



AGENDA & Notice of Planning Commission Work Session Meeting

The Planning Commission of the City of Newport will hold a work session meeting at **6:00 p.m., Monday, August 27, 2012**, at the Newport City Hall, Conference Room "A", 169 SW Coast Hwy., Newport, OR 97365. A copy of the meeting agenda follows.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder, 541-574-0613.

The City of Newport Planning Commission reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the work session.

NEWPORT PLANNING COMMISSION Monday, August 27, 2012, 6:00 P.M.

AGENDA

A. New Business.

1. Review of the Economic Opportunities Analysis.

B. Adjournment.

Memo

To: Newport Planning Commission/Commission Advisory Committee
From: Derrick Tokos, Community Development Director 
Date: August 23, 2012
Re: Newport Economic Development Strategy

Please find enclosed a draft of a new "Economy" section to the Newport Comprehensive Plan. This document summarizes the results of the employment forecast, land needs, and buildable lands inventory contained in the document titled "Commercial and Industrial Buildable Lands Inventory and Economic Opportunity Analysis," dated July of 2012 and the resulting policies and actions outlined in the "Newport Economic Development Strategy," also dated July 2012. Both of these supporting documents were prepared by the consulting firm ECONorthwest, and are available for review on the City's website at: <http://thecityofnewport.net/dept/pln/ea.asp>.

For this work session, I'll be looking for your feedback regarding any final adjustments that that need to be made to this Comprehensive Plan section before it is presented for adoption. A public hearing on the plan amendment is tentatively scheduled for September 10, 2012.

This draft is the product of six months of work with the consultant and a Technical Advisory Committee (TAC) representing a broad range of economic interests and expertise within the community. Enclosed is a roster listing the committee membership. At its last meeting, on June 25, 2012, the TAC reached general consensus that the product is ready to move forward for adoption. Attached is a copy of the minutes from that meeting.

This is a lengthy document, and if you are pressed for time I would appreciate it if you could focus on the implementation strategies and actions, which begin on page 29.

Attachments

Technical Advisory Committee (TAC) Roster
Minutes from the June 25, 2012 TAC meeting
Draft Economy Section to the Newport Comprehensive Plan

[CITY OF NEWPORT](#)
169 SW COAST HWY
NEWPORT, OREGON 97365

COAST GUARD CITY, USA



phone: 541.574.0629
fax: 541.574.0644
<http://newportoregon.gov>
mombetsu, japan, sister city

**NEWPORT ECONOMIC OPPORTUNITY ANALYSIS
TECHNICAL ADVISORY COMMITTEE
2011-2012**

Name	Affiliation
Caroline Bauman	Economic Development Alliance of Lincoln County
Chris Chandler	Central Lincoln PUD
John Clark	Whaler Motel
Lorna Davis	Greater Newport Chamber of Commerce
Will Emery/Bonnie Serkin	Industrial Property Owners
Guy Faust	Oregon Coast Community College, Small Business Development Center
Mike Larimer	Samaritan Pacific Communities Hospital
John Lavrakas	Advanced Research Corp. (small businesses)
Mark McConnell/Richard Beemer	Newport Mayor/City Council
Don Mann	Port of Newport
Woody Ouderkirk	Mishey Real Estate
Glen Small	Newport Planning Commission
Matt Spangler	Department of Land Conservation and Development
Will Summers	Oregon Employment Department
Gil Sylvia/George Boehlert	Hatfield Marine Science Center



MINUTES
**Newport Economic Opportunity Analysis
Technical Advisory Committee Meeting
City Hall Council Chambers
Monday, June 25, 2012**

TAC Members Present: Gil Sylvia, Will Emery, Patrick Wingard, Don Mann, John Lavrakas, Guy Faust, Caroline Bauman, Will Summer, Lorna Davis, Chris Chandler, Glen Small, and John Clark.

TAC Members Absent: George Boehlert, Bonnie Serkin, Mark McConnell, Richard Beemer, Mike Larimer, and Woody Ouderkirk.

Consultant Present: Bob Parker.

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

Audience Members: Don Huster, CM Jim Voetberg, Frank Geltner, Steve Chrisman (Advantage Real Estate), and Raquell Teague (Western Title).

The meeting came to order at 3:04 p.m. Tokos noted that this is the last regularly-scheduled TAC meeting. He trusted that everyone had received the two draft documents; the short version and the long version. He said the focus at this meeting would be on the small one; the strategies and actions.

Parker said that he wanted to spend today's meeting talking about the economic development strategies and get the committee's input on key issues and hopefully finalize this. He said the intent is to get the blessing from the group so we can move this forward. He explained that during the coming weeks they will be finalizing the big document and the EOA strategies. Parker noted that right now they are presenting this as two separate documents because this is a land use document that the City will take forward for adoption into the Comprehensive Plan. He thinks the City would want the strategies to be a little more flexible than that. This way, the City can review and modify them. If it is adopted into the Comprehensive Plan, there is not that much flexibility for modification. He added that the format can be changed. Tokos thought that we would want to at least adopt the strategies by reference so that it is an official tool. Parker said they could roll it into the big document or however the City would like to proceed. He said that he is not quite ready to say we are winding down; but we have done the bulk of the heavy lifting. He would like to go over the key conclusions that the group reached. ECONorthwest completed the buildable lands inventory. Based on modifications made, that amount of land that is suitable for employment is about 400 acres. They also developed a growth forecast; which shows that employment will grow slightly faster than what was indicated in the housing study. The annual growth rate is 1%, or just over 2,200 new employees over the 20-year period. Commercial land will be the bulk needed; also retail and service and office space. They modified the percentage of totals; and so industrial will be accounted for a little bit more. They increased the government a couple of percentages. They asked how much growth could be accommodated through the available lands. They tried to identify land right for redevelopment. They typically assume that some of the new employees will get located on some of that land that actually gets redeveloped. In the context of this study, they are only interested if that redevelopment results in employment; otherwise it is just a swap. They did include a map that shows the area north of the Bay and targeted areas that the City might focus on for redevelopment. There was discussion about the potential establishment of an URD north of the bridge including some areas adjacent to 101. Parker said the conclusion is that there are land surpluses in all categories; so the City won't need to look at UGB expansion. He said this report also articulates the target industries, but doesn't necessarily limit the City to those.

Parker said that one thing to think about is how to manage opportunity sites for target sites. What are land management strategies going to be? How to identify those sites? The properties have been inventoried, and there are many sites that would accommodate a variety of uses. One way to manage them is to work with owners for properties to be more consistent with what uses have been identified.

Parker said a second consideration has been discussion of redevelopment along Highway 101. He said it seems to them that one key area is just north of the bridge. Around the hospital site, there is some vacant land; and that might be one of the areas the City might consider focusing on first. Bauman wondered if we are harmonizing with

the hospital's plan for expansion. Tokos noted that Mike Larimer from the hospital has been on the Committee; and we are trying to be consistent with that. Tokos noted that the City just applied for planning grant funds for the Highway 101 corridor from the bridge to Highway 20. On the south side of the bridge there are a number of local streets that don't line up with Highway 101. Also, the entrance to the hospital needs some work there to re-work or realign those intersections. He said another long-standing issue is with parking and traffic flow downtown. Tokos noted that the hospital has tentative expansion plans about where they would like to locate future buildings in that area. They are looking at a central campus approach. Parker said that is something that could be added. If there is a health cluster, redevelopment needs to think about how surrounding properties can help support a health cluster.

Parker said the last thing to think about is the issue about infrastructure in key areas. He said a number of different strategies were identified for infrastructure that can be more specific. Investments should be made where you want things to happen. It will take effort. The question is what is the right timing for those? There is a strategy about how those investments remain and paying attention to results. Do they result in jobs we are thinking about? Lavrakas noted that something that happened since the last meeting is that Mann and Boehlert met with stakeholder organizations to look at property and possible investments. There is talk about a Yaquina Bay Ocean Technical Center being developed in South Beach. Parker thought that would fit under Action 1.3 and maybe also 1.5. Emery noted that economic development is about more jobs. He wondered if there was any difference between public jobs and private jobs. He noted that most operations south of the bridge are public-operated. He wondered if the same approach would be used. Bauman said where it gets unclear is, say the Oregon coast technology center is a real project funded with tax money and then hires construction workers that are private small businesses. She said there are times when it is easy to separate and times when it's not. Clark noted that in that area of South Beach, there are no property taxes at all. Summers agreed that makes it difficult to have an LID. Tokos said that it has the implication of a South Beach Urban Renewal approach with targets rather than public and private. Lavrakas said there is a proposal to make YBOOI larger than just the Yaquina Bay region and support job creation and innovation so that businesses start up and use some of the ocean technology. Parker said that the plan as constructed takes a broad look at economic development. Tokos said that he hopes the members go through this and make sure that the strategies outlined in the small document are consistent with what the group intended. Tokos thought there were a couple of areas not addressed in the document that he would like the group to have an opportunity to weigh in on. He said the document states that the City has enough commercial and industrial land; but we do have a shortage of larger lands. He wondered if there should be an urgency to start creating those either by working with land owners or annexation strategies. When looking at the north side, there is talk about the formation of a URD. This program is set up to go with development agreements. The idea is to see if the City can't create incentives for development. It involves marketing for targeted industries. The City offers to make a property owner's property more attractive to targeted industries to bring to the marketing table. The City will have to have resources; and a URD is probably one way because there are limited funds for infrastructure. Tokos said he would like to go back to those particular topics to get a sense of the right direction to go. Parker said that if the members had comments on the large document, to get them to Tokos by the second week in July.

In order to give the big picture, Parker noted that they had put together a matrix showing the goals and actions and where they would be sequenced in and how they link together. He asked if this was a reasonable work program. He said that between the last meeting and this, he worked with Tokos to refine these things. He said it is still a work in progress, and there are areas where more detail could be added to make it clearer. Lavrakas said that he liked the vision. He asked if there were any chance that the Council could derail this. Tokos said that the Planning Commission and the City Council are looking for this to be vetted with the TAC; and they are going to be heavily influenced by the TAC's recommendations. The Commission and the Council want to vet it through the committee. He said that he suspects they will be looking at this favorably.

Bauman had a couple of comments on the bullets on page 4. She noted that it mentions tourism, and deep draft port is there; but where is fishing. She thought that all the clusters should be carried all the way through. Bauman felt that the final bullet was not substantiated at all. Parker said it came out of interviews. Clark thought it maybe could be softened somewhat by saying there are some limitations. Bauman said that regarding the number three issue, lack of coordination, she feels the opposite of that. Davis said that is a perception out there, and the City has to take steps out there to address that perception. She suggested that this could say "may have some challenges" or "there is the perception of". Sylvia said that maybe to outsiders, they feel the City and some of the other agencies are not working together. Clark said that he thought item number one regarding lack of land is accurate in some

aspects. Chandler thought that using the word “developable” rather than “attractive land” might be a way to soften that. Parker said he will work with Tokos to clear up that point.

Review and Discussion of Strategies and Actions: Parker noted that the first action is to create and staff a Business Growth and Recruitment Coordinator position. He said the main thing to change on this is to outline the function in more detail. He thought it is one of those things that we haven’t really stated exactly where that position will reside. It needs to be determined early on if this is a contract position. Is it along economic development lines; or is it something else? Faust noted that when he is working with the community college for grants from the federal and state governments, they all want something different and he gets torn in different directions. For this position, he said the ocean observing things makes more sense to have with the alliance; tourism things with the chamber. He wondered if it would be smart to create two positions; but then he thought we may not get a very good person part time in both areas. He said there might be a way to have a person, but actually do contracts and have two different offices where they would work out of one part time and the other part time. He said it seems to him there are two different job descriptions and two different entities. Lavrakas agreed that it sounds like two positions. Parker said they will look at it.

Parker said that Strategy 1 deals with the growth of the marine and ocean observing research and education cluster. Under Action 1.1, part of what they are trying to do is, if Lavrakas’ group is successful in getting money from the state, hire someone to help with that effort. Lavrakas said that right now he is a volunteer and doesn’t get paid. He is on the steering committee giving his time. Parker wondered if this is too focused on the ocean and marine observing and should be broadened. Lavrakas noted that on page 6, it talks about two separate positions. Davis said it would be two people. It wouldn’t be funded by the City, but there would be a collaborative effort for the two positions. Emery noted the discussion has been about someone working with the public agencies to create the collaborative effort, and someone working with private industries to actively market Newport and solicit companies. He said expanding what is already here is different than attracting new businesses. He sees this person working on expansion of current businesses to make this the service center for the central Oregon coast. Tokos said that is how he understood this position; largely targeting businesses to bring them into the area or engaging existing businesses to help them with what they need to be successful. Parker said that function is addressed in the fourth paragraph on page 5; work with local businesses on expansion, work on recruiting new businesses, conduct research and analysis, and coordinate activities. He agreed that is a lot for one person. Chandler wondered if the City had funding for such a position. Tokos said the City would be a contributor, not a full funding source. This function is not targeted to the City exclusively. Davis said that is how it was before. Bauman thought that the couple of paragraphs under 1.1 need to be rewritten in a way so it doesn’t specifically state OregonInC so prominently. She said that is only one possibility. Parker said they could reference both OregonInC and anything else in process now. Bauman suggested doing so without naming who they are in order for this to be a permanent-type document. Parker said he will work with Bauman on pinning that down. Bauman said maybe just use “State of Oregon funding sources”. Sylvia noted that YBOOI is changing its name, and will be Oregon Ocean. He said maybe this language should state that.

Parker noted that Action 1.2 is about developing what that cluster actually is. It requires some kind of evaluation that would more clearly articulate what the cluster is and then create a business plan. He noted that this is already in process. Bauman said that is why she made a note to change “develop” to “update”. Sylvia said that now they are transitioning that to an actual plan. He raised a question about the second paragraph that states “at the time the strategy was prepared it assures such and such is harmonious with each other”. Parker said he would take that as a blanket comment and take time-specific things out of it.

Action 1.3 addresses identifying opportunity sites for marine and ocean observing cluster growth. Parker said it specifies a few things about the sites and then gets into details. Lavrakas said that rather than alluding to types of uses, it may be good to actually list them; such as offices, labs, warehouses, collaborative spaces, dock access, maintenance yards, and manufacturing facilities. He suggested making sure at least those are mentioned. He said there might be areas at the dock that we want to protect, so we need to be careful whether it says it is multi-use or collaborative.

Action 1.4 is about stakeholder workshops focused on ocean observing and marine research. Parker said that right now, it is being done with YBOOI and Economic Development Alliance, but the City needs to continue to be

involved in these discussions. Lavrakas noted that the City of Newport is an active member of YBOOI; CM Jim Voetberg participates.

Strategy 2 relates to growth of tourism-related employment. Parker said this is focused on private, but the City has contributed in the past. Another action under Goal 4 addresses the City's side of it. Lavrakas noted that under 2.2 and 2.3, the Greater Newport Chamber of Commerce is not mentioned under "Who does it". Emery asked everyone's opinion of golf courses. Clark said golf courses have had a tough go. If it is world class, people will seek it out. Mann noted that we have to get people here first and then many times they will decide they would like to live here. Davis said golf courses are facing challenges in Lincoln County. There are a few that are actually struggling to stay in business. Small said that if there were several world class courses together, they would draw more. He noted that in Montana there was one actually built on a cleanup site. They turned a negative into a positive. Parker noted that the City has a chunk of ground designated for a destination resort, and there are not many in the state any more. Clark said he would love to see it happen, but it is difficult.

