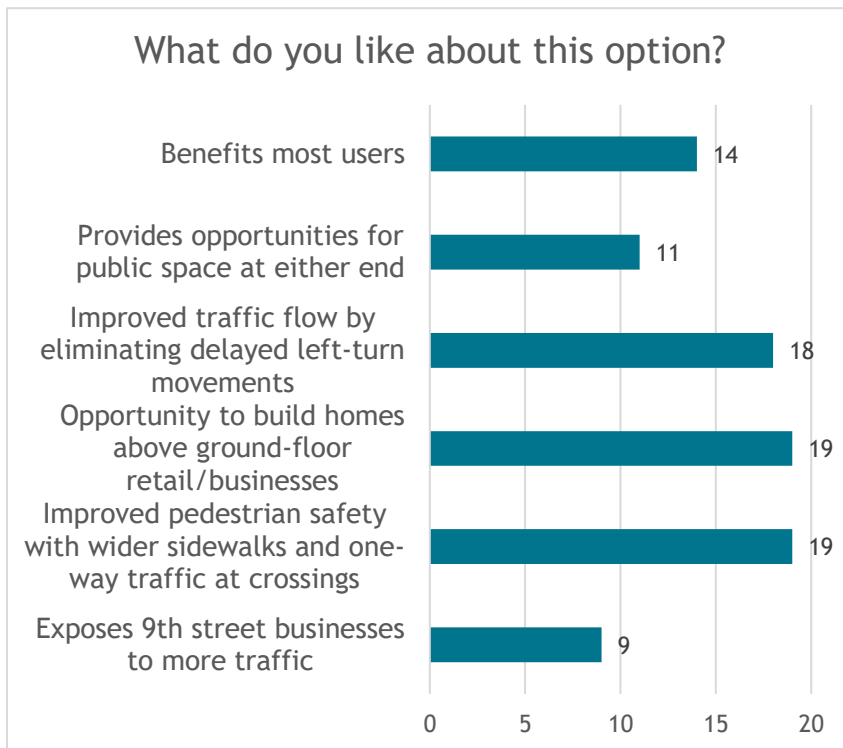
Highway 101

Redevelopment: Couplet

These questions had no selection limitation. For the “like” question there were 90 responses submitted by 30 respondents; 10 people chose not to respond on what they liked. For the “dislike” question there were 52 responses submitted by 26 respondents; 14 people chose not to respond on what they disliked. The proportions are discussed compared to the number of total survey respondents (40).

The top three answers to the question were a tie between “opportunity to build homes above ground-floor retail/business” (47.5%) and “improved pedestrian safety with wider sidewalks and one-way traffic at crossings” (47.5%); this was followed by “improved traffic flow by eliminating delayed left-turn movements” (45%).

The most commonly selected response was “more expensive than the two-way option” (40%). 25% of respondents dislike that the couplet option disrupts the existing development pattern on each end of the couplet.

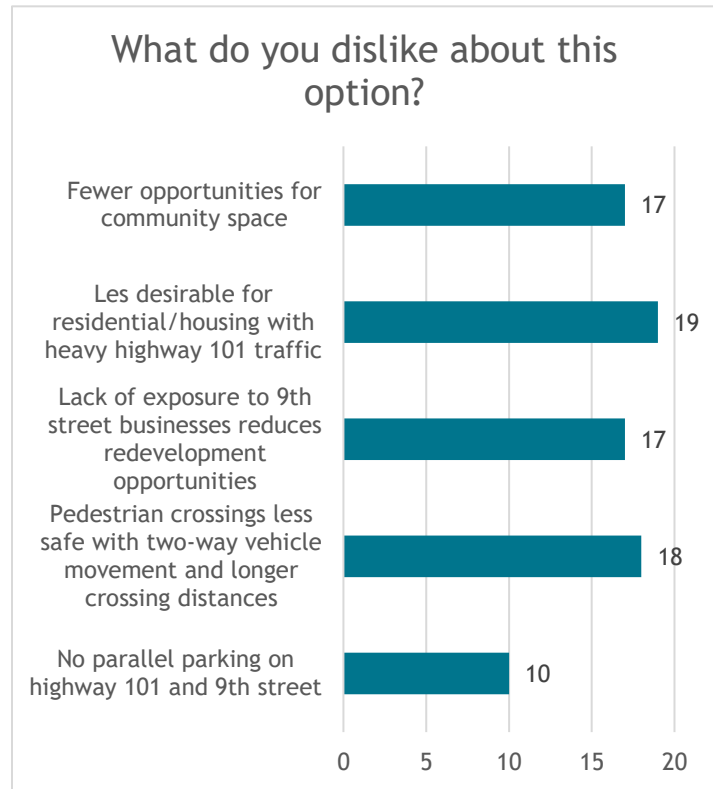


Highway 101 Redevelopment: Two-way

Similar to above, these questions had no selection limitation. For the “like” question there were 43 responses submitted by 24 respondents; 16 people chose not to respond on what they liked. For the “dislike” question there were 81 responses submitted by 31 respondents; 9 people chose not to respond on what they disliked. The proportions are discussed compared to the number of total survey respondents (40).

The top three answers to this question were “less expensive than the couplet option” (30%); “creates a bicycling route away from highway 101 traffic” (27.5%); and “maintains a familiar traffic pattern” (22.5%).

Between the five options for this question, four had similar numbers of responses. 47.5% of respondents feel that the two-way option is less desirable for residential/housing with heavy Highway 101 traffic; 45% of respondents feel that the two-way option will make pedestrian crossings less safe with two-way vehicle movement and a longer crossing distance; 42.5% of respondents feel that the two-way option creates fewer opportunities for community space, and 42.5% feel that the lack of exposure to 9th street businesses will reduce redevelopment opportunities.



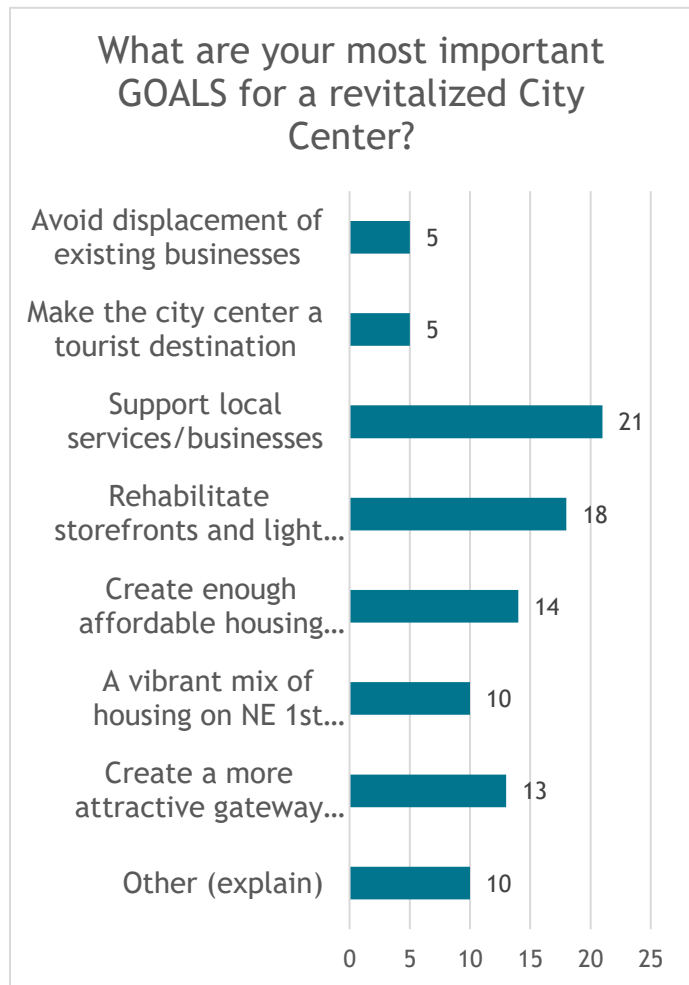
Highway 20: Goals and Barriers

Goals

Because of the nature of the survey, there were 96 answers for this question from 40 respondents, since respondents could answer more than one choice. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top three goals identified for Highway 20 are support local services/businesses (52.5%); Rehabilitate storefronts and light industrial spaces for small businesses (45%); and create enough affordable housing units to support Newport’s needs (35%).

There were 10 responses to the “Other” option, which are included below:



- 20 Hwy. has been turned into I-5 and dangerous driving creating the name "Death Row."
- Beautification & cohesive look.
- City should make effort to discuss project in group setting. For stakeholders only!
- Improve traffic flow.
- Possible roundabouts at NE Eads St & US 101.
- Safety.
- Smooth traffic flow, safety.
- Traffic flow.
- Trim the trees at Highway 20 and Moore Street so tourists can get a better view of the bay.
- We need more affordable housing and safer bike/walk options.

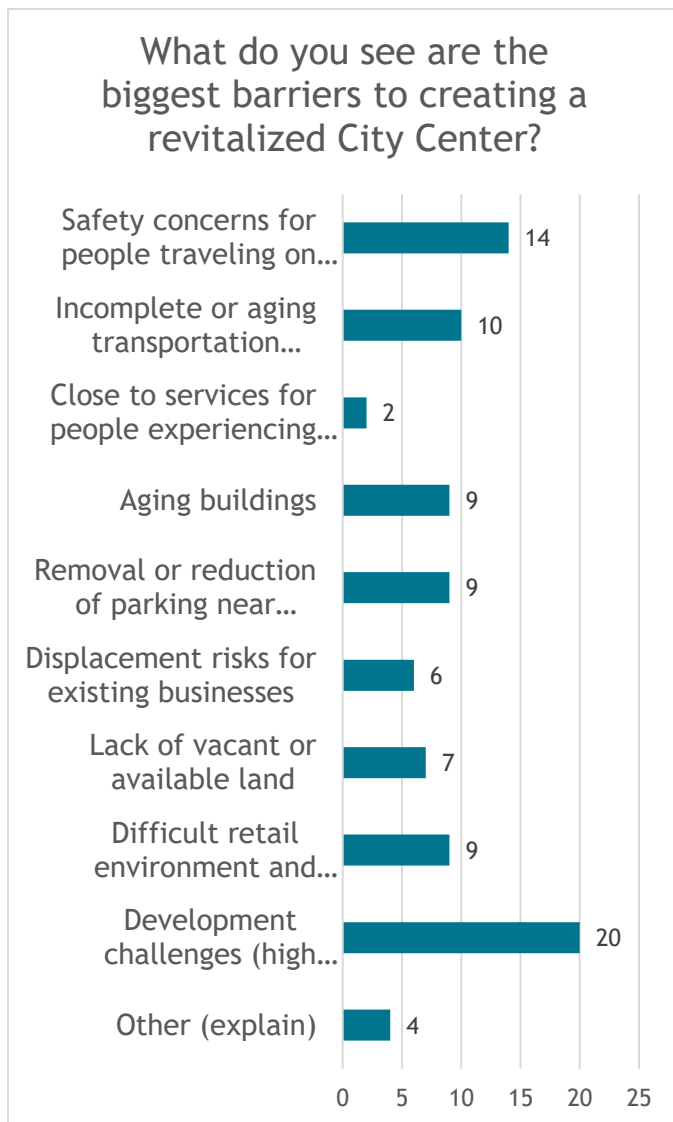
Barriers

Similar to the previous question, there were 90 answers for this question from 40 respondents. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top barrier identified for Highway 20 was development challenges (50%). This was followed by safety concerns for people traveling on sidewalks, roadways, or bike lanes (35%); and incomplete or aging transportation system (25%)

There were three responses to the “Other” option, which are included below:

- 1. Plan that takes into consideration environmental impact from increased human activity. 2. Certain business should be moved off Highway 101 (e.g. car dealers)
- Need ways for people who live throughout Newport to easily get to center city without having to drive/park (improve bus routes and frequency)
- SDC Fees & ODOT
- Removal or reduction of parking - if you do mixed use option
- Safety; people speeding; traffic calming practices
- SDC Fees & ODOT
- Who cares?



Additional Comments

Because this was a paper survey, respondents could fill it out how they saw fit. Several left comments in the margins of the paper, which are below:

- Why not use urban renewal powers to provide convenient parking behind the uptown shops and put in left turn refuges (suicide lanes) & eliminate parking on Hwy 101! /// what are the

costs of each option? who pays and who suffers? If Yaquina Bay Bridge is replaced by River Bend Bridge, then NPT becomes a destination - not an inconvenience to travellers!

- Two-way option: 1. need rezoning for business that should be on 101 and others that can be off this historic road. 2. Should support overall city plans.
- Really do not like the couplet option. I vote against it!
- Paid parking!
- Only benefit of the couplet is seen during 2 months in the summer!!
- Need to assure residents project building will not take 10 years! (the Philomath problem).
- Like: two way puts housing on 9th street; dislike: couplet destroys farmer's market.
- Couplet: eliminates opposite traffic flow in narrow lanes.
- Couplet traffic flow - roundabout options.

FOCUS GROUPS

Staff from the City of Newport, Oregon Department of Transportation (ODOT), David Evans and Associates, Urbsworks, and JLA hosted three focus groups at the Newport City Library. The focus groups were designed to help the project team, and ultimately the Newport City Council, understand particular community group concerns, sharing the same information as was presented at the community workshop.

Date	Event	Location	Time
11/15/24	Community Focus Group	Newport Library	12:00-1:00 pm
11/15/24	Social Service/CBO Focus Group	Newport Library	2:00-3:00 pm
11/15/24	Neighborhood Site Visit (invite only)	US 101	3:00-4:00 pm
11/15/24	Spanish Language Focus Group	Newport Library	5:30-6:30 pm

Community Focus Group

Staff:

- Derrick Tokos, *City of Newport*
- Laura Kimberly, *City of Newport*
- Cathie Rigby, *City of Newport*
- Anna Iaukea, *City of Newport*
- John Fuller, *City of Newport*
- Jim Hencke, *DEA*
- Brandy Steffen, *JLA*
- Ashley Balsom, *JLA*

Comments

The comments from this focus group were grouped with the community workshop because it provided the same information and comment form. The same types of comments were collected during this focus group, which was advertised and open to anyone interested in the project.

Social Service Focus Group

Staff:

- Derrick Tokos, *City of Newport*
- Laura Kimberly, *City of Newport*
- Cathie Rigby, *City of Newport*
- Anna Iaukea, *City of Newport*
- John Fuller, *City of Newport*
- Brandy Steffen, *JLA*
- Ashley Balsom, *JLA*

Elected Officials:

- Jan Kaplan, *Mayor*
- Cynthia Jacobi, *City Councilor*

Comments

Participants at the social service focus group were primarily concerned about affordable housing and the potential for displacement due to redevelopment. A representative from the Samaritan House, a local shelter, shared that the families that are currently graduating from the shelter must relocate to Lincoln City to find appropriate housing.

There were also questions about the types of limits and guidance that the city can place on new development permits. There is shared concern that the cost of development permits may prohibit local interests from being able to develop commercial space.

Spanish Language Focus Group

Staff:

- Laura Kimberly, City of Newport
- Cathie Rigby, City of Newport
- Anna Laukea, City of Newport
- John Fuller, City of Newport
- Brandy Steffen, JLA
- Ashley Balsom, JLA

Elected Officials:

- Beatriz Botello, *City Councilor*

The Spanish language focus group did not have any attendees. Agency partners brainstormed ideas for future outreach efforts, which is included at the end of this memo.

Due to the lack of attendees, further outreach efforts were made to intentionally engage with underrepresented groups, particularly the Latino community:

- Outreach through email, phone, text, Facebook Messenger, and WhatsApp (predominantly WhatsApp, as it's frequently used by our Latino community members).
- Paper surveys distributed to key Latino community leaders.
- The online survey link shared via Facebook Messenger and WhatsApp.
- A display set up in the library near the circulation desk to promote the survey.
- Social media posts shared across our platforms in Spanish, with one post also in English,
- Word of mouth also played a key role in helping spread the word about the survey.

SURVEY RESULTS

The City of Newport hosted an online survey on their [project website](#), which received 132 total responses between November 14 and December 17, 2024.

- **Total survey responses: 132**
- Spanish: 6
- English: 126

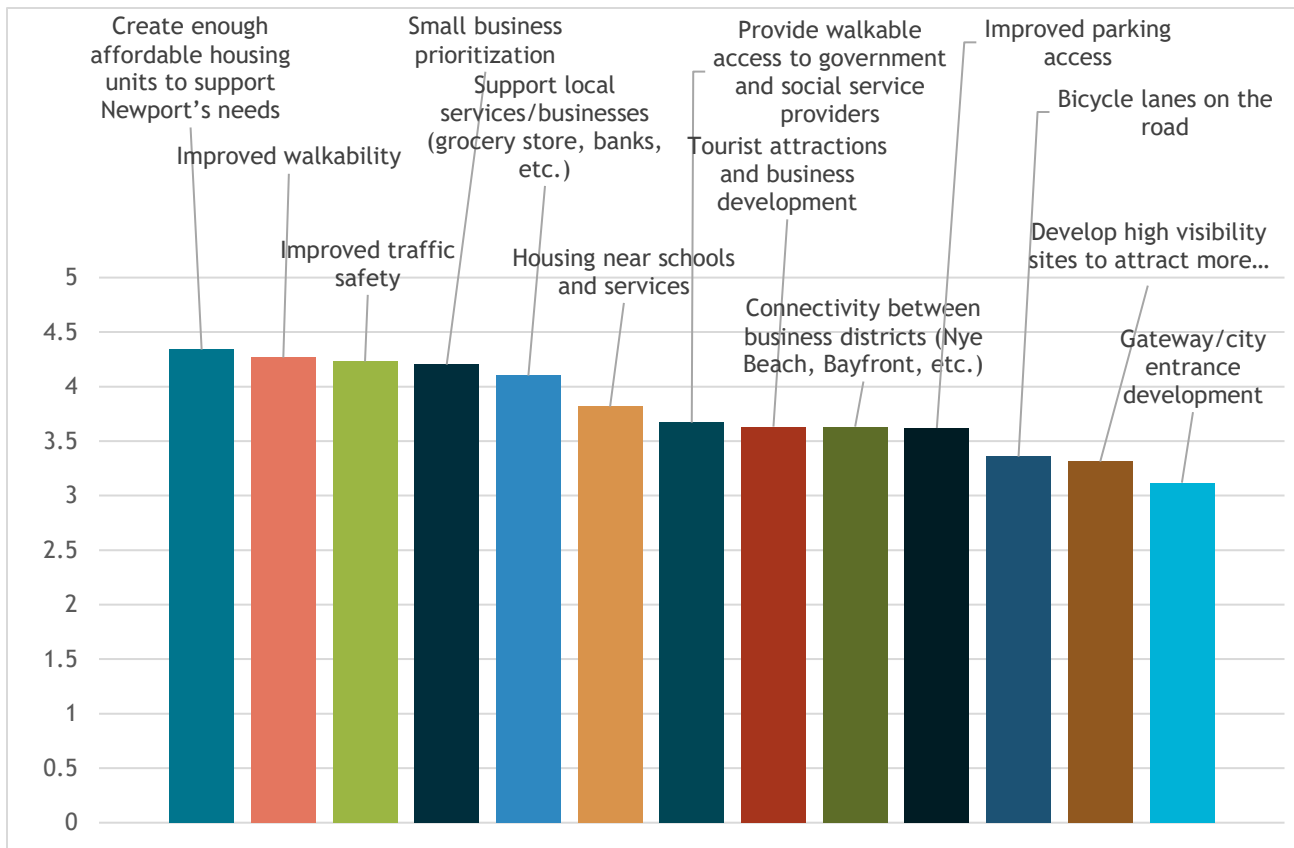
This survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.

Written Comments

A summary of the written feedback is below. The five values with the highest priority rankings were:

- Create enough affordable housing units to support Newport's needs (84%)
- Small business prioritization (83%)
- Improved walkability (81%)
- Support local services/businesses (grocery store, banks, etc.) (79%)
- Improved traffic safety (79%)

How important are each of these goals for the City Center?



While the data for Spanish-language responses was limited by size a few survey questions ranked as 100% important in the Spanish survey and closer to 50% in the English survey, including walkability/bikability, affordable housing, and supporting local services and businesses.

Comparison of English and Spanish survey respondents, only showing differences

	English	Spanish
Bicycle lanes on the road	24% very important; 53% important	80% very important; 100% important
Improved walkability	45% very important	83% very important
Walkable access to government services	24% very important	83% very important
Gateway development	14% very important	80% very important
Tourist attractions and business development	28% very important	80% very important
Support local businesses	43% very important	100% very important
Affordable housing	63% very important	100% very important

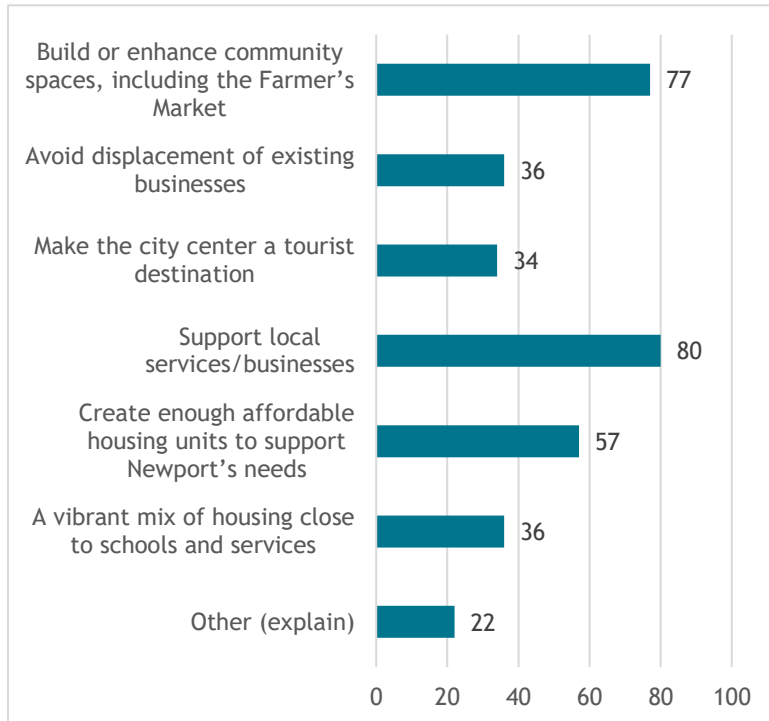
Highway 101: Goals and Barriers

Goals

What are your most important GOALS for a revitalized City Center? (select up to three)

Because of the nature of the survey, there were 342 answers for this question from 132 respondents. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top three goals identified for Highway 101 are “support local services/businesses” (60%); “build or enhance community spaces, including the Farmer’s Market” (58%); and “create enough affordable housing units to support Newport’s needs” (43%).



There were 22 responses to the “Other” option, which are included below:

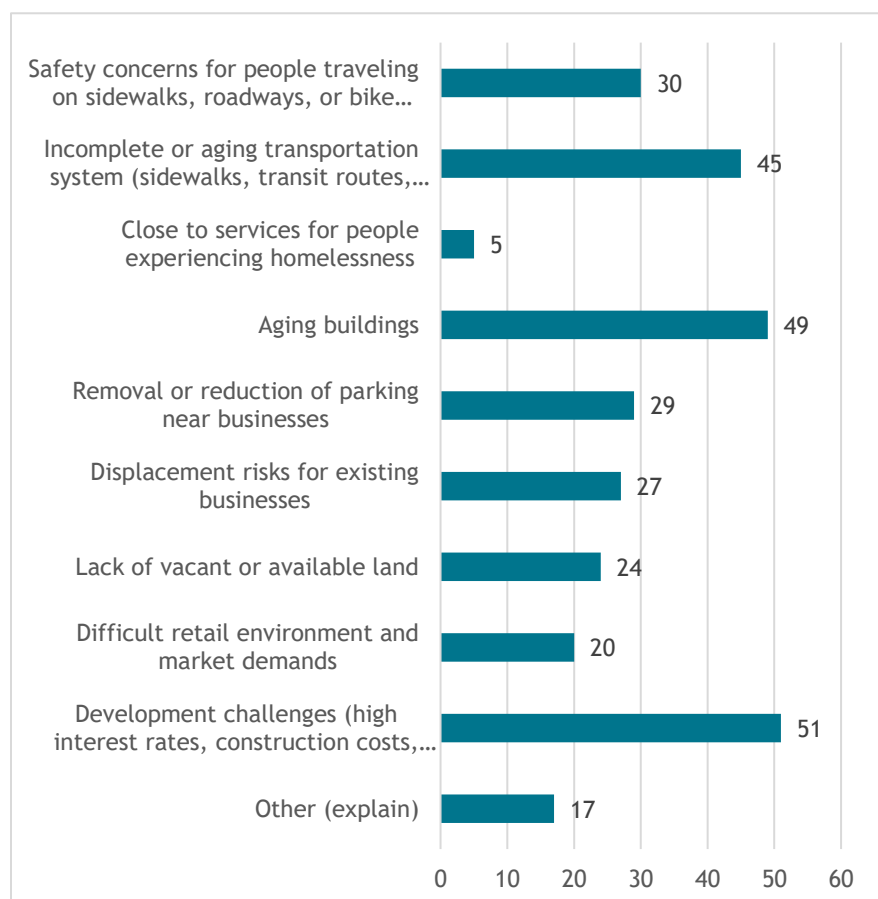
- Safe bicycling and walking in City Center (this should be a choice).
- Install a middle turn lane on 101.
- Your GOAL should be to protect the quality of life for the residents of your TOWN who live in the areas you are proposing to drastically alter. Our neighborhood has BEGGED the City to fix potholes, overgrown roads, stop signs that are no longer visible, broken sidewalks, etc... and all we get is our neighborhood bulldozed over to improve traffic for the tourists?!?! There are no words to describe my disappointment with your GOALS.
- Beautification using more landscaping and greenery.
- I would like to keep 101 traffic on 101 and not move it to adjacent streets.
- Whatever changes the city does, please make sure to plant lots of trees that can stand the weather. This area has highly CO2 when we walk near the main road we breathe car exhaustion making our walks uncomfortable by taking all these pollutant gasses into our lungs. Long term exposure will show as respiratory complications sooner or later. After.
- Interesting facades; art displayed in windows (reason for locals and visitors to stroll).
- This should not be used for housing. This should be considered a thriving business hub. We have so many drivers that pass through Newport in the summer and never stop. We need a place for them to park and great curb appeal to bring them in.

- Have an aesthetic expert contribute to provide an attractive statement for the structures and pedestrian spaces.
- Make the city center a destination not only for tourists, but local alike. We look at other coastal cities similar in size such as Astoria, Coos Bay, North Bend, and even Tillamook, and there are many businesses for both locals and tourists such as antique shops, florists, restaurants, bakeries, etc. All of these are on one-way couplets with on-street parking and sidewalks for walkability.
- Attract pedestrian and bike traffic while providing better north-south traffic flow on US 101.
- Alleviate the driving hazards of narrow driving lanes.
- More buildable land for affordable housing to be purchased. Entry level single family homes.
- Bikeability/Walkability.
- Improved pedestrian and bicycle access.
- Multi use path for bikes and pedestrians that connects to the Bayfront, Nye Beach and Oregon Coast Bike route.
- Avoid displacement of existing residents.
- Protect housing in the residential are surrounding any new traffic pattern.
- walkways more accessible to DISABLED.
- Make the area walkable and attractive/safe.
- Fixing the traffic bottleneck.
- Create a space for community to gather.....playground, small events, music and food.

Barriers

What do you see are the biggest barriers to creating a revitalized City Center? (select up to three)

Similar to the previous question, there were 294 answers for this question from 132 respondents. Proportions are discussed



compared to the number of surveys completed rather than the number of answers to this question.

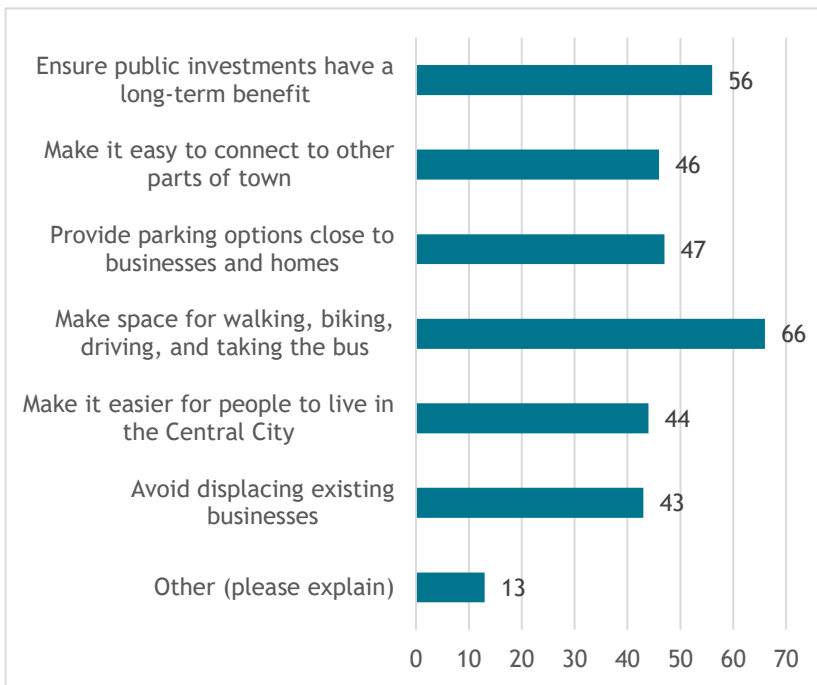
The top three barriers identified for Highway 101 are “development challenges” (39%); “aging buildings” (37%); and “incomplete or aging transportation system” (34%).

- There were 17 responses to the “Other” option, which are included below:
- These are not barriers
- Wind and weather and no item of interest.
- people avoiding the area because of homeless
- money and prioritization
- Hwy 101 is a highway and inherently not very nice. Trying to force it won't work. The log trucks and other commercial traffic will keep going by (and not stop for shops). Focus on expanding out the already successful areas of the Bayfront and Nye Beach until those areas push up onto the city center. Through traffic volume will remain the same which is the main thing that makes City Center not nice. The only traffic plan to reduce traffic is the bypass that ODOT offered in the 70s or 80s that Newport rejected.
- traffic congestion from Agate Beach to South Beach, not just in the proposed city center area!
- The main barrier is a lack of a plan to plant new businesses to evolve the area near 101 into a shopping or service destination.
- Ignorant and apathetic city leaders.
- lower the speed limit and add sidewalks/ trees/ landscaping/ street lights/ benches/
- reaching a decision quickly not blocked by a few comments
- lack of adequate parking downtown. You have large sidewalks that are not used, they should be narrowed back down to allow for safer parking.
- lack of housing
- commercial fishing brings a lot of dollars to the city but the city treats us like dirt!
- Lack of a visioning process. The project is presented as 2 choices but like a done deal.
- Couplet option bad for residents.
- Infringing on the residential property owners in the area.
- There is little reason to go there.

What do we need to think about as we revitalize the City Center? (select up to 3)

There were 315 answers for this question from 132 respondents. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top three considerations identified for revitalizing the City Center are “make space for walking, biking, driving, and taking the bus” (50%); “ensure public investments have a long-term benefit” (42%); and “provide parking options close to businesses and homes” (36%)



There were 13 responses to the “Other” option, which are included below:

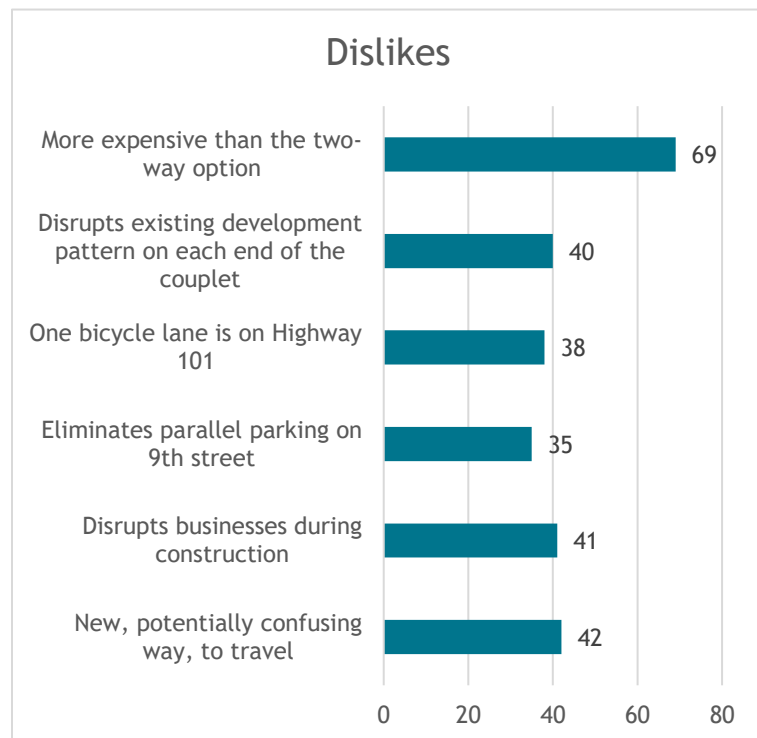
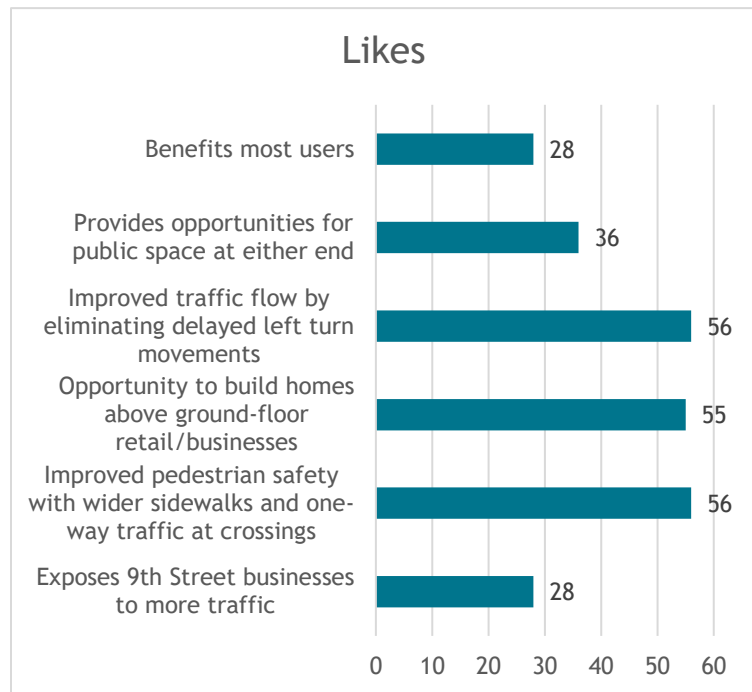
- Protect existing residential property owners from noise and traffic
- Folly of \$15m expenditure for 3 block couplet.
- Have walking tours for the public and the CCR Committee to actually see what it’s like and how different parking strategies work.
- Add a left turn lane at Hurbert.
- Some existing businesses need to be shut down or displaced.
- It is okay as is.
- Do not make two noisy highways.