Action 2.3 is to maintain meaningful tourism marketing. Parker said that he would like direction from the committee whether to focus on eco-tourism. This doesn't necessarily limit the type of marketing. It should allow flexibility. Bauman confirmed that Parker was going to add the Chamber to all of these actions, but she also wondered what about tourism business owners; particularly a partnership with the larger properties.

Strategy 3 is to coordinate with the Port of Newport. Parker said the City would be involved in that strategic planning process. Faust noted that in the past there was talk about turning fish waste into crab bait. The thing that stopped it was a lack of big cold storage areas. Parker said that may fit under 8.4 (infrastructure to support fishing). Mann said there is a difference between cold storage and an ice plant. Sylvia said it would require an economic analysis. Most cold storages don't work. Sylvia said that in these actions so much of what the City is going to do is evaluate, coordinate, and support; very soft stuff. Usually there is someone else that is the lead, but the City is there to help support that effort. He wondered, even though they are not the lead, if the City is checking back. He asked if tracking is a role the City can play. He said it would be nice to see an annual report to see progress being made and what the City did to support or coordinate. He suggested five years from now evaluating the plan to determine what worked and what didn't so the next group can see that. Parker said it is proposed to add a section on plan maintenance and review. In some cases the action plan can be used, but it doesn't get to the "how come" part.

On page 13, under Strategy 4, Bauman noted that where it talks about workforce availability, it doesn't mention entrepreneurial training. She said that our businesses are so micro that small business people have employees, but they themselves are their own employees.

Parker skipped on to Strategy 6, which is to encourage better use of underutilized commercial sites. He said that is one of the key goals the City has. It involves site consolidation and aggregation. He said there could be more detail added if the group felt it was necessary. Bauman said the only comment she had is that when it says underutilized, we might want to say "underutilized or blighted" since blight is the trigger. Tokos said that we might mention aggregating properties and we might mention revolving loan. Emery said that he is in favor a Newport URD. He said it would be helpful and would give the City a hard resource. Tokos said a URD is not without benefit to the other entities, but it has to be sold. It does increase the overall value of properties. When the district is released, the entities benefit. They have to buy into the concept. Parker said this action is saying to take a closer look at this.

Strategy 7 is to ensure an adequate supply of commercial and industrial sites. Parker said the primary action of this one is to develop policies to prioritize target industries on opportunity sites. It involves staff working with property owners in South Beach to explore development agreements. Tokos said we have the business recruitment goal designed to bring industry into the community. With this piece, the City can help line up those properties to create sites that are available and ready. Parker said this might get at the industrial sites that Emery had mentioned. Emery noted that he owns a large piece of industrial ground. He said it is a matter of having something shovel-ready. He said he would be happy to work with the City on a development agreement. Clark asked what happens if the property owner says they don't want participate to develop their property yet. Parker said the way a development agreement works is that it is voluntary on the land owner's part, and it has to go through a local

adoption process. The City brings something to the table, which might be that the City provides infrastructure or something. It is helpful for that person in charge of business recruitment to know about the land base. Parker said when they were initially putting this together, they were thinking about more regulatory strategies dealing with this. This is a more effective approach. It definitely relates to developing an annexation strategy. Tokos said that he thought we do need to work in a need for larger industrial properties into the actions. That is one of the things that helps. He said similar with 7.1, we need to try to get more context. Tokos said that he doesn't see zoning having much limitation. It is extremely flexible to the point of being problematic between commercial and industrial.

Strategy 8 is to ensure adequate infrastructure is available. Parker said this relates to 1.2 and 7.1. The idea is that once we have identified the site it dovetails with whether it is feasible to make those investments. Parker noted that in the document, the second Action 8.1 should be 8.2 and coordinates with the international terminal. Mann noted that the Port is working with the City to put together a task force to provide input on transportation. Tokos said that under lead, it is more collaborative in identifying infrastructure needs. It will influence that somewhat. There are going to be some sidebars of what can be done infrastructure-wise. Parker said this relates to the completion of 3.1, the Port's plan. He said that some more could be drawn out in the write-up so it is clearer.

Parker noted that Action 8.3, relating to infrastructure used by visitors, is something that the City has historically done. The City uses a gas tax. He said the idea here is to take a step further from right now and include policy language. Clark added that it can say "where legally allowed". He said, for example, tourism dollars can't be used for sidewalks. He said it doesn't make definition of what a tourism facility is. Bauman said it doesn't talk about maintaining. Parker agreed that you wouldn't want the City using room tax for certain things. Clark said the City can use a portion of it as defined in statute.

Emery asked what about whale watching. Sylvia said that the strategy for tourism could be broader to include ocean observing. Davis said there is already some of that in place; but primarily for students. She said there are a number of private businesses that do that. She said that encouraging private sector business to look at those activities is something the person in the new position could work on. Parker said that maybe 2.2 could reflect that. Tokos said he could see getting stakeholders to have more sidebars on it. He said the City has infrastructure that is tailored to tourism more so than other communities.

Parker said that Action 8.4 (infrastructure to support fishing) relates to 3.1. He said this is really doing an evaluation of what we have out there. Tokos said that he doesn't see this being a duty of the business recruitment position but rather collaboration between the Port and the City. Bauman thought the OSU Sea Grant Coordinator should also be added under "who does it". Tokos said that we don't have a real good handle on our water infrastructure, and that is something that needs attention. Mann said they have already started identifying failing infrastructure.

Parker said the last action (8.5) came out of the last meeting. Tokos had asked to add it. It is to work with ODOT about the bridge. There was a lot of frustration about the lack of a guarantee with ODOT trying to move something forward. This formalizes it. Tokos said this is just a statement of our interest; it's not a commitment from ODOT. Specific pieces of the EOA and the TSP relate to the bridge. Chandler thought that under 8.5, the Chamber should be added under "who does it".

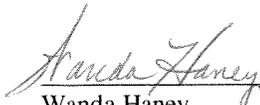
Next Steps: Parker said that they would like to get an indication that the committee supports moving this forward. Tokos said that it will probably go to the Planning Commission later this summer; probably at one of the August meetings. It will be presented at a work session and then move to public hearing. He said that this document will get cleaned up, and will specifically make changes to the economic development portion of the Comprehensive Plan based on this content. He said that he can distribute that to the group so that they are aware. Parker said the committee may continue in a different role; there is a recommendation in here about doing that. Tokos said there will be follow-up work on the business recruitment function; so if the TAC is willing, they can come back and work specifically on that issue. Emery said that personally, he would be happy to talk to the Planning Commission and the City Council about what the TAC has done.

The consensus was that the group is comfortable with this set of strategies and actions as amended and is in favor of moving it forward at this point. Tokos said he will follow up with a cleaned-up version and will keep the group

apprised of the schedule. He added that the members should not be surprised if they get called together in the future to design the role of the Business Growth and Recruitment Coordinator position. Parker said that if anyone had additional comments or questions about either draft document to contact Tokos. He said that they appreciate all of the comments and should have a final document in a couple of weeks. Tokos added his thanks to the members for all of their time. He said it has been helpful.

Adjournment: The meeting adjourned at 5:05 p.m.

Respectfully submitted,



Wanda Haney
Executive Assistant

ECONOMY

BACKGROUND

The Economic section presents the results an economic opportunities analysis for the City of Newport.¹ Consistent with statewide planning Goal 9 and OAR 660-009, the primary goals of the economic opportunities analysis are to (1) determining whether Newport has enough employment land through conducting an economic opportunities analysis (EOA) and (2) developing a strategy to guide economic development policy and actions in Newport. These documents: (1) are informed by recent data, (2) consider the viewpoints of various stakeholder groups in the community, (3) express an economic development vision for Newport, and (4) clearly articulate the city's role in implementing the strategy.

Purpose

The purpose of the Economy section of the Newport Comprehensive Plan is to meet the requirements of Statewide Planning Goal 9 and its Administrative Rule (OAR 660-009). State policy requires the Economy section to identify economic opportunities for Newport. The goals of the Economy section are to:

- (1) Inventory industrial and other employment land,
- (2) Identify the major categories of industrial or other employment uses that could reasonably be expected to locate or expand Newport,
- (3) Describe the City's strategy for economic development, and
- (4) Provide guidance for making decisions about use of employment lands.

This section evaluates the existing employment land supply within the Newport Urban Growth Boundary to determine if it is adequate to meet present and future employment needs.

Framework for economic development planning in Oregon

The Economic section is designed to meet the requirements of Oregon Statewide Planning Goal 9 and the administrative rule that implements Goal 9 (OAR 660-009). The Land Conservation and Development Commission adopted amendments to this administrative rule in December 2005.² The analysis in this Element is designed to conform to the requirements for an Economic Opportunities Analysis in OAR 660-009 as amended.

1. *Economic Opportunities Analysis (OAR 660-009-0015)*. The Economic Opportunities Analysis (EOA) requires communities to identify the major

¹ *Newport Economic Opportunities Analysis*, prepared by ECONorthwest, July 2012

² The amended OAR 660-009, along with a Goal 9 Rule Fact Sheet, are available from the Oregon Department of Land Conservation and Development at <http://www.oregon.gov/LCD/econdev.shtml>.

categories of industrial or other employment uses that could reasonably be expected to locate or expand in the planning area based on information about national, state, regional, county or local trends; identify the number of sites by type reasonably expected to be needed to accommodate projected employment growth based on the site characteristics typical of expected uses; include an inventory of vacant and developed lands within the planning area designated for industrial or other employment use; and estimate the types and amounts of industrial and other employment uses likely to occur in the planning area. Local governments are also encouraged to assess community economic development potential through a visioning or some other public input based process in conjunction with state agencies.

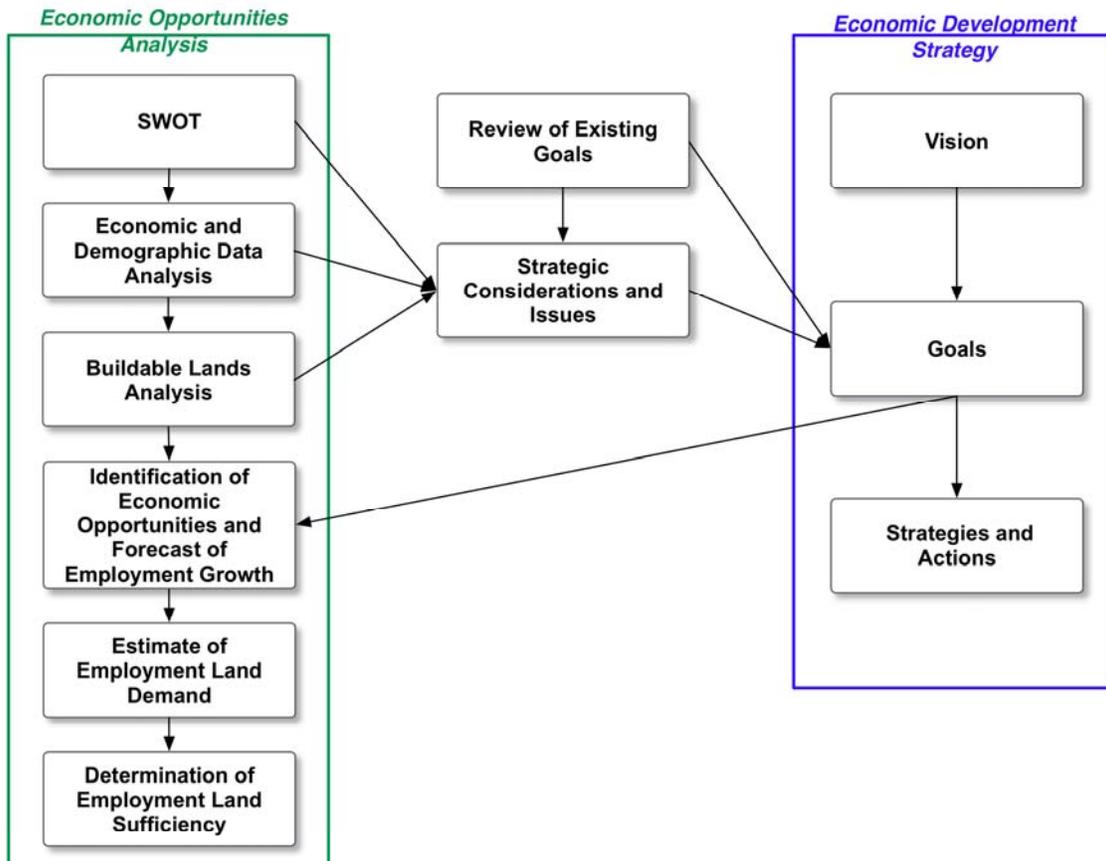
2. *Industrial and commercial development policies (OAR 660-009-0020)*. Cities with a population over 2,500 are required to develop commercial and industrial development policies based on the EOA. Local comprehensive plans must state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and other employment uses desired by the community. Local comprehensive plans must also include policies that commit the city or county to designate an adequate number of employment sites of suitable sizes, types and locations. The plan must also include policies to provide necessary public facilities and transportation facilities for the planning area.
3. *Designation of lands for industrial and commercial uses (OAR 660-009-0025)*. Cities and counties must adopt measures to implement policies adopted pursuant to OAR 660-009-0020. Appropriate implementation measures include amendments to plan and zone map designations, land use regulations, public facility plans, and transportation system plans. More specifically, plans must identify the approximate number, acreage and characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies, and must designate serviceable land suitable to meet identified site needs.

This Element presents an Economic Opportunities Analysis and the economic development strategy and action plan for Newport. Figure 1 shows the relationship between the EOA and the economic development strategy for Newport. The purpose of each product is:

- **Economic Opportunities Analysis.** The EOA is intended to determine whether Newport has enough employment land. The EOA requires inventorying existing employment lands and identifying economic opportunities, an analysis that is guided by Goal 9.
- **Economic Development Strategy and Action Plan.** This document articulates a community economic development vision and includes specific actions for how to achieve that vision. The economic development vision and goals are intended to: (1) provide direction about economic development policy for the City, especially policy relating to land use and (2) coordinate economic development

efforts among the organizations in Newport that work on economic development issues.

Figure 1. Newport process for economic development analysis



Source: ECONorthwest

Organization of the Economic section

The remainder of this section is organized as follows:

- **Land Available for Industrial and Other Employment Uses** presents a regional inventory of industrial and other employment lands.
- **Land Demand and Site Needs in Newport** presents the employment forecast for Newport and an estimate of how much land is needed to accommodate the 20-year employment forecast. It also describes the types of sites that are needed to accommodate industries that are likely to locate or expand in Newport.
- **Implications** presents a comparison of land supply and site needs and discusses the implications of the Economic Opportunities Analysis.
- **Economic Vision, Goals, Policies, and Actions** presents a high-level summary of Newport's economic development strategy.

LAND AVAILABLE FOR INDUSTRIAL AND OTHER EMPLOYMENT USES

The buildable lands inventory is intended to identify commercial and industrial lands that are available for development for employment uses within the Newport UGB. The inventory is sometimes characterized as *supply* of land to accommodate anticipated employment growth. Population and employment growth drive *demand* for land. The amount of land needed depends on the type of development and other factors.

This section presents the *residential* buildable lands inventory for the City of Newport. The results are based on analysis of Geographic Information System data provided by City of Newport staff and Lincoln County Tax Assessment data. The analysis also used aerial orthophotographs for verification. This section includes tabular summaries and narrative descriptions. The results also include several series of maps that are available from the City's Community Development Department. The methods used to conduct the inventory are summarized in the full Economic Opportunities Analysis Report.

Land base

Table 1 shows acres within the Newport UGB and city limits in 2011. According to the City GIS data, Newport has about 8,179 acres in 7,668 tax lots within its UGB. The UGB includes areas within Yaquina Bay that are not developable. Newport has about 7,151 acres within its City Limits. Additionally, the City has about 1,028 acres between the City Limits and Urban Growth Boundary (the UGA).

Table 1. Acres in Newport UGB and City Limit, 2012

Area	Tax Lots	Total Acres	Acres in Tax Lots
City Limits	7,066	7,151	8,060
Urban Growth Area	602	1,028	3,808
Total	7,668	8,179	11,868

Source: City of Newport GIS data; analysis by ECONorthwest

Note: Table includes all areas within the UGB, including non-residential areas

Urban Growth Area is the unincorporated area between the City Limits and Urban Growth Boundary

Table 1 summarizes all land in the Newport UGB. The next step was to identify the employment land base (e.g., lands with plan designations that allow employment). The land base includes traditional employment designations—Commercial, Industrial, and Shoreland—as well as public lands (including the Newport Airport which is presented as a separate category). Most lands in the Public plan designation are considered committed, however, a review of lands designated Public with City Staff identified some lands with development capacity.

Table 2 shows that about 3,424 acres within the Newport UGB is included in the employment land base (including lands in Airport and Public designations). Thus, about 42% of land within the Newport UGB is included in the employment land base. The land

base includes all land in tax lots that have any portion that is in an employment or public plan designation.

Table 2. Lands designated for employment uses, Newport UGB, 2012

Area	Value
Newport UGB	
Number of Tax Lots	7,668
Acres in UGB	8,179
Newport Employment Land	
Tax Lots in Employment Designations (Comm/Ind/Shoreland)	1,918
Acres in Land Base in Employment Designations	1,557
Newport Airport Land	
Tax Lots in Airport	3
Acres in Airport	541
Newport Public Land	
Tax Lots in Public	207
Acres in Public	1,326

Source: City of Newport GIS data; analysis by ECONorthwest

The third step in the inventory was to classify lands into mutually-exclusive categories that relate to their development status. The categories include:

- Vacant land
- Partially vacant land
- Undevelopable land
- Developed land
- Public land
- Semi-public land
- Destination resort land

See Economic Opportunities Analysis Report for detailed definitions of these categories, which were used to perform a preliminary classification. The next step was to show the results in map form overlaid on a 2009 aerial photo to validate the classifications. After validating the classifications, City staff reviewed and commented on the draft maps.

Table 3 shows all employment land in the Newport UGB by classification and plan designation. The results show that of the 3,424 acres in the UGB, about 2,639 acres are in classifications with no development capacity, and the remaining 785 acres have development capacity.

Analysis by plan designation shows that about 11% (390 acres) of the employment land in the Newport UGB is designated Commercial, 17% (573 acres) is designated Industrial, and 29% (594 acres) are in Shoreland. A total of 1,867 acres (nearly 50%)

are in Public plan designations (note that the Airport is in the Public plan designation). The majority of land in the Public plan designation is committed, but a few sites owned by the city and port were considered available for development during the planning period. These lands are both in the Public plan designation and public ownership. These lands were classified as Vacant (approximately 206 acres).

Table 3. Employment acres by classification and plan designation, Newport UGB, 2012

Classification	Plan Designation											
	Commercial		Industrial		Shoreland		Airport		Public		Total	
	Tax Lots	Total Ac	Tax Lots	Total Ac	Tax Lots	Total Ac	Tax Lots	Total Ac	Tax Lots	Total Ac	Tax Lots	Total Ac
Developed	907	263	102	82	549	62	2	537	44	250	1,604	1,194
Semi-Public	21	9	5	12	4	61	0	0	12	4	42	87
Public	47	12	1	0	37	317	1	4	116	859	202	1,192
Unbuildable	32	7	1	0	12	22	0	0	15	7	60	37
Vacant	106	42	71	441	6	1	0	0	20	206	203	690
Partially Vacant	4	7	7	38	4	130	0	0	0	0	15	174
Destination Resort	2	51	0	0	0	0	0	0	0	0	2	51
Total	1,119	390	187	573	612	594	3	541	207	1,326	2,128	3,424
Percent of Total	53%	11%	9%	17%	29%	17%	0%	16%	10%	39%	100%	100%

Source: City of Newport data; analysis by ECONorthwest

Note: Areas in shown as Airport are in the Public plan designation. They are shown separately here because of economic activities at the airport.

Table 4 shows employment acres by classification and constraint status for the Newport UGB in 2012. Analysis by constraint status (the table columns) shows that about 1,674 acres are classified as built or committed (e.g., unavailable for development), 1,350 acres were classified as constrained, and 400 were classified as vacant and suitable for employment uses.

Table 4. Employment acres by classification, Newport UGB, 2012

Classification	Tax Lots	Total Ac	Land not suitable for new Employment		Land suitable for Employment
			Developed Ac	Constrained Ac	Suitable Ac
Land with no development capacity					
Developed		1,604	814	381	0
Semi-Public		42	74	12	0
Public		202	679	513	0
Unbuildable		60	26	11	0
Subtotal		1,908	1,592	917	0
Land with development capacity					
Vacant		203	0	366	323
Partially Vacant		15	81	40	53
Destination Resort		2	0	27	24
Subtotal		220	81	433	400
Total		2,128	1,674	1,350	400

Source: City of Newport data; analysis by ECONorthwest

Note: Constraints do not include any deductions related to slope.

Vacant buildable land

The next step in the commercial and industrial buildable land inventory was to net out portions of vacant tax lots that are unsuitable for development. Areas unsuitable for development fall into three categories: (1) developed areas of partially vacant tax lots, (2) areas with physical constraints (in this instance areas with shoreline buffers, wetlands, geologic buffers, or floodways), or (3) lands that are already committed to a use (public/quasi-public or private open space).

Table 5 shows land with development capacity (e.g., lands classified as vacant, partially vacation, or destination resort) by constraint status. The data show that about 81 acres within tax lots with development capacity are developed. An additional 433 acres have development constraints that are unsuitable for employment uses, leaving about 400 vacant suitable employment acres within the UGB.

Table 5. Employment land with development capacity (Vacant, Partially Vacant, and Destination Resort) by constraint status, Newport UGB, 2012

Plan Designation/ Classification	Tax Lots	Total Acres in Tax Lots	Developed Acres	Constrained Acres	Suitable Acres
Commercial					
Vacant	106	42	0	13	29
Partially Vacant	4	7	2	3	2
Destination Resort	2	51	0	27	24
Subtotal	112	99	2	43	54
Industrial					
Vacant	71	441	0	251	190
Partially Vacant	7	38	9	20	9
Subtotal	78	479	9	270	199
Shoreland					
Vacant	6	1	0	1	1
Partially Vacant	4	130	71	17	42
Subtotal	10	131	71	18	42
Public					
Vacant	20	206	0	102	104
Subtotal	20	206	0	102	104
TOTAL	220	915	81	433	400

Source: City of Newport GIS data; analysis by ECONorthwest

Maps 2-7 through 2-12 show commercial and industrial land in Newport by development status with development constraints. The maps show the City of Newport in six tiles (maps), from the northern edge of the UGB to the southern edge of the UGB.

Table 6 shows the size of lots by plan designations for suitable employment land. Newport has nearly 195 lots that are smaller than 2 acres (with 106 acres of land). Newport has 15 lots between 2 and 10 acres (73 acres of land), four lots between 10

and 20 acres in size (51 acres of land), and six lots 20 acres and larger (171 acres of land).

Table 6. Lot size by plan designation, suitable acres, Newport UGB, 2012

Plan Designation	Suitable Acres in Tax Lot								Total
	<0.25	>=0.25 and <0.50	>=0.50 and <1.00	>=1.00 and <2.00	>=2.00 and <5.00	>=5.00 and <10.00	>=10.00 and <20.00	>=20.00 and <50.00	
Acres									
Commercial	7	4	5	2	3	9	24	0	54
Industrial	13	3	17	9	19	34	12	94	199
Public	1	2	1	0	8	0	15	78	104
Shoreland	42	0	1	0	0	0	0	0	42
Subtotal	62	9	23	12	30	43	51	171	400
Tax Lots									
Commercial	88	11	7	2	1	1	2	0	112
Industrial	27	9	21	7	5	5	1	3	78
Public	9	3	1	0	3	0	1	3	20
Shoreland	9	0	1	0	0	0	0	0	10
Subtotal	133	23	30	9	9	6	4	6	220

Source: City of Newport GIS data; analysis by ECONorthwest

The data in Table 6 suggest that Newport has a deficiency of larger commercial sites. Newport has no commercial sites over 20 acres, 2 sites between 10 and 20 acres (with a total of 24 acres) and one site between 5 and 10 acres. Both sites over 10 acres are located in the Wolf Tree destination resort area and are not currently serviced. Not sites over five acres are available north of Yaquina Bay. Newport’s industrial zone allows commercial uses outright—which could address part of the deficit. Some of this deficiency could potentially be addressed through redevelopment.

Redevelopment potential

Redevelopment potential addresses land that is classified as developed that may redevelop during the planning period. While many methods exist to identify redevelopment potential, a common indicator is improvement to land value ratio. Different studies have used different improvement to land value ratio thresholds to identify redevelopment potential.

One of the key issues in preparing an accurate inventory of employment lands in Newport is how to identify and inventory under-utilized or redevelopable lands. This study does not make a distinction between under-utilized and redevelopable sites. The inventory consistently uses the term “redevelopable” since it is consistent with the terminology of the statewide land use program.³ For the purpose of this study,

³ In this instance, the terminology is a little confusing. OAR 660-009-0005(1) defines redevelopment as follows: "Developed Land" means non-vacant land that is likely to be redeveloped during the planning period. For the purpose of clarity, we use the term developed to mean land committed to existing productive employment uses and redevelopable as lands that have potential for redevelopment during the planning period.

however, the definition of “redevelopable” land is considered synonymous with “under-utilized” properties.

In the context of the Newport commercial and industrial buildable lands inventory, redevelopment potential addresses land that was initially classified as developed that may redevelop during the planning period. While many methods exist to identify redevelopment potential, a common indicator is improvement to land value ratio. A threshold used in some studies is an improvement to land value ratio of 1:1. Not all, or even a majority of parcels that meet this criterion for redevelopment potential will be assumed to redevelop during the planning period.

The factors that affect redevelopability are many, but the economics are pretty straightforward. Redevelopment occurs when achievable rents exceed the current return on investment of the land and improvements. The reality, of course, is much more complicated. One way to think about the market for land is “highest and best use” which is a function of:

1. Achievable Pricing – Given the product type and location, what lease rates or sales prices are achievable?
2. Entitlements – What do local regulations allow to be built?
3. Development Cost – What is the cost to build the range of product types allowed (entitled) at that location?
4. Financing – What is the cost of capital, as well as the desired returns necessary to induce development of that form?

Conversations with commercial realtors and developers confirm the conclusion that it is difficult to develop reliable models of redevelopment potential. The factors are complicated and are location and time specific. Moreover, public policy can play a significant role in facilitating redevelopment.

One approach to estimating redevelopment would be using supply side approaches using GIS datasets. The problem with supply side approaches is that the base data available to conduct empirical analyses is quite coarse and as a result, the analyses are limited and the results have varying levels of inaccuracy. The improvement to land value approach has some problems; for example, it does not make distinctions for land intensive employment uses that require minimal built structure investments. Despite this limitation, it has utility in identifying districts that may be worth focusing resources on.

More robust approaches can consider employment densities, floor area ratios, and other factors. Often, however, the quality of the data is a limiting factor and the cost of generating new or cleaning existing data sets is prohibitive. For this study, we attempted to use employment density combined with improvement to land value ratios. Our assessment was the results were unreliable and unsuitable as a valid indicator of redevelopment potential.

Thus, this study uses a demand-based approach to estimating how much land will be redeveloped over the 20-year planning period. The study makes demand-side deductions from total employment growth to account for new employment that will not

need any new land. This approach, however, will not meet key city objectives in developing economic development strategies.

One foundational element of the city’s strategy is to identify districts that are “ripe” for redevelopment and then to focus efforts on those districts. To identify potential districts, we analyzed the improvement to land value ratio of all commercial properties within the UGB. That analysis was followed by field assessment and discussions with city staff and other experts.

Table 6 shows improvement to land ratios for developed land in Newport. About one-quarter of Newport’s developed sites (319 acres of land) have an improvement to land value ratio of less than 0.25, suggesting that these sites have high redevelopment potential. Another 8% of Newport’s developed land has an improvement to land ratio of between 0.25 and 1.0 and 11% of Newport’s land has a ratio of between 1.0 and 2.0, suggesting redevelopment potential. Higher improvement to land value ratios suggest decreasing probability of redevelopment potential.

Table 6. Improvement to land value ratio, land classified as “developed,” Newport UGB, 2012

Plan Designation	Improvement to Land Value Ratio							No Data	Total
	>0.00 - <0.25	>=0.25 - 0.50	>=0.50 - <0.75	>=0.75 - <1.00	>=1.00 and <2.00	>=2.00 - <3.00	>=3.00		
Acres									
Airport	167	0	0	0	0	0	0	370	537
Commercial	15	20	35	19	82	20	28	42	263
Industrial	5	11	11	6	14	9	14	11	82
Public	131	2	0	0	1	2	71	43	250
Shoreland	1	3	1	1	48	1	42	95	192
Total									
Acres	319	36	47	27	147	33	155	561	1324
Percent of Acres	24%	3%	4%	2%	11%	2%	12%	42%	100%
Tax Lots									
Airport	1	0	0	0	0	0	0	1	2
Commercial	54	74	100	87	188	51	71	282	907
Industrial	6	17	11	11	16	10	7	24	102
Public	6	4	0	5	5	5	15	4	44
Shoreland	5	11	7	9	21	3	17	480	553
Total									
Tax Lots	72	106	118	112	230	69	110	791	1608
Percent of Acres	4%	7%	7%	7%	14%	4%	7%	49%	100%

Source: City of Newport GIS data; analysis by ECONorthwest

Of particular interest for the purpose of this study is low-improvement value commercial land. The improvement to land value ratio analysis in Table 7 shows 89 acres of commercial land with an improvement to land value ratio of less than 1.0:1.0; 35 of those acres have an improvement to land value ratio of less than 0.5:1.0. Rows with darker shading have more redevelopment potential.