Highway 101 Redevelopment: Couplet

These questions had no selection limitation. For the “like” question there were 259 responds submitted by 91 respondents; 41 people chose not to respond on what they liked. For the “dislike” question there were 265 responses submitted by 106 respondents; 26 people chose not to respond on what they disliked. The proportions are discussed compared to the number of total survey respondents (132).

The top three answers to the question were a tie between “improved traffic flow by eliminating delayed left-turn movements” (42.4%) and “improved pedestrian safety with wider sidewalks and one-way traffic at crossings” (42.4%); this was followed by “opportunity to build homes above ground-floor retail/business” (41.6%)

The most commonly selected response was “more expensive than the two-way option” (52%). 32% of respondents dislike that the couplet option is a new, potentially confusing way to travel, and 31% dislike that the couplet option will disrupt business during construction.

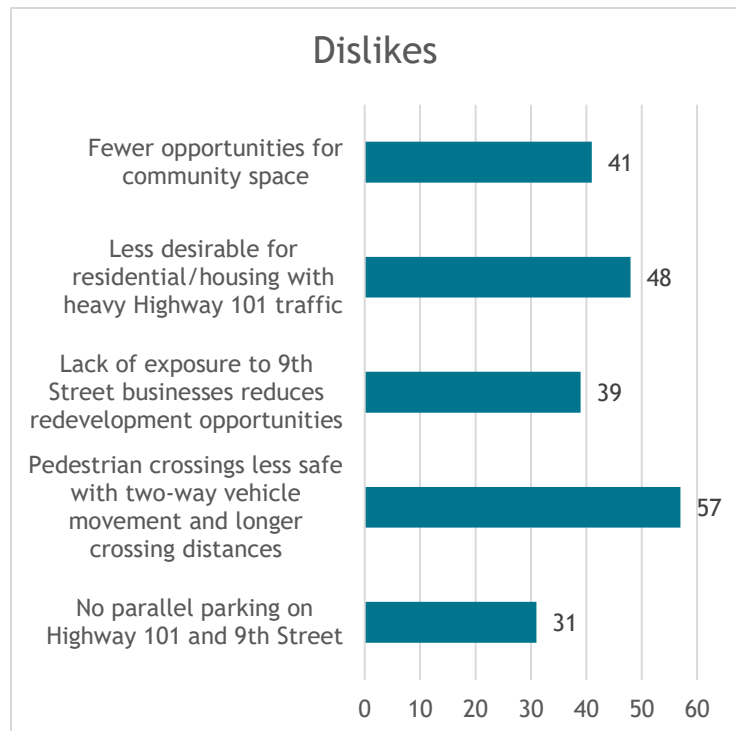
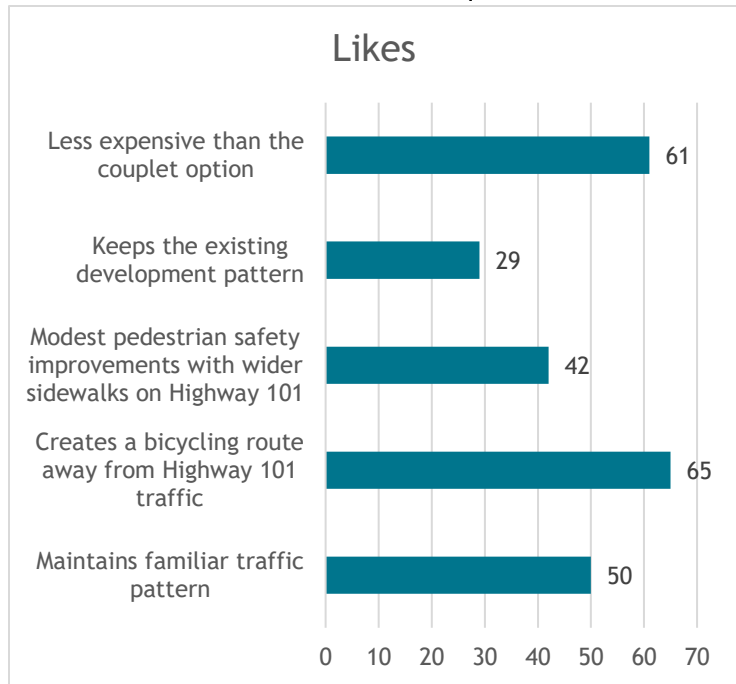


Highway 101 Redevelopment: Two-way

Similar to above, these questions had no selection limitation. For the “like” question there were 247 answers submitted by 100 respondents; 32 people chose not to respond on what they liked. For the “dislike” question there were 216 answers submitted by 96 respondents; 36 people chose not to respond on what they disliked. The proportions are discussed compared to the number of total survey respondents (132).

The top three answers to this question were “creates a bicycling route away from highway 101 traffic” (49%); “less expensive than the couplet option” (46%); and “maintains a familiar traffic pattern” (38%).

The most commonly selected response was “pedestrian crossings less safe with two-way vehicle movement and longer crossing distances” (43%). 36% of respondents dislike that the two-way option less desirable for residential/housing with heavy Highway 101 traffic, and 31% dislike that the two-way option would provide fewer opportunities for community space.



Highway 20: Goals and Barriers

Goals

What are your most important GOALS for a revitalized City Center? (select up to three)

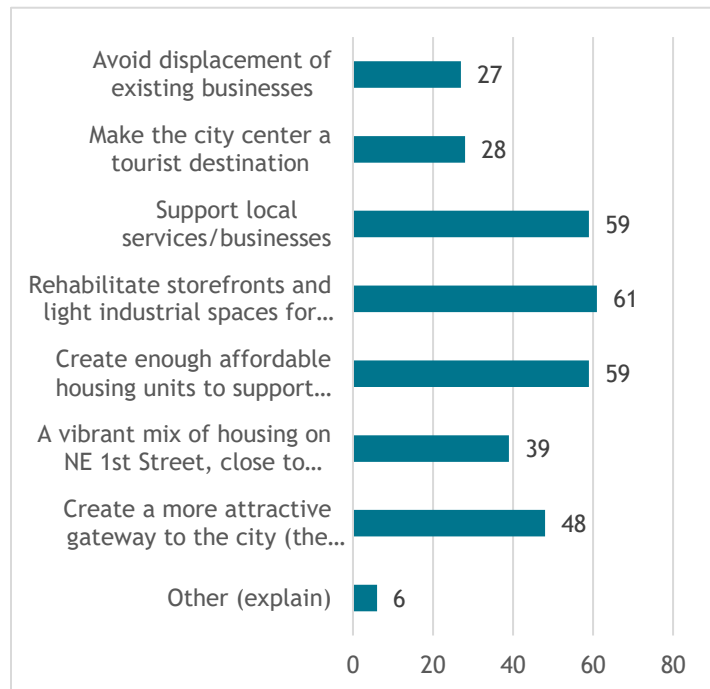
Because of the nature of the survey, there were 327 answers for this question from 132 respondents. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top three goals identified for Highway 20 are “rehabilitate storefronts and light industrial spaces for small

businesses” (46%) followed by a tie between “support local services/businesses” (45%); and “create enough affordable housing units to support Newport’s needs” (45%).

There were 6 responses to the “Other” option, which are included below:

- Lower the speed limit, add sidewalks/trees/benches/ street lights so people can walk there without traffic flying by, reducing the speed limit in town throughout newport will make it more pedestrian friendly and welcoming and would not be expensive. Cross walks with signs and painting on the street more frequently.
- Road maintenance, permanent fix of manhole drops east bound.
- Bury the overhead electrical lines. Add decorative street lights and greenery/landscaping.
- Hwy 20 seems to be doing fine.
- Connectivity and bike and walk friendly.
- Safe bike and pedestrian facilities.

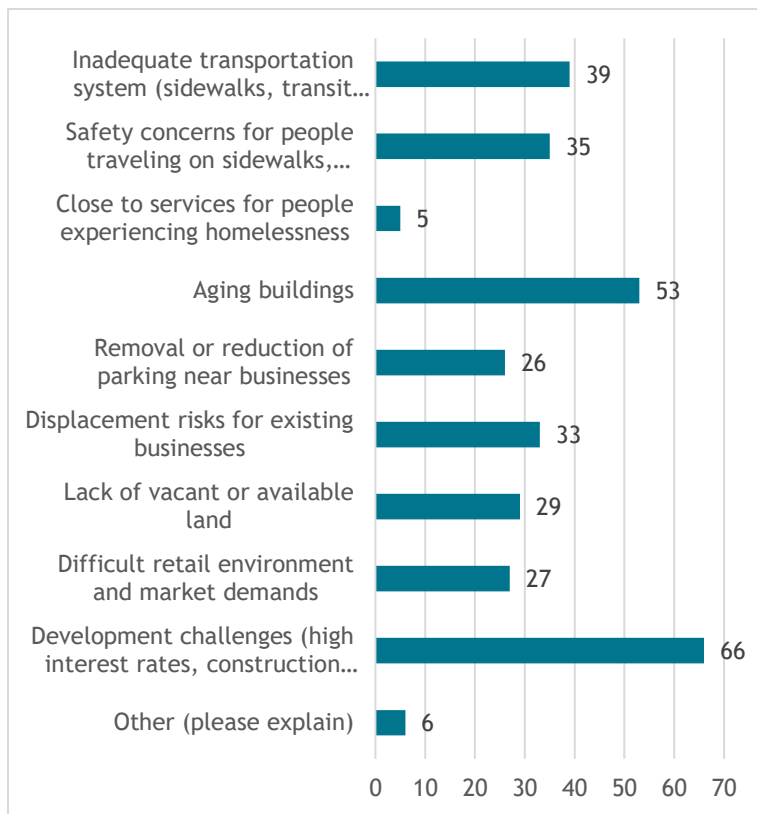


Barriers

What do you see are the biggest barriers to creating a revitalized City Center? (select up to three)

Similar to the previous question, there were 319 answers for this question from 132 respondents. Proportions are discussed compared to the number of surveys completed rather than the number of answers to this question.

The top barrier identified for Highway 20 was “development challenges” (50%). This was followed by “aging buildings” (40%) and inadequate transportation system (29.5%)



There were 6 responses to the “Other” option, which are included below:

- Lack of having outreach that actually engages the public.
- Lack of invest and interest from city workers to upkeep landscaping or hang up potted plants. Also having such terribly designed parks and no sidewalks other than next to hwy 101 where the speed limit is 35 makes walking with strollers not a safe option. I have never lived in another town where the only people you see walking are the homeless, no families, no joggers or just people walking to and from. It's really strange that a town with such a good port, quite a bit of industry, OSU, NOAA, etc is in this condition. Waldport and Lincoln City have less people but have parks for children that are amazing! Also why is the farmers market in one tiny parking lot so there is nowhere to park near and its so small, Maybe look at moving it down by the port office. Toledo is tiny and has a better market. Newport needs to try harder in every aspect of livability in this city.
- Complicit, ignorant and apathetic city officials both appointed and elected.
- Additional comment: Hwy 20 is ugly because there are overhead electrical lines. Bury these and put up nice street lights. ADD GREENERY and landscaping. Paint those old buildings. Look at what Philomath did to improve their town.
- Heavy traffic congestion from Agate Beach to South Beach and not alleviated by proposals!
- No affordable housing, business are struggling now to keep doors open. People are moving because we are not focused on work force affordable housing! You need to address housing

in your timeline, people need to know that this is part of the funding you are trying to get and what that timeline looks like. City Center can be moved to anywhere, it does not have to be in the exact spot it is in now. Maybe keeping the flow of traffic be more important and look at other places like So Beach is doing and move the Grant money somewhere else in Newport.

OUTREACH EVALUATION

During and following the outreach activities, the following suggestions were made for how to improve engagement during the next round of outreach.

- Some individuals expressed needing more time to complete the survey as it included a lot of information that required careful consideration. They wanted to ensure they fully understood the questions and background details before responding.
- The paper survey lacked some contextual background included in the online version, which made it challenging to answer the questions effectively.

Feedback for future outreach efforts to connect with Spanish-speakers:

- **Advance Notice:** Community members expressed that outreach should occur more than a week in advance. Reaching out the Monday before the event was not sufficient.
- **Language Accessibility:** The initial email invitation should have been sent in Spanish, not English, to ensure inclusivity.
- **Reminders:** Sending reminders the day prior and the day of the event would have helped increase attendance.
- **Childcare and Snacks:** Providing childcare and offering snacks is an important consideration when engaging these communities.
- **Translated Materials:** All materials, including the online survey, should have been translated into Spanish ahead of time. Brandy mentioned that they were still working on the online survey.
- **Personal Outreach:** With more time, outreach could have included personal methods like text messages, WhatsApp, social media, or in-person interactions, which are often more effective for this community.

Other considerations for future events:

- Most community members work long hours, so events scheduled after 5:30 PM on weekdays or after 3:00 PM on Sundays tend to work best.
- Conflicts with other community events were an issue, as several people who expressed interest ended up attending another event later that evening. They shared that they would have attended had they received earlier notice.

APPENDIX A – COMMENT FORM AND HANDOUT

APPENDIX B – DISPLAY CONTENT

APPENDIX C – WRITTEN COMMENTS FROM COMMUNITY WORKSHOP

APPENDIX D – ALL WRITTEN COMMENTS

Newport City Center Revitalization Plan Project

Event #2 Summary

Prepared for

Oregon Department of Transportation
City of Newport

Prepared by

JLA Public Involvement, Inc.
123 NE 3rd Avenue, Suite 210
Portland, OR 97232

Date

05/08/25



Overview

The City of Newport is completing a City Center Revitalization Plan Project (NCCRP) to improve livability, business opportunities and traffic options and safety in the central city. This round of public outreach was focused on sharing the proposed approach to meeting the project goals, as identified with community feedback in fall 2024.

This report summarizes feedback from in-person events and an online survey

conducted to gauge public support for improvement projects and policies recommended for the City Center Revitalization Plan. Responses from the in-person events and online survey varied slightly, but the largest difference between respondents was along the language spoken by the respondents.

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 the survey and events (Facebook, Instagram, Facebook Messenger, WhatsApp, NextDoor)

In-Person Engagement

To promote the in-person and online open houses, and to reach community members that might not know about the project, an **information booth** was held at the Newport Recreation Center on April 3, 2025 from noon to 1:00 pm. However, most community members that spoke with staff were aware of the event and project. City staff also **canvassed the businesses along US 101** to invite them to participate, as well as answer any questions about the project.

About 80 community members attended the in-person **open house** on April 3, 2025 from 4:00-7:00 pm to provide written and verbal feedback. Compared to an open house held in fall 2024, this event saw an increase in the number of business owners from the core project area participate. In addition to conversations with the project team, printed copies of the survey were returned during and after the open house via mail/hand delivery to City Hall. 34 responses were received in English and 39 surveys were collected in Spanish.

City staff also attended a **Spanish-speaking event** at Tacitas de Cafe on April 1, 2025 to distribute the survey and answer project questions. All attendees received an informational packet that included a survey. Participants were asked to take the packet home, review the information, and complete the survey. The completed surveys were collected on April 8.



Figure 1 - US 101 as it currently appears with narrow sidewalks and some empty buildings.

Feedback from In-Person Engagement

Most people who spoke with the project team shared the sentiment that downtown Newport needs redevelopment and revitalization. Conversations and questions mostly revolved around the couplet proposal for US 101 and SW 9th Street.

Verbal Feedback

Attendees at the open house were focused on:

- Impacts of the couplets, such as increased level of traffic on SW 9th Street and impacts to the roadway or houses near SW 9th Street
- Implementation, particularly the ability for the project to get funds to cover construction
- Couplet for US 101; very little discussion about land use and development code beyond the need for and challenges to redevelopment

Attendees at the Spanish-speaking event were focused on:

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

Businesses along US 101 raised the following questions/concerns during canvassing:

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

Written Feedback

Project Goals

Of all the written comments received, people generally agree that the proposed approach successfully meets the project goals. However, there was a strong difference of opinion for English and Spanish respondents on whether or not the project goals had been met by the proposed plan.

- Spanish respondents were much more supportive of the goals being met than English respondents.
- There was strong agreement that the “a clean, welcoming appearance” goal was met (84% Spanish; 40% English).
- There was a difference of opinions regarding these goals:
 - “Active mix of uses” Spanish respondents strongly agree the goal was met (89%; 39% English)
 - “Safe and efficient traffic flow and managed parking” English respondents strongly agree the goal was met (44%; 69% Spanish was the lowest level of agreement).
- English and Spanish respondents differed in their thoughts on whether the planned approach met the “planned property development/acquisition” goal (33% English; 79% Spanish strongly supported that this goal was met).

District Aesthetics: US 101 and US 20

A desire to have different aesthetics for each highway had the highest support from Spanish respondents (71%).

- Additional Spanish comments focused on the physical makeup of the two roads, such as US 101 having longer lengths of sidewalks and US 20 feeling like a wider street to cross. A couple of responses shared a desire for improved traffic flow and overall transit.
- There was less support from English respondents (38%) for having aesthetic differences between the highway segments, with additional comments mentioning existing differences between the two roads and their uses, including a distinct inter-state coastal nature of US 101 while US 20 had less of a known identity.

71% of Spanish respondents want Highway 101 to look different than Highway 20, compared to 38% of English respondents (47% of English respondents were unsure).

Half of English-respondents were “unsure or didn’t feel strongly about the aesthetics of the two highways” (47%). Of those English respondents that provided additional comments, traffic safety was a higher priority than aesthetics.

In regard to proposed streetscape improvements:

- “Storefront improvements” was the highest ranked improvement for English respondents (67%) and third highest ranked for Spanish respondents (91%).
- “Trash receptacles” was the most important for Spanish respondents (95%) and second for English respondents (61%).
- The other highly ranked improvements were different between English and Spanish respondents:
 - “Benches/seating” was important for Spanish respondents (92%)
 - “Public art” for English respondents (57%)

Storefront improvements and trash receptacles were universally popular.

Small Business Support

English respondents felt that it was most or very important to support small businesses during “street construction” (77%), followed by providing support through “storefront improvements (painting, windows, signage)” which had 69%. For Spanish respondents these two were tied for second place (at 89%), while “anti-displacement measures to help existing businesses stay in the area as it redevelops” was considered the most important (92%, while only 57% for English respondents). “Asbestos/hazardous materials clean-up” was considered important but to a lesser extent for both English and Spanish respondents.

Supporting small businesses during street construction and through storefront improvements was important for all respondents, but Spanish respondents highly favored anti-displacement support compared to English respondents.

Building Houses and Businesses

A few building features had strong preference from English respondents, while the others were more mixed:

- Alleys as delivery access (100%)
- Storefront/pedestrian-scaled signage (97%)
- Allowing a range of home types (90%)
- Breaking down big blocks with pedestrian connections (88%)
- Mixed home ownership and rental housing in the same block (79%)
- Residential on top of businesses/offices (67%)

Breaking down big blocks with pedestrian connections and having residential units on top of businesses/offices were both supported by all respondents.

There were far fewer Spanish respondents who answered these questions, but there was strong support for:

- Breaking down big blocks with pedestrian connections (100%)
- Residential on top of businesses/offices (86%)
- The rest had too few responses to determine a preference.

Parks and Open Spaces

New passive- and active-use parks were universally supported.

For English respondents, the Farmers Market was identified as needing improvements (45%); which reflects concerns voiced about the future accommodation for the Farmers Market. Additional comments focused on the comfort and walkability of the area, along with concerns regarding the level of pollution along US 101. Opinions about new public spaces were fairly evenly split between economic-use spaces; active-use spaces; and passive-use spaces.

For Spanish respondents, the top two existing parks/gathering spaces that could benefit from improvements are the plaza on the corner of Highway 101 and SW Hubert Street (34%) and Yaquina Bay State Park (21%). Additional comments mentioned a need for playgrounds and spaces for children. Over half of Spanish respondents feel that new passive-use spaces are the most important, followed by active-use spaces.

Online Engagement

An online survey was active on the project website between April 1 and April 17, 2025. 52 responses were received in English and 1 response in Spanish. *The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.*

Project Goals

Overall, many participants (41%) feel that the project recommendations do meet the project goals, with an additional 22% that felt the project goals were somewhat met. The level of agreement about whether the goals were met through the proposed approach was:

- Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks (43% strongly agreed)
- Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts (39% strongly agreed)
- Planned property development and acquisition through incentives and partnerships (31% strongly agreed)

- Targeted investment in infrastructure through implementation actions and strategies (33% strongly agreed)

District Aesthetics: US 101 and US 20

Responses weren't clear on the aesthetics of the two highways.

- About a third weren't sure or didn't feel strongly either way. These respondents cited various other areas of interest, including cycling/pedestrian lanes, intersection control (e.g. roundabouts), and landscaping (e.g. trees).
- Similar to the in-person/printed surveys results, people that wanted the highways to feel the same mentioned a desire for cohesiveness, as well as concerns about traffic and pedestrian safety.
- Respondents that want the highways to feel different mentioned that they are currently different. For example, one respondent shared that US 101 is a "main street and carries more traffic" whereas "Hwy 20 has more potential to develop mixed use properties with housing."

About a third of the respondents want the highways to feel different from each other and a third were unsure.

Small Business Support

Online respondents said that supporting small businesses with asbestos/hazardous material clean-up and storefront improvements were tied for the most important items, followed by support during street construction. Additional comments included various suggestions including economic support for storefront improvements and increased parking availability.

Overall, the most important improvements for online respondents were storefront improvements (80% strongly/somewhat important) and trash receptacles (69%). Additional ideas for improvements included parking (e.g. free parking), pedestrian safety (e.g. accessible crosswalks), gathering spaces (e.g. a central park), and aesthetics (e.g. landscaping). See [Appendix E](#) for additional details from online surveys.

Like the in-person responses, support through storefront improvements and during street construction was important, but asbestos/hazardous material clean up was more important to survey respondents.

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

Building Houses and Businesses

All of these building features had strong preferences from respondents:

- Alleys as delivery access rather than on the main streets (87%)
- Storefront/pedestrian-scaled signage (87%)
- Allowing a range of home types (84%)
- Preferred residential homes on top of businesses/offices (79%)
- Breaking down big blocks with pedestrian connections (71%)
- Require weather protection (like awnings or porches) (67%)
- Buildings that maximize views from living and working spaces (63%)
- Buildings that have similar façade designs (62%)

Breaking down big blocks with pedestrian connections and having residential units on top of businesses/offices were both supported by all respondents, online and in-person.

Parks and Open Spaces

The top two existing parks/gathering spaces that would benefit most from improvements are the Farmer's Market (42%) and City Hall (18%). Additional comments relate to the need for improved aesthetics (e.g. more landscaping, maintenance), parking, and bike/pedestrian spaces. As for the top two gathering spaces, participants felt that the Farmer's Market should be permanent and covered, with one participant describing City Hall as an "unloved lawn space."

The Farmer's Market was highest ranked for improvement for online and English respondents from the in-person surveys. New passive-use parks were universally supported; online and in-person.

For new public spaces/features, economic-use spaces (36%) and passive-use spaces (26%) were most important for the future.

Additional Comments

Online respondents had the opportunity to provide additional comments, which included:

- Concerns about parking (the lack of it and parking on US 101)
- Impacts on transit times
- Concerns about the availability of government funding
- Planting more trees
- Making more storefront improvements
- Increase housing options

See [Appendix E](#) for comments provided by online respondents.

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Appendix A - Advertising

The City of Newport advertised the project and online survey through the following venues:

- Social media*
 - Through the City of Newport's existing accounts including Facebook and Instagram
 - Total social media post reach promoting the event was approximately 2500 through a mix of static posts and stories
 - Newport's Facebook Messenger (50 invites), WhatsApp (215 invites)
 - ODOT's NextDoor account (two posts)
- Updates to the project website*
- Email invitations to 83 contacts (mostly businesses) directly in the City Center area
- Emails about the project events were sent to:
 - Project Advisory Committee members
 - Social Service Organizations, including OSU Extension of Lincoln County
 - Latin/Mesoamerican community service organizations, including Conexión Phoenix, Arcoiris Cultural, and Centro de Ayuda.
 - People that signed up for updates at previous project events or the website
 - People that signed up for ODOT Region 2 Transportation Planning projects (two emails were sent from ODOT directly)
- Press release to local and regional media outlets*
- Postcard distributed via carrier route* (to all addresses in Newport; see below)
- Door-to-door canvassing along US 101 businesses in the project area
- Informational Booth at the Recreation Center day of the event (to help advertise the open house and online survey)
- Electronic message board promoting the website (located on the Chamber of Commerce's board in the project area)

**Both English and Spanish*

City Center Revitalization Plan Project Plan de Proyecto de Centro de Rehabilitación de la Ciudad

The City of Newport is working to create a vibrant, welcoming city center—home to successful businesses, housing options, and community gathering space, that is attractive to residents and visitors.

In the fall, we asked for community input on how we can reimagine City Center. Please join us at City Hall on April 3 for an open house to learn more about the solutions we have created based on your feedback, ensure that we are meeting the future needs of the community, and to discuss potential next steps.

La ciudad de Newport está trabajando para crear un centro urbano vibrante y acogedor, hogar de negocios exitosos, opciones de vivienda y espacio comunitario que sea atractivo para residentes y visitantes.

En el otoño, le pedimos a la comunidad sugerencias sobre cómo podemos reimaginar nuestro centro urbano. Por favor únase a nosotros en City Hall el 3 de abril en una jornada de puertas abiertas para aprender más sobre las soluciones que hemos creado a partir de sus sugerencias, asegurarse de que estamos cumpliendo con las necesidades futuras de la comunidad y para charlar sobre los próximos pasos potenciales.



Join us at an open house
Unase a nosotros en una jornada
de puertas abiertas

Thursday, April 3, 2025
Jueves, 3 de abril, 2025
4:00–7:00 p.m. | City Hall 169 SW Coast Hwy

Join us online between April 1–13: // Únase a nosotros en línea entre abril 1–13:
publicproject.net/nccrp

Appendix B - Open House Details

Staff from the City of Newport, Oregon Department of Transportation (ODOT), David Evans and Associates (DEA) and JLA hosted an in-person Open House at Newport City Hall on April 3, 2025. Approximately 80 people attended this event.

The Open House was designed to share the draft approach for the US 101 and US 20 City Center Revitalization Plan. The couplet design and land use suggestions were selected based on feedback from the public and consultants following the fall 2024 community outreach events. The Open House also provided an opportunity for the community to submit verbal and written feedback.

Staff

- Derrick Tokos, *City of Newport*
- John Fuller, *City of Newport*
- Giovanna Jensen, *City of Newport*
- Jim Hencke, *DEA*
- David Helton, *ODOT*
- Mayrangel Cervantes Juarez, *JLA*
- Katie Nelson, *JLA*
- Ashley Balsom, *JLA*

Event Format

The event was an opportunity for the project team to share the drafted recommendations for revitalizing US 101 and US 20, as well as collect verbal and written comments and answer questions. Attendees dropped in throughout the three-hour event.

The event was organized as follows:

- Upon arrival, staff at the welcome table informed all attendees of the event logistics, and asked them to sign-in. Staff explained:
 - that signing-in was optional, but that attendees were able to sign up for project updates by providing their email address.
 - other ways to submit comments, such as through the online survey.
 - that the online survey could be completed later and distributed flyers containing QR code links for attendees to take with them.
 - that printed comment forms were on a table in the center of the room.
- Attendees could fill out and submit their printed comment form at the Open House, while also having the option to take the form with them and submit to Derek Tokos by mail or leaving at City Hall before April 13, 2025.
- There were 17 display boards (in English and Spanish) which covered the following: Project Purpose, Background, Project Timeline, Vision and Goals, Highway 101/SW 9th Concept, Safety/Walking, Highway 20 Illustration, City Hall Area, Festival Streets/Parking, Bicycle Routes/Wayfinding, Redevelopment, Funding, and Next Steps.

- Attendees could leave comments on a flip chart.
- Staff from DEA, ODOT, JLA, and the City of Newport walked around the room to explain the project, answer questions, and address concerns.

Feedback

A complete set of comments from the printed survey from the Open House are included in Appendix C (English Printed Survey Responses). The Spanish printed surveys were collected from a separate event (Appendix D).

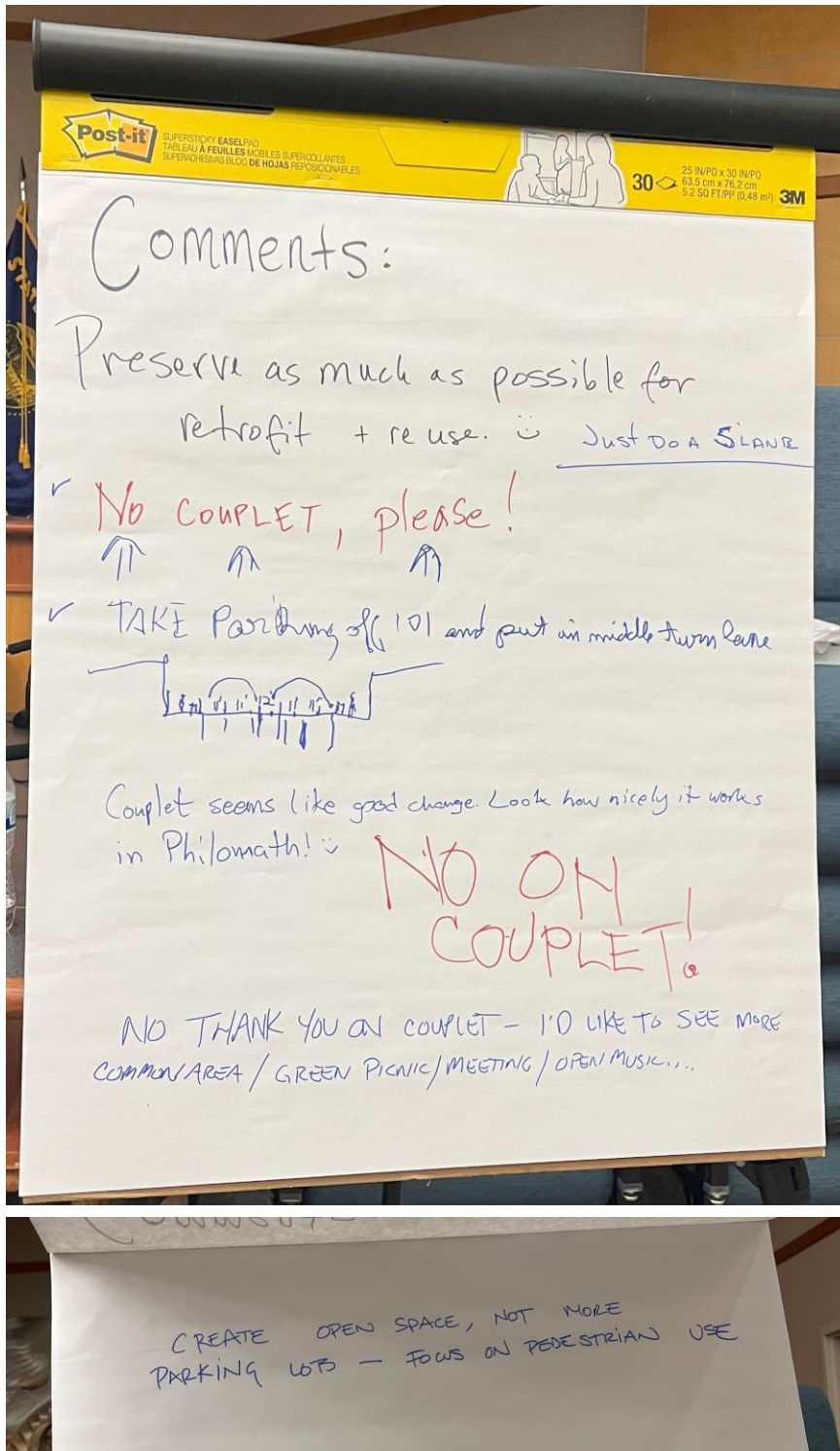
Almost all attendees shared the sentiment with project staff that downtown Newport needs revitalization and redevelopment. A majority of participants also supported the couplet option for US 101 due to its ability to support the revitalization and redevelopment of downtown Newport by making it more walkable, while still conserving on-street parking.

In terms of concerns, participants spoke mostly about the impact of the couplet options. For example, a few participants expressed concern about the increased level of traffic on SW 9th Street. The uneasiness for most of the participants came from them living on or near the segment of SW 9th Street that would become part of the couplet. However, after speaking to an ODOT representative from the PMT, a couple of participants seemed relieved to learn that it will likely be at least 10 years before construction of the project begins, given the time needed to design the project and obtain funding.

Additional concerns specific to SW 9th Street were whether it can accommodate the weight of freight traffic and specific aspects of the roadway design, such as utility relocation and the location of pedestrian crossings. One participant pointed out that NW 9th Street does not seem to have the width to accommodate the cross-section for the Couplet shown on the display, particularly in locations such as the intersection of NW 9th Street and Lee Street.

Funding was also an area of concern for participants. There were questions about the future of the project if funding is not available. Participants were informed that if funding is not available for the project, then it will not be built.

Flip charts from the event



Comment Form/Survey

The following comment form/survey was also printed in Spanish.

NEWPORT CITY CENTER REVITALIZATION PLAN

The City of Newport is working to create a vibrant, welcoming City Center — home to successful businesses, housing options, and community gathering space, that is attractive to community members and visitors.

We believe we met these project goals. Do you agree?

Circle your level of agreement from 1 (strongly agree) to 5 (strongly disagree)

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

Should US 101 and US 20 feel the same or distinct? Choose one

- They should feel the same
- I'm not sure/I don't feel strongly either way
- They should feel different

Would you like to explain your answer?

How important are the following as part of City Center streetscape improvements?