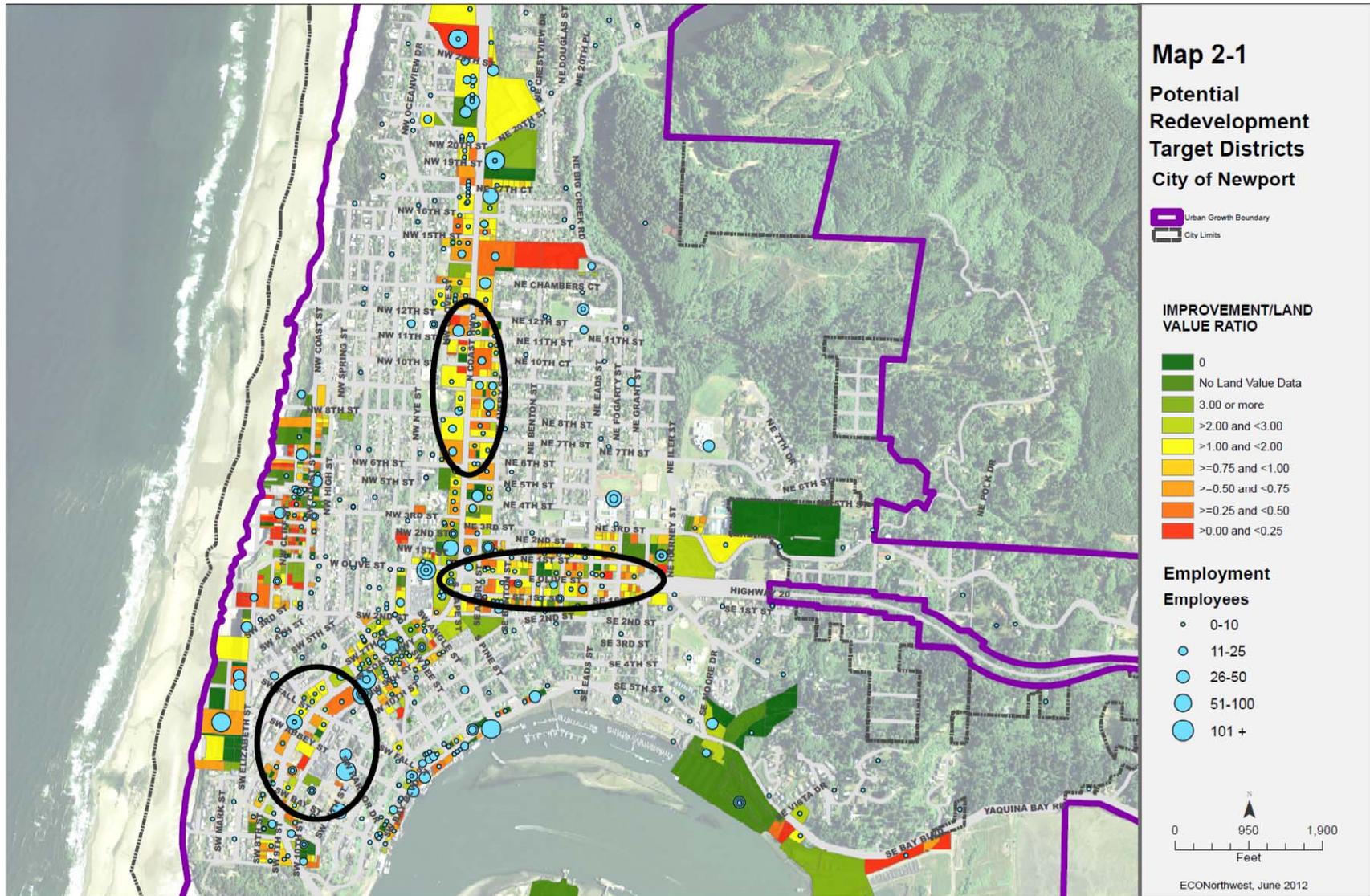
Table 7: Developed commercial land by improvement-to-land value ratio, Newport UGB, 2012

Improvement to Land Value Ratio	Tax Lots		Acres	
	Number	Percent	Number	Percent
>0.00 - <0.25	54	6%	15	6%
>=0.25 - 0.50	74	8%	20	8%
>=0.50 - <0.75	100	11%	35	13%
>=0.75 - <1.00	87	10%	19	7%
>=1.00 and <2.00	188	21%	82	31%
>=2.00 - <3.00	51	6%	20	8%
>=3.00	71	8%	28	11%
No Data	282	31%	42	16%
Total	907	100%	263	100%

Source: City of Newport GIS data; analysis by ECONorthwest

Map 1 shows the location of potential commercial redevelopment districts, based on direction from the Technical Advisory Committee and city staff to focus commercial redevelopment strategies on the Highway 101 and Highway 20 corridors north of Yaquina Bay.

Map 1. Potential commercial redevelopment districts



Source: City of Newport GIS data; analysis by ECONorthwest

EMPLOYMENT LAND DEMAND IN NEWPORT

OAR 660-009 requires cities to maintain a 20-year inventory of sites designated for employment. To provide for at least a 20-year supply of commercial and industrial sites consistent with local community development objectives, Newport needs an estimate of the amount of commercial and industrial land that will be needed over the planning period. Demand for commercial and industrial land will be driven by development in the target industry clusters, the expansion and relocation of existing businesses, and new businesses locating in Newport. The level of this business expansion activity can be measured by employment growth in Newport.

This section summarizes key findings from in the Economic Opportunities Analysis report from: (1) Appendix A: National, State, County, and Local Economic Trends, (2) Appendix B: Factors Affecting Future Economic Growth in Newport, and (3) Appendix C: Employment Forecast and Site Needs for Industrial and other Employment Uses. This section focuses on the issues related to growth of industries with the most potential growth industries for Newport.

Newport's competitive and comparative advantages

Economic development opportunities in Newport will be affected by local conditions as well as the national and state economic conditions. Economic conditions in Newport relative to these conditions in other coastal communities form Newport's competitive and comparative advantages for economic development. These advantages have implications for the types of firms most likely to locate or expand in Newport.

There is little that Newport can do to influence national and state conditions that affect economic development. Newport can, however, influence local factors that affect economic development. Newport's primary advantages are: access to the ocean, location in the central Oregon Coast, access to Highways 101 and 20, range of businesses in Newport, interest of business groups to work together, and high quality of life. Newport is likely to attract businesses that prefer to locate near to the ocean or businesses that have a choice of where to locate and prefer the quality of life factors in Newport.

The local factors that form Newport's competitive and comparative advantages are summarized below.

- **Location.** Newport is located in Lincoln County, along Highway 101, at the center of Oregon's Coast. Newport is one of the largest coastal communities and a regional center for retail trade, services, and government activity. Businesses in Newport have access to natural resources from surrounding rural areas, such as ocean products, wood products, agricultural products, and other resources. Businesses that need access to or want to attract customers from other coastal communities may locate in Newport.
- **Transportation.** Businesses and residents in Newport have access to a variety of modes of transportation: automotive (Highways 101 and 20), cargo vessels (at the newly renovated International Terminal), air (the Newport Municipal Airport),

rail (in Toledo via the Willamette and Pacific Railroad), and transit (Lincoln County Transit). Businesses that need access to multiple modes of transportation, especially automotive and cargo vessels, may choose to locate in Newport. Newport's distance from Interstate 5, the Willamette Valley, and Portland are a barrier to attracting businesses that need direct access to I-5 or access to markets in the Willamette Valley.

- **Marine-related.** One of Newport's primary advantages is being on the Oregon Coast, with direct access to the Pacific Ocean. Newport's economy has developed with the following advantage:
 - **Proximity and access to the ocean.** Access to the ocean from Yaquina Bay is direct and fast. Boats in the Bay can get to the open ocean in about 10 minutes. This direct access to the ocean from a protected bay is relatively unique in the Northwest. Businesses that make frequent trips to and from the ocean may find Newport's access to the ocean appealing.
 - **Marine industries.** Newport has a wide-ranging of existing marine industries: the NOAA fleet, research and education, law enforcement, commercial fishing, seafood processing, recreational fishing, tourism-related ocean activities, and services for the marine industries. These industries form the base of a marine research and ocean observing industry cluster. Newport has opportunities to attract more marine industries, including small businesses that provide goods or services to marine businesses.
 - **Agreement about marine uses.** Newport has a wide-range of marine stakeholders, such as: the Port of Newport, NOAA, the Hatfield Marine Science Center, commercial or recreational fishermen, the Coast Guard, and many others. These stakeholders are generally in agreement about the types of uses that should occur in Yaquina Bay, which focus on research, aquaculture, energy production, and transportation. The collaborative nature of the relationship among marine users is an advantage for economic development because there is broad agreement about the types of marine uses in and around Newport.
 - **Existing marine infrastructure.** Newport's existing marine infrastructure is an advantage for attracting businesses. The community will need to make investments, such as those that brought the NOAA fleet to Newport or the renovation to the International Terminal, to continue attracting marine-related businesses. In addition, the concentration of marine uses in Newport gives the Port advantages in attracting funding for the dredging necessary to accommodate large vessels.
- **Tourism.** The existing tourism industry in Newport is an advantage for economic development. Tourism results in \$116.8 million in direct spending annually, supporting about 1,600 jobs, and resulting in lodging tax revenues of approximately \$2.2 million annually. While direct spending and lodging tax revenues have grown since 2000, employment in tourism industries has remained relatively flat over the 10-year period.

Newport's tourism infrastructure includes destinations such as the Oregon Coast Aquarium, recreational amenities, overnight accommodations, restaurants, retail, and cultural amenities. The amenities not only contribute to the success of Newport's tourism industries but enhance the quality of life for residents in and around Newport. The existing tourism industry in Newport offers opportunities to increase tourism and grow employment directly and indirectly related to tourism.

- **Buying power of markets.** The buying power of Newport's households, residents of nearby communities, and visitors provide a market for goods and services. Newport's role as a regional center for retail and services is a competitive advantage for attracting retail and other services.
- **Labor market.** The availability of labor is critical for economic development. Availability of labor depends not only on the number of workers available but the quality, skills, and experience of available workers.

Businesses in Newport have access to workers in Newport and from neighboring communities. Businesses need access to reliable skilled workers, both with and without higher education. Businesses that need skilled workers but that do not require a specialized college degree may find workers within the greater Newport area. These workers can gain job skills through training at the Oregon Coast Community College or on-the-job training. Some businesses, especially organized involved in research and education, may need to attract workers that have specialized college degrees from other parts of Oregon or out-of-state.

- **Public policy.** Public policy can impact the amount and type of economic growth in a community. The City can impact economic growth through its policies about the provision of land and redevelopment. Success at attracting or retailing firms may depend on the availability of attractive sites for development and public support for redevelopment. In addition, businesses may choose to locate in Newport (rather than another coastal community) based on: the City's tax policies, development changes (i.e., systems development charges), the availability and cost of public infrastructure (i.e., transportation or sanitary sewer), and attitudes towards businesses.

Potential growth industries

An analysis of growth industries in Newport should address two main questions: (1) Which industries are most likely to be attracted to Newport? and (2) Which industries best meet Newport's vision for economic development? The types of industries that Newport wants to attract have the following attributes: high-wage, stable jobs with benefits; jobs requiring skilled and unskilled labor; employers in a range of industries that will contribute to a diverse economy; and industries that are compatible with Newport's community values. The industries presented in the following section are consistent with the City's vision and goals for economic development, presented at the end of the Housing section.

The industries that fit with the Community's aspirations for growth, Newport's economic conditions, regional and national growth potential, and that fit with Newport's comparative advantages are:

- **Marine and ocean observing research and education.** Newport has been a growing center for marine and ocean research and education, with establishment of the Hatfield Marine Science Center in Newport more than 50 years ago. Since then, other marine and ocean research and educational institutions have located in Newport, such as the Oregon Coast Aquarium and, most recently, the National Oceanic and Atmospheric Administration (NOAA)'s Pacific Marine Operations Center.

Growing the existing cluster of marine and ocean research and educational institutions has been a goal in Newport. In 2008, The Yaquina Bay Economic Foundation (YBEF) developed the document "Establishing Newport, Oregon as a Hub of Ocean Observing Activities in the Pacific Northwest: A Strategic Framework." This document describes the goal of developing an ocean observing industry cluster as a method of economic development to attract jobs to and grow jobs in Newport.

The Framework describes a range of ocean-observing economic activities, including research (aboard vessels and from sea floor "cabled" observatories), marine education, developing hardware used for ocean observing, and repair and maintenance of vessels and equipment. The data generated through the local research is valuable to commercial and recreational fishermen or cargo shippers.

Key economic development opportunities in the ocean-observing industry cluster include:

- *Operations and maintenance of marine research vessels.* With the deployment of UNOLS vessel R/V Oceanus, the NOAA Pacific research fleet, and wave energy test berth, there will be a steady demand for personnel and services to operate and maintain these vessels. These include vessel piloting, navigation, crew support services, equipment operation, vessel maintenance, and logistics.

- *Development of facilities to support marine research operations and maintenance.* These include development and expansion of dock facilities, construction of storage and maintenance buildings, deployment of cranes and loaders, construction of access roadways and surfaces for forklift transport of equipment to vessels, and hiring skilled operations and maintenance personnel.
- *Development of facilities and programs to support marine education.* These include expansion of facilities at the Oregon Coast Aquarium, development of marine education camps and facilities, implementation of educational programs including eco-tourist based learning experiences, and expansion of marine education research.
- *Instrument design, manufacturing, deployment, sales, and service.* With the Newport region being a hub for marine science research, the demand will grow for companies to supply, operate, and maintain ocean instruments, including sensors, underwater instrumentation, telecommunications gear, and autonomous underwater vehicles, along with skilled personnel in the fields of design, engineering, manufacturing, operations, maintenance, and customer relations.
- *Expanded marine research.* As federal and state investments in marine research and education increase, so will Newport's role grow, adding scientists, researchers, technicians, and students. This will result in expanded research facilities, including labs, conference facilities, residential facilities, and offices.
- **International commerce.** The Port of Newport is one of the few deep draft ports on the Oregon Coast, which is accessible by large cargo vessels. The Port stopped shipping via large cargo vessels about a decade ago because the physical condition of the docks and Port infrastructure required repairs. The Port is in the process of renovating the International Terminal of the Port. The Terminal is a 17-acre facility with about 1,000 feet of deep-water waterfront, docks, and storage facilities.

At completion of renovation of the International Terminal is completed, the Port will be able to accommodate cargo ships, by the beginning of the second quarter of 2013. The Port is considering export opportunities for the International Terminal, such as exporting logs, which would result in about four to six ships carrying cargo from Newport per year. Over the long term, the International Terminal may attract one ship per month and may ship other goods in addition to logs, such as value added lumber, other wood products (e.g., paper products or wood chips), or other agricultural products (e.g., hay bales). One goal of renovation of the International Terminal is creating 50 new jobs between 2013 and 2018.

Operation of the International Terminal depends access to Highways 20 and Highway 101 from the north, for trucks carrying logs.

- **Fishing and seafood processing.** Newport is one of Oregon's largest commercial fishing port, accounting for about one-third of the State's commercial

fishing activity. In 2008, Newport was home to about 238 fishing vessels, including both short-haul boats that fish in Oregon's Coastal fisheries and distant-haul boats that fish in Alaska's fisheries. Newport's commercial fishing vessels generated 61 million pounds of seafood, with a value of \$32.5 million in 2008, accounting for about one-third of the seafood harvested in Oregon. The economic contribution of the fishing industry on personal income in Newport in 2008 was about \$123 million, accounting for about 30% of statewide economic contribution from fishing.⁴

- **Tourism.** Tourism plays an important role in Newport's economy. The 2005 EOA showed that about 33% of employment in Newport was related to tourism or arts. In 2010, about 36% of employment was in the sectors most directly related to tourism: accommodation and food service, arts and recreation, and retail trade. The strengths of Newport's tourism cluster include:
 - Destinations such as the Oregon Coast Aquarium
 - Recreational amenities, such as sightseeing tours or fishing charters
 - Overnight accommodations, such as bed and breakfast inns, hotels, motels, RV parks and campgrounds, and private vacation rentals
 - A wide range of restaurants, including fine dining
 - Arts and cultural opportunities, such as art dealers, museums, or performance arts

⁴ The most recently available report describing Newport's fishing industry is: "Oregon's Commercial Fishing Industry, Year 2007 and 2008 Review." Oregon Department of Fish and Wildlife and Oregon Coastal Zone Management Association, Inc.

Employment and employment forecasts

Goal 9 requires that cities provide for an adequate supply of commercial and industrial sites consistent with plan policies. To meet this requirement, Newport needs an estimate of the amount of commercial and industrial land that will be needed over the planning period. The Economic Opportunities Analysis report presents the forecast for employment growth in Newport in detail. This section summarizes the results of the forecast for employment growth and land needs

Table 8 presents the forecast of employment growth by land use type in Newport's UGB from 2012 to 2032. Table 8 shows Newport's employment base in 2012, with about 10,060 *total* employees,⁵ and forecast for 12,276 employees in 2032, an increase of 2,216 employees at an average annual growth rate of 1.0%.

Table 8 forecasts growth in all land-use types and it forecasts a shift in the composition of Newport's employment:

- **Industrial** will increase from 11% of employment in Newport in 2010 to 15% by 2032. The cause of this expected growth is faster growth in target industry businesses that require industrial land, such as manufacturing related to ocean observing businesses, ship and boat repair businesses, seafood processing, or businesses related to international shipping.
- **Commercial** employment will decrease from 72% of employment in Newport in 2010 to 70% by 2032. Although employment in commercial businesses will decrease as a percent of total employment, commercial employment will account for the majority of employment growth (1,300 new jobs).
- **Government** employment will decrease from 17% of employment in Newport in 2010 to 15% by 2032. Even with this decrease in the share of total employment, government employment will grow by nearly 160 people over the 20-year period. This employment will be the result of growth in public educational and research organizations, as well as growth in government to provide additional services to Newport's growing population.

⁵ The forecast of employment in Newport is based on an estimate of *covered* employment in 2010. Covered employment does not include all workers in an economy, most notably excluding sole proprietors. Appendix C in the Economic Opportunities Analysis report describes the approach to converting from covered employment to total employment.

Table 8. Forecast of employment growth in by building type, Newport UGB, 2012–2032

Land Use Type	2012		2032		Change 2012 to 2033
	Employment	% of Total	Employment	% of Total	
Industrial	1,108	11%	1,841	15%	733
Commercial	7,269	72%	8,593	70%	1,324
Government	1,683	17%	1,841	15%	158
Total	10,060	100%	12,276	100%	2,216

Source: ECONorthwest

Note: Green shading denotes an assumption by ECONorthwest

Some new employment will locate on underutilized land, such as the districts along Highway 101 identified in the buildable lands analysis as having development capacity. Table 8 shows employment growth on underutilized lands and on vacant lands. Table 9 assumes that some employment will locate on underutilized lands, reducing the need for vacant employment land:

- Some employment growth will occur on sites with existing built space.** Some employment will locate in existing buildings, such as buildings with vacant spaces that can accommodate business tenants. In addition, existing businesses may be able to accommodate new employment by making more efficient use of existing office space (e.g., adding a new cubicle). This forecast assumes that 10% of commercial employment can be accommodated this way and that 50% of government employment can be accommodated in existing built space.
- Some employment growth will be accommodated on land with additional capacity.** Some employment growth will be accommodated on land with additional development capacity, through infill or redevelopment. Some parcels with an existing building may have capacity to add another building, which is infill development. In other cases, the existing building may be obsolete, resulting in redevelopment of the existing building, with increased capacity to accommodate employment. This forecast assumes that 15% of commercial employment will be accommodated through infill or redevelopment.

Using these assumptions, 211 new employees will be accommodated on underutilized land and 1,805 new employees will require vacant (including partially vacant) land over the 2012 to 2032 period.

Table 9. New employment locating on underutilized land or vacant land, Newport, 2032

Land Use Type	New Employment	Employment on Underutilized Land			Emp. on Vacant Land
		Existing Built Space	Land with Additional Capacity		
Industrial	733	0	0	733	
Commercial	1,324	132	199	993	
Government	158	79	0	79	
Total	2,216	211	199	1,805	

Source: ECONorthwest

Note: Vacant land includes land identified in the buildable lands inventory as vacant or partially vacant.

Table 10 shows demand for vacant (including partially vacant) land in Newport over the 20-year period. The assumptions used in Table 10 are:

- **Employment density.** Table 10 assumes the following number of employees per acre (EPA): Industrial will have an average of 10 employees per acre and Commercial and government will have an average of 20 EPA.

These employment densities are consistent with employment densities in Oregon cities of similar size as Newport. Some types of employment will have higher employment densities (e.g., a multistory office building) and some will have lower employment densities (e.g., a convenience store with a large parking lot).

- **Conversion from net-to-gross acres.** The data about employment density is in *net* acres, which does not include land for public right-of-way. Future land need for employment should include land in tax lots needed for employment plus land needed for public right-of-way. One way to estimate the amount of land needed for employment including public right-of-way is to convert from *net* to *gross* acres based on assumptions about the amount of land needed for right-of-way.⁶ A net to gross conversion is expressed as a percentage of gross acres that are in public right-of-way.

Net-to-gross factors generally range from 15% to 20% for cities like Newport. Given that Newport has an existing well developed street system, this forecast uses a net-to-gross conversion factor of 15% for industrial and 20% for commercial and government.

Using these assumptions, the forecasted growth of 1,805 new employees will result in the following demand for vacant (and partially vacant) employment land: 86 gross acres

⁶ OAR 660-024-0010(6) uses the following definition of net buildable acre. "Net Buildable Acre" consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads. While the administrative rule does not include a definition of a gross buildable acre, using the definition above, a gross buildable acre will include areas used for rights-of-way for streets and roads. Areas used for rights-of-way are considered unbuildable.

of industrial land, 63 gross acres of commercial land, and 5 gross acres of land for government uses.

Table 10 . Demand for vacant land to accommodate employment growth, Newport, 2012 to 2032

Land Use Type	Emp. on Vacant Land	EPA (Net Acres)	Land Demand (Net Acres)	Land Demand (Gross Acres)
Industrial	733	10	73	86
Commercial	993	20	50	63
Government	79	20	4	5
Total	1,805		127	154

Source: ECONorthwest

Note: Vacant land includes land identified in the buildable lands inventory as vacant or partially vacant.

IMPLICATIONS FOR INDUSTRIAL AND OTHER EMPLOYMENT LAND NEED

This section provides a brief summary of the implications of the economic opportunities needs analysis for Newport. It includes a general comparison of land supply and demand and description of the characteristics of needed sites. The buildable lands analysis is followed by a discussion of the key implications of the analysis for Newport.

Comparison of land capacity and demand

Table 11 shows the inventory of suitable employment land by plan designation. Table 3 presented an estimate of demand for vacant (including partially vacant) land needed to accommodate employment growth over the planning period. Table 11 compares the supply of buildable land with the demand for employment land:

- **Industrial.** Newport has a supply of nearly 200 acres of buildable land designated for industrial uses. The employment forecast projects demand for 86 acres of industrial land. **Newport has more industrial land than the City is projected to need over the 20-year period, with a surplus of 113 gross acres of industrial land.**
- **Commercial.** Newport has 54 acres of land designated for commercial uses and 42 acres designated for Shoreland uses. According to the City's zoning code, the purpose of land designated for shore land uses is for use by water-dependent businesses. **Newport has a surplus of 33 acres of land for commercial uses.**

Table 11. Sufficiency of employment land to accommodate employment growth, gross acres, Newport, 2012 to 2032

Land Use Type	Land Supply (Gross Acres)	Land Demand (Gross Acres)	Land Surplus (Deficit)
Industrial	199	86	113
Commercial			
Commercial	54		
Shoreland	42		
Commercial Subtotal	96	63	33

Source: ECONorthwest

Note: Vacant land includes land identified in the buildable lands inventory as vacant or partially vacant.

The employment forecast identified demand for five acres of land to accommodate government uses. These uses can be accommodated in a number of ways: (1) on land designated for Public uses, (2) on land designated for Commercial use, or (3) through redevelopment of land with underutilized buildings.

Newport has a deficiency of larger commercial sites. Newport has no commercial sites over 20 acres, 2 sites between 10 and 20 acres (with a total of 24 acres) and one site between 5 and 10 acres. Both sites over 10 acres are located in the Wolf Tree destination resort area and are not currently serviced. Not sites over five acres are available north of Yaquina Bay. Newport's industrial zone allows commercial uses

outright—which could address part of the deficit. Some of this deficiency could potentially be addressed through redevelopment.

Characteristics of needed sites

OAR 660-009-0015(2) requires the EOA identify the number of sites, by type, reasonably expected to be needed for the 20-year planning period. Types of needed sites are based on the site characteristics typical of expected uses. The Goal 9 rule provides flexibility in how jurisdictions conduct and organize this analysis. The Administrative Rule defines site characteristics as follows in OAR 660-009-0005(11):

(11) "Site Characteristics" means the attributes of a site necessary for a particular industrial or other employment use to operate. Site characteristics include, but are not limited to, a minimum acreage or site configuration including shape and topography, visibility, specific types or levels of public facilities, services or energy infrastructure, or proximity to a particular transportation or freight facility such as rail, marine ports and airports, multimodal freight or transshipment facilities, and major transportation routes.

This section presents a high-level discussion of the characteristics of land needed to accommodate the targeted industries, based on the identified need for: 86 gross acres of industrial land and 63 gross acres of commercial land.

MARINE AND OCEAN OBSERVING RESEARCH AND EDUCATION

- **Location within the City.** Locational requirements of businesses in marine and ocean observing research and education cluster vary, depending on the type of business.
 - Organizations involved in research and education may need access to the waterfront (i.e., a place to dock ships). While some organizations may prefer to have offices near the waterfront, others may find a location away from the water front acceptable.
 - Businesses involved with maintenance and manufacturing may need to have a location along the water front (e.g., for ship maintenance), while others may prefer a location near Highway 20 or the airport.

Newport has a limited supply of land with direct or nearby access to the Bay Front and should identify opportunity sites in these areas for use by marine and ocean observing organizations. The economic development strategy includes an action item of identifying specific opportunity sites for growth of this cluster within Newport.

- **Size of sites.** The size of sites required by businesses in this cluster will vary. Some businesses may require no new space and make use of space within an existing building, such as a small firm involved in research. Other businesses may require a larger site (e.g., one to two acres) to build a new facility. A large organization could require a five- to ten-acre site.

- **Constraints and topography.** Office-based businesses may be willing to locate on land with slopes of 15% or more. Manufacturing, maintenance, and related businesses will need relatively flat sites.
- **Transportation access.** All businesses will need automotive access. Businesses that manufacture products for use outside of Newport will need sufficient access to Highway 101 and possibly to Highway 20. Businesses in this cluster are likely to require boat and shipping access in the Bayfront.

INTERNATIONAL COMMERCE

- **Location within the City.** Businesses involved in international commerce will prefer to locate near the Port of Newport's facilities. Some of these businesses may require a Bayfront location and some may not need waterfront access.

Newport has a limited supply of land with direct or nearby access to the Bay Front, especially land near the Port of Newport's facilities. The Port, however, has some vacant land near the terminal that could be made available for related uses. The City and Port should identify opportunity sites in these areas for use by businesses in this cluster.
- **Size of sites.** Warehouse and distribution firms may require a relatively small site (e.g., 1- to 2-acres) for small-scale businesses or may require a large site (e.g., 20- or more acres) for large-scale operations. Small businesses may prefer to locate in existing buildings (if available).
- **Constraints and topography.** These businesses will need relatively flat sites.
- **Transportation access.** Business in this cluster may need direct access to Highway 20 and to Highway 101. Businesses in this cluster will require access to shipping from the International Terminal at the Port of Newport.

FISHING AND SEAFOOD PROCESSING

- **Location within the City.** Businesses involved in fishing and seafood processing are likely to require a Bay Front location, with waterfront access.
- **Size of sites.** Some businesses may require relatively small locations on the waterfront, such as an office with a place to dock fishing vessels. Seafood processors firms may require a relatively small site (e.g., 1- to 2-acres) for small-scale businesses or may require a large site (e.g., 10- or more acres) for large-scale operations. Small businesses may prefer to locate in existing buildings (if available).
- **Constraints and topography.** These businesses will need relatively flat sites.
- **Transportation access.** Business in this cluster may need direct access to Highway 20 and to Highway 101. Businesses in this cluster will require access to the Bay Front.

TOURISM

- **Location within the City.** Tourism businesses will require a location in areas where visitors frequent, such as along Highway 101, in Nye Beach, or in the Historic Bayfront. Some businesses may prefer a location with an ocean view, such as restaurants or overnight-accommodations.
- **Size of sites.** Some businesses, such as a retail store or small restaurant, in this cluster can locate on a small site (1-acre or less) and in an existing building. Some businesses, such as restaurants or overnight-accommodations, may need larger sites (2- to 5-acres) and may prefer to build new facilities. Need for sites larger than 5-acres will be restricted to large businesses, generally those building new facilities.
- **Constraints and topography.** These businesses can locate on sites with slopes.
- **Transportation access.** Businesses providing services to visitors will need access to local streets, with space for parking.
- **Visibility.** Businesses in this cluster generally requires a site with high visibility, either along Highway 101 or in one of Newport's districts with other services for visitors.

Implications

The conclusion of the economic opportunities analysis is that Newport has enough land to accommodate the forecast for employment growth over the next 20-years. The City's challenge is managing the existing land base and infrastructure to retain existing businesses and attract new businesses. The actions proposed in the Economic Development Strategy focus on these issues, emphasizing the City's role in managing these issues.

- **Identify and manage opportunity sites for the target industries.** The community's aspiration for economic development is growth of businesses related to marine and ocean observing research and education. In addition, the community wants to grow employment in international commerce, fishing, and tourism. A key factor in growing employment in these clusters to Newport is whether the City has an attractive land-base with the characteristics and infrastructure needed by businesses in these cluster.

Businesses in all of these clusters compete for land in similar areas: along the Bay Front and in South Beach. There is a limited amount of vacant land with direct access to the Bay Front. The Economic Development Strategy includes an action of identifying opportunity sites for the marine and ocean observing cluster.

Some vacant land along the Bay is likely to be used for international commerce (e.g., land owned by the Port) and some will continue to be used for fishing and related industries. For other land with direct Bay access, the City will need to work with stakeholders and land-owners to prioritize development of key properties with Bay access.

Newport has no commercial sites over 20 acres, 2 sites between 10 and 20 acres (with a total of 24 acres) and one site between 5 and 10 acres. Both sites over 10 acres are located in the Wolf Tree destination resort area and are not currently serviced. Not sites over five acres are available north of Yaquina Bay. Newport's industrial zone allows commercial uses outright—which could address part of the deficit. Some of this deficiency could potentially be addressed through redevelopment.

The City's economic development strategy also identifies annexation policy as a potential tool to work with property owners in the unincorporated areas of the UGB to clarify issues such as infrastructure provision outside of the city limits. The project ultimately will result in an Urban Growth Management Agreement (UGMA) between the City of Newport and Lincoln County that includes the South Beach area. The Newport City Council has a goal of accomplishing this in the next five years. Having a well-defined annexation strategy is important to the City because it can ensure efficient provision of municipal services and adequate sites for businesses.

- **Facilitating redevelopment along Highway 101.** Newport has a substantial amount of land that is potentially redevelopable. Map 2-2 shows three districts with concentrations of redevelopment potential: (1) along Highway 101 around the City Center District, (2) along Highway 20, east of the intersection with

Highway 101, and (3) along Highway 101 between NE 6th Street and NE 12th Street. These areas all include underutilized and vacant land.

The City has limited resources available to encourage redevelopment. While each of these areas offers redevelopment opportunities, we recommend the City consider focusing effort on redevelopment around the City Center District. This area is a gateway from the south to the northern side of Newport. It is connected to the Historic Bayfront and is near City Center. This area includes larger parcels with relatively low improvement to land value ratio, some of which are unused.

The Economic Development Strategy includes an action to evaluate creating an urban renewal district (URD) north of Yaquina Bay. The purpose of the District is address the issues of underutilized commercial and industrial properties and infrastructure deficiencies, with the purpose of spurring new development. We recommend considering the commercial portions of the Highway 101 and Highway 20 corridors in the District.