Circle one per row: 1 (very important) to 5 (very unimportant)

Benches/seating	1	2	3	4	5
Trash receptacles	1	2	3	4	5
Public art	1	2	3	4	5
Decorative streetlights	1	2	3	4	5
Banners	1	2	3	4	5
Storefront improvements	1	2	3	4	5
Other (please explain):	1	2	3	4	5

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? Choose one

- Founding Rock Park
- Mombetsu Sister City Park
- Literacy Park
- Yaquina Bay State Park
- Farmer's Market
- City Hall
- Plaza on the north corner of Highway 101 and SW Hurbert Street
- I'm not sure/I don't feel strongly about this

What type of improvements would be needed? _____

Which type of new public spaces/features are most important in the City Center? Choose one

- Active-use spaces (where people and pets can play)
- Passive-use spaces (where people can walk or sit)
- Economic-use spaces (where businesses can have outdoor food carts or events)
- Gateway (creating a sense of place for the City Center or Newport)
- I'm not sure/I don't feel strongly about this

→ More on the back

April 2025

We heard that small business assistance is important. How important is it to support businesses on these topics? *Circle one per row: 1 (very important) to 5 (very unimportant)*

During street construction	1	2	3	4	5
Asbestos/hazardous materials clean up	1	2	3	4	5
Storefront improvements (painting, windows, signage)	1	2	3	4	5
Anti-displacement measures to help existing businesses stay in the area as it redevelops	1	2	3	4	5
Other <i>(please explain)</i> :	1	2	3	4	5

When we think about different ways to build housing and businesses, what is most important to you? *Circle only one option per row*

Buildings that maximize views from living and working spaces inside, especially from upper levels	OR	Buildings that are close to the streets
Buildings that have similar façade designs	OR	Letting developers decide on an individual basis
Require weather protection (like awnings or porches)	OR	Letting developers decide on an individual basis
Have business signs at the top of buildings (tall entry marquee-type overhangs)	OR	Have signs at the storefront/pedestrian-scaled level
Alleys or partial alleys to have deliveries through a side/back door	OR	Have areas on the main street for deliveries
Break down big blocks with pedestrian connections	OR	Allow developers to consolidate lots for larger developments
A range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).	OR	More standalone homes
Mix home ownership and rental housing in the same block	OR	Encourage home ownership only
Allowing ground level housing	OR	Residential on top of businesses/offices

What do you do in Newport? *Check all that apply*

- Live - What is your home ZIP code? _____
- Visit places of worship and/or cultural events
- Take care of daily needs (bank, grocery, hospital, etc.)
- Other *(please explain)* _____
- Work
- Visit friends, family
- Visit parks, natural areas

Would you like to join the mailing list?

Name: _____

Email: _____

Please return today or mail to the City of Newport c/o Derrick Tokos 169 SW Coast Hwy, Newport, Oregon 97365 by April 13, 2025

Context Handout

The following handout was also printed in Spanish.

NEWPORT CITY CENTER REVITALIZATION PLAN

What is the City Center?

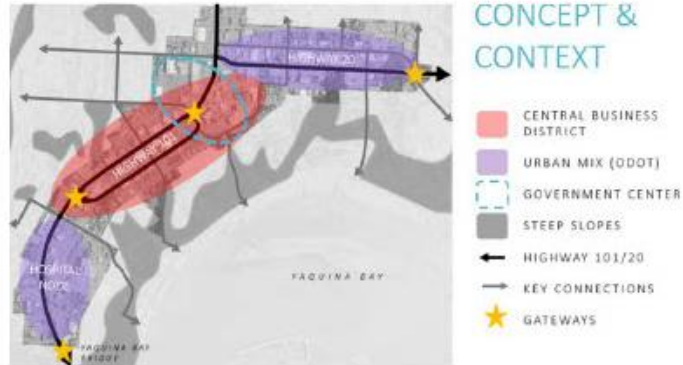
Our focus is within 2-3 blocks of US 20 and US 101 – from the east entrance to the City, west to the US 20/US 101 intersection, and then south to the Yaquina Bay Bridge.

Future Walkable City Center (US 101)

Today, it may be difficult to think about living or walking around US 101. The sidewalks are narrow, and during the summer traffic can be overwhelming, creating an uninviting experience. The paired-street or couplet design is where the travelers that are traveling north or south on US 101 today would instead go north on 9th Street and south on US 101.

Future Green Gateway (US 20)

A future welcoming gateway into our City Center on US 20. Based on the community values and goals, we have created this draft plan to create a more welcoming gateway into the City Center on US 20.



This design allows for:

- Greater flexibility as we redevelop the City Center.
- Bigger sidewalks, bike lanes, and parking on both streets which helps businesses thrive.
- Narrower streets that take less time to walk across, which is safer for seniors, children, and everyone else!

We'd like to make the future of this part of the City Center more welcoming for everyone by:

- Creating safer sidewalks and crossings for school kids (and everyone else) who need to travel across US 20.
- Adding trees and landscaping, plus a gateway sign to announce that travelers are entering our city.
- Changing the development code to allow and encourage “maker’s spaces” in the industrial areas along US 20.

Plazas, Parks and Landscaping

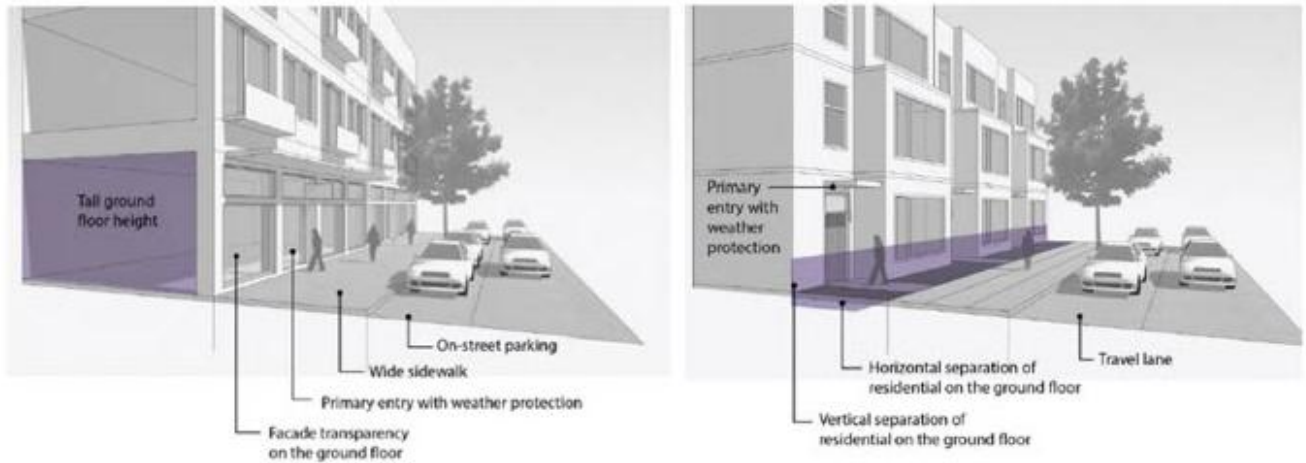
The plan has a few ideas for where parks could go, however, that detail would need to be decided later. As an area in the center of the city, there is less opportunity for parks due to limited space, and there are several nearby parks that residents could use. Once the plan is adopted, we will move into preliminary design work to figure out these details:

- Lighting
- Benches
- Landscaping and trees selection and placement
- Art and other features to achieve this walkable feeling.

NEWPORT CITY CENTER REVITALIZATION PLAN

Housing and Building Changes

We did some initial analysis to understand if additional housing and redevelopment can work in the area, and we estimate that it will. While the plan doesn't require a certain "look" or theme for City Center buildings, we want the buildings to connect with the street and sidewalk to make it more walkable, as well as encouraging taller buildings that will allow for more housing options for community members.



Community Gathering Spaces and Festival Streets

We are looking at many of the nearby streets to create a more comprehensive City Center area that will increase the number of community gathering spaces for events and regular events like the Farmer's Market. The plan proposes a permanent location for a covered farmer's market, which would allow for a longer season of operation. During non-market days, the covered area would be parking.

Festival streets are built so that the road can be closed for a special event, but during most days it is a regular street with parking (see examples below). There would also be flexibility for future development opportunities like a food cart pod.



Display Content

Below are the display boards that were shown during the open house. Similar information was shown in the online survey.

Welcome!

NEWPORT CITY CENTER REVITALIZATION PLAN

**OPEN HOUSE #2
APRIL 3, 2025**



PLAN DE PROYECTO DE CENTRO DE REHABILITACIÓN DE LA CIUDAD DE NEWPORT

3 DE ABRIL DE 2025

¡Bienvenida!

Where do you live?

Place a dot
where you live.

Coloca un
punto donde
vives.



¿Dónde vive?

Project Purpose

The City of Newport is working to improve and strengthen livability, business and traffic patterns in the city center. To achieve this, we're considering changes to Highway 101's route through the city center, as well as new policies, regulations and financial incentives to encourage desired development and redevelopment.

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



La Ciudad de Newport está en una misión para mejorar la habitabilidad, negocios y tráfico en el centro de la ciudad. Para lograr esto, estamos considerando cambios en la ruta de Highway 101 a través del centro de la ciudad, así como nuevas políticas, regulaciones e incentivos financieros para motivar el desarrollo y remodelación deseada.

- DISTRITO COMERCIAL CENTRAL
- MEZCLA URBANA (ODOT)
- CENTRO DE GOBIERNO
- CUESTA INCLINADA
- AUTOPISTA 101/20
- CONEXIONES CLAVES
- ★ ENTRADAS

Propósito del proyecto

Background

The Urban Renewal District was created in 2015 to generate funding to revitalize the City Center area, including creating conditions that support additional housing.

- The focus of this planning effort will be within 2-3 blocks of US 20 and US 101 (from the east entrance to the City, west to the US 20/US 101 intersection, and then south to the Yaquina Bay Bridge).
- The Newport Transportation System Plan (TSP) July 2022 evaluated three options improving US 101 in downtown Newport, two involved forming one-way couplets with the existing US 101 and SW 9th Street (long and short options), and one approach retained the highway in its current alignment with bicycle facilities being added to SE 9th Street.
- After considering technical aspects of each option and public feedback, the City Council dropped the long couplet from further consideration and approved the TSP with the other two approaches as potentially viable options.

The US 101 and US 20 transportation solutions presented this evening were selected by the project Citizen Advisory Committee, Planning Commission, and City Council based on feedback from the public and consultants following the initial round of community outreach (fall 2024).

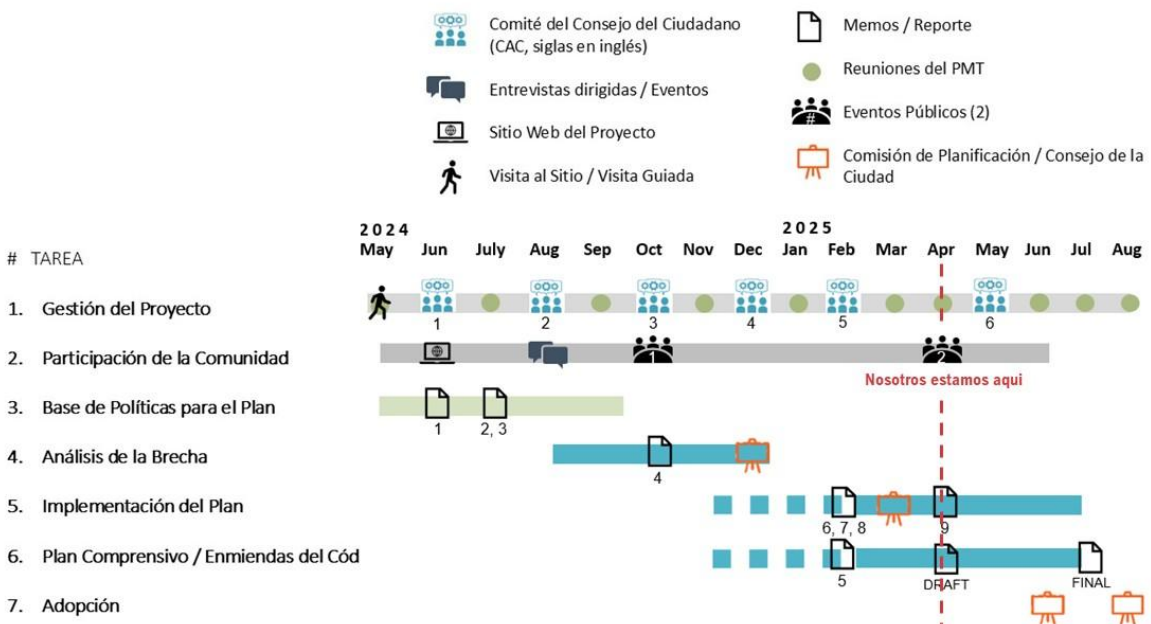
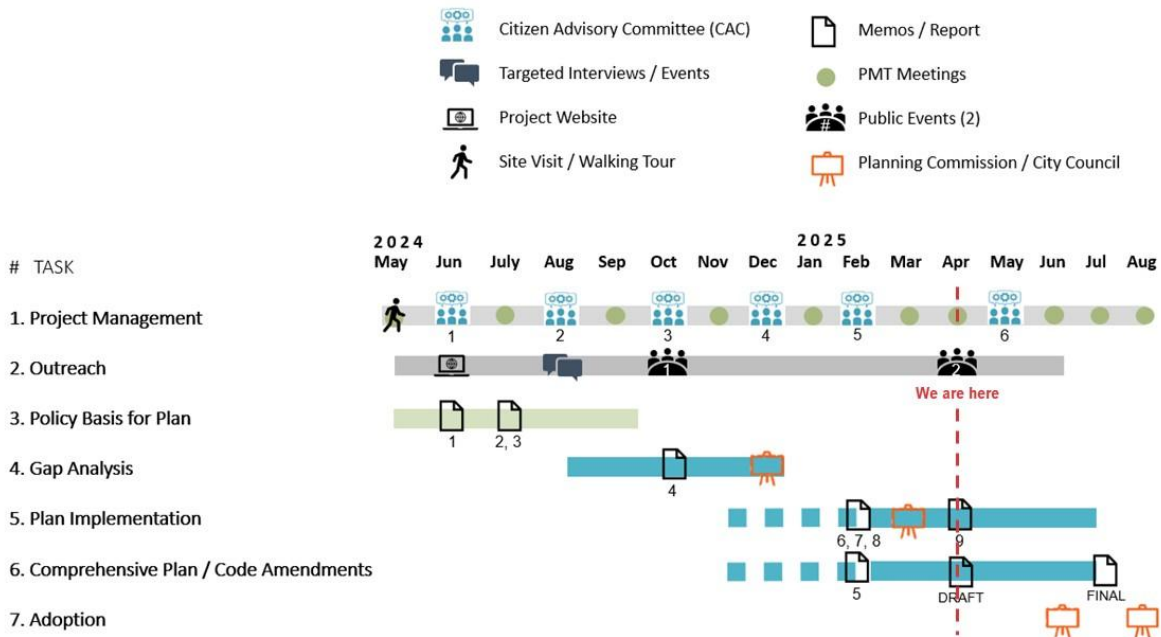
El Distrito de Renovación Urbana se creó en 2015 para generar fondos para revitalizar el área del centro de la ciudad, incluida la creación de condiciones que respalden viviendas adicionales.

- El enfoque de este esfuerzo de planificación estará dentro de 2 a 3 cuadras de la US 20 y la US 101 (desde la entrada este a la ciudad, al oeste hasta la intersección de la US 20 y la US 101 y luego al sur hasta el puente de la bahía de Yaquina).
- **Plan del sistema de transporte de Newport, Julio de 2022:** Se evaluaron tres opciones para mejorar la US 101 en el centro de Newport, dos implicaron la formación de pareados unidireccionales con la US 101 existente y la SW 9th Street (opciones largas y cortas), y un enfoque mantuvo la carretera en su alineación actual con instalaciones para bicicletas que se están agregando. hasta la calle SE 9.
- Después de considerar los aspectos técnicos de cada opción y los comentarios del público, el Concejo Municipal dejó de considerar el pareado largo y aprobó el TSP con los otros dos enfoques como opciones potencialmente viables.

Las soluciones de transporte de la US 101 y la US 20 presentadas esta tarde fueron seleccionadas por el Comité Asesor Ciudadano, la Comisión de Planificación y el Concejo Municipal del proyecto en función de los comentarios del público y los consultores después de la ronda inicial de extensión comunitaria (otoño de 2024).

Los antecedentes

Project Timeline



Cronograma del proyecto

Vision and Goals

The City of Newport is working to create a vibrant, welcoming City Center — home to successful businesses, housing options, and community gathering space, that is attractive to community members and visitors.

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

La ciudad de Newport está trabajando para crear un Centro Urbano vibrante y acogedor, hogar de negocios exitosos, opciones de vivienda y espacio comunitario que sea atractivo para miembros de la comunidad y visitantes.

METAS DEL PROYECTO

1. Una mezcla activa de usos en un entorno transitable.
2. Circulación segura y eficaz y gestión de estacionamiento.
3. Una apariencia limpia y acogedora.
4. Desarrollo y adquisición de propiedades planeado.
5. Inversión específica en infraestructuras.

CUMPLIDO CON:

- MEDIANTE ACERAS MÁS AMPLIAS Y PROTEGIDAS
- REDUCCIÓN DE LOS CONFLICTOS ENTRE VEHÍCULOS/PEATONES
- ENTRADAS, PAISAJE URBANO Y ACTUALIZACIONES DE CÓDIGOS
- INCENTIVOS Y COLABORACIÓN
- ACCIONES Y ESTRATEGIAS DE IMPLEMENTACIÓN

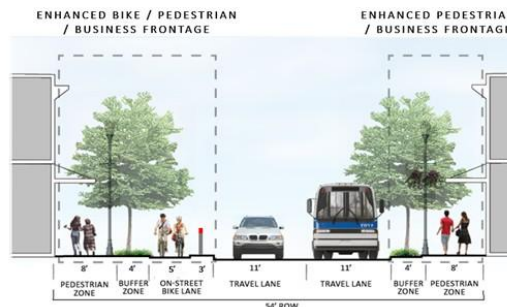
Visión y objetivos

Hwy 101/SW 9th Concept

The paired-street (or couplet design) is where the travelers that are traveling north or south on US 101 today would instead go north on 9th Street and south on US 101.



SW 9th STREET



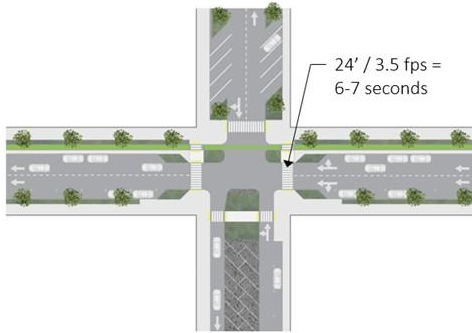
El diseño de calle pareada o acoplada es donde viajeros que hoy viajan hacia el norte o el sur a través de la US 101 en su lugar irían hacia el norte sobre 9th Street y hacia el sur en la US 101.

Concepto 101/SW 9th

Safety / Walking

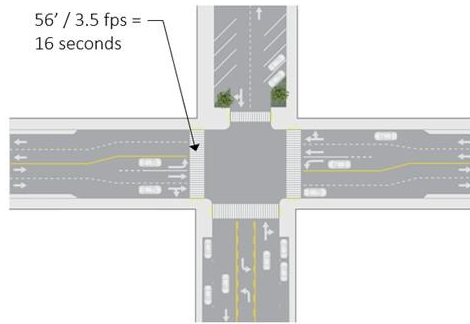
City Center Walkability / Paseabilidad en el Centro Urbano

Couplet / Acoplado



24' / 3.5 fps = 6-7 seconds 24 pies / 3.5 pies por segundo = 6-7 segundos
 Significant safety improvements Mejoras significativas de seguridad
 Short pedestrian crossings Cruces peatonales cortos
 Maximizes buffer/enhancement Maximiza la amortiguación/mejora

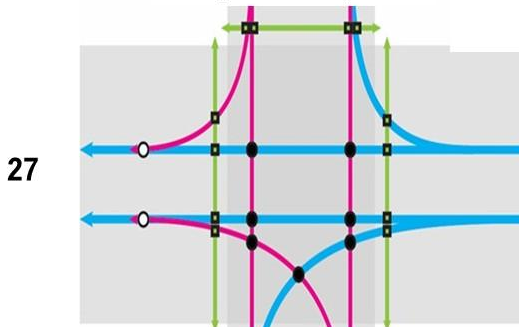
Two-way / Doble sentido



56' / 3.5 fps = 16 seconds 56 pies / 3.5 pies por segundo = 16 segundos
 Minimal safety improvements Mejoras mínimas de seguridad
 Long pedestrian crossings Cruces peatonales largos
 Minimal buffer/enhancement Mínima amortiguación/mejora

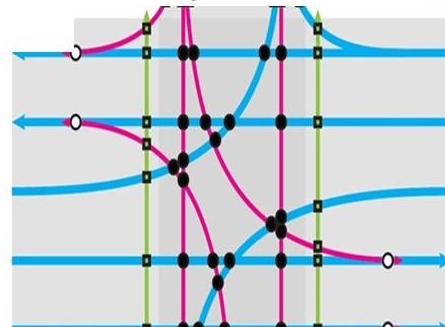
Traffic Conflict / Conflicto entre Vehículos

Couplet / Acoplado



4 Vehicle Conflicts (Merge) 4 Conflictos entre Vehículos (Incorporarse)
 7 Vehicle Conflicts (Crossing) 7 Conflictos entre Vehículos (Cruzar)
 16 Pedestrian Conflicts 16 Conflictos con Peatones

Two-way / Doble sentido



4 Vehicle Conflicts (Merge) 4 Conflictos entre Vehículos (Incorporarse)
 24 Vehicle Conflicts (Crossing) 24 Conflictos entre Vehículos (Cruzar)
 30 Pedestrian Conflicts 30 Conflictos con Peatones

- Vehicle Conflict (Merge) / Conflicto entre Vehículos (Incorporarse)
- Vehicle Conflict (Crossing) / Conflicto entre Vehículos (Cruzar)
- Pedestrian Conflict / Conflicto con Peatones

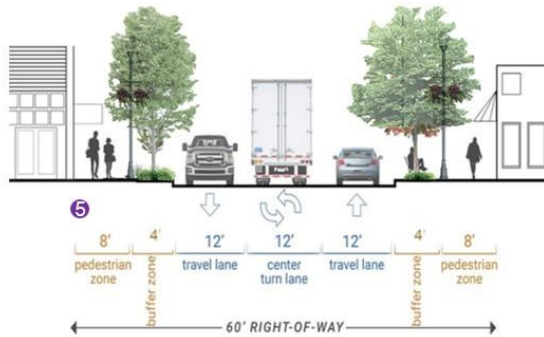
Seguridad / Caminar

Hwy 20 Illustration



HIGHWAY 20 – CROSS SECTION

MUESTRA REPRESENTATIVA



RAPID FLASHING BEACON EXAMPLE

EJEMPLO DE LÁMPARA DE PARRADEO RÁPIDO

We'd like to make the future of this part of City Center more welcoming for everyone by:

- Creating safer sidewalks and crossings for school kids (and everyone else) who need to travel across US 20.
- Adding trees and landscaping, plus a gateway sign to announce that travelers are entering our city.
- Changing the development code to allow and encourage "maker's spaces" in the industrial areas along US 20.

Nos gustaría hacer el futuro de esta parte del Centro Urbano más acogedor para todos con:

- Crear aceras más seguras y cruces para estudiantes (y todos los demás) que tienen que cruzar la US 20.
- Añadir árboles y paisajismo, además de un letrero de entrada para anunciar a viajeros que están entrando a nuestra ciudad.
- Cambiar el código de desarrollo para permitir e incentivar "distritos de creadores" en áreas industriales a lo largo de la US 20.

Ilustración de la autopista 20

City Hall Area



LEGEND

- 1 Close Segment of Sw 2nd Street
 - 2 Bus Pull Out / Transit Shelter
 - 3 Pick-up / Drop-off
 - 4 Parking Lot
 - 5 Farmers Market Lot W/Canopies
 - 6 Landscape Feature
 - 7 City Hall
 - 8 Recreation Center
 - 9 Potential Closure / Plaza
 - 10 Festival Street
 - 11 Potential Infill / Redevelopment
-
- 1 Cierre de Segmento de SW 2nd Street
 - 2 Retiro de Autobuses/Parada Cubierta
 - 3 Recoger/ Dejar
 - 4 Estacionamiento
 - 5 Lote Del Mercado de Agricultores Con Cubiertas
 - 6 Elemento de Paisaje
 - 7 Ayuntamiento
 - 8 Centro de Recreación
 - 9 Cierre Potencial/Plaza
 - 10 Calle de Festival
 - 11 Relleno Potencial/Reurbanización



STREET FURNISHING EXAMPLES
EJEMPLOS DE MOBILIARIO URBANO



FARMERS MARKET / PARKING LOT CANOPY EXAMPLES
EJEMPLOS DE MERCADO DE AGRICULTORES /
ESTACIONAMIENTO CUBIERTO

Área del Ayuntamiento

Festival Streets / Parking



LEGEND

- ① Festival Street
- ② Plaza Enhancements
- ③ Angled Parking
- ④ Special Paving
- ⑤ Streetscape Enhancement

CLAVE DEL MAPA

- ① Calles De Festival
- ② Mejoras a la plaza
- ③ Estacionamiento en ángulo
- ④ Pavimento Especial
- ⑤ Mejora de Paisaje Urbano

OPTION 1

OPTION 2

OPCION 1

OPCION 2

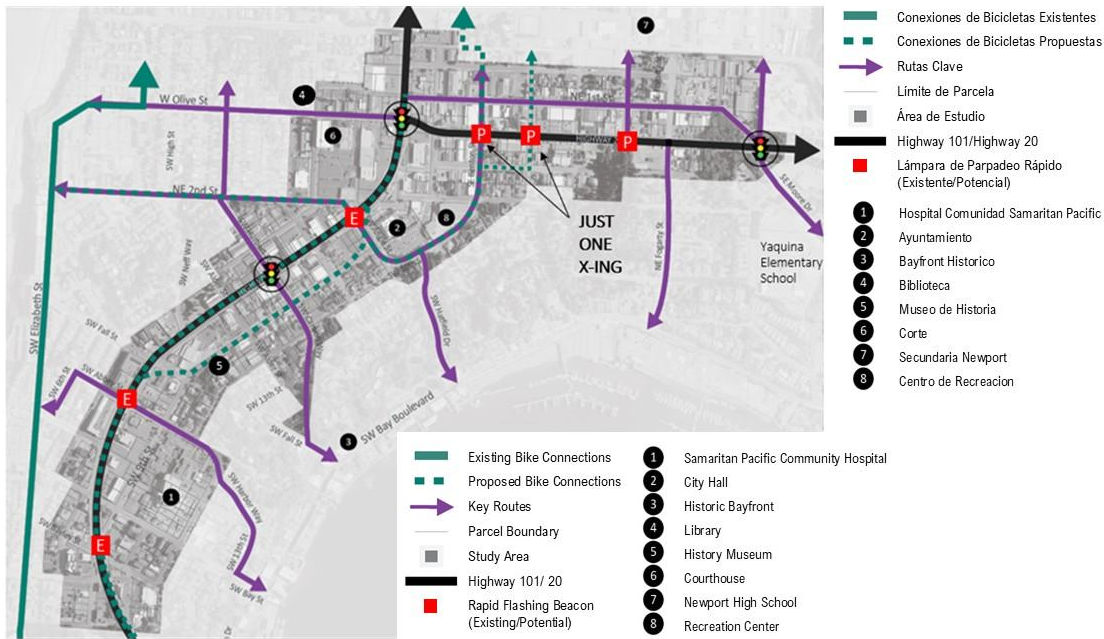
- | | | |
|--|-------|---------------------------|
| Límite de Parcela | — | Parcel Boundary |
| Área de Estudio | ■ | Study Area |
| Opcion Pareada | ■ ■ ■ | Couplet Option |
| Ayuntamiento | Ⓢ | City Hall |
| Highway 101 | — | Highway 101 |
| Estacionamiento en la Calle Permanece | — | On-Street Parking Remains |
| Estacionamiento en la Calle se Elimina | — | On-Street Parking Removed |
| Estacionamiento | ■ | Parking Lot |
| Rutas Clave | → | Key Routes |



PARKING / APARCAMIENTO

Calles del festival / Aparcamiento

Bicycle Routes / Wayfinding



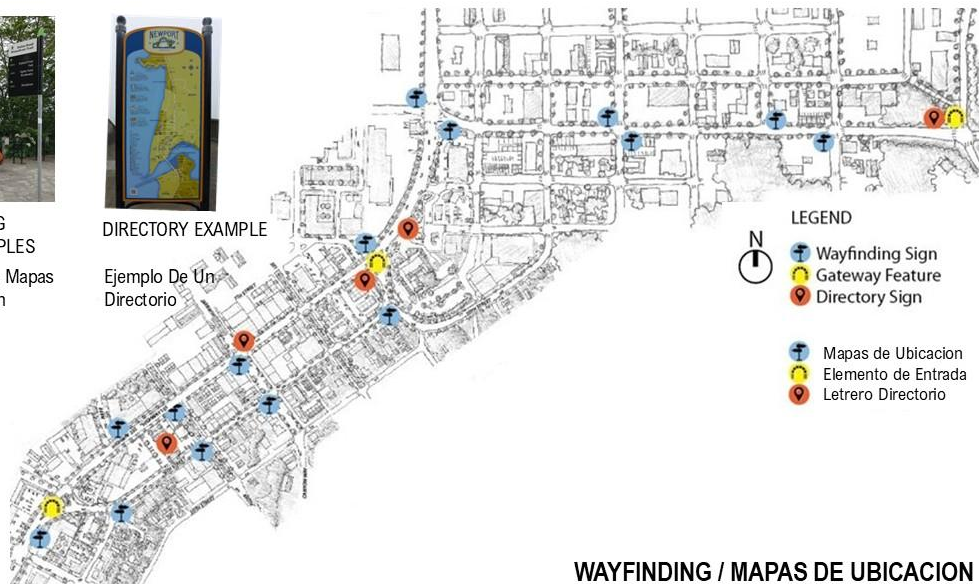
BIKE ROUTES / RUTAS DE BICICLETAS



WAYFINDING SIGN EXAMPLES
Ejemplos De Mapas De Ubicacion



DIRECTORY EXAMPLE
Ejemplo De Un Directorio

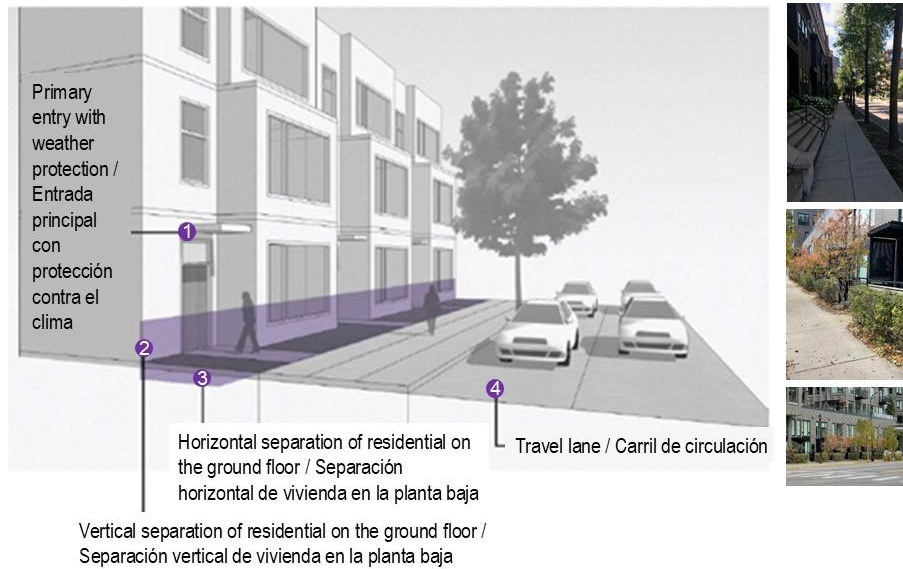


WAYFINDING / MAPAS DE UBICACION

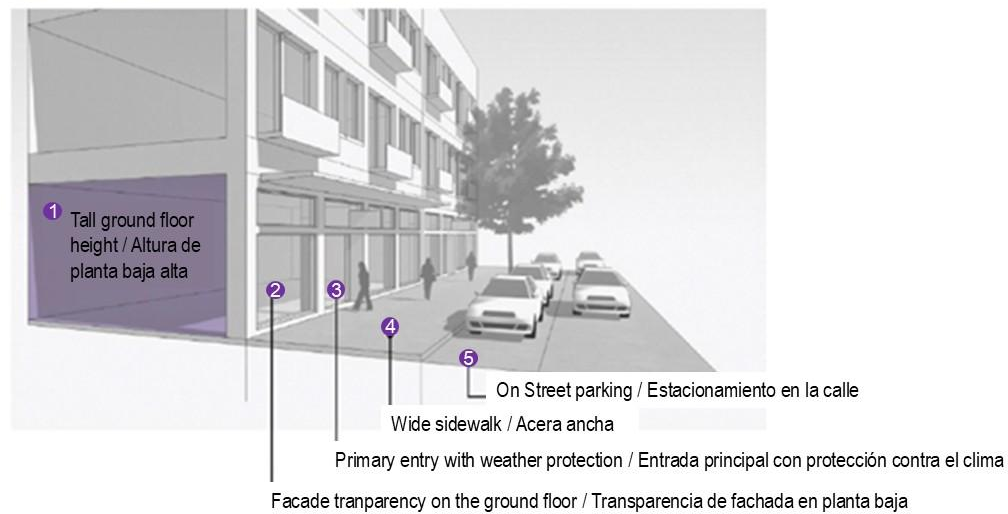
Rutas en Bicicleta / Orientación

Redevelopment

RESIDENTIAL FRONTAGES / FACHADAS RESIDENCIALES



COMMERCIAL FRONTAGES / FACHADAS COMERCIALES

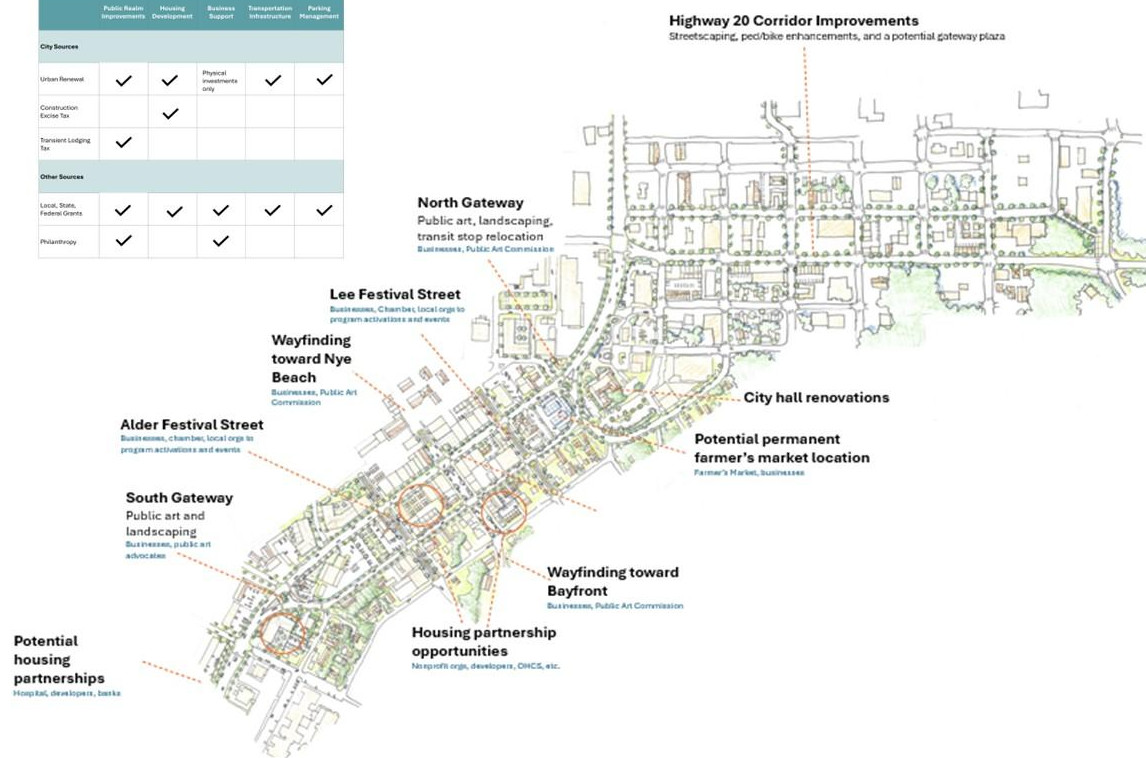


Reurbanización

Funding

There will be parallel opportunities that the city is looking at for the short-term and long-term to make this plan become a reality. The funds will come from a variety of sources, including local urban renewal dollars, state resources, federal grants, and partnerships.