The URD would provide a source of financing for upgrades and improvements to public infrastructure. Improvements in areas the City targets for redevelopment along Highway 101 can catalyze redevelopment of key commercial areas. Without a source of financing for the improvements, encouraging redevelopment in key areas of Highway 101 will be more difficult for the City.

- **Making infrastructure investments in key areas.** The City has limited funds to maintain existing infrastructure and facilities and very little financial capacity to make strategic investments. Existing funds are generally used for basic maintenance. The lack of funds leaves the City in a reactive position for addressing infrastructure problems.

The City has some funds available from urban renewal for investment in the South Beach area. We recommend making investments in South Beach on key opportunity sites that need infrastructure improvements to enable development of marine and ocean observing businesses.

The Strategy also includes actions for maintaining and improving infrastructure: to the International Terminal, necessary to support fishing, and infrastructure used by visitors. There may be opportunities for infrastructure investments that benefit businesses in multiple clusters, such as improvements to marine infrastructure used by fisherman and the Port. In addition, improvements to roads connecting the Bay Front with Highway 20 may benefit multiple users.

Given the limited funding available, the City will need to seek infrastructure grants. There may be opportunities for public-private partnerships that improve infrastructure.

ECONOMIC VISION, GOALS, POLICIES, AND ACTIONS

This part of the Economic section presents Newport's vision for economic development and the goals, policies, and actions to implement the vision. The memorandum "Newport Economic Development Strategy" dated July 30, 2012 presents the full action plan for implementing the economic development strategy.

City of Newport's Role in Economic Development

A number of organizations are working on economic, business, and workforce development in the region. Many of these have representation on the technical advisory committee (TAC) for this project. These organizations include:

- City of Newport
- Lincoln County
- Economic Development Alliance of Lincoln County
- Greater Newport Chamber of Commerce
- Oregon Coast Community College, Small Business Development Center
- Port of Newport
- Yaquina Bay Economic Foundation
- Yaquina Bay Ocean Observing Initiative

With so many organizations having an interest in economic development, it is critical that roles be clearly defined. Moreover, coordination amongst the organizations will be important as the community moves into implementation of the strategy.

The focus of this section is primarily on the City's role: what resources can the City commit to economic development and what roles are most appropriate for the City. Following are foundational assumptions about the City's role:

- The City plays a support role in economic and business development
- The City is one of several organizations that provide and maintain infrastructure
- The City has some limited staff and financial resources that can be invested in appropriate economic development activities
- The City has an obligation to adopt an economic development strategy, policies to manage employment lands, and maintain a 20-year supply of commercial and industrial sites under Goal 9 and OAR 660-009.
- The City is not the appropriate organization to coordinate business recruitment and retention activities or to house staff that are coordinating business recruitment and retention activities

The economic development vision, strategies and actions that follow primarily focus on those activities that the City would lead on, or that relate directly to an activity the City would lead on. This approach is consistent with the intent of this project: to articulate the City's role in economic development. It does not, however, provide details on the

activities of partner organizations, nor does it commit partner organizations to any specific activity.

Vision for Economic Development

The City of Newport embraces change and works collaboratively to create a dynamic, entrepreneurial, and forward looking community.

Newport's dynamic and collaborative waterfront community represents its diverse economy – an innovative and technologically advanced fishing and seafood industry; a rapidly growing marine research enterprise; and a resourceful coastal tourism and recreation industry. Newport's citizens place a high value on education, invest in lifelong learning, and upgrade skills for tomorrow's economy. People and families are attracted to the region for its diverse job opportunities and entrepreneurial environment. Residents invest in a quality of life reflected in numerous recreational opportunities, substantial infrastructure and support services, a vibrant arts community, and a beautiful and sustainable natural environment.

Goals, Policies, and Actions for Economic Development

The goals, policies and actions build from the vision for economic development as well as Newport's key competitive advantage for economic development: (1) the City's proximity and access to the ocean, (2) the City's attraction of visitors, (3) the City's role as a regional employment center, (4) existing urban infrastructure (i.e., road system or wastewater system), and (5) existing workforce and relationships among businesses, nonprofits, and agencies.

Each topic below includes a broad goal statement and description of strategic considerations and issues related to the goal that must primarily be addressed through strategies and actions on the part of the City.

JOB GROWTH

Goal: Create conditions that are attractive to the growth of existing business and attract new businesses to Newport to create new jobs

Newport wants to promote economic conditions and a positive business climate that encourages growth of jobs through growth of existing businesses and attraction of new businesses. Newport wants to strike a balance between economic development strategies to help existing businesses grow (i.e., economic gardening) and to attract new businesses. The City wants to focus on growth of jobs in the following employment clusters, as targeted industries: marine and ocean observing research and education, tourism, fisheries, and international commerce.

Strategic considerations

The City and its community partners have limited resources to invest in developing infrastructure and promoting economic development. Which industries offer the most opportunity for growth of jobs, of the type that the community wants to invest resources

in growing? What are the high priority growth industries that the community should make investments in?

The information below describes the targeted industries and presents issues that can be addressed through actions by the City or its community partners.

- The employment cluster identified by the Technical Advisory Committee (TAC) as being most important to grow is marine and ocean observing research and education. The TAC prioritized taking actions to grow the other three other clusters as approximately equal.
- Newport has had some success at developing employment in marine and ocean observing research and education. The three categories of businesses in this cluster are: (1) research or education organizations, (2) maintenance of equipment, and (3) manufacturers of equipment, such as that used in research and education or energy production. Stakeholders in Newport who want to grow employment in the marine and ocean observing cluster will need to take actions to facilitate that growth.
- Tourism is one of Newport's existing employment clusters, with about 1,500 jobs in and direct travel spending of \$122.7 million annually from tourism-related industries in 2010.⁷ Tourism is seasonal, with the majority of tourism spending in summer and the lowest tourism spending in winter. If growing employment in tourism is a high priority, actions will be required to capture a larger share of regional tourism spending, and reduce the volatility of tourism's seasonality.
- Newport has one of three deep draft ports on the Oregon Coast, which creates opportunities for international commerce. With completion of the renovation of the Port of Newport's International Terminal, the Port will be able to accommodate deep draft cargo vessels for shipping. The types of goods likely to be shipped from the International Terminal include logs, other wood products, value-added wood products (e.g., dimensional lumber), or other agricultural products. The primary product that the Port expects to ship is logs. The Port and its partners may need to take actions to diversify the types of products shipped from the Port and developing other opportunities for economic development related to the Port.
- Fishing and seafood processing continue to be important industries in Newport. Newport is one of Oregon's largest commercial fishing ports, accounting for about one-third of the State's commercial fishing activity. In 2008, Newport was home to about 238 fishing vessels, including both short-haul boats that fish in Oregon's Coastal fisheries and distant-haul boats that fish in Alaska's fisheries. Newport's commercial fishing vessels generated 61 million pounds of seafood, with a value of \$32.5 million in 2008, accounting for about one-third of the seafood harvested in Oregon. The economic contribution of the fishing industry on personal income in Newport in 2008 was about \$123 million, accounting for

⁷ Dean Runyan Associates, *Newport Travel Impacts, 1991-2010p*, May 2011

about 30% of statewide economic contribution from fishing.⁸ Changes in fishing permits and quotas as well as retention of the fishing fleet are key issues for Newport.

- Newport is a regional center of activity on the Central Oregon Coast, with regional retailers, a government center, and the location of regional educational and research agencies. Newport's retailers serve the Central Coast region. Newport can take actions to capitalize on that role as a regional center to recapture retail leakage, capture a larger share of spending from visitors, and increase the share of retail spending in Newport region.
- Newport has an aging population. According to Census data, the average age of Newport's residents has increased from 40.9 years old in 2000 to 43.1 years old in 2010. This trend is consistent with national trends. Newport has an older population on average than the State (38.4 years old) and younger than the County (49.6 years old). The aging of the population is a combination of the aging of long-term residents of Newport and in-migration of older workers or retirees. These demographic trends create some economic opportunities, such as attracting older entrepreneurs (and their business opportunities) and providing services to the aging population (e.g., recreational services or medical services).
- Newport's economic and business climate may be perceived as challenging to some businesses that consider moving to Newport. Some potential issues include: (1) a lack of attractive land in good locations ready for development, (2) lack of some services (e.g., major medical facilities or cohesive business and shopping areas), (3) lack of coordination about economic development issues. The City and its partners in economic development will need to take steps to address these issues.

Policies and actions

Given the strategic considerations outlined above, what actions can the City and its partners take to promote job growth in the high priority target industries? The following policies and actions should take into account the limited resources available for public investment in infrastructure and efforts to support economic development.

Action: Create and staff a Business Growth and Recruitment Coordinator function

Description: In the past, the area had a staff position that focused on business development and recruitment. This position was housed with the Greater Newport Chamber of Commerce. Historically, the City of Newport partially funded the position and contributed about \$40,000 annually from transient room tax revenues. This function, however, could also be contracted.

⁸ The most recently available report describing Newport's fishing industry is: "Oregon's Commercial Fishing Industry, Year 2007 and 2008 Review." Oregon Department of Fish and Wildlife and Oregon Coastal Zone Management Association, Inc.

The TAC also indicated that YBOOI will be submitting a proposal to the Oregon Innovation Council (Oregon InC) to support economic development of ocean observing and research. This proposal would include a staff position and would not exclusively focus on the Newport area.

The TAC was unanimous in their support for re-creating and staffing a similar position. This action is an overarching approach to provide resources for many of the development and coordination functions that are not currently met. This position would complement and help to coordinate the activities of other organizations (the City, the Port of Newport, the Economic Development Alliance of Lincoln County, YBOOI and others). The TAC was also clear that the position needed a very clear work program in order to achieve the desired outcomes.

The business growth and recruitment coordinator would have several roles: (1) to work with local businesses on expansion efforts; (2) to work on recruiting new businesses—particularly in the target industry sectors; (3) to conduct research and analysis in support of local business development; and (4) to coordinate activities among the economic development partners.

An essential first step for the community partners is to develop a work plan for the business recruitment coordinator for the first 1-2 years.

Rationale: The business growth and recruitment coordinator will address a critical development and coordination role that does not currently exist.

Who does it: Ideally, the TAC prepares work plan, position description and secures funding and determines the preferred host organization. An alternative would be to form an ad hoc committee that has representation of key organizations.

Possible funding sources: City of Newport, Local economic development partner organizations; other grant sources.

When: Initiate in year 1; continues through five-year period

Benchmarks: Development of a work plan; hiring of a business growth and recruitment coordinator; implementation of the work plan.

Policy 1. The City shall help facilitate growth of employment in the marine and ocean observing research and education cluster

Action 1.1. Identify a person or organization responsible for coordinating among stakeholders

Description: One person should be responsible for coordinating growth of this cluster among stakeholders. This person will be responsible for coordinating with stakeholders, assisting businesses in negotiating local and state regulations, and leading efforts to grow employment in this cluster. The TAC also indicated that YBOOI will be submitting a proposal to the Oregon Innovation Council (Oregon InC) to support economic development of ocean observing and research. This

proposal is being developed in partnership with the Economic Development Alliance of Lincoln County. This proposal would include a staff position and would not exclusively focus on the Newport area. Moreover, YBOOI is applying for nonprofit status.

This would not be a City staff position, however, the City would play a support role on this strategy. This position would coordinate activities with the Business Growth and Recruitment Coordinator. This function could be overseen by YBOOI or the Economic Development Alliance of Lincoln County with support from the business growth and recruitment coordinator. The rationale for this, in part, is that marine research and ocean observing are a significant employment cluster that is not specific to Newport.

Rationale: The growth of this cluster will require efforts of a range of community stakeholders. Having a coordinator will ensure that progress is being made on key initiatives.

Who does it: YBOOI coordinator (if funded by Oregon InC); otherwise, business growth and recruitment.

Possible funding sources: Oregon Innovation Council, Economic development partner organizations, other State grants, and private foundations.

When: Initiate work in year 1; continue through five-year period.

Benchmarks: Hiring of a coordinator; development of a work plan based on the business plan described in Action 1.2; implementation of the work plan.

Action 1.2 Update the strategic and business plan to guide growth of the marine and ocean observing cluster

Description: The purpose of the strategic and business plan is to plan for development in the marine and ocean observing cluster. The plan should first define the scope of the marine research and ocean observing cluster (e.g., the types of businesses and support services needed for a healthy cluster) through market research. The plan should document the types of businesses desired in the cluster, the infrastructure needed by these businesses, and the characteristics of sites needed by these businesses (e.g., location, site size, etc.). This analysis should also explore links to the fishing and seafood processing industries.

The Port of Newport was in the process of updating its strategic plan in 2012. The Port's strategic plan should include a task to coordinate with the update the strategic and business plans for growth of the marine and ocean observing cluster.

Rationale: The TAC identified a need to develop a detailed understanding of this cluster and develop a strategy based on data and analysis to capitalize on marine and ocean observing.

Who does it: YBOOI members and staff from the Economic Development Alliance of Lincoln County will coordinate the initial strategy development as well as funding proposals. The other economic development partners, including the City, will play a support role in this effort.

Possible funding sources: Grants, Oregon Innovation Council

When: Develop strategy in year 1; implementation in Years 1 through 5

Benchmarks: Completion of the strategic/business plan; implementation of the strategy.

Action 1.3 Identify opportunity sites for growth of the marine and ocean observing cluster

Description: The locational requirements of businesses in marine and ocean observing research and education cluster vary, depending on the type of business.

- Organizations involved in research and education may need access to the waterfront (i.e., a place to dock ships). While some organizations may prefer to have offices near the waterfront, others may find a location away from the water front acceptable.
- Businesses involved with maintenance and manufacturing may need to have a location along the water front (e.g., for ship maintenance), while others may prefer a location near Highway 20 or the airport.

Newport has a limited supply of land with direct or nearby access to the Bay Front and should identify opportunity sites in these areas for use by marine and ocean observing organizations. This task will use data from the commercial and industrial buildable lands inventory.

The inventory should be comprehensive and should identify and document sites that are available for the range of related use: office, lab space, collaborative space, warehousing, dock access, maintenance yards, and manufacturing. It should also identify any dock space that could be shared or used for non-exclusive uses.

This action will require close collaboration with Oregon State University (OSU) and the Port of Newport—both of whom own and manage key properties in South Beach. OSU is in the process of identifying needs for marine research and ocean observing on their site as part of an update of the Hatfield Marine Science Center master plan. The City should work with OSU to clarify whether private businesses could be located on the campus. The Port of Newport has also indicated that portions of their South Beach site may have development potential.

This action should also consider strategic sites on the north side of Yaquina Bay, including the Port of Newport's proposed International Shipping Terminal. Sites on the north side can provide additional docking capacity. The inventory and evaluation should include other sites outside of water-dependent and water-related uses. While the emphasis is on water uses, not all businesses that are

within the marine research and ocean observing sector will require water access. Some businesses may require industrial sites, others, office space. For such sites in South Beach, the city could consider providing incentives to encourage property owners reserve the sites for businesses related to the marine and ocean observing cluster. The incentives may be in the form of extending infrastructure to southern sites that do not have infrastructure.

The identification of key sites would build on the buildable lands inventory conducted as a part of the update of the Economic Opportunities Analysis, and the strategic plan developed for the marine research and ocean observing sector.

Rationale: Having adequate sites in appropriate locations is a prerequisite for siting new businesses. While the buildable land inventory in the updated Economic Opportunity Analysis identifies sites with development capacity, it did not go the next step and identify which sites are appropriate for target industries. This action would make those determinations.

Who does it: City of Newport

Possible funding sources: City of Newport

When: Year 2, start date contingent upon completion of Action 1.2

Benchmarks: Identification of opportunity sites

Action 1.4 Stakeholder workshops

Description: These types of workshops should be held periodically to maintain momentum and foster relationships. Stakeholders would discuss their role in the cluster, opportunities for growing the cluster in Newport, and each stakeholder's capacity to contribute to growth of the cluster. These workshops provide stakeholders in Newport an opportunity to ask questions about other stakeholder's locational needs, assess opportunities to attract new agencies/businesses to Newport, and understand the needs of businesses that might consider moving to Newport. The Yaquina Bay Ocean Observing Initiative conducted a stakeholder strategy retreat in July of 2011. That retreat brought state and local stakeholders in the marine and ocean observing research and education cluster together to collaboratively identify strategies for growing the cluster and defined a set of actions for moving the initiative forward.

Rationale: As a member of YBOOI, the City of Newport is an important partner and should be consistently involved in this activity. The workshops would allow Newport city staff and city policy makers to network with economic development partners to better understand initiatives being undertaken in other communities and businesses and identify linkages and opportunities.

Who does it: Yaquina Bay Ocean Observing Initiative/Economic Development Alliance are lead in coordinating these meetings. It is essential that city of Newport staff and policy makers are consistently engaged in this process and are aware of how city resources can leverage this sector.

Possible funding sources: These meetings can be coordinated at minimal cost.

When: Year 2.

Benchmarks: Holding the workshops; attending workshops; information sharing; refinement of strategies identified during the workshops.

Policy 2. The City shall encourage growth of tourism-related employment

Action 2.1. Develop tourism-related amenities and facilities.

Description: Work with the private sector and non-profit organizations to encourage development of amenities and facilities that would support and increase tourism. These amenities could include a golf course, events facility, or other facilities. These projects would not be constructed or maintained by the City. The City has historically provided funding to external organizations through grants funded by transient lodging tax revenues for such amenities.

Rationale: Support for strategic private and non-profit investments in amenities and facilities will encourage tourism.

Who does it: City of Newport Administration/City Committees, Greater Newport Chamber of Commerce.

Possible funding sources: Transient lodging tax grants.

When: Years 1 through 5 based on priorities and cost.

Benchmarks: Completion of projects.

Action 2.2. Work with the Port of Newport and the Greater Newport Chamber of Commerce to study opportunities to make Newport a destination for cruise ships and other recreational activities.

Description: Newport could be a destination for cruise ships, if the City had the infrastructure and facilities necessary to accommodate cruise ships. This action focuses on City coordination with the Port of Newport to ensure this action is reflected in the Port's strategic plan. The action, would largely be implemented by the Port. It would start with an evaluation of whether residents and businesses in Newport support the idea of becoming a cruise ship destination. If there is sufficient public support, conduct an evaluation of the infrastructure necessary to accommodate cruise ships and a feasibility study for becoming a cruise ship destination.

This evaluation should go beyond cruise ships. For example, the Port of Newport could create kayak launching areas. The evaluation should include analysis of recreation activities that can stand alone (such as cycling or kayaking) but would also complement cruise ship patrons. As part of this action, and to support other actions, City of Newport should participate in the Port of Newport's strategic planning process. Moreover, once the plan is complete, the city should see ways to coordinate with the Port.

Rationale: Cruise ships can create significant short-term economic activity, particularly in the Bay Front area. Moreover, exposure to the community may

lead to additional visits. Cruise ship patrons will desire a range of activities; this step would evaluate which activities are most desired.

Who does it: Newport Community Development, Port of Newport, and Greater Newport Chamber of Commerce (outreach); Destination Newport Committee (a City committee); Consultant (feasibility study).

Possible funding sources: Port of Newport (strategic plan); Transient lodging tax revenues.

When: Scope project (Year 1); implement study (Years 2-3).

Benchmarks: Completion of outreach and feasibility assessment.

Action 2.3. Maintain meaningful tourism marketing

Description: Support tourism marketing by working with tourism-related stakeholders. This function has historically occurred through a city committee and has been funded by room tax revenues. This action would be a continuation of this program, with an emphasis on strategically investing in marketing activities.

This action should include evaluation of existing and potential marketing in the areas of marine education and eco-tourism, recreational tourism (watersports, hiking, etc.). While some degree of eco-tourism promotion has occurred, opportunities exist to expand marketing. Moreover, Newport has a long legacy of activities that might be considered eco-tourism—only in recent years have these activities been identified as eco-tourism. Evaluation of eco-tourism should include an assessment of related opportunities: linkages to the Hatfield Marine Science Center, the Oregon Coast Aquarium, and other tourism activities. In short, the community has an opportunity to integrate tourism and marine research.

Historically, most of the focus has been on marketing to educational institutions to bring school children to the Oregon Coast Aquarium and other attractions. . This creates an opportunity to expand marketing activities to other educational sectors—higher education, lifelong learning, etc. This could include re-establishing the Elderhostel that used to be run through Oregon Coast Community College, or other targeted marketing activities.

Rationale: Tourism is a significant contributor of jobs and revenues to Newport's economy. Growth in tourism jobs and payroll has been more or less flat for the past decade. The objective is to maintain current levels of jobs and payroll—and ideally increase them.

Who does it: Destination Newport Committee; Greater Newport Chamber of Commerce in cooperation with private businesses; Business recruitment coordinator.

Possible funding sources: Existing transient room tax funds.

When: Ongoing.

Benchmarks: Tangible marketing activities that are reported annually to the Newport City Council through the Destination Newport Committee. Travel and

tourism related economic impacts as reported by Dean Runyan Associates in their reports.

Policy 3. The City shall coordinate with the Port of Newport on shared economic development objectives

Action 3.1. Evaluate opportunities to expand the goods shipped via the Port

Description: Conduct a market analysis of potential ways to expand the goods shipped from the Port. Potential opportunities include barges of containers along the U.S. Pacific coast or shipping value-added products from the Port, where the value-added processing is done in or nearby Newport.

The City supports a meaningful industrial footprint at the Port Terminal. Development could include terminal facilities, warehouse facilities, and other facilities that support international shipping. The City will coordinate with the Port of Newport on identification and provision of infrastructure to support anticipated levels of activity.

Rationale: The feasibility assessment will provide the basis for identifying the type and scope of infrastructure improvements that will be needed.

Who does it: Port of Newport; City of Newport and the Economic Development Alliance of Lincoln County support and coordination.

Possible funding sources: Port of Newport; State planning grants (DLCD or Business Oregon).

When: As soon as possible (some work is already in progress).

Benchmarks: Completion of market analysis.

Policy 4. The City shall encourage growth of businesses involved with fishing and value-added seafood.

Action 4.1. Coordinate relationships with the Port of Newport, fishing businesses and other business interests within the community

Description: Encouraging growth of businesses involved with fishing and value-added seafood requires that city staff and elected officials have a working knowledge of the issues facing the industries. This is developed through regular engagement and interaction with the City, Port of Newport, fishing businesses, and other interested parties (e.g., the Destination Newport Committee).

The City is in the position to encourage growth in fishing and value-added seafood in a number of ways. City land use regulations and other requirements influence the environment within which the industry operates. In addition, the city owns and maintains critical infrastructure and facilities that businesses need in order to operate in Newport. Some ways that the City can assist the industry are: creating connections with other businesses in Newport to increase business, assisting with creative solutions to issues facing the industry, working through potential conflicts with other businesses and residences, or providing assistance

with industry needs for rights-of-way and parking.

In addition, the presence of fishing and value-added seafood production in Newport is part of Newport's attraction for tourists. The City can support growth of this industry through support of tourism marketing and advertising.

This action will result in periodic meetings between staff and officials with the City of Newport, Port of Newport, industry representatives, and other interested parties. The purpose of the meetings is to ensure that all stakeholders are working together to address issues and encourage growth in the industry. The action will also result in strategic use of room tax funds for supporting tourism marketing and advertising.

Rationale: Working directly with the fishing industry will allow better coordination of activities and needed improvements.

Who does it: Business growth and recruitment coordinator will set and facilitate meetings with City of Newport, Port of Newport, industry representatives, and other interested parties.

Possible funding sources: Economic improvement district and support for tourism marketing and advertising through use of room tax funds

When: Coordination meetings and project identification (year 2).

Benchmarks: Holding meetings; identification of infrastructure improvements.

WORKFORCE AVAILABILITY AND QUALITY

Goal: Provide appropriate workforce and entrepreneurial training opportunities to meet the needs of Newport's target industries

Newport has identified four target industries: marine and ocean observing research and education, tourism, fisheries, and international commerce. This goal insures that Newport has a workforce with the skills, training, and education to meet the needs of these target industries.

Strategic considerations

The City and its community partners have limited resources to invest in developing a high-quality workforce. The role of workforce development is generally assumed by educational institutions, such as the Community College, universities, and public schools (K-12). Given the limited resources available, the City will play a limited role in workforce development and primarily work through its partners in ensuring that businesses in Newport have access to qualified workers.

The information below describes the issues related to workforce availability and quality.

- Newport has an aging population, as described in the previous section. In addition, the Office of Economic Analysis forecasts that Lincoln County's percent of people 65 years and older will increase from 20% in 2000 to 30% in 2030, compared to Oregon's increase from 13% to 19% of the population. The aging workforce has skills and experience that can benefit businesses in Newport. The loss of workers as older workers exit the workforce will need to be mitigated, to ensure that businesses have access to enough workers.
- Newport has a smaller share of younger workers. About one-third of Newport's population is between the ages of 20 to 49 years, compared to 40% of Oregon's population. What can Newport do to provide opportunities for young workers at businesses in Newport, both for people raised in Newport and to attract young workers?
- An important issue for businesses in Newport is availability of a skilled and educated workforce. What can the City and other economic development stakeholders do to support better preparing the workforce to meet the needs of existing and future businesses in Newport? What can be done to provide the existing workforce with skills needed to fill jobs in marine and ocean observing research and education?

Strategies and actions

Given the strategic considerations outlined above, what actions can the City and its partners take to ensure that businesses in Newport have access to skilled workers, especially for high priority target industries? These actions should take into account the limited resources available for public investment and the role of the City and its community partners in workforce development.

Policy 5. The City shall support workforce development

Action 5.1. Provide strategic contributions in staff or dollars to partners to support workforce development

Description: Provide opportunities for communication between businesses in Newport who need employees and the Oregon Coast Community College. The City may also choose to provide support (in terms of staff or dollars) to workforce development organizations such as Oregon Coast Community College or the school district.

The TAC clearly identified the current lack of training opportunities in the area of marine research and ocean observing as a barrier. Oregon Coast Community College would be the logical organization to fill that void, however, the Community College needs funding to support more ocean-related workforce development.

Rationale: Newport has a need for qualified, trained workers, such as workers to service marine equipment or qualified mechanics for the Port.

Who does it: Newport City Council.

Possible funding sources: Existing transient room tax funds; grants.

When: Annually.

Benchmarks: Annual progress reports from Oregon Coast Community College staff , establishing how funding has contributed to workforce development.

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

Newport wants to provide enough land to accommodate employment growth over the 20-year planning period. Newport will need employment sites with a range of characteristics, such as different sizes, locations, access to transportation, access to the waterfront, and zoning designations. Newport wants to ensure that the City has an adequate number of sites to allow market choice for businesses in its four targeted industries, as well as for other economic opportunities.

Strategic considerations

Newport has more than 785 acres of land for commercial and industrial uses with development capacity, of which about 400 acres are unconstrained and suitable for employment uses. In addition, Newport has a substantial amount of underutilized⁹ with redevelopment potential.

- Newport's commercial and industrial land base has substantial constraints, such as steep slopes, that will prohibit development. These constraints are an issue and will require careful siting of businesses. While these constraints will create additional challenges for development in many instances, they do not necessarily preclude development.
- Newport has no commercial sites over 20 acres, 2 sites between 10 and 20 acres (with a total of 24 acres) and one site between 5 and 10 acres. Both sites over 10 acres are located in the Wolf Tree destination resort area and are not currently serviced. No sites over five acres are available north of Yaquina Bay. Newport's industrial zone allows commercial uses outright—which could address part of the deficit. Some of this deficiency could potentially be addressed through redevelopment.
- Newport has a limited amount of unconstrained vacant or partially commercial land with development capacity (about 54 acres). Newport has a substantial amount of underutilized commercial properties, with about 90 acres that have an improvement to land ratio less than 1.00. Much of the underutilized commercial properties are along Highway 101 or just off of the Highway. These commercial properties have redevelopment potential, although it is not clear which of these sites will redevelop over the next 20-years.

⁹ Broadly, underutilized land can be consider land that is not meeting its full economic potential. In short, it is land that is not in its highest and best use. In the context of the state land use system, the terminology is a little confusing. OAR 660-009-0005(1) defines redevelopment as follows: "Developed Land" means non-vacant land that is likely to be redeveloped during the planning period. For the purpose of clarity, we use the term developed to mean land committed to existing productive employment uses and redevelopable as lands that have potential for redevelopment during the planning period.

- Encouraging redevelopment of the commercial properties may require investments from the City. The City does not have sufficient funding to invest in redevelopment of all the underutilized commercial properties at once. The City should select a few areas with higher redevelopment potential to focus redevelopment efforts on. This could include strategies to aggregate parcels, or strategies to reduce infrastructure costs.
- Land with development capacity in South Beach is limited. The City will need to work with businesses in the marine and ocean observing research and education cluster to identify other locations for new or expanded businesses, especially those that do not require close proximity to the waterfront (i.e., research offices or fabrication of marine research equipment and instruments). In some instances, the City may want to negotiate development agreements with property to better ensure that development is consistent with the City's economic development vision.
- There is land with development capacity near the International Terminal, along and near the Bay Front. The City should work with its partners and the land owner to determine what uses are appropriate for this area, which will be important for development of marine-related industries given the limited amount of developable land along the waterfront.
- Newport has a reasonably large supply of land around the Airport. This land presents opportunities for development, especially for employment uses related to or dependent on aviation. While the land is not currently serviced, the City has identified strategies to service the land, given a business or developer who wanted to partner with the City on developing around the Airport.

Strategies and actions

Given the strategic considerations outlined above, what actions can the City and its partners take to make the best use of Newport's commercial and industrial land base? What should the City do to encourage redevelopment of commercial land, given the limited amount of vacant and partially vacant commercial? How can the City best use its existing land base to support the targeted industries, especially given the very limited land supply in South Beach? These actions should take into account the limited resources available for public investment in infrastructure and efforts to support economic development. In short, the city needs a clearly articulated strategy for the management of waterfront properties.

Policy 6. The City shall encourage better use of underutilized and/or blighted commercial sites.

Action 6.1. Evaluate creation of an urban renewal district north of Yaquina Bay

Description: The URD should address the issues of underutilized commercial and industrial properties and infrastructure deficiencies. The housing needs analysis made a similar recommendation focused on reducing housing cost by addressing infrastructure deficiencies in certain areas as identified by the city. The specific purpose should be developed through a broader set of discussions.

The URD would potentially allow the city to use the additional tools offered by the URD including flexibility to resell land, land acquisition, land assembly, loans, upgrading or razing dilapidated commercial structures, facilitating the purchase or sale of land, and other tools. The URD could also address highway corridors, sign clutter, business facades, overhead lines, etc.

The City will also need to determine the extent of the URD boundary. The TAC suggested starting with properties that are adjacent to the Highway 101 and Highway 20 corridors.