	Public Realm Improvements	Housing Development	Business Support	Transportation Infrastructure	Parking Management
City Sources					
Urban Renewal	✓	✓	Physical Investments only	✓	✓
Construction Excise Tax		✓			
Transient Lodging Tax	✓				
Other Sources					
Local, State, Federal Grants	✓	✓	✓	✓	✓
Philanthropy	✓		✓		



Habr  oportunidades paralelas que la ciudad est  estudiando a corto y largo plazo para hacer realidad este plan. Los fondos vendr n de diversas fuentes, como fondos locales de renovaci n urbana, financiaci n estatal, tambi n buscaremos subvenciones, fondos federales, y asociaciones.

Fondos

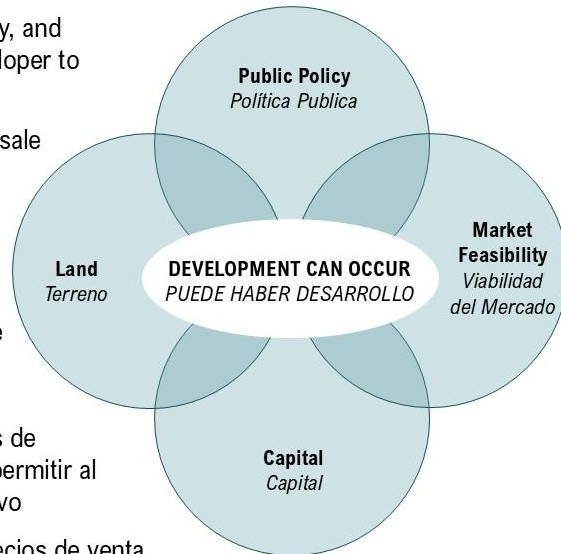
Next Steps

Public Policy — including zoning, density, and design requirements — must allow developer to build a profitable project

Market Feasibility - sufficient rents and sale prices to support a profitable project

Capital - developer must be able to access resources for investment (e.g. Equity investment, bank loans)

Land – A developer must control the site with reasonable acquisition costs



Política Publica - incluidos los requisitos de zonificación, densidad y diseño -- debe permitir al promotor construir un proyecto productivo

Viabilidad del Mercado - alquileres y precios de venta suficientes para sostener un proyecto productivo

Capital - el promotor debe poder acceder a recursos para invertir (por ejemplo, inversión en capital o préstamos bancarios)

Terreno - El promotor debe controlar el sitio con unos costes de adquisición razonables

Short-Term (years 1-3):
Launch branding initiatives, tenant improvement programs, and visible streetscape enhancements

Mid-Term (years 3-7): Begin housing projects on agency-owned sites, secure partnerships for affordable housing, and finalize open space/public realm improvements

Long-Term (years 7+):
Complete major infrastructure upgrades, establish permanent Farmer’s Market facilities, and evaluate progress to refine priorities

A corto plazo (años 1 a 3):
lanzar iniciativas de marca, programas de mejora de inquilinos y mejoras visibles del paisaje urbano.

Medio plazo (años 3 a 7):
comenzar proyectos de vivienda en sitios propiedad de agencias, asegurar asociaciones para viviendas asequibles y finalizar mejoras en espacios abiertos/áreas públicas.

A largo plazo (años 7+):
completar importantes mejoras de infraestructura, establecer instalaciones permanentes de Mercado de Agricultores y evaluar el progreso para perfeccionar las prioridades.

Siguientes pasos

Appendix C – English Printed Survey Responses

The printed survey was available in English and Spanish. A summary of all printed surveys is below:

- **Total survey responses: 73**
- Spanish: 39
- English: 34

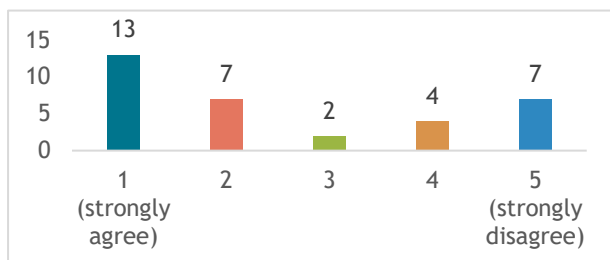
A summary of the written feedback is below. It is important to note that the Spanish survey results differed significantly from the English survey results across many of the questions.

The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.

Project Goals

Participants were asked to rank their level of agreement as to whether the proposed plan meets this project goal from 1 (strongly agree) to 5 (strongly disagree).

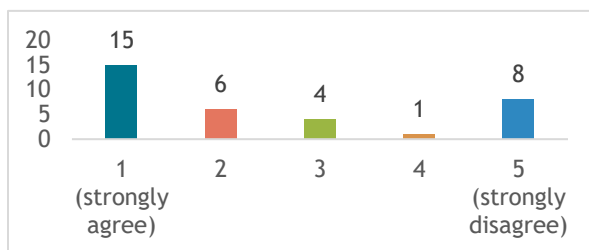
Goal #1 - Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks.



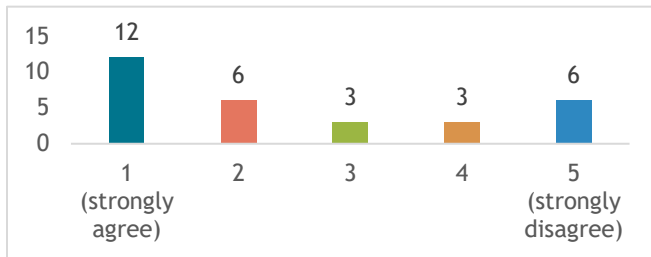
Of the 33 responses to this question, **13 (39%) strongly agreed that the proposed plan met this goal**, while an additional 7 (21%) somewhat agreed, while eleven (33%) either strongly or somewhat disagreed that this goal was met.

Goal #2 - Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts.

Of the 34 responses to this question, **15 respondents (44%) strongly agreed that the proposed plan met this goal**, while an additional 6 (18%) somewhat agreed, and nine (26%) either strongly or somewhat disagreed.



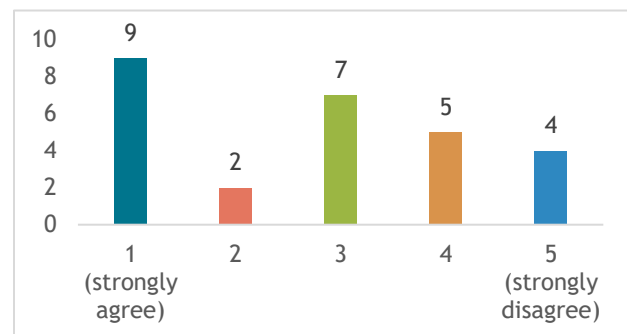
Goal #3 - A clean, welcoming appearance through gateways, streetscaping and code updates.



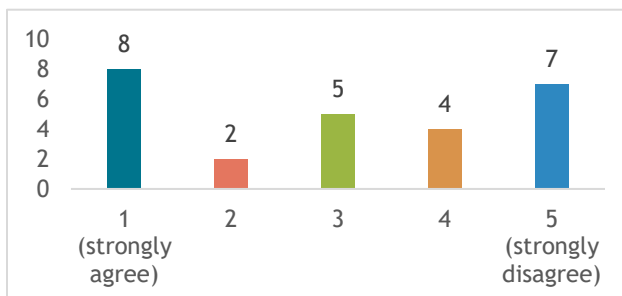
Of the 30 responses to this question, **12 respondents (40%) strongly agreed that the proposed plan met this goal**, while an additional 6 (20%) somewhat agreed, and nine (30%) either strongly or somewhat disagreed.

Goal #4 - Planned property development and acquisition through incentives and partnerships.

Of the 27 responses to this question, **9 respondents (33%) strongly agreed that the proposed plan met this goal**, while an two (7%) somewhat agreed, and nine (33%) respondents either strongly or somewhat disagreed. This question had the highest level (26%) of “unsure” responses than the other goals.



Goal #5 - Targeted investment in infrastructure through implementation actions and strategies.



Of the 5 goals respondents were asked to weigh in on, this goal showed the most disagreement. Of the 26 responses to this question, **10 (38%) strongly agreed or somewhat agreed, while 11 (42%) either strongly or somewhat disagreed that this goal was met by the proposed plan.**

District Aesthetics: US 101 and US 20

About half of respondents were unsure or didn't feel strongly about the aesthetics of the two highways (47%). Of those respondents that provided additional comments, traffic safety was a higher priority than aesthetics. While a desire to have different aesthetics for each highway had the next highest support (38%), additional comments mentioned existing differences between the two roads and their uses, including a distinct inter-state coastal nature of US 101. While US

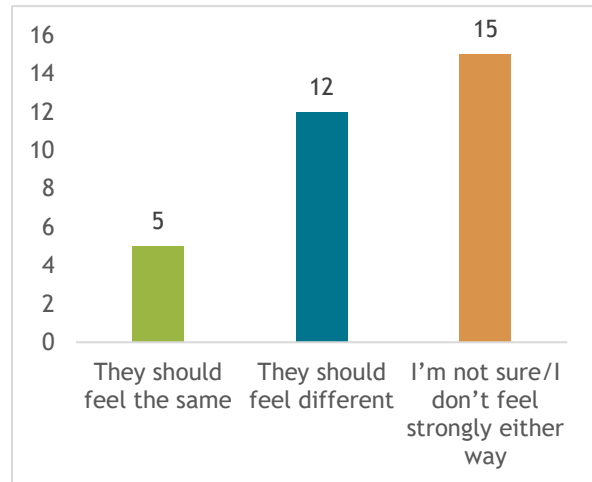
20 had less of a known identity. Overall, respondents who felt that US 101 and US 20 should feel the same mentioned continuity and maintaining familiar conditions.

Of the streetscape improvements, “Storefront Improvements” was the highest ranked improvement with 67% saying it was the most or somewhat important. Trash receptacles (61%) and public art (57%) were ranked next.

Should US 101 and US 20 feel the same or distinct?

Respondents were asked how US 101 and US 20 should feel in relation to one another. Of the 32 responses to this question, **most (47%) were uncertain or didn’t feel strongly either way.**

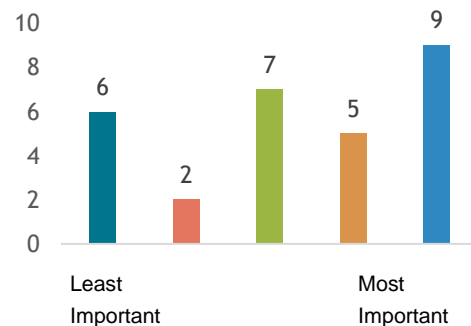
The majority of the remaining responses felt that US 101 and US 20 should feel different (38%).



How important are the following as part of City Center streetscape improvements?

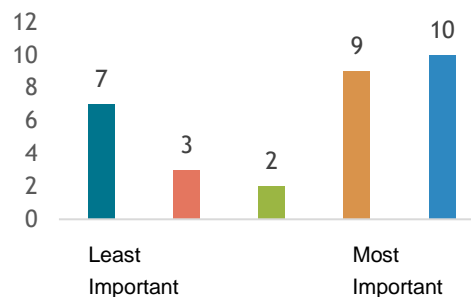
Benches/Seating

Participants were asked to rank possible streetscape improvements from least important to most important. Of the 29 responses to this question, **14 (48%) ranked the improvement as most or somewhat important.** 28% of respondents ranked improvements to benches/seating either not important or somewhat unimportant. Finally, 24% of respondents felt neutral about the importance of benches/seating.



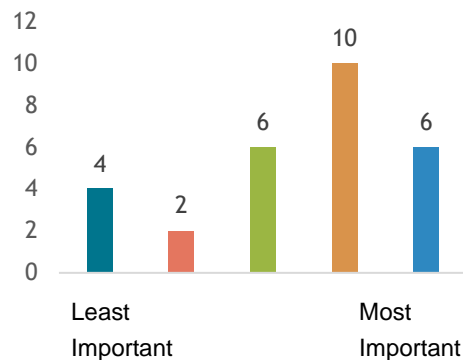
Trash Receptacles

Of the 31 responses to this question, **19 (61%) ranked the improvement as most or somewhat important.** 32% of respondents ranked improvements to public art either not important or somewhat unimportant. Finally, 6% of respondents felt neutral about the importance of trash receptacles.



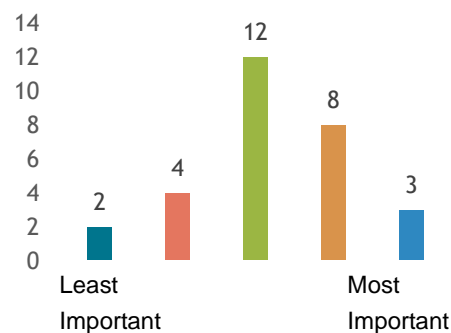
Public Art

Of the 28 responses to this question, **16 (57%) ranked the improvement as most or somewhat important.** 21% of respondents ranked improvements to public art either not important or somewhat unimportant. Finally, 21% of respondents felt neutral about the importance of public art.



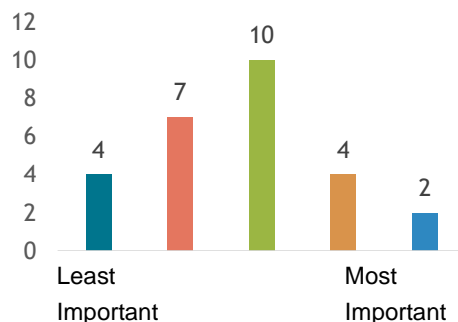
Decorative Streetlights

This was the streetscape improvement that respondents felt the most ambivalent about. Of the 29 responses to this question, **12 (41%) ranked the improvement as neither most important nor least important.** 38% of respondents ranked the improvement as most or somewhat important. Finally, 21% of respondents ranked improvements to decorative streetlights either not important or somewhat unimportant.



Banners

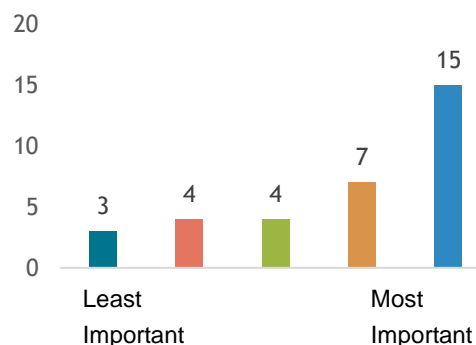
Of the 27 responses to this question, 6 (22%) ranked the improvement as most or somewhat important. **41% of respondents ranked improvements to public art either not important or somewhat unimportant.** Finally, 37% of respondents felt neutral about the importance of banners.



Storefront Improvements

Of the 33 responses to this question, **22 (67%) ranked the improvement as most or somewhat important.** 21% of respondents ranked improvements to public art either not important or somewhat unimportant. Finally, 12% of respondents felt neutral about the importance of public art.

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. They were asked to also include the level of importance of their



suggestions. Many respondents mentioned the need for green space, utilizing eco-friendly practices, and proposed adding plants and trees as features of the walkway.

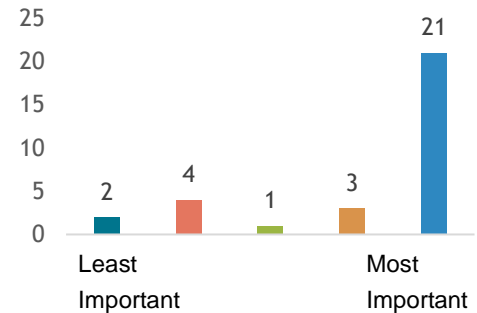
Small Business Support

Respondents felt that it was most important to support small businesses during street construction, then by providing support through storefront improvements (painting, windows, signage). Asbestos/hazardous materials clean up and anti-displacement measures to help existing businesses stay in the area as it redevelops were considered important but to a lesser extent.

How important is it to support businesses on these topics?

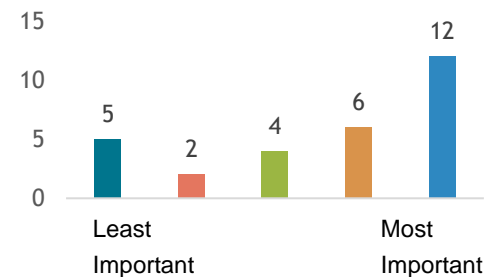
During street construction

The majority of respondents (77%) felt that supporting small businesses during street construction was the most important (21) or somewhat important (3). Nineteen percent of respondents felt that this was the least important (2) or somewhat unimportant (4).



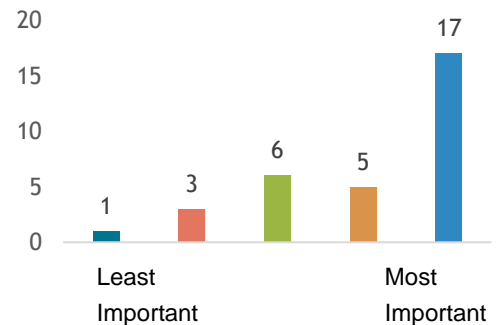
Asbestos/hazardous materials clean up

A total of 18 respondents (62%) felt that supporting small businesses through hazardous material clean up was either most important (12) or somewhat important (6). Seven respondents (24%) felt that this was least important (5) or somewhat unimportant (2).



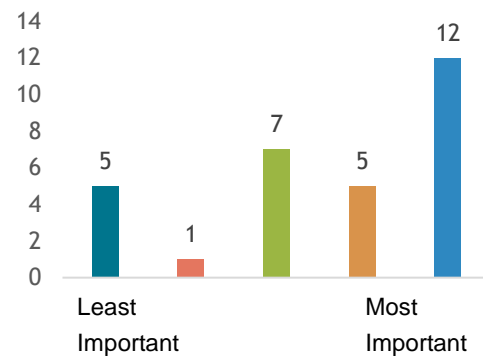
Storefront improvements (painting, windows, signage)

Twenty-two respondents (69%) felt that storefront improvements were most important (17) or somewhat important (5) to support small businesses. Four respondents (12%) felt that storefront improvements were either least important (1) or somewhat unimportant (3).



Anti-displacement measures to help existing businesses stay in the area as it redevelops

Responses to this question varied more than previous questions about supporting small businesses. While 17 respondents (57%) felt that these measures were most important (12) or somewhat important (5), 6 respondents (20%) felt it was either least important (5) or somewhat unimportant (1). An additional 7 respondents (23%) were neutral.



Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions. Responses included keeping the highways clean and pollution-free as well as ensuring accessibility for all users within the corridor.

When we think about different ways to build housing and businesses, what is most important to you?

A few building features had strong preference from respondents, while the others were more mixed:

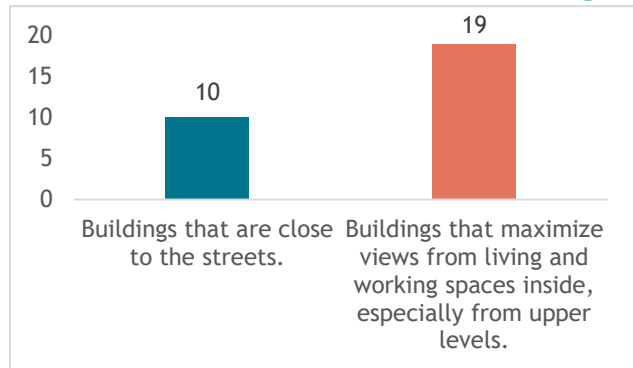
- alleys as delivery access rather than on the main streets (100%)
- storefront/pedestrian-scaled signage (97%)
- allowing a range of home types (90%)
- breaking down big blocks with pedestrian connections (88%)
- mixed home ownership and rental housing in the same block (79%)

Other clear building feature preferences included:

- Allowing ground level housing (77%)
- Require weather protection (like awnings or porches) (70%)
- Buildings that maximize views from living and working spaces (66%)

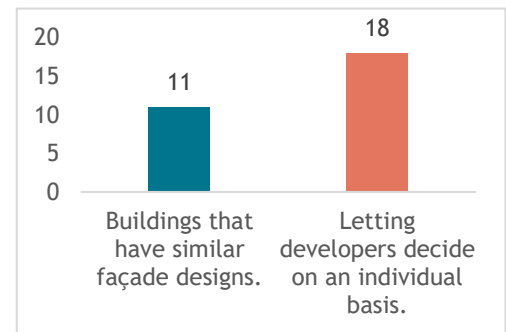
Buildings that are close to the streets OR that maximize views from living and working spaces inside, especially from upper levels.

A total of 66% of respondents prefer buildings that maximize views from living and working spaces inside over buildings that are close to the streets.



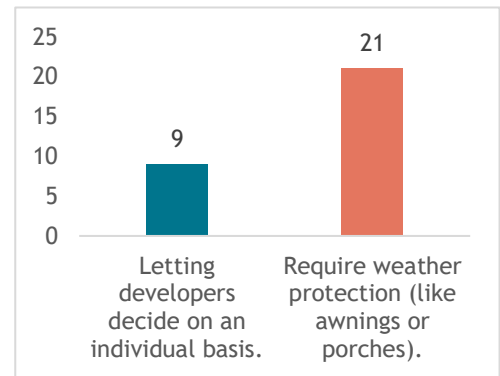
Buildings that have similar façade designs OR letting developers decide on an individual basis.

While opinions were split, 62% of respondents preferred letting developers decide façade design rather than requiring similar façade design by all developers.

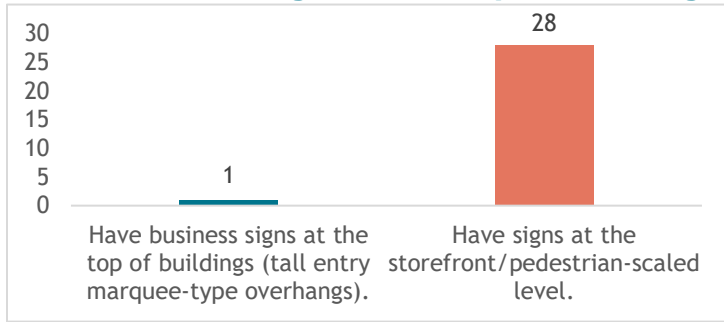


Require weather protection (like awnings or porches) OR letting developers decide on an individual basis.

Seventy percent of survey respondents prefer requiring weather protection to letting developers decide on an individual basis.

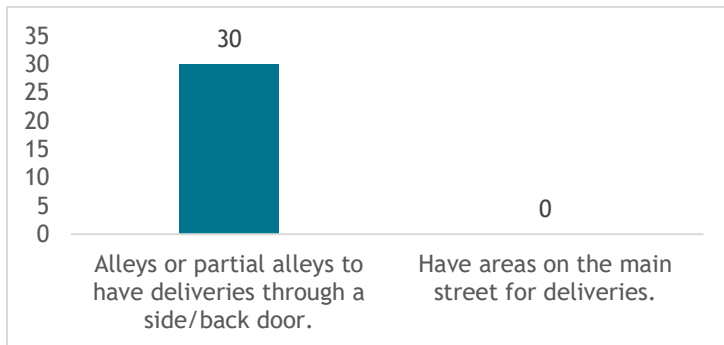


Have business signs at the top of buildings (tall entry marquee-type overhangs) OR have signs at the storefront/pedestrian-scaled level.



Almost all respondents (97%) showed a preference for storefront/pedestrian-scaled signage.

Almost all respondents (97%) showed a preference for storefront/pedestrian-scaled signage.



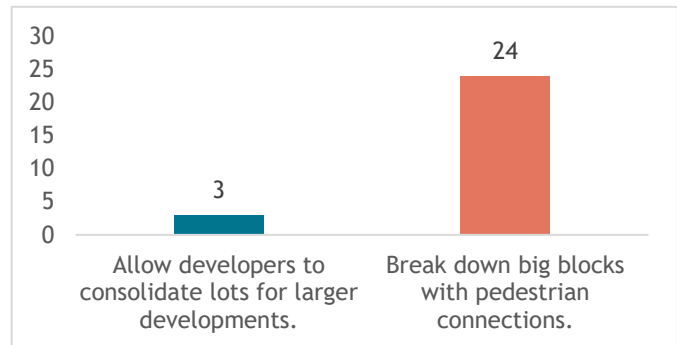
Alleys or partial alleys to have deliveries through a side/back door OR have areas on the main street for deliveries.

All respondents (100%) prefer alleys as delivery access rather than

providing delivery access on the main streets.

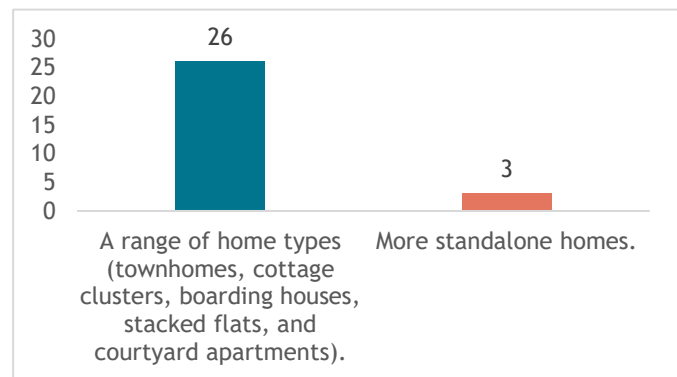
Break down big blocks with pedestrian connections OR allow developers to consolidate lots for larger developments.

A majority of respondents (88%) prefer breaking down big blocks with pedestrian connections rather than allowing developers to consolidate lots for larger developments.



More standalone homes OR a range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).

The majority of respondents (90%) prefer allowing a range of home types rather than promoting only standalone home development.



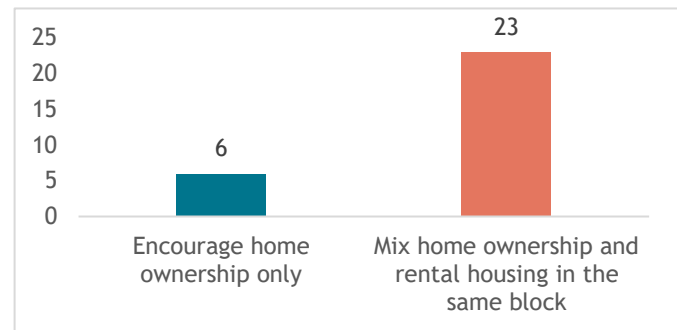
Allowing ground level housing OR residential on top of businesses/offices.

Seventy-seven percent of respondents prefer locating residential units over business/offices rather than allowing ground-level housing.



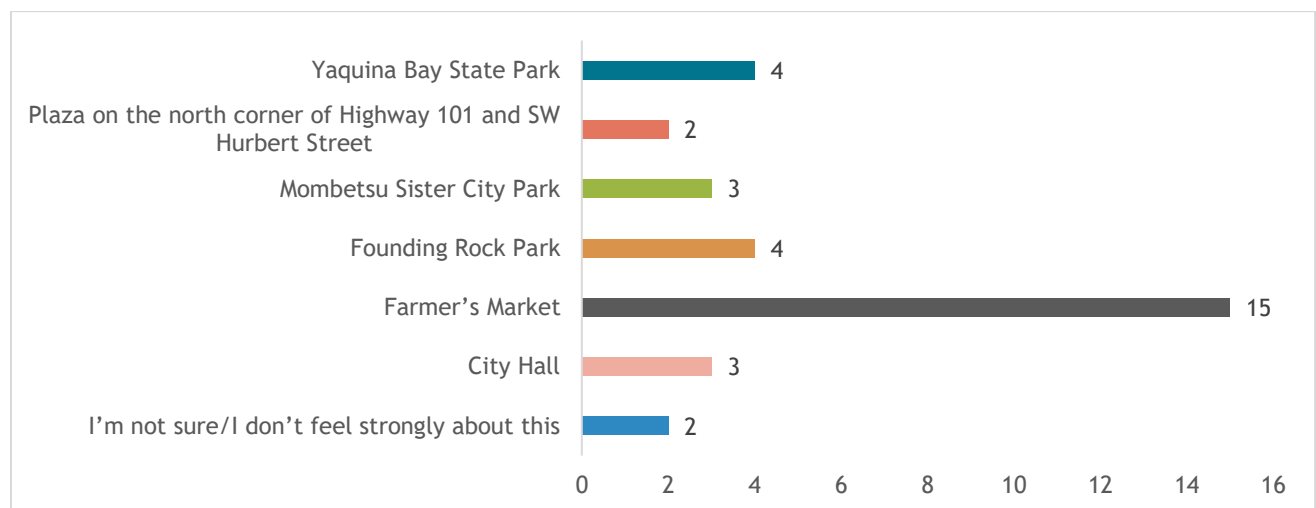
Mix home ownership and rental housing in the same block OR encourage home ownership only

A majority (79%) would like to see mixed home ownership and rental housing in the same block, rather than encouraging only home ownership.



Parks and Open Spaces

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)

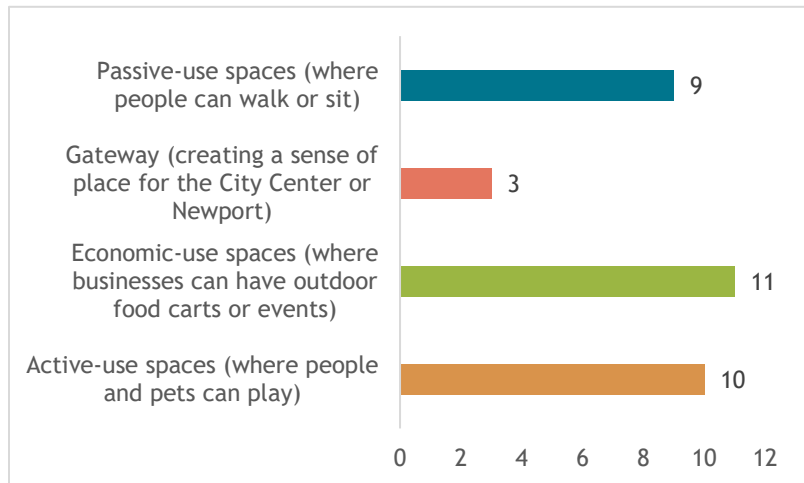


Of the six park and gathering spaces referenced in this survey, the Farmers Market was most frequently identified as needing improvements (45%) by a large margin. This reflects concerns previously heard about the future accommodation for the Farmers Market, which is currently located in a parking lot within the proposed reconstruction area.

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces. Responses focused on comfort and walkability of the area as well as concern for the level of pollution that US 101 is currently exposed to.

Which type of new public spaces/features are most important in the City Center? (choose one)

Opinions about new public spaces were not conclusive. While economic-use spaces had the highest response rate at 33%, both active-use spaces (30%) and passive-use spaces (27%) received a similar number of responses.



Open-ended Comments

Should US 101 and US 20 feel the same or distinct?

Respondents had the opportunity to elaborate on their answer to this question. Below are their responses:

They should feel the same

- Are you changing current maps and Google?
- Continuity town identity
- One way highways make a city feel unfriendly I have to go around

They should feel different

- 101 is a main access highway from Canada to Mexico
- 101 is unique + can (should) be more people friendly
- 101 should centralize commerce and provide safe bike travel - 20 doesn't share those priorities
- 20 is a long road; w/ end at Beach 101 is parallel
- City center/101 can be a community space with a real "downtown"
- Different businesses that appeal to residents and tourists
- Such different type of use and flow [illegible] major corridor vs minor
- US 20 is too short to develop businesses

I'm not sure/I don't feel strongly either way

- As long as they are safe and allow traffic flow they do not have to be the same
- Because I think the streets are similar.
- Both are boring and unappealing
- Traffic is very still fast at rush hours and not pedestrian friendly now

How important are the following as part of City Center streetscape improvements

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- Better directions to public parking that already exists!
- Comfort/Aesthetics - 1
- Curb cleaning; paint, with storefront cleaned - 2
- Fill the potholes - 1

- Green spaces, THIRD SPACES, places where people want to be, "hang out" and meet with others - 5
- Greenery (pots, planters, baskets) - 1
- Keep 101 friendly with two way traffic
- Landscaping - 3
- Participant wrote in "who wants to sit on a highway" next to Benches/Seating
- Participant wrote in: "recycling" next to trash receptacles and "environmentally good" next to decorative streetlights
- Pedestrian Spaces - 1
- Planting strips and street trees - 1
- Plants in spots - 1
- Simple down lights
- Trees! - 1

How important is it to support businesses on these topics?

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- Access and signage
- Accessible - 1
- ADA accessibility
- How?
- Participant wrote in the margins "depends on the businesses - if pot shops, pawn shops NO!" in response to anti-displacement
- Pollution reduction air cleaners
- Street sweep; grade gravel streets - 2
- Two way 101, as is remove on street parking - 1

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces, below are the responses received.

- 101 is a dirty Hwy. I know I worked upstairs in a school dist. Bldg. Please - NO residential FACING 101 - Exhaust, dust etc. = unhealthy
- Art and buffer plants
- Art and buffers to support the gateway

- Better circulation, walkways to parking areas, improved transit/active transp. hub, landscaping. Plaza needs work too!
- City hall covered walk ways, benches + outdoor toilet facilities.
- Clean up benches and clear some salal, make it occupiable to the public
- Comfort, engagement of port
- Covered would be a great addition
- Expand parking; have a new trail across east side to North side of the PARK
- Improved walkability, and separation from roadways for "buffer" from traffic
- Make it stand out more and be more noticeable
- Make it year round so residents and sellers could benefit.
- Need larger area and better access/parking (not on 101)
- Public art + park seating #2 Yaq Bay Park needs repair of rock walls - badly damaged
- Remove 101 parking keep it friendly so people don't have to circle around, keep SW 9th 2 way
- Sidewalks leading from 101, down past Mombetsu Sister City Park to Nye Beach
- STAGES for performance; gathering places for pedestrians
- This really the only one! Don't take it away
- Use south lawn and open space to create a community gathering space - NOT MORE PARKING!!
- Walkability of Downtown. As it stands right now, the Farmer's Market can be dangerous to get to.

Respondents were also given the opportunity to share any other thoughts or comments they wanted to share with the PMT. Below are their responses:

- For Questions 4 and 5, participant wrote in "I don't know enough to answer"
- Participant wrote in "NO" next to "We believe we met these project goals. Do you agree?"
- Participant wrote in "smaller signs?" next to "have signs at the storefront/ped level," under Question 13. Under same question, participant wrote in "NO STACK AND PACK" next to "allow developers to consolidate lots..." and "only 47%? \$ too high" next to "encourage home ownership only".
- Participant wrote in "TBD" under Question 1 next to "safe, efficient traffic flow..." and "targeted investment..." Under Question 14, they wrote in "playground" next to "Yaquina Bay State Park." Under Question 10, participant wrote "!!!!" next to "storefront improvements..." Under Question 13, they wrote in "depends" next to "break down big

blocks...," "YES" next to "a range of home types...," and "GOD NO" next to "more standalone homes"

- Participant wrote in "This all requires \$\$\$" under Question 2. Also wrote in "!!!" next to Banners/Storefront improvements, under Question 8. As well as, "Who has the funds to build" next to question about a range of home types vs. standalone homes, under Question 13. Notes in the margins: "Tell Derrick to stay in Philomath" and "Need to make current businesses clean up - be more presentable!"
- Participant wrote in "variety" next to "letting developers decide," under Question 13. Under the same question, participant wrote "it rains here a lot! " next to "require weather protection"
- Participant wrote in "what incentives" next to "planned property development" under Question 1
- To the right of Question 14, participant wrote in "Plant more trees wherever you can." Under Question 16, participant wrote in "101 is not meant for Housing due to exhaust and noise - Honest!!" Under Question 13, participant wrote in "101 for commercial use only" and next to "require weather protection" they wrote "if it doesn't impede foot traffic." Under the same question, participant wrote " no residential Bldgs" next to "a range of home types" and "not suitable for residential" next to the "mix home ownership vs encourage home ownership only" question.
- Under Question 1, participant wrote in "unable to determine based on posters" as well as "NO COUPLET, please"
- Under Question 1: participant added in "free" to "safe, efficient traffic flow..." so that it would read "Safe, efficient traffic flow and managed free parking..." and "who wants to promenade on a highway" next to "active mix of uses in walkable environment." Under Question 13: "within limits" next to "letting developers decide" opposite "buildings that have similar facade designs." Within the same Question, wrote in: "on housing buildings" next to "require weather protection," "if you want walkability" next to "break down big blocks...," "if you want a bigger tax base" next to "allow developers to consolidate...," and "who can afford to buy?" next to "encourage home ownership." Margin notes: "These are lofty goals, too bad public input wasn't given. Rather, it's been decided whether we want it or not." "Why can't our downtown look like Camus - something attractive with charm. Newport's downtown has NONE!"
- Under Question 13, next to question about "different facades..." vs. "letting developers decide...", participant wrote in "depends"
- Under Question 13, participant drew an arrow pointing at "pedestrian connections," and wrote "maybe 50% of this area." Under Question 10, participant wrote "?" next to "anti-displacement measures"
- Under Question 13, participant wrote in "?" next to "break down big blocks..." and "Allow developers to consolidate lots..."

- Under Question 13, participant wrote in "different zones for each" next to "mix home ownership/rental housing on same block" vs. "home ownership only"
- Under Question 14, participant wrote in "Sidewalks!" next to Mombetsu Sister City Park and "Restoration" next to Yaquina Bay State Park"

Appendix D - Spanish Printed Survey Responses

The printed survey was available in English and Spanish. A summary of all printed surveys is below:

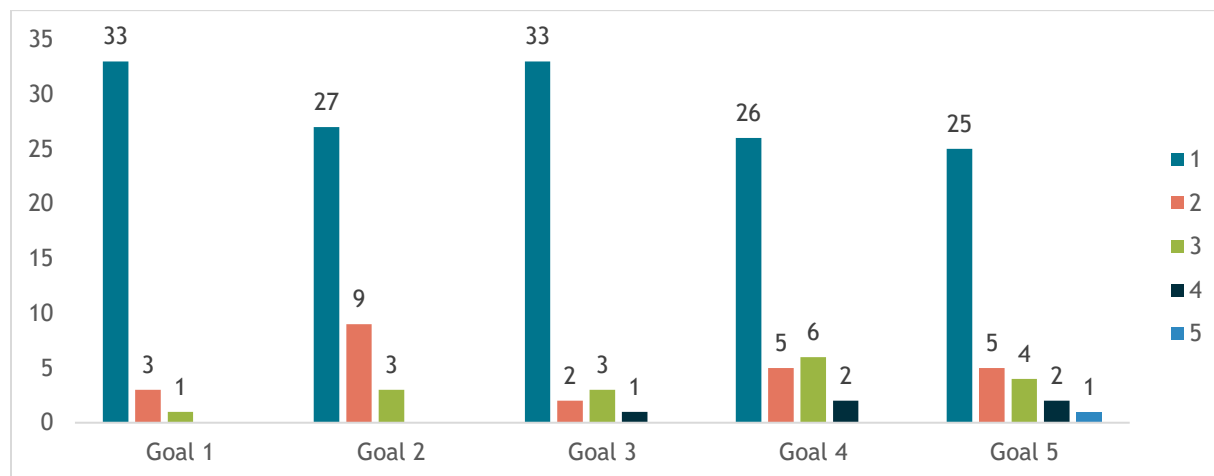
- **Total survey responses: 73**
- Spanish: 39
- English: 34

A summary of the written feedback is below. It is important to note that the Spanish survey results differed significantly from the English survey results across many of the questions.

The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.

Project Goals

[1 = strongly agree, 5 = strongly disagree]



Goal #1 - Mezcla activa de usos en un entorno transitable mediante aceras más amplias y protegidas.

[Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks.]

Of the 37 responses to this question, an overwhelming majority (89%) strongly agreed that the City’s proposed plan meets Goal #1, and another 8% somewhat agreed. This was one of several questions that no respondents disagreed with.

Goal #2 - Circulación segura y eficaz y gestión de estacionamiento a través de la reducción de los conflictos entre vehículos/peatones.

[Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts.]

The majority of respondents either strongly agreed (69%) or somewhat agreed (23%) that Goal #2 was met. This question received no “disagree” or “strongly disagree” responses.

Goal #3 - Una apariencia limpia y acogedora a través de entradas, paisaje urbano y actualizaciones de códigos.

[A clean, welcoming appearance through gateways, streetscaping and code updates.]

Of the 39 responses to this question, 33 (85%) strongly agreed that Goal #3 was met, while another 5% somewhat agreed. One respondent disagreed that this goal had been met by the proposed plan.

Goal #4 - Desarrollo y adquisición de propiedades planeado a través de incentivos y colaboración.

[Planned property development and acquisition through incentives and partnerships.]

A total of 31 respondents (79%) either agreed or strongly agreed that Goal #4 was met. This Goals question had the highest rate of “unsure” responses, which may suggest that the ways in which this goal is met are not as apparent as the others.

Goal #5 - Inversión específica en infraestructura a través de acciones y estrategias de implementación.

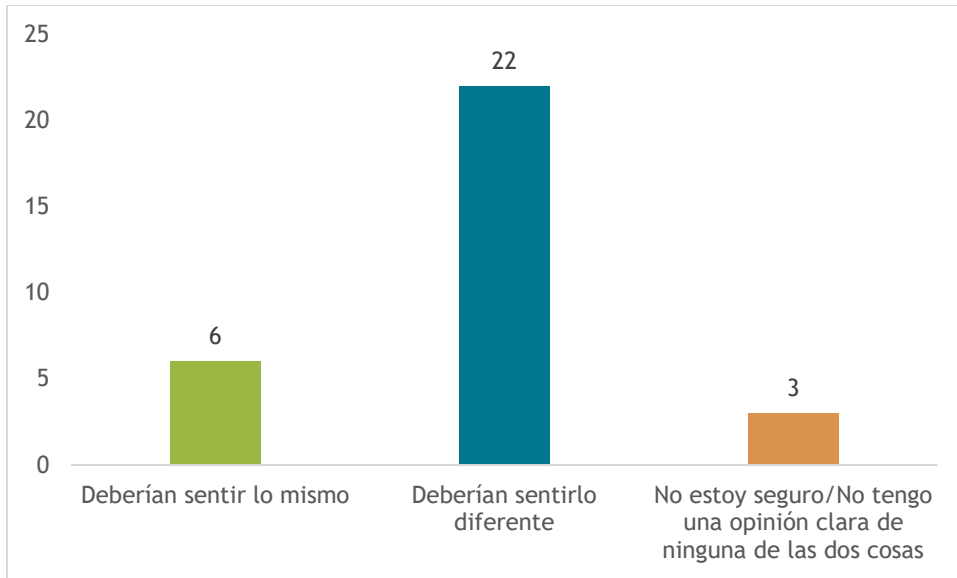
[Targeted investment in infrastructure through implementation actions and strategies.]

While this goal had a majority of responses either agree or strongly agree (81%), it had the lowest number of “strongly agree” responses (25; 68%) and was the only Goals question where a respondent selected “strongly disagree”.

District Aesthetics: US 101 and US 20

¿La US 101 y la US 20 deben ser iguales o distintas?

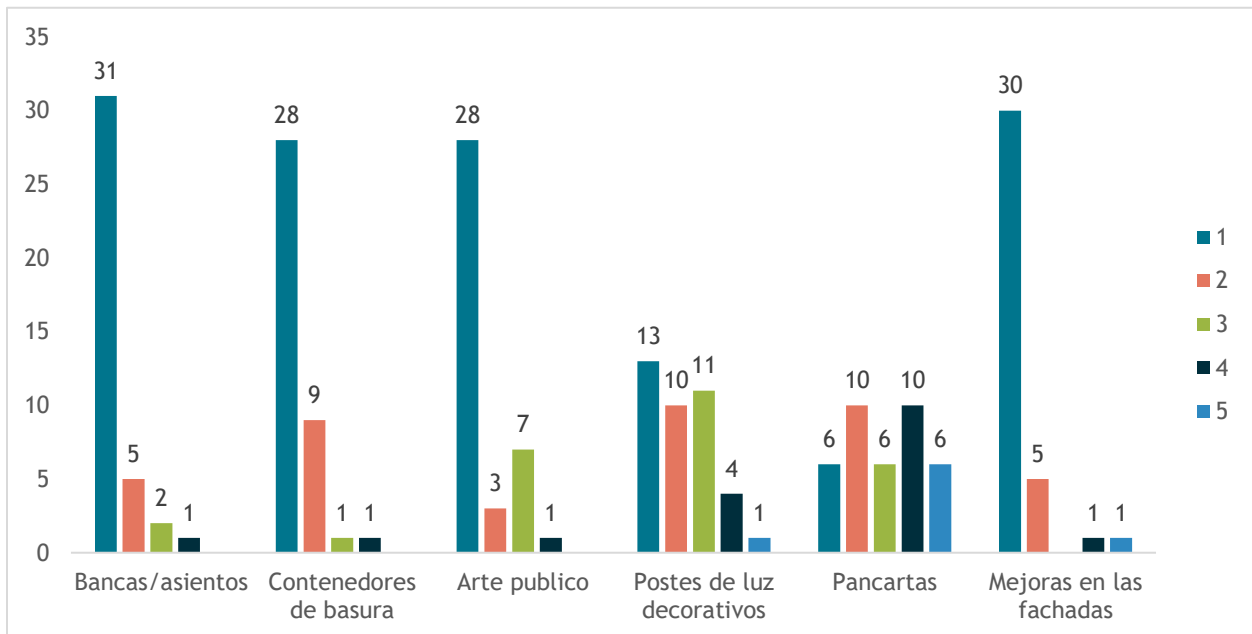
[Should US 101 and US 20 feel the same or distinct?]



Of the 31 responses to this question, 22 (71%) believe that US 101 and US 20 should feel different. Respondents had the opportunity to elaborate on their answer to this question. Respondents cited existing differences between US 101 and US, mostly related to the physical makeup of the two roads, such as US 101 having more sidewalks but US 20 being wider. A couple of responses shared a desire for improved traffic flow and overall transit.

¿Qué importancia tienen los siguientes elementos en la mejora del paisaje urbano del Centro Urbano?

[How important are the following as part of City Center streetscape improvements]



Bancas/asientos [Benches/Seating]

A majority of respondents (79%) feel that benches and seating are very important to include in City Center streetscape improvement plans; another 13% feel that they are somewhat important (92% in support).

Contenedores de basura [Trash Receptacles]

This was the highest ranked improvement with 95% in support. A majority of respondents feel that trash receptacles are either somewhat important (23%) or very important (72%).

Arte publico [Public Art]

Similar to trash receptacles, 72% of respondents feel that public art is important when planning the City Center, while 8% of respondents feel it is somewhat important.

Postes de luz decorativos [Decorative Streetlights]

While this question did receive a lower number of “very important” responses (33%), another 26% responded that decorative streetlights are somewhat important. This Streetscape question had the highest amount of “unsure” responses at 28 percent.

Pancartas [Banners]

The question on banners was the only streetscape question that did not have a conclusive response. Sixteen respondents (42%) feel that banners are important or very important, and sixteen respondents (42%) feel that banners are somewhat unimportant or not important. Sixteen percent of respondents were not sure of the importance of banners for streetscape redesigns.

Mejoras en las fachadas [Storefront Improvements]

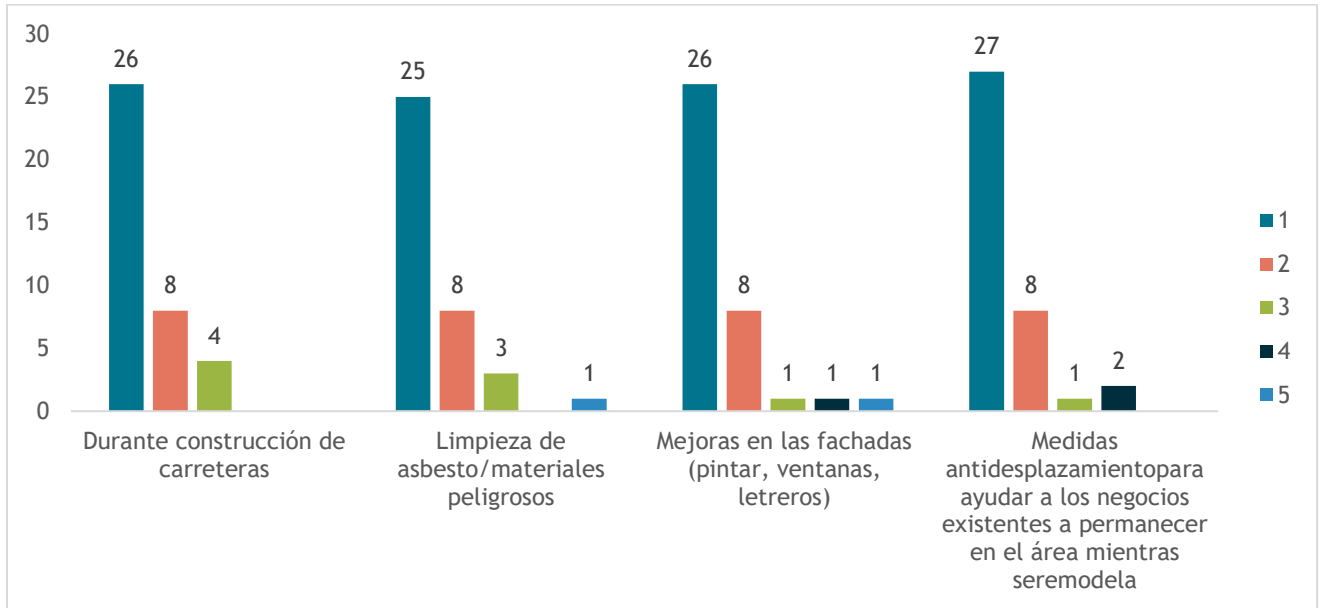
The overwhelming response (95%) to this question was that streetscape improvements are either somewhat important (14%) or very important (81%).

Respondents were provided with the opportunity to share other improvements they’d like to see, which the survey didn’t account for. One written response was received for this portion of the survey. The participant shared a desire for public transportation for long and short distance travel.

Small Business Support

Hemos oído que la ayuda para pequeños negocios es importante. ¿Qué tan importante es apoyar negocios en estos temas?

[How important is it to support businesses on these topics?]



Durante construcción de carreteras [During street construction]

A majority of respondents (89%) feel that supporting small businesses during construction is either somewhat important (21%) or very important (68%). No respondents feel that this is somewhat unimportant or not important.

Limpieza de asbesto/materiales peligrosos [Asbestos/hazardous materials clean up]

A total of 33 respondents (89%) feel that asbestos/hazardous materials support is very important (68%) or somewhat important (22%) for small businesses. One respondent (3%) feels that asbestos/hazardous materials support is not important.

Mejoras en las fachadas (pintar, ventanas, letreros) [Storefront improvements (painting, windows, signage)]

While storefront improvements had the widest variety of responses, the majority (92%) feel that providing support for storefront improvements is either very important (70%) or somewhat important (22%).

Medidas antidesplazamiento para ayudar a los negocios existentes a permanecer en el área mientras se remodela [Anti-displacement measures to help existing businesses stay in the area as it redevelops]

Providing anti-displacement support had the largest proportion of agreement (92%), with 71% of respondents feeling that it is very important and 21% of respondents feeling that it is somewhat important.

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. There were no responses to this question.

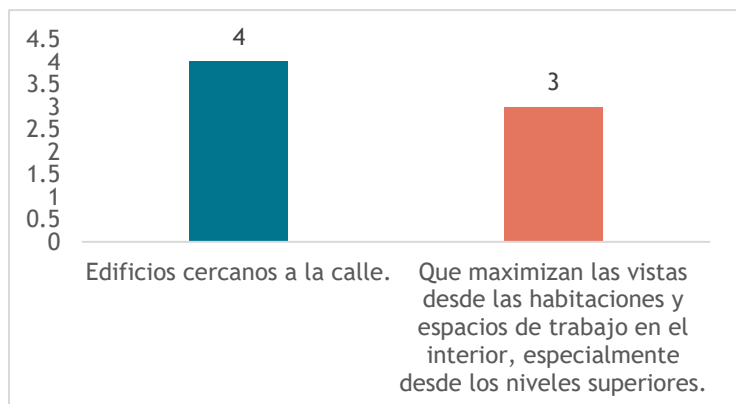
Building Houses and Businesses

Cuándo pensamos en diferentes formas para construir viviendas y negocios, ¿qué es más importante para usted?

[When we think about different ways to build housing and businesses, what is most important to you? (Choose between the two options)]

This section had a much smaller response rate than the rest of the survey questions with only about seven responses collected. However, there was strong support for breaking down big blocks with pedestrian connections (100% of 10 responses) and residential on top of businesses/offices (86% of 21 responses). The rest had too few responses to determine a preference.

**Edificios cercanos a la calle
O que maximizan las vistas
desde las habitaciones y
espacios de trabajo en el
interior, especialmente desde
los niveles superiores.**



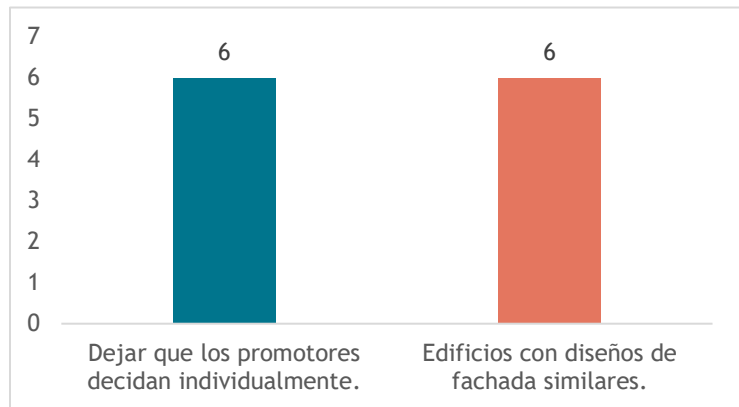
[Buildings that are close to the streets OR that maximize views from living and working spaces inside, especially from upper levels.]

Of the seven answers to this question, 4 (57%) responded that they would prefer buildings that are close to the streets.

Edificios con diseños de fachada similares O dejar que los promotores decidan individualmente.

[Buildings that have similar façade designs OR letting developers decide on an individual basis.]

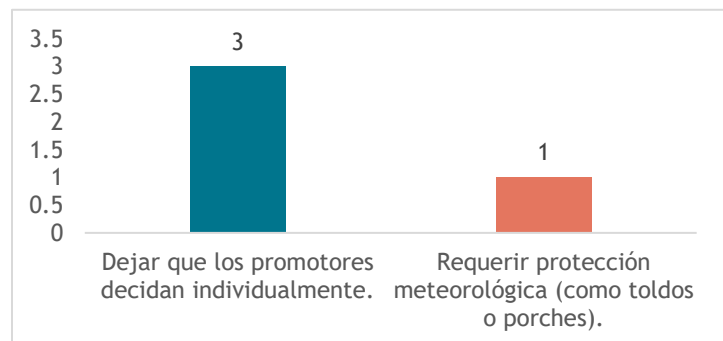
Responses to this question were split evenly between requiring similar façade designs and allowing developers to decide façade design on an individual basis.



Requerir protección meteorológica (como toldos o porches) O dejar que los promotores decidan individualmente.

[Require weather protection (like awnings or porches) OR letting developers decide on an individual basis.]

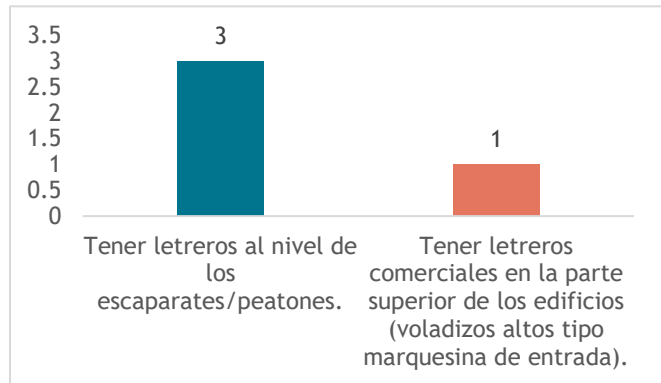
Of the four answers to this question, three (75%) prefer allowing developers to decide on weather protection, rather than requiring weather protection in the development code.



Tener letreros comerciales en la parte superior de los edificios (voladizos altos tipo marquesina de entrada) O tener letreros al nivel de los escaparates/peatones.

[Have business signs at the top of buildings (tall entry marquee-type overhangs) OR have signs at the storefront/pedestrian-scaled level.]

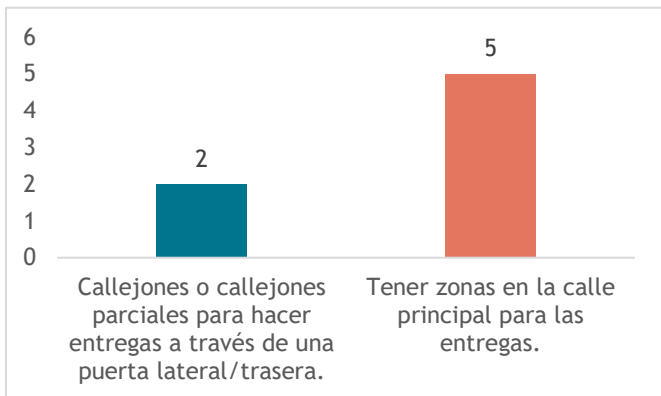
Three respondents (75%) would prefer that signage in the City Center be designed at a pedestrian scale.



Callejones o callejones parciales para hacer entregas a través de una puerta lateral/trasera O tener zonas en la calle principal para las entregas.

[Alleys or partial alleys to have deliveries through a side/back door OR have areas on the main street for deliveries.]

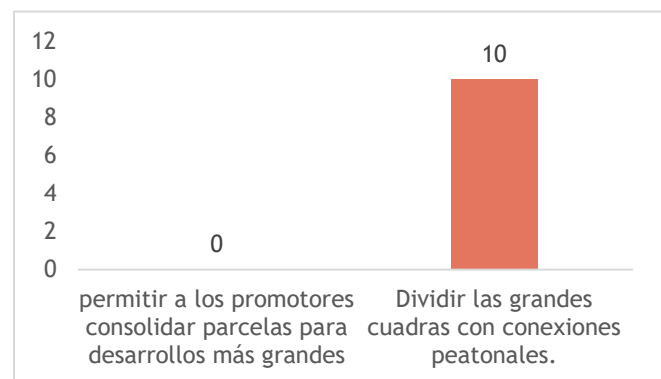
Five respondents (71%) would prefer that the city designate delivery areas on the main street, rather than requiring deliveries through an alley.



Dividir las grandes cuadras con conexiones peatonales O permitir a los promotores consolidar parcelas para desarrollos más grandes.

[Break down big blocks with pedestrian connections OR allow developers to consolidate lots for larger developments.]

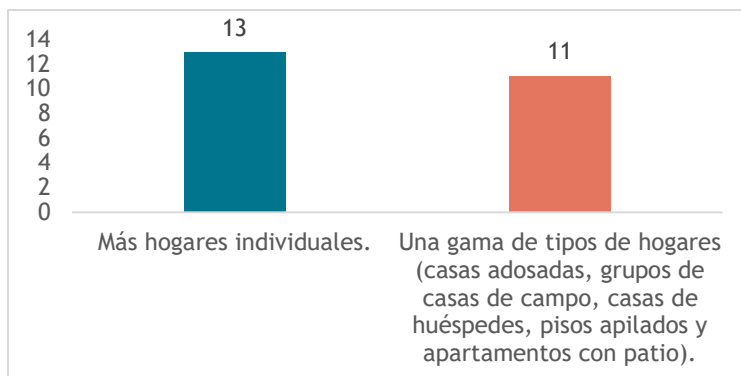
All ten respondents (100%) answered that they would prefer to break down big blocks with pedestrian connections, rather than allowing developers to consolidate lots.



Más hogares individuales O una gama de tipos de hogares (casas adosadas, grupos de casas de campo, casas de huéspedes, pisos apilados y apartamentos con patio).

[More standalone homes OR a range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).]

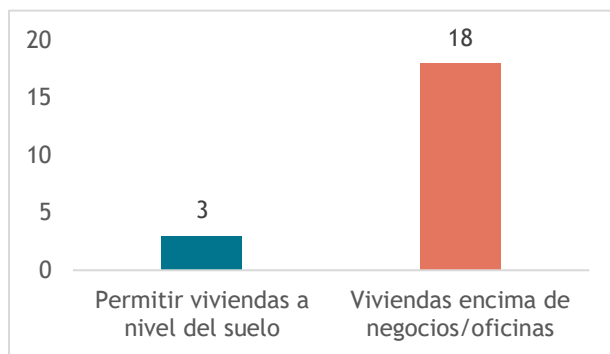
This either/or question had the highest response rate with 24 responses. Preferences were fairly split, but more respondents preferred more standalone homes as opposed to allowing a range of housing types.



Permitir viviendas a nivel del suelo O Viviendas encima de negocios/oficinas

[Allowing ground level housing OR residential on top of businesses/offices.]

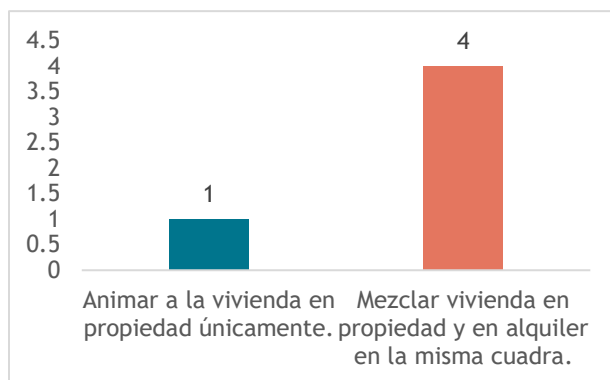
Of the 21 responses to this question, a large majority (18; 86%) answered that they would prefer to see residential on top of businesses/offices, rather than ground-level housing.



Animar a la vivienda en propiedad únicamente O mezclar vivienda en propiedad y en alquiler en la misma cuadra.

[Mix home ownership and rental housing in the same block OR encourage home ownership only]

Of the five responses to this question, the majority (80%) would prefer a mix of home ownership and rental housing in the same block.



Parks and Open Spaces

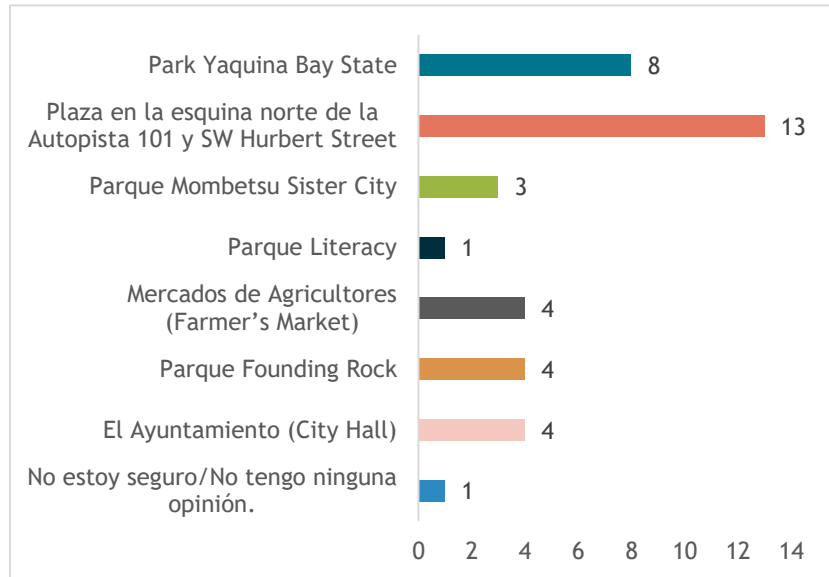
De los parques/espacios de reunión existentes cerca del Centro Urbano, ¿cuál se beneficiaría más de las mejoras? (elija uno)

[Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)]

The top two existing parks/gathering spaces that respondents felt would benefit most from improvements are the plaza on the corner of Highway 101 and SW Hubert Street (34%) and Yaquina Bay State Park (21%).

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces.

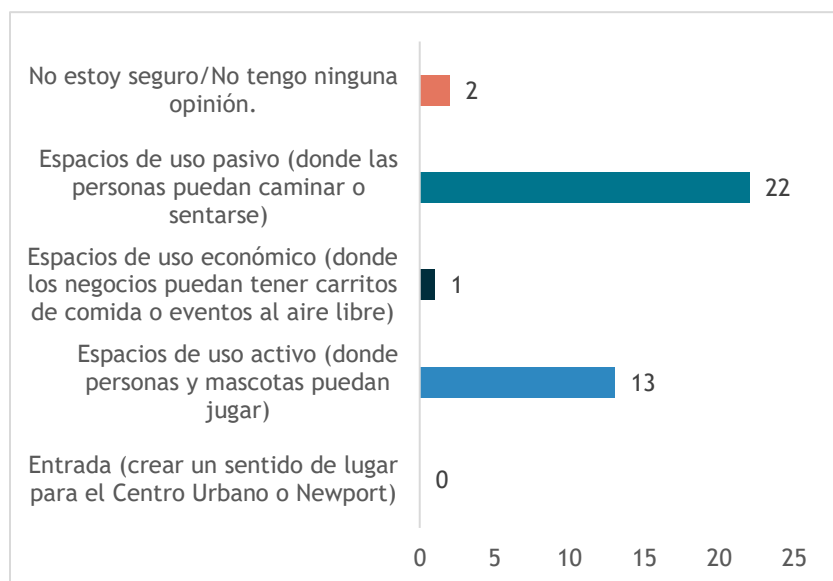
Several respondents mentioned playgrounds and spaces for children.



¿Qué tipo de nuevos espacios públicos son más importantes en el Centro Urbano? (elija uno)

[Which type of new public spaces/features are most important in the City Center? (choose one)]

Over half (58%) of respondents feel that passive-use spaces are the most important to the City Center. Another 34% of respondents feel that active-use spaces are the most important to the City Center.



Open-ended Comments

¿La US 101 y la US 20 deben ser iguales o distintas?

[Should US 101 and US 20 feel the same or distinct?]

Respondents had the opportunity to elaborate on their answer to this question. Responses include...

Respondents cited existing differences between US 101 and US, mostly related to the physical makeup of the two roads, such as US 101 having more sidewalks but US 20 being wider. A couple of responses shared a desire for improved traffic flow and overall transit.

- Porque el 101 atraviesa el pueblo y el 20 no (Because the 101 goes through the town and the 20 does not)
- La carretera 101 tiene más paso peatonal y es más ancha a comparación de la 20 (Highway 101 has more crosswalks and is wider compared to Highway 20)
- Mejor transito (better transit)
- Que fluya más el tráfico (more traffic flow)

¿Qué importancia tienen los siguientes elementos en la mejora del paisaje urbano del Centro Urbano?

[How important are the following as part of City Center streetscape improvements]

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. One written response was received for this portion of the survey. The participant shared a desire for public transportation for long and short distance travel.

- Transporte públicos en corta distancia y larga distancia (Short and long distance public transportation)

Hemos oído que la ayuda para pequeños negocios es importante. ¿Qué tan importante es apoyar negocios en estos temas?

[How important is it to support businesses on these topics?]

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. There were no responses to this open-ended question.

De los parques/espacios de reunión existentes cerca del Centro Urbano, ¿cuál se beneficiaría más de las mejoras? (elija uno)

[Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)]

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces, below are the responses received.

- Mas carriles de manejo en las carreteras principales (more driving lanes on the main roads)
- Mas limpieza y juegos para los niños (More cleaning and games for the children)
- Mejoramiento de los juegos y de túnel. Y mejora del baño público. (Improvement of the playground and tunnel. And improvement of the public restroom.)
- Parqueaderos gratis para los residentes (Free parking for residents)
- Parques para niños con más juegos columpios resbaladillas etc. (Playgrounds for children with more playgrounds swings slides etc.)

Appendix E - Online Survey Responses

The City of Newport hosted an online survey on their [project website](#), which received 53 total responses between April 1 and April 17, 2025.

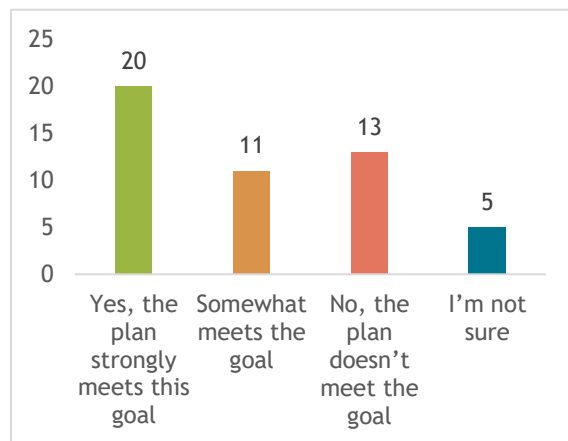
- **Total survey responses: 53**
- Spanish: 1
- English: 52

This survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question. Since there was only one Spanish-language respondent, averages can't be made on this response.

Project Goals

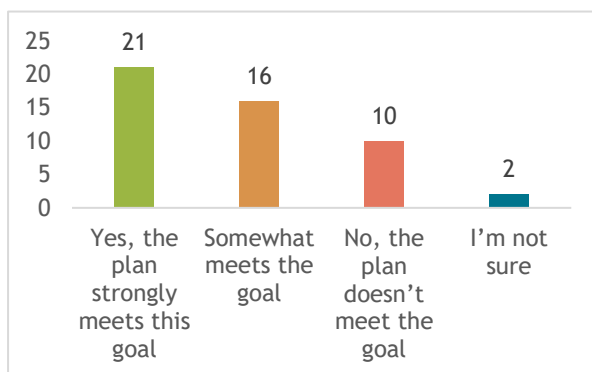
Most participants (41%) agreed that the proposed plan strongly meets the project goals. Of the 49 responses to this question, a little over a quarter (27%) believed that the plan does not meet the goals, and an additional 22% felt that the plan somewhat meets the goals.

Unfortunately, “Goal #3 - A clean, welcoming appearance through gateways, streetscaping and code updates” was left off the online survey, so there are no responses to this question.



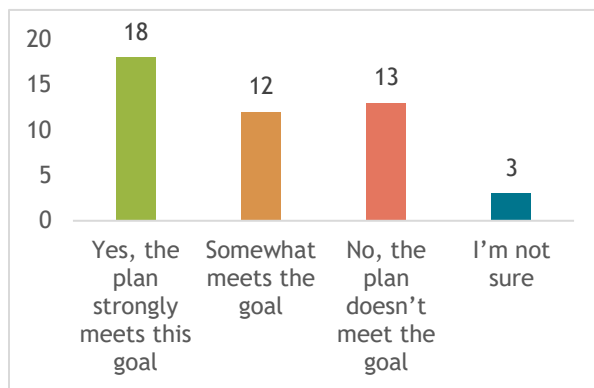
Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks.

Of the 49 responses to this question, **21 respondents (43%) felt that the proposed plan strongly met this specific goal, while an additional 16 (33%) felt the proposed plan somewhat met this goal.** Twenty percent of respondents felt that this goal was not met by the proposed plan.



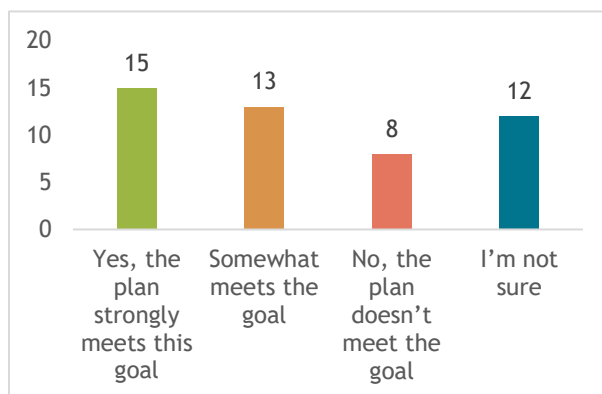
Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts.

Of the 46 responses to this question, **18 respondents (39%) felt this goal was strongly met by the proposed plan, while an additional 12 (26%) felt the proposed plan somewhat met this goal.** Twenty-eight percent of respondents felt that this goal was not met by the proposed plan.



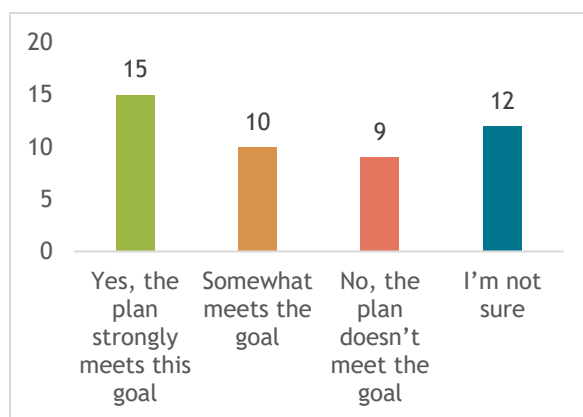
Planned property development and acquisition through incentives and partnerships.

Of the 48 responses to this question, **15 (31%) respondents felt the proposed plan met this goal, while an additional 13 (27%) felt this goal was somewhat met by the proposed plan.** Seventeen percent of respondents felt that this goal was not met, and a quarter of respondents felt unsure. Out of the 4 goals in this survey this was one that seemed to pose the most uncertainty amongst participants.



Targeted investment in infrastructure through implementation actions and strategies.

Of the 46 responses to this question, **15 (33%) respondents felt that this goal was met by the proposed plans, while an additional 10 (22%) felt the goal was somewhat met.** While 20% of respondents felt this goal was not met by the proposed plan, a little over a quarter of respondents (26%) felt unsure. Of the 4 goals respondents were asked about this was one that seemed to pose the most uncertainty amongst participants.

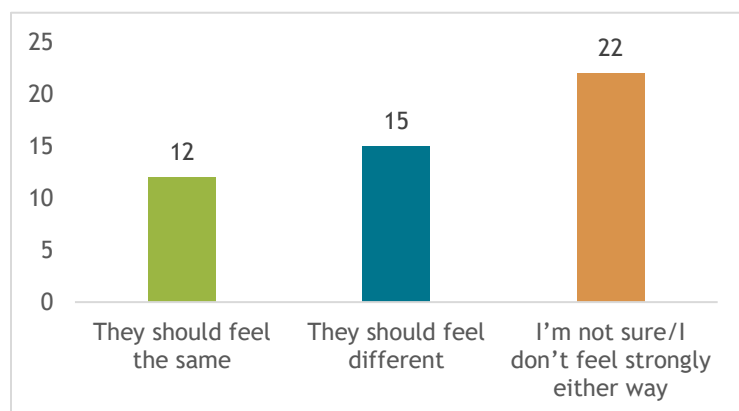


District Aesthetics: US 101 and US 20

Overall, respondents who felt that US 101 and US 20 should feel the same cited a desire for cohesiveness, as well as concerns about traffic and pedestrian safety. As for why US 101 and US 20 should feel different, respondents cited existing differences between the two roads, and what they represent. For example, one respondent shared that US 101 is a “main street and carries more traffic” whereas “Hwy 20 has more potential to develop mixed use properties with housing.”

Respondents who weren't sure or didn't feel strongly either way cited various areas of interest, including cycling/pedestrian lanes, street layouts (e.g. roundabouts), and aesthetics (e.g. trees). Important to note are the concerns mentioned by respondents of the survey. Concerns ranged from local housing insecurity to the timing of the project given the economic landscape of the US at large, as well as overall skepticism about the feasibility of the project.

Should US 101 and US 20 feel the same or distinct?



Of the 49 responses to this question, **most respondents (45%) did not feel strongly or felt unsure about whether US 101 and US 20 should feel the same or different.** In comparison, 12 (24%) felt they should feel the same, while an additional 15 (31%) felt it should feel different. Respondents were provided with the opportunity to explain their

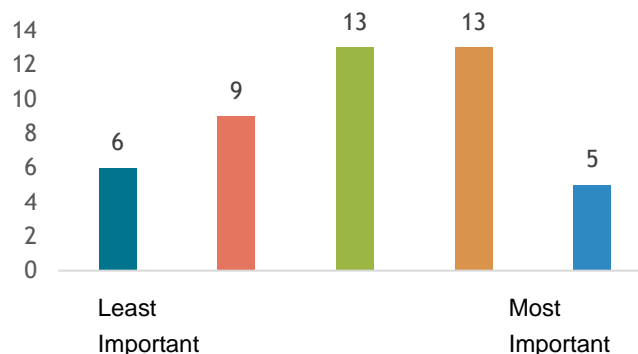
response.

How important are the following as part of City Center streetscape improvements

Overall, the most important improvements were storefront improvements (80% strongly/somewhat important) and trash receptacles (69%). Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for along with the level of importance of their suggestions. Responses included improvements related to parking (e.g. free parking), pedestrian safety (e.g. accessible crosswalks), gathering spaces (e.g. a central park), aesthetics (e.g. landscaping) and more.

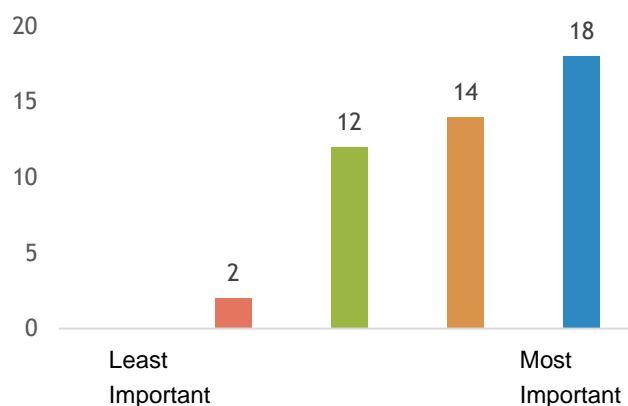
Benches/Seating

Participants were asked to rank possible streetscape improvements from 1 (least important) to 5 (most important). Of the 46 responses to this question, **18 (39%) ranked benches as most or somewhat important.** Thirty-three percent of respondents ranked benches/seating either not important or somewhat unimportant. Finally, 28% of respondents felt neutral about the importance of benches/seating.



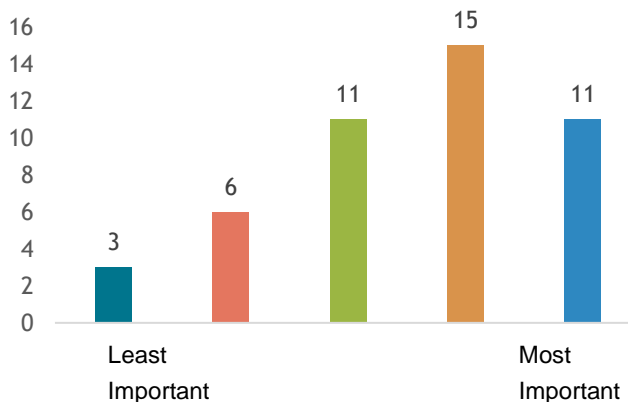
Trash Receptacles

Of the 46 responses to this question, **18 (39%) ranked this improvement as most important, while an additional 14 (30%) ranked it as somewhat important.** Four percent of respondents ranked improvements to trash receptacles as somewhat unimportant, while no one ranked this as not important.



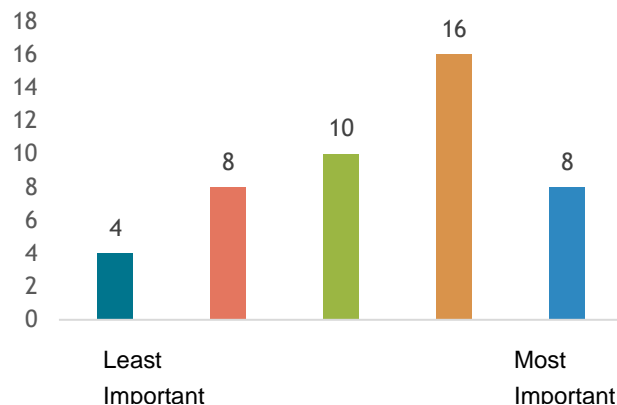
Public Art

Of the 46 responses to this question, **11 (24%) ranked this improvement as most important, while an additional 15 (33%) ranked it as somewhat important.** Twenty percent of respondents ranked this as either not important or somewhat unimportant. Finally, 24% of respondents felt neutral about public art improvements.



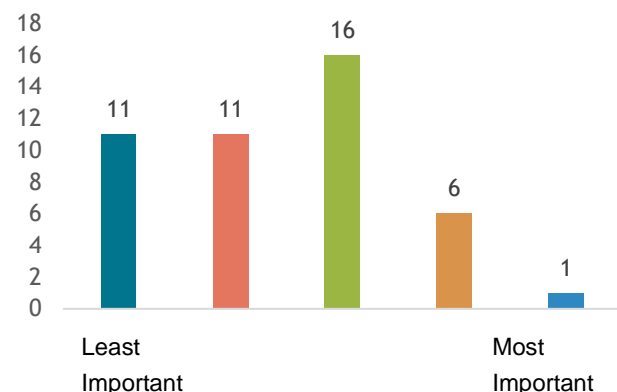
Decorative Streetlights

Of the 46 responses to this question, **8 (17%) ranked this improvement as most important, while an additional 16 (35%) ranked it as somewhat important.** 26% of respondents ranked this as either not important or somewhat unimportant. Finally, 22% of respondents felt neutral about improvements to decorative streetlights.



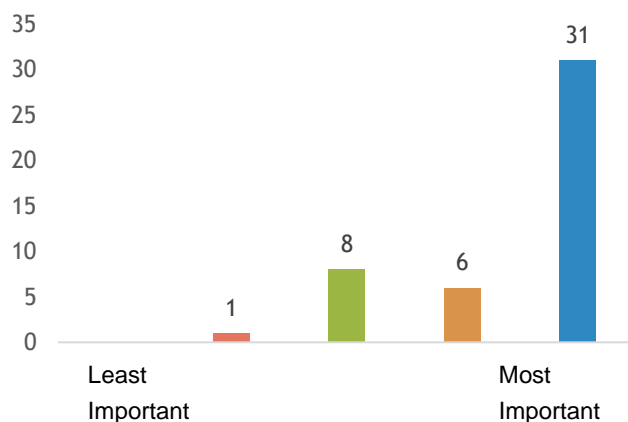
Banners

Of the 45 responses, 36% of respondents felt neutral about improvements made with banners, while **almost half (49%) of respondents ranked this as either not important or somewhat unimportant.** One respondent (4%) ranked this improvement as most important, while an additional six (13%) ranked it as somewhat important.



Storefront Improvements

Of the 46 responses to this question, **a large majority (31; 67%) ranked this improvement as most important, while an additional 6 (13%) ranked it as somewhat important.** 2% of respondents ranked improvements to storefronts as somewhat unimportant, and no one felt it was not important.



Small Business Support

How important is it to support businesses on these topics?

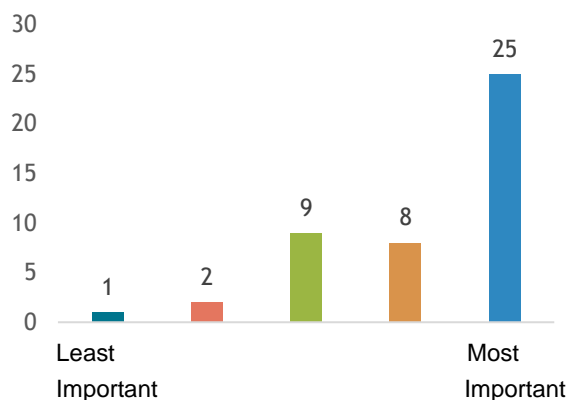
Similarly to the previous question, the following questions asked participants to rank a series of topics related to supporting small businesses, from 1 (least important) to 5 (most important).

Supporting small business with asbestos/hazardous material clean-up and storefront improvements were tied for the most important items, followed by support during street construction.

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions. Overall, respondents cited various suggestions, ranging from economic support for storefront improvements to increased parking availability.

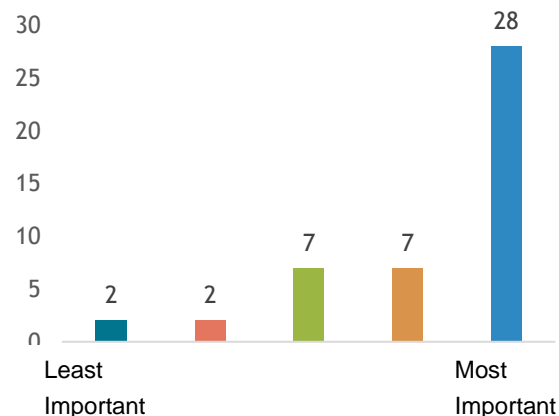
During street construction

Of the 45 responses to this question, **25 (56%) ranked this topic as most important, while an additional 8 (18%) felt this topic was somewhat important.** Seven percent of respondents felt this topic was either somewhat important or not important. Finally, 20% felt neutral about supporting small businesses during street construction.



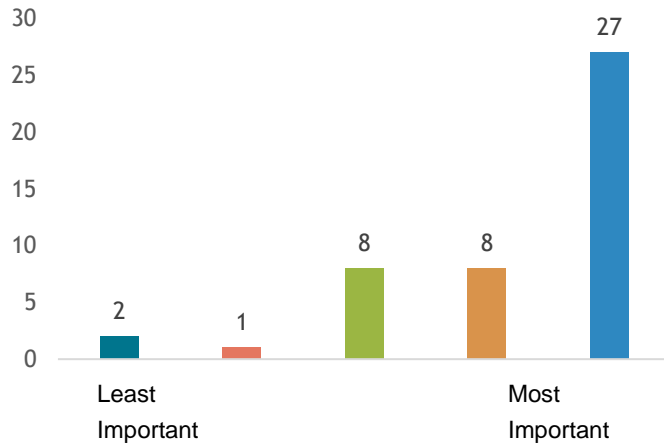
Asbestos/hazardous materials clean up

Of the 46 responses to this question, **28 (61%) ranked this topic as most important, while an additional 7 (15%) felt this topic was somewhat important.** 9% of respondents felt this topic was either somewhat important or not important. Finally, 2% felt neutral about supporting small businesses during asbestos/hazardous material clean-up.



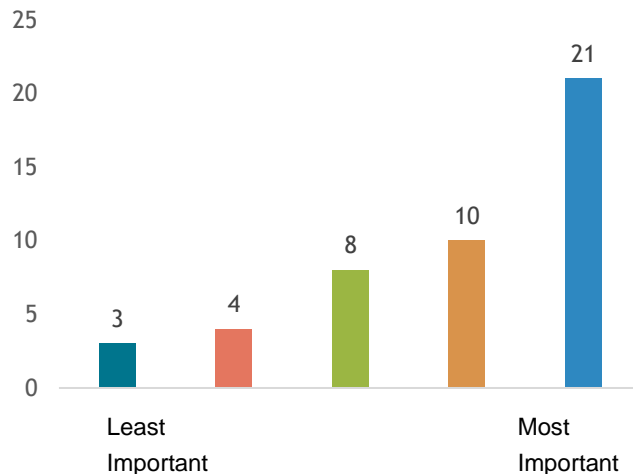
Storefront improvements (painting, windows, signage)

Of the 46 responses to this question, **27 (59%) ranked this topic as most important, while an additional 8 (17%) felt this topic was somewhat important.** Seven percent of respondents felt this topic was either somewhat important or not important. Finally, 17% felt neutral about supporting small businesses during storefront improvements.



Anti-displacement measures to help existing businesses stay in the area as it redevelops

Of the 46 responses to this question, **21 (46%) ranked this topic as most important, while an additional 10 (22%) felt this topic was somewhat important.** Fifteen percent of respondents felt this topic was either somewhat important or not important. Finally, 17% felt neutral about supporting small businesses with anti-displacement measures.



Respondents were also given the opportunity to share other general thoughts or comments with the PMT in this section. Overall, respondents used this space to voice their concerns, which ranged from concerns about parking (the lack of it and parking on US 101) to impacts on transit times and the availability of government funding. Improvements that were suggested included planting more trees and storefront improvements, among other suggestions. Housing was another topic that participants cited as an area of interest.

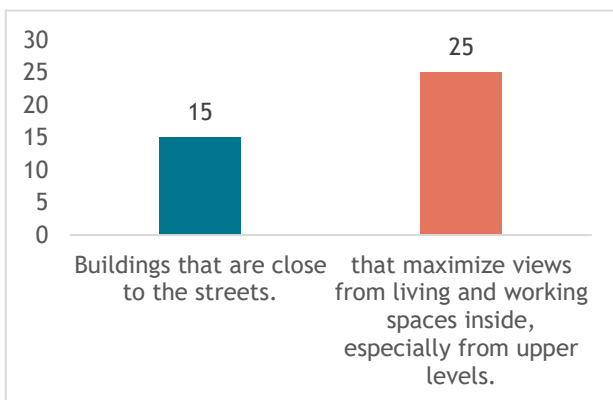
When we think about different ways to build housing and businesses, what is most important to you?

A few building features had strong preference from respondents, while the others were more mixed:

- alleys as delivery access rather than on the main streets (87%)
- storefront/pedestrian-scaled signage (87%)
- allowing a range of home types (84%)
- breaking down big blocks with pedestrian connections (71%)
- preferred residential homes on top of businesses/offices (79%)

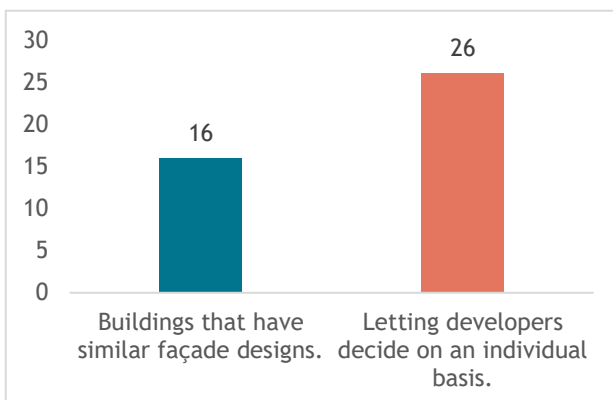
Buildings that are close to the streets OR that maximize views from living and working spaces inside, especially from upper levels.

Of the 40 responses to this question, **25 (63%) preferred buildings that maximize views from living and working spaces, especially from upper levels.** 15 (38%) responses preferred buildings that are close to the street.



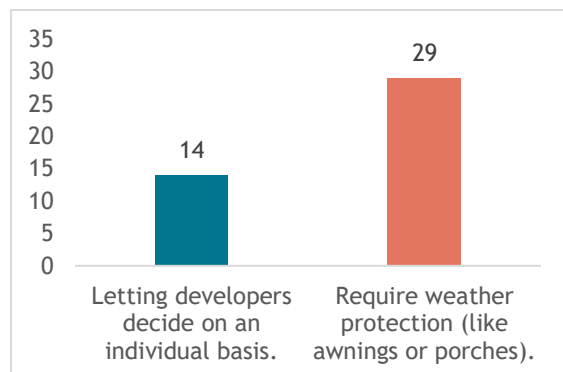
Buildings that have similar façade designs OR letting developers decide on an individual basis.

Of the 42 responses to this question, **26 (62%) preferred buildings that have similar façade designs,** whereas 16 (38%) responses preferred buildings that are close to the street.



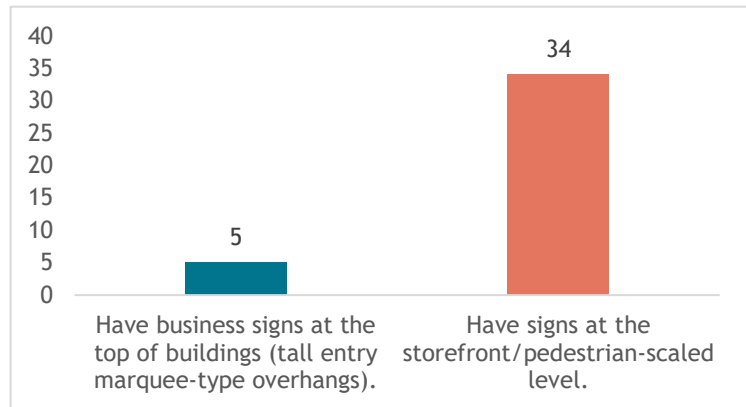
Require weather protection (like awnings or porches) OR letting developers decide on an individual basis.

Of the 43 responses to this question, **29 (67%) preferred that weather protection be required.** Fourteen (33%) responses preferred letting developers decide on an individual basis.



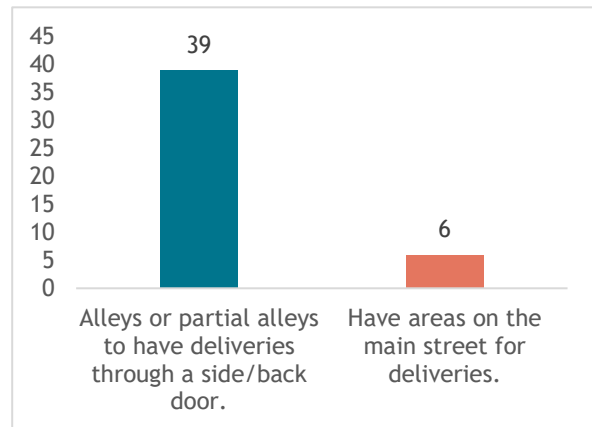
Have business signs at the top of buildings (tall entry marquee-type overhangs) OR have signs at the storefront/pedestrian-scaled level.

Of the 39 responses to this question, **34 (87%) preferred having business signs at the storefront/pedestrian level.** 5 (13%) responses preferred business signs at the top of buildings.



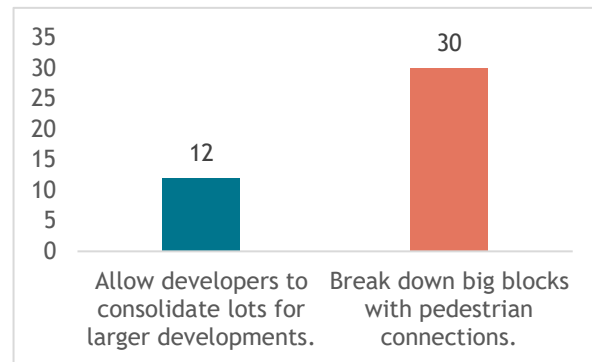
Alleys or partial alleys to have deliveries through a side/back door OR have areas on the main street for deliveries.

Of the 45 responses to this question, **39 (87%) preferred that alleys or partial alley to have deliveries through a side/back door.** 6 (13%) responses preferred having areas on the main street for deliveries.



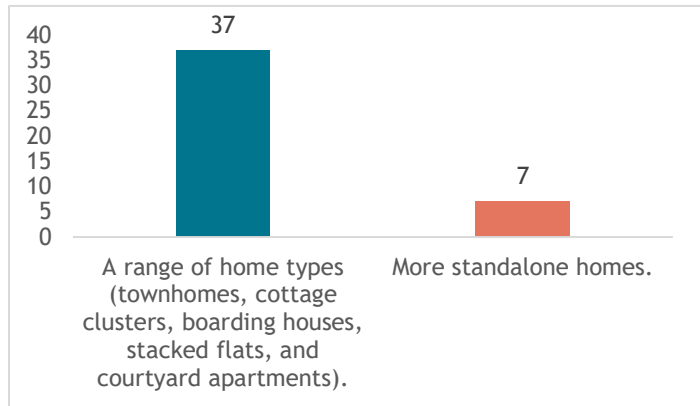
Break down big blocks with pedestrian connections OR allow developers to consolidate lots for larger developments.

Of the 42 responses to this question, **30 (71%) preferred that big blocks be broken down with pedestrian connections.** 12 (29%) responses preferred letting developers consolidate lots for larger developments.



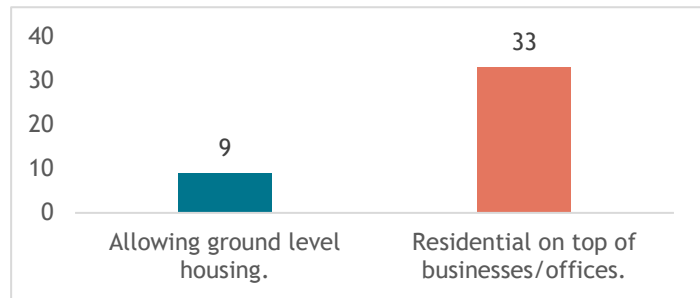
More standalone homes OR a range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).

Of the 44 responses to this question, **37 (84%) preferred having a range of home types.** 7 (16%) responses preferred more standalone homes.



Allowing ground level housing OR residential on top of businesses/offices.

Of the 42 responses to this question, **33 (79%) preferred residential homes on top of businesses/offices.** 9 (21%) responses preferred allowing ground level housing.

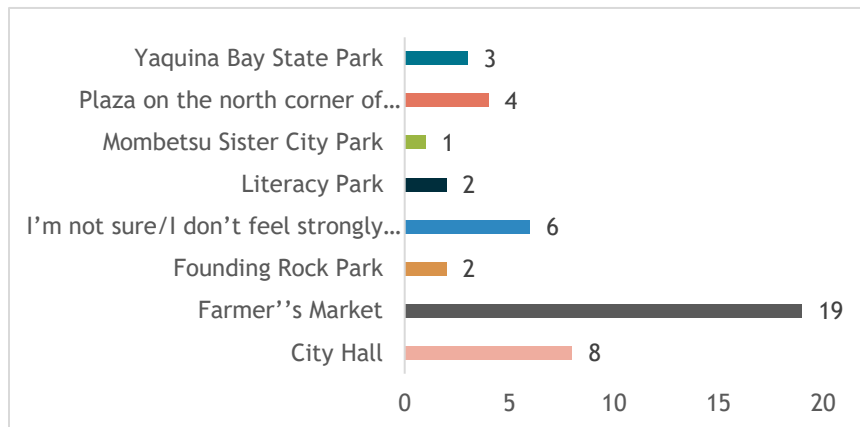


Parks and Open Spaces

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)

The top two existing parks/gathering spaces that respondents felt would benefit most from improvements are the Farmer’s Market (42%) and City Hall (18%).

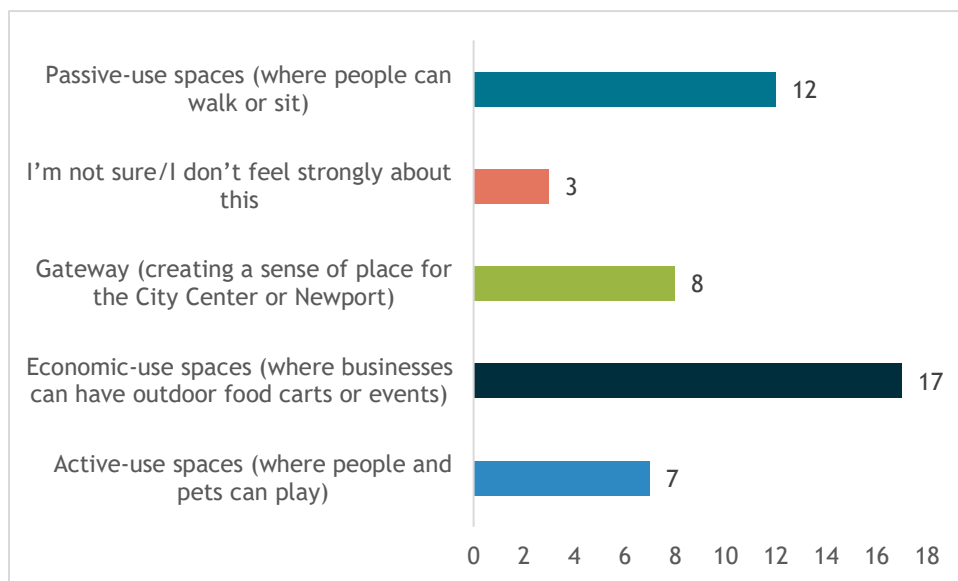
Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces. Overall, participants cited the following as areas of interest: aesthetics (e.g. more landscaping,



maintenance), parking, and bike/pedestrian spaces. As for the top two gathering spaces, participants felt that the Farmer’s Market should be permanent and covered, with one participant describing City Hall as an “unloved lawn space.”

Which type of new public spaces/features are most important in the City Center? (choose one)

The top three new public spaces/features that respondents felt are most important in the City Center are economic-use spaces (36%), passive-use spaces (26%) and a gateway (17%).



Open-ended Comments

All open-ended comments collected online were in English.

Should US 101 and US 20 feel the same or distinct?

Respondents had the opportunity to elaborate on their answer to this question. Below are their responses.

They should feel the same:

- Biggest issue is the unsafe traffic and pedestrian areas on Hwy 101 and Hwy 20.
- Cohesiveness in design/style of buildings is key. Hodgepodge of different styles/paint colors etc looks disorganized and tacky. Look to Florence for an example of relative cohesiveness.
- I think a cohesive vision is important from a wayfinding perspective. It’s less confusing for drivers/pedestrians when it’s all planned similar and less "random" looking.
- Spend the money on the housing issue. Having one way streets through downtown would be absurd for the price
- We already have so many cut up areas nine Beach the bayfront 1 oh one it would be nice to have a more cohesive flowing District that felt connected and not disjointed

They should feel different:

- 20 should be a welcome environment for drivers, increase in focus on walking traffic for 101.
- HWY 101 is main street and carries more traffic. It's the north/south corridor and tends to be a drive through for non locals. Hwy 20 has more potential to develop mixed use properties with housing above and behind frontage.
- I can not think of a worse way to spend money in this economy right now. Why the f*** are we worried about this instead of housing or things that the taxpayers could actually use? Y'all are f***** stupid as hell. Also, you should hire someone to proofread these things before being posted so y'all look like you know what you're talking about.
- I only saw one of the two proposed plans presented
- The "Deco District" should a building and development codes to match existing historic building weather they be 1930 Deco (the old "Ark" movie theater on 101) or earlier Victorian (Volta Bakery, Episcopal Church) and Craftsman style. Please no modern styles later than 1940.
- The proposed plan just does the same thing that has not worked here or anywhere. Using false assumptions and forced outcome. Way to expensive for an area that could be bought 1/4 of projected cost.
- To me, 20 represents the mtns and 101 screams ocean. I think the stretch of 20, from the gateway, should ease you out of the mtns and into the beachy-vibe by the time you hit 101. Just my 2 cents.
- What do the orange dashed lines in the Hwy 20 illustration represent? There's nothing in the legend to define them, but they make it look like 20 will split and use 1st street for Hwy 20 traffic. Why??? There are some businesses there, but also houses and that plan looks crazy.
- What happened to the plan to get rid of parking on 101 and dump the couplet plan? Your last survey was totally BIASED to the couplet. You have NOT surveyed the public directly whether they would prefer keeping 101 where it is and getting rid of parking VS couplet. I am appalled at the lack of transparency regarding that specific decision and believe you have pulled a fast one on the citizens of Newport.

I'm not sure/I don't feel strongly either way:

- Bike routes are useless if they are only a few miles long and don't feed anywhere.
- Do not see roundabouts...THANK YOU! The cartoon plan and fonts are difficult to read. Too much bureaucratic language.
- Hard to visualize
- Highways are designed to efficiently move people and products. The project prioritizes economics over transportation efficiency. What evidence is there that demonstrates that

such projects have created economically revitalized city centers? Seems like a large financial gamble/expenditure without a guaranteed benefit.

- I am a current business owner, The Medication Station. I am concerned with Plan 1 that I will lose visibility and accessibility to my business for survival. I would like to be on the local committee for this input. I support Plan 2.
- I love this plan as I understand it. Being the same is advantageous because if they're different, some travelers will only experience one. However, if both are as inviting as it seems the plans so far reflect, hopefully they'll stop, shop and support businesses. I'm sure locals will enjoy this. I'm in my seventies and hope I live long enough and stay healthy enough to experience this great plan!
- I think that both need to feel welcoming (neither do at this point). I think trees are critical (for shade/to keep our city cooler, to soften the surfaces viewed) as are safe cycling/pedestrian lanes so, if that can be accomplished I don't care if they look similar.
- This looks attractive on paper, but you've overlooked the weather conditions we have on the Oregon Coast. Besides 101, we don't get a lot of pedestrian traffic. I think we're wasting valuable ROW space that can be used for additional traffic lanes and on-street parking. Also, the redevelopment areas need to be more specific. What are the plans for those areas?
- I believe you need to consider the local traffic, as well. By creating the one way street on Ninth St., this will create more traffic problems for locals, especially getting to and from the hospital. I'm not sure about the effectiveness of the Highway 20 design. It seems that the development of NE 1st street will take major acquisition of property, as well as construction challenges. I'm not in favor of making this a part of the redevelopment project.
- Two completely different transit avenues with different goals: moderate traffic pattern via US 20, but heavier US 101 traffic, and different physical roadway capabilities
- US 101 looks like it will present an attractive corridor that also helps move traffic efficiently.
- US 20 dead ends in Newport. 101 goes through Newport and seems to carry more traffic and to have more potential for development and a focus on pedestrians and gatherings.

How important are the following as part of City Center streetscape improvements

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- A central park the size of a city block is missing from these plans. The city has no park to function as its "heart" for gatherings and small festivals and events.
- All that needs to be done is to eliminate parking in the deco district area of highway 101
- Any infrastructure related to pedestrian safety and improvements I consider the most important.

- Bike lanes, pedestrian access, free parking
- City center will not thrive if it remains a home base and hangout for the homeless.
- Driveability. Most important. This is a mess.
- Established areas where small groups could gather, sit, talk and/or eat take away food - 3
- Flower baskets on streetlights
- Toledo looks better than Newport
- Forget couplet, remove parking on 101 use that space for a middle turn lane, go to standard stop light, not staggered wait.
- Ground floor boutique businesses with apartments above -- Efficiency to 3-bedroom. More Efficiency-size and one-bedroom apartments than 3-bedroom units.
- I can't think of any at the moment.
- I don't see the intersection of 101/20 being addressed. That intersection really needs a roundabout to keep the traffic flowing or it backs up into the new downtown area.
- I think it's important as far as landscaping that we try to use native Oregon plants, and that if there are areas that the public is responsible for that, they are encouraged to use native plants. also, you might want to include a few covered areas since it rains here maybe with benches or seating areas some of those could be covered in case people are walking and get caught in the rain. They'd have a place to stay a little dryer.
- I would like to see colorful flowers and hanging baskets throughout the downtown area with a reliable watering system to maintain these plants. For example: Toledo or Sweet Home
- I'd like to see less cosmetic shit done by the city. Y'all have no clue what people want anyways. You just want to spend our money.
- Landscaping would be lovely. Level 4 importance.
- More planter boxes and trees. Add murals for art by local artists
- No bikes on highways. In a very rainy area, walking is less important than close parking. And meter parking is the worse idea possible.
- Parking - 4
- Marketing research re. business opportunities - 5
- 9th street impact on existing business/housing - 4
- Parking needs to be available and convenient. Safe access to park from the busy Hwy.
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Pedestrian friendly and safe pathways to get from the bay front to Nye Beach. I'd like to see some pedestrian only streets, and some food truck pods.

- Plants
- Please make room for public restrooms. Businesses (besides restaurants) should not be responsible and we get asked allllll the time.
- Roads need to be repaired as they are hazardous to our lives and cars.
- Safety is top priority for pedestrians and drivers.
- The importance of the different amenities depends entirely on location so there's no blanket priority. Benches on 101 traffic would be noisy.
- To maintain free parking options. As a local I am less likely to go to an area that I have to pay for.
- Trees (level 5), landscaping to make the new areas like a welcoming town instead of an impersonal city (level 5), bioswales to help with runoff. To add to above: streetlights that don't make our night skies diminish.
- Trees and plantings, perhaps hanging baskets
- Trees!!!! You mention adding trees - the city has removed dozens of public trees in the last few years, replacing none - but trees aren't listed here to show level of support. More than benches or trash receptacles or fancy storefronts, Newport needs trees TREES TREES!
- Very Important: More greenery - grassy areas, trees, etc.
- Very Important: Accessible crosswalks
- Way finding and maps.
- Weed control and walkways maintained -5

How important is it to support businesses on these topics?

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- 1. Lower cost barriers to commercial development.
- 2. Focus on appealing business models which will generate foot traffic and activities.
- 3. Pawn, cannabis shops and poor performing businesses should be relocated.
- Equal application of benefits. Certain businesses in Bay Blvd are making a killing off your parking meters while others are suffering. You made an areas where people who own lots get all the advantage. Don't do that here, every single property must be given the same priority.
- Follow Sisters Oregon model: Provide loan to restore existing storefronts on historic buildings to deco or Victorian style. Storefronts that maintain the new storefront for 7 years will have the loan forgiven.
- I think it's important to help small businesses find out how they could apply for their own individual grants to improve their areas.

- If businesses with store fronts remain, they should have to make improvements at their expense.
- Increase beautification and accessibility
- Make sure business owners are involved and not just property owners.
- making provision for parking so that customers are easily able to access businesses
- none
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Remove functionally obsolete and deteriorated buildings. Use space for small seasonal retail or farmers type market.
- signage for vehicles and peds parking displacement safety
- Support for small businesses should start with analyzing what makes the ones that have been in business for a long time successful. Like Cyclegrind it has a parking lot off the highway next to it that it shares with a few other businesses. This is what makes it a place that is accessible and comfortable to park near because you don't have to park on highway 10 one the farmers market is successful because they have so much to offer that people want. The Kite store owner says he successful because people can park on the side street. There are other stores that have been in business a long time. What factors do they think are important?
- Teach coastal businesses how to keep their hours and information updated, how to have an online presence, and how to keep that presence up to day. And not just a silly Facebook page. It has amazed me living here how far behind businesses are in customer service and keeping all of their information accessible and up to date. The schools and local governments fail miserably in this too.
- The best small businesses will survive. The new environment will be the test for what small businesses are most desirable.
- This is going to be VERY IMPORTANT, I have paid the City of Newport over \$160,000 in the past 8 years and need to be heard on this plan.
- Trees to shade the sidewalks in front of businesses, to make walking along the street more comfortable in heat or rain.
- Would be cool to see less chain stores

Respondents were also given the opportunity to share any other thoughts or comments they wanted to share with the PMT. Below are their responses:

- (1) I'm not clear how the expense and disruption necessary to reroute northbound 101 a few blocks is justified.
- (2) If it happens, it is imperative that the speed limit leading into and throughout the northbound bypass be 20-25 mph and is enforced.
- 1. Please be transparent with what this project will do to the expect transit time between the two gateway points. This is important as decreased transit time equals more vehicles in an area per unit of time, more vehicle emissions, etc. 2. From the way Highway 101 curves through downtown, it looks more efficient to start the south gateway point onto 9th Street between Bayley and Bay Streets. Why not start there? Is the hospital opposed to the additional traffic near them?
- A driving school, so local teens can learn to drive correctly. The driving of local residents is frightening, and so many rules are unknown to them.
- City Center should have all first floor developments as storefront, with office space, trendy hotels or condos in upper levels
- Exorbitant amount of money for a project that is not even supported by folks who actually live here (Derrick!)
- Get rid of couplet and keep 101 the same without on street parking.
- It is long overdue. The downtown Newport has deteriorated and is an embarrassment right now for a tourist town. Sorry.
- It's as if Newport and this planning can only give tiny nod to the possibility of trees - even though the artist rendition of street improvements include trees in the drawings bc trees add beauty and value. Actual trees added to the city add carbon storage units (one of their bio functions) as well as habitat for many types of beneficial species, cooling and shade in heat, mental health lift (look up MH and trees if you aren't aware of this significant role of trees), and beauty. Trees!
- Looking at your maps were a little confusing but it looks like SW. 2nd St. is maybe gonna be part of the bike path it looks kind of cut up. The only thing that's bad about SW. 2nd St. is where it comes out below the post office that's a big hill on the west side and often cars come zooming down there past Cottage Street in Lee Street and it's very hard if people are in those areas to see up over that hill if anything is coming specially in bad weather.
- Parking seems to be discounted. The side street offer new or better designed parking. If you increase residential uses, parking needs to be better addressed. Also, ADA spaces are lacking. The slope between Hwy 101 and 9th St is steep in places. That is challenging for some pedestrians. Consider more robust pedestrian ways on the least steep portions.
- Please let me know how I can be a part of these decisions. Carla Remington (541) 270-6565. Email: carlare62@gmail.com

- PLEASE NO COUPLET! The residents have been weighing in against couplets since this process started a decade ago. The residents DO NOT WANT A COUPLET. What do we have to do to get this bad solution off the table forever?
- Still believe removing existing street parking on 101, to provide lane width improvement would be cheaper. Also provide incentives to existing business owners to improve their store fronts.
- The CCR Committee has been working hard to fulfill their job and create a vibrant district but citizen engagement is lacking and the so-called pedestrian -bike network is not there.
- Housing as sited as a priority but the type of housing us not defined.
- Newport needs single-family homes and senior house.
- The current administration and State funds will not be available for a large project. You can build retail or housing that will return enough to make it possible to build.
- The current small businesses in the core are poor performing and under capitalized. They need to be replaced with appealing well run entities which pull in day traffic and tourists with good curb appeal. In that sense many businesses may not exist at the end of this process. Also the idea of imbedding low income housing and mixed use commercial zoning will probable stop investment from serious business operators.
- There isn't enough parking
- We need our property taxes cut for seniors, and all cuts as we cannot afford luxuries from the people in Newport. Gas tax and other taxes too high.
- Whatever signage is permitted for businesses, please consider enough to be visible, but not so much it's cluttered looking and no "sandwich" signs on the sidewalk to impede pedestrians.
- While the city does need housing, the Deco District is not the best location. Housing is needed near schools, the colleges, and the hospital; NOT in the business and tourist oriented Deco District. Who wants to live between northbound and southbound 101?

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces, below are the responses received.

- A playground for children, a shelter/yurt for gatherings, and picnic tables need to be repaired.
- Anything that encourages areas for walking (safe, quiet, beautiful).
- Areas for public activities.
- Beautification, landscaping as it's at the north entry/exit of the project and we should be proud and have it look nice. It looks nice now, just needs a little spiffing up. I read recently

that currently proposed landscaping has been scaled back which is good planning, thank you.

- Bike/ped pathway
- Break up of concrete with more greenery.
- Certainly don't remove existing parking lot, but add awnings and power outlets.
- Complete renovation! Poor quality buildings and business environment. Traffic patterns and parking is unsafe for cars and pedestrians.
- Founding Rock Park could become a park. Benches, picnic tables, pedestrian walkways, bushes & trees, water feature/fountain accessible to children so they could play in the water, playground area, grassy area, food carts
- Green Grass and trees. A central park where small community events could be held.
- Homeless population dealt with.
- I don't even think of this as a plaza, it seems like a parking lot so, if it's supposed to feel like something welcoming and comfortable, landscaping, trees, benches, water fountain (for drinking water).
- I think our farmers market really needs to be year-round. We gave up on the winter market because there was nowhere to house it, but it was very successful, and if you move it in an area where tourists would see it too it would provide year-round place for our artisans that rely on this income
- It should be inviting. Storefronts should not be empty. Needs flowers, benches water feature.
- Just do a better job of improving and maintaining existing parks, and keep it clean and free of campers.
- Just do some maintenance. Fix the sidewalks and plant some rhododendrons
- Larger space for vendors
- Look at City Hall, was it built 2 years ago which could explain the lack of trees or mature landscaping? Well no, we all know it's been there decades. But it looks fly-by-night with few shrubs and no trees, just unloved lawn space. Another parched, haphazard-looking space among many in Newport. Why do we have environments that look like we haven't yet recovered from a terrible community-wide fire disaster, but are just limping along with ugly public spaces until basic utilities are restored or something? Or as if someone (not big on imagination) heard a park described but has never actually been to one, and just made up something with some basic components but no sense of beauty or richness of nature. Sorry to be so harsh, but jeez look around!
- Maintenance.
- more parking and pedestrian access without stopping traffic on 101
- Newport needs an update for sure, but we do not need to stress small businesses in order to give it a facelift. Plan 2 seems less invasive to everyone involved.

- Parking
- permanent covered structure
- permanent place for market with coverings and seatings as planned
- Permanent, all weather, location with sufficient parking so people don't park in business lots.
- Put back stop signs that have been removed as they are causing too many accidents.
- Trees
- Your this-or-that choices above do not allow for nuance and creativity
- Also...a city theme suggestion would be great for Newport...think Sisters and Jacksonville and Solvang

City of Newport
City Center Revitalization Planning Committee Minutes
May 31, 2024

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 2:00 P.M. **Time End:** 2:59 P.M.

ATTENDANCE LOG/ROLLCALL

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson	Sherri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	
Laurie Sanders	CONSULTANT
Dustin Capri	Jim Hencke
Karen Rockwell	David Berniker
Brett Estes (by video)	Emily Picha
Rich Belloni	Nicole Underwood
Melony Heim	Brandy Steffen
Eric Hanneman	
Rev. Judith Jones (by video)	PUBLIC
Dr. Ralph Breitenstein	James Feldmann, ODOT
Bob Berman	Carol Shenk
Deb Jones (absent)	Gary Layman
Cynthia Jacobi	
Robert Emond	
David Helton	

AGENDA ITEM	ACTIONS
COMMITTEE MEMBER INTRODUCTIONS a. Roll Call	Committee members introduced themselves and gave input on what they wanted to see accomplished through the process. Comments included the desire to see traffic flow improvements; increasing walkability and livability in the City Center; finding a new site for the Farmer's Market; cleaning up the City Center to make it more attractable; focusing on safety and infrastructure improvements; setting up a framework for development in the area; and interest in finding ways to add housing and to redevelop properties in the area.
TEAM ROLES AND RESPONSIBILITIES	None.
PROJECT OVERVIEW a. Review and discussion on project overview	Mr. Hencke reviewed a presentation on the City Center Redevelopment plan and covered the people included on the team and committee; the purpose of the scope of work for the group; background on the establishment of

City of Newport
City Center Revitalization Planning Committee Minutes
June 28, 2024

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT	
Time Start: 2:00 P.M.	Time End: 4:07 P.M.

ATTENDANCE LOG/ROLLCALL

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson	Sherri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	Anna Iaukea, Urban Renewal Project Manager
Laurie Sanders	Jim Hencke, DEA (by video)
Dustin Capri	David Berniker, UrbsWorks (by video)
Karen Rockwell (by video)	Brandy Steffen, JLA (by video)
Brett Estes (by video)	David Helton, ODOT (by video)
Rich Belloni	
Melony Heim	PUBLIC
Eric Hanneman	Dietmar Goebel
Rev. Judith Jones (by video)	
Dr. Ralph Breitenstein	
Timothy Johnson (absent)	
Bob Berman (by video)	
Deb Jones (by video)	
Cynthia Jacobi	
Robert Emond	

AGENDA ITEM	ACTIONS
<p>COMMITTEE MEMBER INTRODUCTIONS</p> <p>a. Roll Call</p>	<p>None.</p>
<p>APPROVAL OF MINUTES</p> <p>a. Meeting minutes of City Center Revitalization Planning Committee Meeting on May 31, 2024</p>	<p>Motion by Breitenstein, seconded by Patrick to approve the City Center Revitalization Planning Committee Meeting on May 31, 2024 as written. Motion carried unanimously in a voice vote.</p>
<p>REVIEW COMMITTEE CHARTER</p> <p>a. Review and discussion on project overview</p>	<p>Ms. Steffen reviewed the Committee Charter covering the goals, terms of membership, meeting schedule, communications, conduct of meetings, roles and responsibilities, and conflict resolution.</p>

<p>PROJECT OVERVIEW</p> <p>PLAN GOALS, OBJECTIVES AND EVALUATION CRITERIA</p> <p>a. Review and discussion on project overview</p> <p>b. Committee feedback</p>	<p>Mr. Tokos reviewed the project overview covering the project team; advisory committee members; background of the project; purpose of the group; and process chart for the committee work.</p> <p>Mr. Hencke covered the plan goals, objectives and evaluation criteria. Discussion points included the City Center revitalization area map; items missing from the goals; Transportation System Plan (TSP) alternatives and criteria; thoughts on achieving the vision for street solutions; criteria values and tradeoffs based off of the type of users; and market, real estate, and strategy criteria.</p> <p>The Committee gave their thoughts on objectives for the project. Heim thought that Hurbert Street should be added to the place map. Capri wanted to see research done on what the constraints would be to do a short couplet. Berman wanted serious consideration for both couplet options.</p> <p>Jacobi thought a community gathering place should be added to the goals. Capri thought property development and acquisition shouldn't be a goal. Berman noted there was no mention of bikes, pedestrians, and transit in the traffic flow objective, and wanted it added.</p> <p>Weber expressed concerns about 10-foot lanes being too narrow with bicycle lanes. Luke Simonsen questioned where street parking would be on 9th Street with the changes. Deb Jones thought they should find alternatives on both sides of the highway to accommodate parking, which included closing streets.</p> <p>Emond thought the Committee needed to decide what the major overarching goal was to be able to determine a plan for what they should accomplish.</p> <p>Capri requested the Committee discuss the recommendations on the best TSP alternatives at the next meeting.</p> <p>Jacobi questioned if there was money in the Plan to help businesses that would be partially closed or without sidewalks during the implementation. Tokos explained this could be structured under the incentive funds.</p>
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	<p>Breitenstein requested the slides be provided to the Committee a week before the meetings so there was time to give feedback.</p> <p>Capri wanted to see a narrative that explained how the statistics applied to the criteria and why there were poor performances.</p> <p>Deb Jones thought it would be wise to take a look at what the County was doing at the Commons property so there weren't duplicate needs. Emond thought housing was important. He questioned if traffic management or walkability was more important for development.</p> <p>The Committee gave their thoughts on criteria priorities that included adding housing; making an attractive vibrant downtown that was walkable; improving the aesthetics; infrastructure improvements/maintenance which includes safety, flexibility and development; creating a vibrant downtown that was accessible; improving traffic flow and safety; creating a culture that is uniquely Newport; creating mixed use areas with housing and safe parking; honoring Newport as a fishing community; making sure businesses in the Latino area around Hurbert Street weren't displaced due to affordability; focusing on a Farmers Market area visible from Hwy 101; researching minimum mobility standards and examples of how other cities have done this; and looking at safety considerations for bikes and pedestrians.</p> <p>Capri requested a 20 minute agenda item be added to the next meeting to allow Committee members to give feedback and comments.</p>
TARGETED OUTREACH	Discussion was moved to the August 23, 2024 meeting.
NEXT STEPS	None.
CITIZEN/PUBLIC COMMENT	None.

Submitted by: _____



Sherri Marineau, Executive Assistant

**City of Newport
City Center Revitalization Planning Committee Minutes
August 23, 2024**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 2:00 P.M. Time End: 4:07 P.M.

ATTENDANCE LOG/ROLLCALL

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson (absent)	Sherrri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen (absent)	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	Anna Iaukea, Urban Renewal Project Manger
Laurie Sanders	Jim Hencke, DEA
Dustin Capri (absent, excused)	David Berniker, UrbsWorks (by video)
Karen Rockwell (by video)	Brandy Steffen, JLA
Brett Estes (by video)	David Helton, ODOT (by video)
Rich Belloni	Emily Pica
Melony Heim	Nicole Underwood
Eric Hanneman (absent)	Ashley Balson
Rev. Judith Jones (absent, excused)	Cathey Rigby, Grant Manager
Dr. Ralph Breitenstein (by video)	John Fuller, Communication Specialist
Timothy Johnson	
Bob Berman	PUBLIC
Deb Jones (absent, excused)	David Berniker
Sofia Tamayo, (alternate for Deb Jones) (by video)	Jeff Bertuleit
Cynthia Jacobi	Lou Limbrunner
Robert Emond	

AGENDA ITEM	ACTIONS
COMMITTEE MEMBER INTRODUCTIONS	
a. Roll Call	None.
APPROVAL OF MINUTES	
a. Meeting minutes of City Center Revitalization Planning Committee Meeting on June 28, 2024	<p>Motion by Berman, seconded by Weber to approve the City Center Revitalization Planning Committee Meeting on June 28, 2024 as written. Motion carried unanimously in a voice vote.</p> <p>Berman noted the public outreach discussion was not included in this meeting and wanted it added.</p>
EXISTING CONDITIONS	Mr. Helton reviewed the existing conditions and covered the TSP baseline for the US 101 couplets: Newport demographics; Newport's employment; land

	use patterns and opportunities; and transportation characteristics.
REAL ESTATE MARKET CONDITIONS AND TRENDS	Ms. Underwood covered real estate market conditions and trends, retail vacancy rates, and housing trends.
ASSETS, BARRIERS AND OPPORTUNITIES	<p>Ms. Picha reviewed the key opportunities and barriers in Newport. She covered the different focus areas in Newport, and the opportunities and barriers for development in focus areas.</p> <p>The Committee was given an opportunity to write down their thoughts on what the opportunities and barriers were for the focus areas. The consultants recorded feedback from the group.</p>
DESIRED OUTCOMES AND CRITERIA FOR US 101 TRANSPORTATION SOLUTIONS (CONTINUED DISCUSSION)	Discussion on the evaluation of 101 alternatives and the three main criterion considerations that includes enabling mixed-use development and walkability; how it supports economic vitality and business mix, and aligns with implementation and partnerships; and the different criterion between Alternative 1 and 2.
NEXT STEPS	None.
CITIZEN/PUBLIC COMMENT	<p>A Newport public member gave his thought on how slowing down traffic would create a bottle neck in Newport.</p> <p>Jeff Bertuleit, Newport, thought the city needed a parking plan. He didn't think anyone would want to put housing between two highways. Bertuleit referenced petition signatures he had from owners in the area who said they didn't want the couplet.</p> <p>Gary Layman, Newport, thought the city should use the city core area for improvements instead of the Deco District.</p> <p>Lou Limbrunner, Newport, wanted to know the city's plan on the two buildings on US 101 that were tore down, and suggested the city allow artists to put up murals at this location. He also questioned what strings would be attached to grants.</p>

Submitted by: *Sherri Marineau*

Sherri Marineau, Executive Assistant

**City of Newport
City Center Revitalization Planning Committee Minutes
October 25, 2024**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 2:05 P.M. Time End: 4:01 P.M.

ATTENDANCE LOG/ROLLCALL

COMMITTEE MEMBER	STAFF
Jack Weber (absent)	Derrick Tokos, Community Development Director
Wayne Patterson	Sherrri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	Cathey Rigby, Grant Manager (by video)
Laurie Sanders	Anna Iaukea, Urban Renewal Project Manger
Dustin Capri	Nina Vetter, City Manager
Karen Rockwell (by video)	John Fuller, Communication Specialist
Brett Estes (by video)	Jim Hencke, DEA
Rich Belloni	David Berniker, UrbsWorks (by video)
Melony Heim	Brandy Steffen, JLA
Eric Hanneman	David Helton, ODOT (by video)
Rev. Judith Jones (absent, excused)	Emily Picha, ECONorthwest
Dr. Ralph Breitenstein (by video)	Nicole Underwood, ECONorthwest
Timothy Johnson (absent)	Angela Rogge, DEA Inc.
Bob Berman	
Deb Jones (absent)	PUBLIC
Cynthia Jacobi	Jeff Bertuleit
Robert Emond (absent)	Lou Limbrunner
Dennis White (by video)	Marcus Limbrunner

AGENDA ITEM	ACTIONS
COMMITTEE MEMBER INTRODUCTIONS	
a. Roll Call	None.
APPROVAL OF MINUTES	
a. Meeting minutes of City Center Revitalization Planning Committee Meeting on August 23, 2024	Motion by Berman, seconded by Patrick to approve the City Center Revitalization Planning Committee Meeting on August 23, 2024 as written. Motion carried unanimously in a voice vote.
GAP ANALYSIS	Hencke reviewed the overall redevelopment potential and the barriers for development in the City Center; the vision statement and goals of the redevelopment of the city center; and the ODOT standards and urban best practices for mixed frontages and multi-family frontages.

<p>STRATEGIES TO ADDRESS THE GAPS</p>	<p>Hencke went over Alternative 1 for a two-way Highway 101 with bikes routed on SW 9th Street.</p> <p>The Committee asked questions on considerations for left turn lanes; adding green spaces, buffer zones and sidewalks; how travel lanes would transition; and bike routes and their connections.</p> <p>Hencke reviewed Alternative 2 for a Highway 101 and SW 9th Street couplet. The Committee discussed routing for traffic; if there was a need to protect turn lanes on a one way couplet; questions on if traffic signals were warranted with ODOT; if bulb outs were a feasible option; the different sections for the couplets; and bike routes for couplets.</p> <p>Hencke went over parking impacts for the two alternatives. Discussions included the parking impact comparison of alternatives; considerations to add parking to wider streets; Farmers' Market opportunities; closing streets for events; considering angled parking instead of parallel; and adding a traffic light at Hurbert and 9th Street.</p> <p>Underwood reviewed the implementation for the Highway 101 corridor and its goals. The Committee discussed opportunities to get protected bike lanes at Moore Drive moving east on Highway 20; widening the west end corridor of Highway 20; funding sources for alternatives; and issues for service deliveries for couplets.</p> <p>Hencke reviewed the evaluation of the couplets and asked the Committee for their thoughts for their preference on alternatives. Committee members expressed an interest in seeing what the public had to say before voting on a preference; discussed their concerns on a short couplet versus a long couplet; and questioned if Urban Renewal funds could be used for a long couplet.</p>
<p>PUBLIC OUTREACH #1</p>	<p>Ms. Berniker gave an overview of the public outreach events that were planned.</p>
<p>CITIZEN/PUBLIC COMMENT</p>	<p>Marcus Limbrunner, Newport, thought parking was important for the redevelopment of his restaurant property in the City Center. He suggested options for valet parking for patrons so they could access parking in the back; wanted to see an additional parking lot in the area for the public to access; and thought routing bicyclists away from the couplet would be better for safety and traffic flow.</p>

	<p>Lou Limbrunner, Newport, owned a property in the area. He thought that safety was the main concern and a couplet was the best way to go about addressing it.</p> <p>Jeff Bertuleit, Newport, questioned the quoted costs for rents in the city center area, and the estimated parking spaces. He thought the city should buy parking instead of spending money on couplets.</p>
NEXT STEPS	Capri requested that the a list of pros and cons for the couplets, and information on their funding be shared at the next meeting.

Submitted by: *Sherri Marineau*

Sherri Marineau, Executive Assistant

**City of Newport
City Center Revitalization Planning Committee Minutes
December 13, 2024**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 2:00 P.M. **Time End:** 3:59 P.M.

ATTENDANCE LOG/ROLLCALL

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson	Sherri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	Cathey Rigby, Grant Manager
Laurie Sanders	Anna Iaukea, Urban Renewal Project Manger
Dustin Capri	Jim Hencke, DEA
Dan Butler in for Karen Rockwell (by video)	David Berniker, UrbsWorks
Brett Estes (by video)	Brandy Steffen, JLA (by video)
Rich Belloni	David Helton, ODOT (by video)
Melony Heim	Emily Picha, ECONorthwest
Eric Hanneman	Nicole Underwood, ECONorthwest
Rev. Judith Jones (by video)	Marcy McNelly, UrbsWorks
Dr. Ralph Breitenstein	
Timothy Johnson (absent)	
Bob Berman	PUBLIC
Deb Jones (absent)	Herb Frederickson
Cynthia Jacobi	
Robert Emond	

AGENDA ITEM	ACTIONS
COMMITTEE MEMBER INTRODUCTIONS	
a. Roll Call	None.
APPROVAL OF MINUTES	
a. Meeting minutes of City Center Revitalization Planning Committee Meeting on October 25, 2024	Motion by Berman, seconded by Breitenstein to approve the City Center Revitalization Planning Committee Meeting on October 25, 2024 as written. Motion carried unanimously with Weber, Patrick, Patterson, L. Simonsen, C. Simonsen, Sanders, Capri, Butler, Estes, Belloni, Heim, Hanneman, J. Jones, Breitenstein, Berman, Jacobi, and Edmond all voting in favor.
SCHEDULE REVIEW	Mr. Hencke reviewed the schedule for the project Berman noted edits to the document.
PUBLIC EVENT 1 FEEDBACK RE: MEMO #4	

	<p>Ms. Berniker went over the public event covering what the public thought was important for the project; where the focus should be; affordability for housing; Highway 101 goals and barriers; Highway 20 goals and barriers; the likes and dislikes for the couplet and two-way highway alternatives for Highway 101; overview of each of the outreach meetings attendance and participation; where the funds for the project were coming from; and whether ODOT or the City would be responsible for 9th Street if the couplet was implemented.</p>
<p>CONSULTANT'S ANALYSIS AND RECOMMENDATIONS.</p>	<p>Mr. Hencke covered the Consultants' analysis and recommendations. The Committee discussed the project goals; Urban Renewal funding; development opportunities; light signals and bike routing; the couplet at Fall Street; Highway 101 and 9th Street couplet drawings; illustrations of the street transformation sections; drawings of the couplet at Angle Street; clarification on the location of the bike routes on the couplet along 9th Street; and the couplet parking map.</p> <p>Ms. McNelly reviewed the urban design and development code concepts, covering the scenarios for traffic, pedestrian and bike lanes for the two alternatives; housing improvements for the two scenarios; vertical and horizontal separations for the couplet scenario; side street right of way parking opportunities; zoning approach for housing development; housing types; and the consultants' recommendation for the implementation of the couplet scenario.</p> <p>The Committee gave their thoughts on the couplet option.</p> <p>Motion by Berman, seconded by Patrick moved to have a nonbinding vote to get the Committee's thoughts on the two options. Motion carried in a voice vote with Patterson, L. Simonsen, C. Simonsen, Sanders, Capri, Butler, Estes, Belloni, Heim, Hanneman, Breitenstein, Berman, J. Jones, Jacobi, and Edmond all voting in favor. Weber abstained.</p> <p>Motion by Patrick, seconded by Breitenstein seconded to recommend that the city do a short couplet. Motion carried in a voice vote with Weber, Patterson, L. Simonsen, C. Simonsen, Capri, Butler, Estes, Belloni, Heim, Breitenstein, Berman, J. Jones, Jacobi, and Edmond all voting in favor. Sanders and Hanneman were a nay.</p> <p>The Committee discussed the reservations for implementing a couplet; the Farmers' market location; the feeling a one-way versus a two-way traffic flow</p>

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

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

ATTENDANCE LOG/ROLLCALL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Submitted by: *Sherri Marineau*

Sherri Marineau, Executive Assistant

City of Newport
Draft City Center Revitalization Planning Committee Minutes
May 16, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 2:00 P.M. Time End: 4:09 P.M.

ATTENDANCE LOG/ROLLCALL

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson (absent, excused)	Sherri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	Cathey Rigby, Grant Manager
Laurie Sanders	Anna Iaukea, Urban Renewal Project Mgr. (by video)
Dustin Capri (absent, excused)	City Manager, Nina Vetter
Dan Butler for Karen Rockwell (by video)	John Fuller, Communication Specialist
Brett Estes (by video)	Jim Hencke, DEA
Rich Belloni	Brandy Steffen, JLA
Melony Heim	Marcy McInelly, UrbsWorks (by video)
Eric Hanneman	Emily Picha, ECONorthwest (by video)
Rev. Judith Jones (by video)	David Helton, ODOT (by video)
Dr. Ralph Breitenstein	James Feldmann, ODOT
Timothy Johnson (absent)	
Bob Berman	PUBLIC
Deb Jones (absent)	
Cynthia Jacobi	
Robert Emond	

AGENDA ITEM	ACTIONS
<p>COMMITTEE MEMBER INTRODUCTIONS</p> <p>a. Roll Call</p>	<p>None.</p>
<p>APPROVAL OF MINUTES</p> <p>a. Meeting minutes of City Center Revitalization Planning Committee Meeting on February 28, 2025</p>	<p>Motion by Breitenstein, seconded by Weber, to approve the City Center Revitalization Planning Committee Meeting on February 28, 2025 with minor edit. Motion carried unanimously with Weber, Patrick, L. Simonsen, C. Simonsen, Sanders, Estes, Belloni, Heim, Hanneman, Jones, Breitenstein, Butler, Berman, Emond and Jacobi all voting in favor.</p>
<p>ROUND 2 OUTREACH RESULTS</p>	<p>Ms. Steffen gave an overview of the Round 2 outreach results.</p> <p>The Committee asked question concerning the definition of passive parks, the number of respondents of the surveys; and the practicality of doing alleys.</p>

<p>CITY CENTER PLAN AND CODE AMENDMENTS</p>	<p>Mr. Hencke covered the project goals. Ms. McInelly reviewed the City Center Revitalization Plan and code amendments.</p> <p>The Committee asked questions concerning the landscape diagrams; left turn lane widths; how the middle left turn lane on the Hwy 101 south of the couplet would work; redesign of US 101 to have two left lanes going southbound onto Hwy 20; whether diagonal parking was allowed in Newport on public roads; length of ADA parking spaces; considerations to allow townhouses and condos on US 101; ideas to locate retail on the corners in the City Center; having a range of heights for urban frontage minimum ground floor for retail; who was responsible for the upkeep of landscaping on streets; and how landscaping requirements should be implemented.</p>
<p>INVESTMENTS AND INCENTIVES</p>	<p>Ms. Picha reviewed the investments and incentives.</p> <p>The Committee asked questions concerning how long it will take to get the City Center updates implemented; if the Urban Renewal Agency had plans to acquire property to help the plan be implemented; and timing for the start of the branding for wayfinding.</p> <p>Tokos reviewed the adoption schedule with the Committee. Rigby invited the Committee take the opportunity to be a part of funding in the future and stay involved with the implementation.</p>
<p>PUBLIC COMMENT</p>	<p>None.</p>
<p>NEXT STEPS</p>	<p>Steffen asked the Committee to get their thoughts on how they felt about the plan.</p> <p>Luke and Christina Simonsen shared their thoughts on wanting to have electricity brought to the Farmers Market, closing the streets during the market times; keeping deliveries in mind if closing Lee Street, and considerations to have delivery zones.</p> <p>Hanneman also wanted electricity for the Farmers Market vendors.</p> <p>Sanders thought they needed to find a few spots for community gathering areas, to get a clear definition on how the lights at 9th and Hurbert Streets would be timed, and to get a clear idea of with the costs and amount of work a couplet would be.</p> <p>Berman didn't like that there wasn't any final documents in the plan.</p> <p>Emond thought they needed to future proof the Farmers Market and make sure the space for them was big enough to grow. He also loved that there would be two left turns from US 101 to Hwy 20 going south.</p>

Breitenstein thought they did a good job with the plan.

Jacobi liked the public comments about enlarging the Founding Rock Park and questioned if there were enough restrooms in the area. She had concerns on signage clutter, thought that overhangs would be for weather protection at best, wanted to see the parklets expanded for outdoor seating, thought landscaping and public art was important, and wanted to see general points on trash collection.

Weber had concerns on infrastructure and thought they needed to renew it before the street paving was finished. He was also concerned bike lanes would be blocked and thought they needed to be more accessible. Weber wanted festivals streets to help the Saturday Market. He was concerned about the bus mall space and thought rights-of-ways should be utilized for bikes and loading. Weber was concerned about access to driveways as well.

Estes appreciated the comments from the public participation.

Patrick thought landscaping would be tough and wanted to see parking and density figured out for the residential mixed with commercial.

Jones liked the big picture of the concept. She noted that 9th and Hurbert Streets would affect their parish during construction. She cautioned about adding awnings because they would become a place for people to shelter.

Helton thanked the team for their work and input. He thought the need for a better cost estimate was challenging at that time because they would need to do work to get samples and understand the conditions before they could determine this.

Motion by Patrick, seconded by Berman, for the City Center Revitalization Plan Advisory Committee to recommend that the draft plan and its various components be forwarded to the Planning Commission and City Council for consideration and potential adoption. Motion carried unanimously with Weber, Patrick, L. Simonsen, C. Simonsen, Sanders, Estes, Belloni, Heim, Hanneman, Jones, Breitenstein, Butler, Berman, Emond and Jacobi all voting in favor.

Submitted by: _____

Sherri Marineau, Executive Assistant

City of Newport
Planning Commission Work Session Minutes
October 28, 2024

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:01 P.M. Time End: 7:05 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan (by video)	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East (absent, excused)	
Commissioner Braulio Escobar (absent)	
Commissioner John Updike	
Citizen Advisory Member Dustin Capri (absent)	
Citizen Advisory Member Greg Sutton (absent)	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL a. Roll Call	None.
EVENT PLAN FOR CITY CENTER REVITALIZATION PLANNING PROJECT.	Mr. Tokos gave an overview of the event plan for the City Center Revitalization Project. He covered the dates of events; types of focus group meetings; online open house for the public who can't attend workshops; adding a blurb to utility e-bills reminders to notify the public of the project; postcard notice being mailed to all properties in Newport; advertising for the events; updates to the city website for the project; workshop format and setup; online open house; survey questions for the public; how the Philomath process for their couplet was done; business façade grants; commercial revitalization; needed housing considerations; giving more emphasis to 9th Street on the questionnaire; questioning how relevant the demographic questions were for the decisions for the project; concerns on displacement of businesses in the City Center; and focus group meetings that would be held for underrepresented groups.
UPDATE ON COMPREHENSIVE PLAN STREAMLINING PROJECT (BETH YOUNG).	Ms. Young gave her progress report on the Comprehensive Plan streamlining project. The Commission asked questions about the photos that were used in the chapter examples; goals, policies and implementation measures; and

	discussing how the updates to the Plan would look like on the web.
PLANNING COMMISSION WORK PROGRAM UPDATE.	None.

Submitted by: *Sherri Marineau*
Sherri Marineau, Executive Assistant

**City of Newport
Joint City Council and Planning Commission Work Session Minutes
December 16, 2024**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL 169 SW COAST HIGHWAY NEWPORT	
Time Start: 6:04 P.M.	Time End: 8:00 P.M.

ATTENDANCE LOG/ROLLCALL

COUNCIL/BOARD MEMBER	STAFF
Mayor Kaplan	Nina Vetter, City Manager
Councilor Emond	Jeanne Tejada, Acting City Recorder
Councilor Botello (Excused)	Derrick Tokos, Community Development Director
Councilor Goebel	
Councilor Hall	Jim Hencke, Project Manager
Councilor Parker	
Councilor Jacobi	
Robert Bare	On Zoom:
James Hanselman	Angela Rogge
Gary East	Emily Picha
Bob Berman	David H
John Updike	
Bill Branigan	
Braulio Escobar	

AGENDA ITEM	ACTIONS
CALL TO ORDER AND ROLL CALL	Kaplan called the meeting to order.
Roll Call	Tejada conducted roll call.
DISCUSSION ITEMS	
<p>City Center Revitalization Plan Goals and Objectives</p> <p>Feedback from Public Event #1</p> <p>Consultant's Analysis and Recommendations</p> <ul style="list-style-type: none"> -Impediments to Achieving Goals and Objectives -Potential Implementation Measures -Public Investments Needed to Support Desired Development 	<p>Tokos turned the time over to Jim Hencke. Hencke presented a Power Point regarding the Public Event #1 and the feedback received.</p> <p>Project Goals:</p> <ol style="list-style-type: none"> 1. An active mix of users in a walkable environment. 2. Safe, efficient traffic flow and managed parking. 3. A clean, welcoming appearance. 4. Targeted Investment in infrastructure. <p>The option for a couplet was discussed at length.</p> <p>Kaplan asked for the general sense of the decision makers on the couplet idea. There was no strong opposition to the idea. Parker and Emond feel like they would like a little more information. Jacobi has been attending the meetings and she is in favor of the couplet. Berman requested more information from the Business owners near where the couplet is being proposed. Updike suggested they try a more intensive outreach with information stating they are leaning</p>

	<p>toward the couplet and see if they can't receive more input.</p> <p>Wendy Ender, a local citizen requested the committee go on a walk with her on Hwy. 101 before making a decision on the couplet. Annie McEntire, a local citizen, agrees with Ender about taking a walk. She feels things are moving too quickly. Lori Sanders, a City Center Revitalization Committee Member, also expressed some concern. She would like more citizen feedback before narrowing the vision.</p>
ADJOURN	8:00 PM

City of Newport
Joint City Council and Planning Commission Work Session Minutes
March 10, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. **Time End:** 7:46 P.M.

ATTENDANCE LOG/ROLLCALL

COUNCIL/BOARD MEMBER	COMMISSIONER/ ADVISORY MEMBER
Mayor Kaplan	Chair Bill Branigan
Councilor Hall (by video)	Commissioner Bob Berman (by video)
Councilor Parker (absent, excused)	Commissioner Jim Hanselman (absent)
Councilor Jacobi	Commissioner Gary East
Councilor Emond	Commissioner Braulio Escobar (absent, excused)
Councilor Roumagoux (absent)	Commissioner John Updike
Councilor Hickman	Commissioner Robert Bare
	Citizen Advisory Member Dustin Capri
	Citizen Advisory Member Greg Sutton (absent)
STAFF	
Nina Vetter, City Manager	
Derrick Tokos, Community Development Director	
Sherri Marineau, Community Development	
Allie Anderson, City Recorder	
David Hencke, David Evans and Associates	
Brandy Steffen, JLZ (by video)	
David Helton, ODOT (by video)	
John Fuller, Communication Specialist	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL	
a. Roll Call	None.
PURPOSE / SCHEDULE	Mr. Hencke reviewed the project vision, project goals, schedule heading into the public outreach round 2.
PROPOSED CITY CENTER PLAN	Hencke reviewed the proposed City Center Plan diagrams with the group.
QUESTIONS	<p>Emond liked the green spaces idea but was concerned about how maintenance would work. Capri requested the diagrams show different alternatives for green spaces.</p> <p>Branigan wanted to know when the funding for rehabilitating buildings would be considered.</p>

	<p>Jacobi thought messaging should focus on the five project goals.</p> <p>East questioned if there would be guidelines for developers on what the plan designs would be.</p> <p>Hickman asked if there was statistical traffic flow data that showed if the 2-way traffic or a couplet was better.</p> <p>Kaplan was concerned that there wasn't enough space for parking on both sides of US 101. He also thought they should look at the plan being more than just about the highway, is was a neighborhood.</p> <p>Hall suggested they lean toward adding trees in the greenways instead of coastal grass. She thought they should be mindful of signage, and questioned if Alder and Lee Streets could be closed permanently. Hall noted there was some confusion on if the ultimate decision to doing a couplet would be the Council's decision. She also asked if the weight load of 9th Street for large trucks have been considered.</p> <p>Branigan asked if there would be a space for a food truck lot, and thought they should consider adding a dog park. Updike thought that the infrastructure for food trucks need to be considered.</p> <p>Updike thought they should widen the parking on US 101 by taking some of the space for the pedestrian walkway. He questioned if there would be data for vehicular performance that shows before and after the implementation on US 101 and Hwy 20.</p> <p>Capri thought they should relay to the public that the parking benefit was the reason they were going forward with the couplet. He also thought they needed to revisit the rebranding of the "Deco District."</p>
<p>POLICY, PLAN, AND DEVELOPMENT CODE CONCEPT</p>	<p>Mr. Hencke covered the policy, plan and development code concept.</p>
<p>COMMENTS / QUESTIONS</p>	<p>Jacobi expressed concerns about push back on the Nye Beach design review from years past, and questioned how they could put more teeth into doing a design review for the City Center. Emond suggested having a tight box on the design standards to begin with, then loosen them over time. Kaplan felt they needed a promise that the design standards would make things better for the livability for the area, and that the standards wouldn't change over time. Capri pointed out they were discussing the general thoughts</p>

	<p>for the infrastructure of the plan first, and the implementation would happen later.</p> <p>Updike thought they needed to consider how the US 101 and Hwy 20 corridors were two different areas and separate from each other. Kaplan agreed that Hwy 20 felt more commercial and didn't think people would build cottages there. He questioned if they would want to mix some of the commercial into the US 101 area.</p> <p>Hall thought they should include how many potential housing units there could be with the plan.</p> <p>Jacobi thought that "maker places" should be considered for the Hwy 20 area.</p> <p>Kaplan thought it was important to consider how the US 101 and Hwy 20 districts tied into the Nye Beach and Bayfront districts.</p>
<p>PUBLIC INVESTMENTS / INCENTIVES / PARTNERSHIPS</p>	<p>Mr. Hencke reviewed the public investments, incentives and partnerships.</p>
<p>DISCUSSION</p>	<p>Kaplan thought it would be helpful to show an overview of how they are approaching implementation that included public investments, incentives and partnerships.</p> <p>Updike thought they should also include the cost for work in the right-of-way and how it would take a while to get the funding. Capri thought there would be a desire to see the funding sources explained.</p> <p>Hall wanted clarification on how the couplet would affect parking by the Farmer's Market and city hall.</p> <p>Kaplan thought they needed to talk about how the concept encouraged people to walk and use the streets. He also thought they should review the concept of adding a shuttle bus to get around the area.</p> <p>Jacobi noted that in the 1980's the city had a "Peninsula Plan" that recommended a couplet that used 9th Street, but it was never implemented. She questioned what they needed to do to make sure this plan happened.</p> <p>Updike thought they needed to find a way to get buy in and help foster interest from the private sector side to help push the plan.</p>

Submitted by: Sherry Marineau
Sherry Marineau, Executive Assistant


**City of Newport
Draft Planning Commission Work Session Minutes
May 12, 2025**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. Time End: 6:59 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan (by video)	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East	
Commissioner Braulio Escobar	PUBLIC
Commissioner John Updike (by video)	
Commissioner Robert Bare	
Citizen Advisory Member Dustin Capri (absent, excused)	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL	
a. Roll Call	None.
CITY CENTER REVITALIZATION PLAN UPDATES.	<p>Mr. Tokos gave an update on the City Center Revitalization Plan process.</p> <p>The Commission discussed the online survey and open house results; the summary of Event #2; feedback from the public engagement; project goals; location of the Farmers Market with the couplet design; a breakdown of comments for English and Spanish speakers; boundaries of the City Center Revitalization Plan (CCRP); design standards for the CCRP; form based code standards; public realm standards; how the CCRP aligns with the ODOT Urban Blueprint recommendations; street cross sections; alleyway examples; base zone development standards; proposed general design standards; illustrations on visual frontage types; and land use and base zone references.</p>
PLANNING COMMISSION WORK PROGRAM UPDATE.	None.

Submitted by: 
 Sherri Marineau, Executive Assistant

City of Newport
Draft Planning Commission Work Session Minutes
May 27, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT	Time End: 7:52 P.M.
Time Start: 6:00 P.M.	

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman (absent)	
Commissioner Gary East	
Commissioner Braulio Escobar	PUBLIC
Commissioner John Updike	Jim Hencke, David Evans and Associates
Commissioner Robert Bare	Jim Patrick
Citizen Advisory Member Dustin Capri (absent, excused)	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL	
a. Roll Call	None.
CITY CENTER REVITALIZATION PLAN UPDATES.	<p>Jim Hencke from David Evans and Associates presented a slideshow outlining the refined versions of Memo #9, Memo #7, and Memo #6 of the City Center Revitalization Plan updates, focusing on Comprehensive Plan and Zoning Code concepts.</p> <p>Branigan entered the meeting at 6:39 p.m.</p> <p>The Commission discussed outreach efforts for surveys, the transition of US 101's width from north to south within the couplet, and the rationale behind the couplet directions. Additionally, they covered potential pedestrian lane adjustments to help widen streets, a suggestion to map the locations of existing businesses, considerations for permitting ground-floor residential units, the possibility of increasing maximum residential density above commercial properties, and depth requirements for ground-floor frontage types in retail and shared common spaces.</p> <p>At 7:00 p.m., the meeting was temporarily adjourned for the regular session before reconvening at 7:05 p.m.</p> <p>The Commission continued deliberations on maximum vertical separation requirements, potential mandates prohibiting building indentations to prevent</p>

	<p>unsafe spaces, bike traffic patterns on the north end of the couplet, and how the couplet's north end would impact City Hall and the 60+ Center. Additional discussions addressed the Farmers Market's potential effects on couplet traffic, along with a request for a diagram to visualize possible changes.</p> <p>Branigan and Escobar exited the meeting at 7:43 p.m.</p> <p>The Commission reviewed funding sources and grant opportunities, considered minor edits to the documents, and discussed whether a formal business district would be established.</p>
<p>PLANNING COMMISSION WORK PROGRAM UPDATE.</p>	<p>None.</p>

Submitted by: *Sherri Marineau*
 Sherri Marineau, Executive Assistant

**City of Newport
City Council Work Session Minutes
June 2, 2025**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL 169 SW COAST HIGHWAY NEWPORT	
Time Start: 400 P.M.	Time End: 5:00 P.M.

MEETING ATTENDANCE LOG

COUNCIL/BOARD MEMBER	STAFF
Mayor Kaplan	Nina Vetter, City Manager
Councilor Emond	Allie Anderson-Brusasco, City Recorder
Councilor Roumagoux	Jason Malloy, Police Chief
Councilor Hickman	Derrick Tokos, Community Development Director
Councilor Hall	John Fuller, Communications Specialist
Councilor Jacobi	

AGENDA TITLE	ACTIONS
CALL TO ORDER AND ROLL CALL	Emond, Roumagoux, Hickman, Kaplan, Hall, Jacobi, Parker (absent) Staff present: Derrick Tokos, John Fuller, Jason Malloy
CITY MANAGER REPORT Work Session Agenda Work Sessions June - August	Vetter presented the Work Session Calendar that looks ahead from June - August.
DISCUSSION ITEMS League of Oregon Cities Bulletin - Lobbying Items City Center Revitalization Draft Comprehensive Plan & Development Code Amendments Bayfront Parking Survey Results	<p>LEGISLATIVE UPDATE: Nina Vetter, A new bill that would allow cities greater flexibility in how transient lodging tax revenues are spent appears to be progressing better than previous attempts. While the categories—now referred to as "community services"—are somewhat different, they still offer cities flexibility to invest in water, wastewater, parks, and public facilities. We expect to know within the next few weeks whether the bill will be successful.</p> <p>CITY CENTER REVITALIZATION PLAN PRESENTATION The City Center Revitalization Plan was unanimously recommended to move forward by the City Center Revitalization Committee. Community Development Director Derrek Tokos introduced Jim Haney from David Evans and Associates, the lead presenter. The project team also includes Urbsworks and ECONorthwest. Haney presented the draft Newport City Center Revitalization Plan, which outlines proposed land use policies, transportation strategies, and redevelopment incentives aimed at encouraging reinvestment in the city center. The presentation summarized the results of the</p>

second round of public outreach, with strong community support expressed for storefront improvements, passive-use parks, and enhanced pedestrian amenities.

Key components of the plan include:

- A proposed City Center Design District
- Priority infrastructure improvements
- Implementation strategies extending through 2032

Timeline:

Near-term goals (2026–2027) include housing site readiness, improvements to public spaces, business activation initiatives, and zoning/code updates.

Mid-term priorities (2028–2032) include leveraging urban renewal area (URA) land for housing, expanding event spaces, and advancing branding and wayfinding efforts.

The Planning Commission and City Council are expected to consider the plan throughout summer 2025, with final adoption targeted by September.

COUNCIL COMMENTS AND DISCUSSION

Councilor Jacobi:

Raised concerns about the lack of specific plans for public restrooms in the revitalization area. Suggested adding one near the relocated bus stop and another near Founders Rock Park or the Chamber of Commerce.

Tokos:

Agreed it was an excellent point. Restroom placement—along with other streetscape elements—will be addressed during implementation. Opportunities include incorporating a new facility near the future bus stop relocation project, redesigning or relocating the existing restroom at 9th and Herbert, and adding a new facility near Pig N’ Pancake and Founders Rock if additional green space is created.

Councilor Emond:

Requested a list of recommended plants and vegetation that will thrive in the local environment, to help inform the public. Also shared public skepticism regarding the proposed couplet, stating no one has expressed strong support. Suggested communicating the benefits of the couplet more clearly. Lastly, shared concerns from personal experience in Eugene, where similar redevelopment negatively impacted businesses. Requested early development of tangible support strategies to help businesses remain viable during construction.

Tokos:

Appreciated the feedback and agreed on the need to better communicate the rationale behind the couplet. Noted that the majority of public input received—both online and in person—indicated support for the proposed direction. Emphasized the importance of continuing to

provide clear, transparent information about decisions and their expected benefits.

Councilor Hall:

Asked for clarification regarding parking south of US-101. Expressed concern about community engagement efforts not resulting in timely action. Framed the project as a housing production strategy as well as a transportation improvement, noting the importance of maximizing limited space to create a livable, walkable environment. Emphasized the need to market the city as a place for investment and development and urged the Council to ensure the plan doesn't get shelved or forgotten.

Tokos:

Agreed, and noted that adopting the plan will provide clarity and certainty for developers. Differentiated this effort from past plans by highlighting the proactive creation of an urban renewal district to secure funding. Identified three potential pathways for housing development:

1. Mixed-use developers seeing a coordinated plan with long- and short-term goals
2. Urban renewal agency leveraging property partnerships to support demonstration projects
3. Private property owners benefiting from a clear framework and available business assistance grants for improvements

Councilor Jacobi:

Mentioned a prior effort led by Rachel Cotton that produced a detailed planting guide for the east and west sides of US-101. Free copies of the guide are available at the Recreation Center.

Councilor Hickman:

Emphasized the importance of consistent communication with the public, especially during long-term projects. Suggested developing a public engagement strategy that celebrates incremental progress and keeps the community informed and involved.

Tokos:

Agreed, and shared that the city is exploring the possibility of forming or reviving a city center neighborhood or business association—similar to the NYE Neighbors group. Having a formal association could help residents and business owners feel more engaged and influential in the process.

Councilor Kaplan:

Noted that some City Center residents have already shown interest in participating in the NYE Neighbors group, which could serve as a resource for forming new associations.

Councilor Hickman:

Suggested the idea of forming a hybrid group that includes both housing stakeholders and local businesses to foster collaboration.

	Councilor Roumagoux: Praised the visuals in the presentation and recommended always beginning street design slides with illustrations, as the public responds well to visual storytelling.
ADJOURNMENT	5:00PM

**City of Newport
Planning Commission Work Session Minutes
June 23, 2025**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. **Time End:** 7:02 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	Beth Young, Associate Planner
Commissioner Gary East	
Commissioner Braulio Escobar	PUBLIC
Commissioner John Updike (by video)	Jim Hencke, David Evans and Associates
Commissioner Robert Bare	
Citizen Advisory Member Dustin Capri	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL	
a. Roll Call	None.
UPDATE ON COMPREHENSIVE PLAN STREAMLINING PROJECT (BETH YOUNG).	<p>Beth Young presented the draft summary of the Comprehensive Plan to the Commission.</p> <p>The Commission discussed how to ensure the Comprehensive Plan and the summary document would be kept in sync over time. They requested that the stormwater chapter be included in the summary and expressed support for incorporating photos to enhance the document's visual appeal.</p> <p>Commissioners noted that some goals appeared to be missing from the summary and discussed how the document would be presented on the city's website. They suggested adding hyperlinks in the summary to direct readers to the corresponding chapters in the full Comprehensive Plan. They also discussed whether a citizen advisory committee would be necessary to make significant changes to the Comprehensive Plan, and whether linking the summary to the full document could present any legal or procedural liabilities.</p>
CITY CENTER REVITALIZATION COMPREHENSIVE PLAN AMENDMENTS.	Jim Hencke, with David Evans and Associates, presented on the draft set of Comprehensive Plan amendments.

NOTICE OF A PUBLIC HEARING.

The City of Newport Planning Commission will hold a public hearing on Monday, July 28, 2025, at 7:00 p.m. in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on a Comprehensive Plan text amendment (File No. 3-CP-22). A public hearing before the City Council will be held at a later date, and notice of that hearing will also be provided. The proposed legislative amendment is to the "Newport Peninsula Urban Design Plan" section of the "Socioeconomic Characteristics" element of the Newport Comprehensive Plan. Amendments include 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. The Newport Comprehensive Plan Section entitled "Administration of the Plan" (pp. 420-421) requires findings regarding the following for such amendments: A. Data, Text, Inventories or Graphics Amendment: 1) New or updated information. B. Conclusions Amendment: 1) Change or addition to the data, text, inventories, or graphics which significantly affects a conclusion that is drawn for that information. C. Goal and Policy Amendments: 1) A significant change in one or more conclusions; 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 Amendments: 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. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from proponents, testimony from opponents, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. Material related to the proposed amendment may be reviewed or a copy purchased at the Newport Community Development (Planning) Department (address above). Please note that this is a legislative public hearing process and changes to the proposed amendment may be recommended and made through the public hearing process and those changes may also be viewed or a copy purchased. Contact Derrick Tokos, AICP, Newport Community Development Director, (541) 574-0626, email address d.tokos@newportoregon.gov (mailing address above).

(For Publication Once on Wednesday, July 16, 2025)

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7/16/2025

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PUBLIC NOTICES

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PUBLIC NOTICES

prehensive Plan Section entitled "Administration of the Plan" (pp. 420-421) requires findings regarding the following for such amendments: A. Data, Text, Inventories or Graphics Amendment: 1) New or updated information. B. Conclusions Amendment: 1) Change or addition to the data, text, inventories, or graphics which significantly affects a conclusion that is drawn for that information. C. Goal and Policy Amendments: 1) A significant change in one or more conclusions; 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 Amendments: 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. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from proponents, testimony from opponents, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. Material related to the proposed amendment may be reviewed or a copy purchased at the Newport Community Development (Planning) Department (address above). Please note that this is a legislative public hearing process and changes to the proposed amendment may be recommended and made through the public hearing process and those changes may also be viewed or a copy purchased. Contact Derrick Tokos, AICP, Newport Community Development Director, (541) 574-0626, email address d.tokos@newportoregon.gov (mailing address above).

forth for sale below, said property will be sold to the highest bidder. The successful bidder must pay 10% of the bid price in cash or certified check immediately upon being declared the successful bidder. The balance of the bid price is to be paid in cash or certified check within 24 business hours of offering the successful bid. The lien claimant may bid part or all of the lien amount claimed, plus storage and foreclosure sale expenses, which will be an offset against the lien amount. Minimum bid is \$4,064.04. Bids accepted until: August 13, 2025; Email bids to: mbrown@portofnewport.com OR drop bid off at: Port of Newport, 600 S.E. Bay Blvd., Newport, OR 97365. Bid forms can be found online at www.portofnewport.com or at the address listed above. The sale of the property will be "as is, where is" and there are no representations by the lien claimant as to the condition of the property or its title. Any person wishing to inspect the property prior to the sale may do so during normal business hours, by contacting the Harbormaster at 541-270-5557.

ty" which comprises the "Receivership Estate"). The Receiver shall serve until further order of the Court for the purposes described in the Order. Notice of Automatic Stay. The entry of the Order imposes an automatic stay against most collection activities. This means that creditors generally may not take actions to collect debts from the Owner or the Estate Property, or attempt to exercise control over assets of the Receivership Estate. For example, while the stay is in effect, creditors cannot sue, garnish, assert a deficiency, repossess property, or otherwise try to collect from the Owner or from assets of the Receivership Estate. Creditors who violate the stay may be required to pay actual damages, costs, and reasonable attorney fees incurred as a result of the violation. Do Not File Claims at This Time. No claims may be submitted until a claims process is first established by the Receiver. Unsecured creditors will receive further notice of a claims filing deadline and instructions how to file a claim once the Receiver fixes such claims process. The Name and Address of the Owner is: Barbara J.M. Wheeler-Hotchkins, 510 SE Beech St., Toledo, OR 97391, Barbara J.M. Wheeler-Hotchkins, c/o Transformations Wellness Center, 3647 Highway 39, Klamath Falls, OR 97603. Keith Wheeler, 12913 Delamar Avenue, Murphy, ID 83639. The Name and Address of the Receiver is: Kenneth S. Eller, 515 NW Saltzman Road, PMB 810, Portland, Oregon 97229, Email: ken-

neth.eller
The Name of the Receiver is: Ball Attn: David Andrew J. SW 2nd 2100, Por 97204, Err ballardspa perta@bal Procedure ing Recel Recipients by Couns a creditor party who ed by cou notify the the Receiv such repr provide c mation for Such noti be sent to and the R ney by fi and/or by the conta and addr above in S ties Requ Notice. If ther informi the re wish to n notice of a proposed ership, yc vide your informatior office and nes of the ested part (if any) to tl Receiver's lows: Andr Ballard Sp SW 2nd 2100, Por 97204, E ta@balla Please not receive no proceeding specifically be placed clial notice Legal Desc No.: 11-10 Account Beginning east corn

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(541) 265-6638 WEBSITE: www.drellc.us RENTAL & SALES Residential, Commercial & Multi Family Office Hours: Open by appointment only. Available via phone and email Monday-Friday 10AM to 4PM. Loren@drellc.us Closed weekends Equal Housing Opportunity

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PUBLIC NOTICES

LCL25-0330 NOTICE OF A PUBLIC HEARING. The City of Newport Planning Commission will hold a public hearing on Monday, July 28, 2025, at 7:00 p.m. in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on

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PUBLIC NOTICES

a Comprehensive Plan text amendment (File No. 3-CP-22). A public hearing before the City Council will be held at a later date, and notice of that hearing will also be provided. The proposed legislative amendment is to the "Newport Peninsula Urban Design Plan" section of the "Socioeconomic Characteristics" element of the Newport Comprehensive Plan. Amendments include 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. The Newport Com-

ARTEK
al Estate
y, Newport • 541-265-8785
V LISTINGS:
727 NW 3rd St, Newport
opportunity in Nye Beach
D - 1803 NE Tide Ave,
Lincoln City
.5-Bath w/ New Roof
- 1250 SE Virginia Pl,
Waldport
m Home on .88 acres

Chantelle Charpentier
Se habla español
Connie Whaley
Mike Burkhard

LCL25-0333 NOTICE IS HEREBY GIVEN

That the Port of Newport claims a lien in the amount claimed below, pursuant to ORS87.152, for the reasonable and agreed charges for labor and materials, storage or services provided at the request of the owner or lawful possessor of the following described personal property: Personal property: Albatross; Official number: 980072; Reputed owner: Shawn Dewar Albatross - 980072; Last known address: 12881 Elderberry Lane, South Beach, OR 97366; Security interest holder: Justin Porter, 115 McNally Lane, Port Angeles, WA 98383; Amount of claim of lien: \$ 14,762.89 (which includes storage of property and accrued late charges until sale date, and costs of lien foreclosure). The Port of Newport has retained the property for at least 60 days from the date when the charges for services provided were due. Notice is hereby given that unless the lien is paid prior to the date set forth for sale below, said property will be sold to the highest bidder. The successful bidder must pay 10% of the bid price in cash or certified check immediately upon being declared the successful bidder. The balance of the bid price is to be paid in cash or certified check within 24 business hours of offering the successful bid. The lien claimant may bid part or all of the lien amount claimed, plus storage and foreclosure sale expenses, which will be an offset against the lien amount. Minimum bid is \$14,762.89. Bids accepted until: August 6, 2025; Email bids to: mbrown@portofnewport.com OR drop bid off at: Port of Newport, 600

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WE'RE LOCAL WE'RE GLOBAL

Sherri Marineau

From: Sherri Marineau
Sent: Monday, July 14, 2025 4:33 PM
Subject: NOTICE: Upcoming Public Hearing Related to the Newport City Center Revitalization Plan Project
Attachments: Public Notice - City Center Revitlization Plan.pdf

Hello,

You're receiving this email because you requested updates on the Newport City Center Revitalization Plan Project.

The City of Newport Planning Commission will be holding a public hearing regarding proposed legislative amendments to the "Newport Peninsula Urban Design Plan" within the "Socioeconomic Characteristics" element of the Newport Comprehensive Plan. These amendments include goal and policy updates to support the City Center Revitalization planning effort.

At this hearing, the Planning Commission will consider making a recommendation to the Newport City Council. A separate public hearing will be held by the City Council at a later date, and notice will be provided in advance.

Planning Commission Hearing Details:

Date: Monday, July 28, 2025

Time: 7:00 PM

Location: Newport City Hall, 169 SW Coast Hwy, Newport, OR 97365

Additional details can be found in the attached notice.

Kind regards,

City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0629



CITY HALL HOURS: Monday – Thursday 8:00am-6:00pm, CLOSED on FRIDAYS

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Derrick Tokos

From: DLCDC Plan Amendments <plan.amendments@dlcd.oregon.gov>
Sent: Tuesday, June 24, 2025 9:42 AM
To: Derrick Tokos
Subject: Confirmation of PAPA Online submittal to DLCDC

Newport

Your notice of a proposed change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.

Local File #: 3-CP-22

DLCDC File #: 003-25

Proposal Received: 6/24/2025

First Evidentiary Hearing: 7/28/2025

Final Hearing Date: 8/18/2025

Submitted by: dtokos

If you have any questions about this notice, please reply or send an email to plan.amendments@dlcd.oregon.gov.