Rationale: A URD would provide the city with additional tools for land acquisition and potentially funding for economic development and infrastructure projects through the bonding authority created by the district.

Who does it: City of Newport.

Possible funding sources: Urban Renewal District.

When: Evaluation of the URD should occur in Year 1; steps to establish the district, should it have council support should occur in Year 2. Implementation would occur in subsequent years.

Benchmarks: Evaluation of URD; establishment of URD; completion of projects.

Policy 7. The City shall ensure an adequate supply of commercial and industrial sites

Action 7.1 Develop strategies to prioritize target industry uses on opportunity sites

Description: Once opportunity sites are identified for employment and business growth of the target industries, develop land use strategies to reserve these sites for use by organizations in this cluster.

The initial emphasis in site identification should be on sites that are suitable for water-related and water-dependent uses, international shipping, fishing and seafood processing, and tourism. The implementation of this strategy would be on a voluntary basis—the City is not proposing additional land use regulations to implement this strategy. Rather, the City, working with other economic development partners, will engage with individual property owners to negotiate development agreements.

According to the Municipal Research and Services Center of Washington a development agreement:

“is a contract between a local jurisdiction and a person who has ownership or control of property within the jurisdiction. The purpose of the agreement is to specify the standards and conditions that will govern development of the property. The development agreement provides assurance to the developer that he/she may proceed to develop the project subject to the rules and regulations in effect at the time of approval - the development will not be subject to subsequent changes in regulations. Development agreements should also benefit the local

jurisdiction. The city or county may include conditions (mitigation measures) that must be met to assure that a project at a specific location does not have unacceptable impacts on neighboring properties or community infrastructure. The agreement may clarify how the project will be phased, the required timing of public improvements, the developer's contribution toward funding system-wide community improvements, and other conditions. The agreement can also facilitate enforcement of requirements, since it is a contract that details the obligations of the developer and local jurisdiction.”¹⁰

ORS 94.504 provides the legal basis for development agreements in Oregon. The statute allows a city to enter into a development agreement “with any person having a legal or equitable interest in real property for the development of that property.” The statute requires development agreements include specific information (ORS 94.504(2) through (7)). The statute also requires that the agreement is consistent with local regulations and that the local government approve the agreement after notice and hearing.

To initiate this task, the City should identify the desired outcomes of the agreements and develop a list of potential elements of the development agreements. The agreements should place limitations on the use of properties to those that are consistent with the target industries. The agreement may also spell out any improvements that the city is willing to make to support development of the cluster, and under what conditions those improvements will be made. Once the general framework is established, the city should contact select property owners in areas targeted for marine research and ocean observing. The agreements should initially be targeted to properties in the South Beach area and should consider parcel size as a factor.

Rationale: Current policies allow development of sites consistent with outright allowed or conditional uses as defined in the Newport Development Code. For example, some commercial uses are allowed in the I-1 zone. Rather than use regulatory approaches, this strategy will look to voluntary and incentive based strategies. Negotiating development agreements is a way to voluntarily engage property owners without land use regulation. Having resources to assist in business recruitment (the business growth and recruitment coordinator) provides incentive for property owners to work with the City on development agreements.

Who does it: The City Community Development Department works with economic development partners to identify key provisions of the development agreements, then contacts property owners and negotiates development agreements. The economic development partners will provide support as appropriate.

Possible funding sources: City of Newport; Urban renewal funds.

When: Develop key provisions in year two; negotiate agreements in years 3-5.

¹⁰ <http://www.mrsc.org/subjects/planning/lu/developagreements.aspx>

Benchmarks: Identification and adoption of development agreements.

Action 7.2: Develop an annexation strategy for commercial and industrial properties in South Beach

Description: This action would result in an annexation strategy for commercial and industrial property in South Beach. The project would work with property owners in the unincorporated areas of the UGB to determine issues such as infrastructure provision outside of the city limits. The project ultimately will result in an Urban Growth Management Agreement (UGMA) between the City of Newport and Lincoln County that includes the South Beach area. The Newport City Council has a goal of accomplishing this in the next five years.

Rationale: Having a defined annexation strategy will ensure efficient provision of municipal services, as well as adequate sites for businesses. This strategy may also address the issue of limited number of larger commercial sites.

Who does it: City of Newport Community Development, Lincoln County Planning.

Possible funding sources: City funds; state planning grants.

When: Initiate work in year 1 or 2.

Benchmarks: Adoption of UGMA.

INFRASTRUCTURE AND PUBLIC FACILITIES

Goal: Make investments in infrastructure and public facilities to support the target industries

Newport wants to improve economic conditions and promote growth of businesses in the target industries. High quality infrastructure and public facilities are important to support economic growth. The City has limited funds to support maintenance of existing infrastructure and public facilities. The City wants to leverage the limited funds available for infrastructure and public facility maintenance and improvements through working with local partners and the State to make strategic investments.

Strategic considerations

Newport provides a range of public infrastructure: municipal water system, wastewater system and treatment, local street system, stormwater system, street lighting, multi-use paths, and parks. Newport also has a range of public facilities: recreation center, performing arts center, library, Abby Street pier, a boardwalk, and public parking lots. The City has limited funds available to maintain existing infrastructure and public facilities. Recent upgrades to the City's water and wastewater systems have been made, in part, by leveraging local funds with funds from external sources.

The information below describes the issues related to Newport's infrastructure and public facilities.

- Newport's municipal water system and wastewater treatment plan have recently been (or are in the process of being) upgraded. The City has sufficient water treatment capacity and wastewater treatment facility capacity to accommodate expected growth, including growth of industries with high water or wastewater demands. The City will need to work with existing and new businesses to meet changing demands for water and wastewater usage, such as changes to regulation of wastewater effluent temperatures or new needs of marine-based industries for wastewater treatment.
- The City has limited funds to maintain existing infrastructure and facilities and very little financial capacity to make strategic investments. Existing funds are generally used for basic maintenance.
 - The distribution system (e.g., pipes or pumps) for the water and wastewater systems are deteriorating. While the City has plans to upgrade parts of the distribution system, the needs for replacement are greater than the City's resources for maintenance. The City is heavily reliant on outside sources of revenue to maintain the systems, such as grants and loans.
 - The City has a considerable number of public facilities, some of which are important to growth of the target industries (e.g., the Abby Street pier). The City has no dedicated funds to maintain these facilities. Where appropriate, the City has used funds from the transient lodging tax revenues or business license revenues to maintain public facilities.

- The lack of funds leaves the City in a reactive position for addressing infrastructure problems. Some funds are available in the South Beach area for infrastructure maintenance and improvements through the urban renewal district. As a result, the City may be able to pro-actively support growth in South Beach and make strategic infrastructure investments.
- Much of the City's vacant land supply is on the south side of the City, south of South Beach and north of and around the Airport. In addition, Newport has some vacant buildable land at the northern side of the City. The City is extending service to some of these areas but some areas will be unserved.
 - The City is extending services on the south side of Newport to 50th Street. While the City could extend services to about 62nd Street, the vacant land south of 50th Street will remain unserved until there is developer interest in building in this area and funding to support extending services.
 - The City is extending services north of 71st Street but not beyond about 78th Street. This will leave some vacant land unserved. The slopes and land instability may make servicing some of the vacant lands in this area challenging.
- The City has a considerable supply of properties that are underutilized or redevelopable, especially along Highway 101. These sites have existing services and could support more economic activity than they currently support.
- The Yaquina Bay Bridge provides advantages to Newport, both as a connector between north and south Newport and as a historic resource. The Bridge, however, is a constraint to shipping because of low clearance and is a constraint on automotive and freight capacity on Highway 101. In addition, the Bridge is an impediment to pedestrian and bicycle traffic between South Beach and the northern part of Newport. As of now, ODOT has no plans to upgrade or replace the bridge and has not identified a future funding source to do so.

Strategies and actions

Given the strategic considerations outlined above, what actions can the City and its partners take to leverage existing funds for maintenance and upgrades to Newport's infrastructure and public facilities? These actions should take into account the limited resources available for public investment, both at the local and State level.

Policy 8. The City shall ensure adequate infrastructure is available.

Action 8.1 Identify and make infrastructure investments on the opportunity sites

Description: Once opportunity sites are identified for employment and business growth of the marine and ocean observing cluster, identify the municipal and other infrastructure deficiencies on each site (if any). Work with partners and involved stakeholders to secure funds for making necessary infrastructure upgrades. This action should engage other service providers such as the natural

gas, communications and other service providers. The Port of Newport should also be involved.

Rationale: Sites must have sufficient infrastructure capacity to be viable opportunity sites.

Who does it: The business recruitment coordinator would organize the meetings and document the results. Other economic development partners would participate and provide information. City staff would work with elected officials to prioritize the investments.

Possible funding sources: City; state and federal grants.

When: Identify infrastructure needs (After completion of the initial phases of Task 7.1; years 3-5).

Benchmarks: Identification of needs; inclusion of projects in the city's capital improvement plan; completion of projects.

Action 8.2. Coordinate provision of infrastructure to the International Terminal

Description: Trucks bringing goods to the International Terminal typically use Moore Drive to access the port from Highway 20. Depending on the results of the Port's economic and feasibility assessments, these transportation connections to the Port may need to be upgraded for additional capacity.

Rationale: Infrastructure capacity must be available for international shipping to be viable.

Who does it: Port of Newport lead; City of Newport support.

Possible funding sources: City of Newport; Port of Newport; state and federal transportation funding programs; Oregon Infrastructure Finance Authority

When: As soon as the Port identifies needs the City should work to conduct preliminary project evaluations and get them into the capital improvement program. This action links to Action 3.1 and is contingent upon substantial progress towards that Action.

Benchmarks: Completion of feasibility assessment (Port); identification of projects; projects included in the CIP.

Action 8.3. Develop and maintain infrastructure used by visitors

Description: Where legally allowed or permissible, use lodging and local gas tax revenues to support or maintain infrastructure used by visitors, such as local roads and sidewalks in areas frequented by visitors. Use lodging and local gas tax revenues for street-scaping and improving the appearance of Highway 101.

This action would include development of specific policy language related to use of transient room tax revenues for development of infrastructure, including as match to other state and federal grants.

Rationale: Strategic investments in visitor infrastructure will encourage tourism.

Who does it: City Public Works Department; input from the Greater Newport Chamber of Commerce.

Possible funding sources: Transient lodging and local gas tax revenues.

When: Years 1 through 5.

Benchmarks: Completion of projects.

Action 8.4. Develop infrastructure needed to support fishing and seafood processing

Description: Changes in permitting and fishing quotas have impacted the industry in significant ways. This action would identify specific things Newport or its partners could do to maintain the commercial finishing industry. This could include issues such as ensuring that permits stay in Newport if operators retire or move, providing support for additional infrastructure such as ice making, and other actions.

Coordinate with fishery businesses to understand their future business plans and infrastructure needs. Work with stakeholders to develop or maintain infrastructure needed to maintain businesses in fishing, ensuring that fishing rights stay in Newport. This action should include a regular forum for the City, the Port and other organizations to meet with representatives of the fishing industry.

This action will include an assessment of the condition of in-water structures – docks and other facilities. These facilities are owned by the City, the Port of Newport and private entities. Ideally, this assessment would be coordinated and completed by all relevant entities at the same time.

Rationale: Working directly with the fishing industry will allow better coordination of activities and needed improvements. Commercial fishing and seafood processing are one of Newport's core industries. It is important that Newport maintain this industry.

Who does it: Local operators, OSU Sea Grant, and the OSU Extension Agent; City of Newport and Port of Newport are in supporting roles.

Possible funding sources: Economic Development Improvement District; City, state or federal transportation funds, Connect Oregon; Oregon Infrastructure Finance Authority.

When: As appropriate.

Benchmarks: Holding meetings; identification of infrastructure improvements; completion of projects.

Action 8.5: Work with ODOT on upgrades to Yaquina Bay Bridge

Description: The Yaquina Bay Bridge is the primary connection between the northern and southern portions of Newport. The bridge is near the end of its engineered life and has both capacity and safety issues. Ultimately, the Oregon Department of Transportation will determine if and when to upgrade the bridge. Because of the nature of this critical lifeline, the City will continue to work with

ODOT and other partners to encourage ODOT to initiate planning studies on the span that will ultimately result in inclusion in the Statewide Transportation Improvement Program.

Rationale: Having a safe and efficient transportation connection between the two areas of Newport is critical to future economic development.

Who does it: City, Port of Newport, Greater Newport Chamber of Commerce, Economic Development Alliance of Lincoln County.

Possible funding sources: This primarily requires staff effort.

When: Ongoing.

Benchmarks: Obtaining a firm commitment from the State of Oregon to initiate planning efforts to replace the span.

Implementation

Figure 1 shows the proposed implementation schedule for the Newport Economic Development Strategy.

Figure 1. Proposed implementation schedule

Goal/Action	2012				2013				2014				2015				2017				2018		
	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr			
JOB GROWTH																							
Goal: Create conditions that are attractive to the growth of existing business and attract new businesses to Newport to create new jobs																							
<i>Action: Create and staff a Business Growth and Recruitment Coordinator function</i>																							
Strategy 1. Facilitate growth of employment in the marine and ocean observing research and education cluster																							
<i>Action 1.1. Identify a person or organization responsible for coordinating among stakeholders</i>																							
<i>Action 1.2 Develop a strategic and business plan to guide growth of the marine and ocean observing cluster</i>																							
<i>Action 1.3 Identify opportunity sites for growth of the marine and ocean observing cluster</i>																							
<i>Action 1.4 Stakeholder workshops</i>																							
Strategy 2. Encourage growth of tourism-related employment																							
<i>Action 2.1. Develop tourism-related amenities and facilities.</i>																							
<i>Action 2.2. Work with the Port of Newport to study opportunities to make Newport a destination for cruise ships and other recreational activities.</i>																							
<i>Action 2.3. Maintain meaningful tourism marketing</i>																							
Strategy 3. Coordinate with the Port of Newport on shared economic development objectives																							
<i>Action 3.1. Evaluate opportunities to expand the goods shipped via the Port</i>																							
Strategy 4. Encourage growth of businesses involved with fishing and value-added seafood.																							
<i>Action 4.1. Coordinate relationships with the Port of Newport, fishing businesses and other business interests within the community</i>																							
WORKFORCE AVAILABILITY & QUALITY																							
Goal: Provide appropriate workforce training opportunities to meet the needs of Newport's target industries																							
Strategy 5. Support workforce development																							
<i>Action 5.1 - Provide strategic contributions in staff or dollars to partners to support workforce development</i>																							
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																							
Strategy 6. Encourage better use of underutilized commercial sites.																							
<i>Action 6.1. Evaluate creation of an urban renewal district north of Yaquina Bay</i>																							
Strategy 7. Ensure an adequate supply of commercial and industrial sites																							
<i>Action 7.1 Develop policies to prioritize target industry uses on opportunity sites</i>																							
<i>Action 7.2: Develop an annexation strategy for commercial and industrial properties in South Beach</i>																							
INFRASTRUCTURE AND PUBLIC FACILITIES																							
Goal: Make investments in infrastructure and public facilities to support the target industries																							
Strategy 8. Ensure adequate infrastructure is available.																							
<i>Action 8.1 Identify and make infrastructure investments on the opportunity sites</i>																							
<i>Action 8.2. Coordinate provision of infrastructure to the International Terminal</i>																							
<i>Action 8.3. Develop and maintain infrastructure used by visitors</i>																							
<i>Action 8.4. Develop infrastructure needed to support fishing and seafood processing</i>																							
<i>Action 8.5. Work with ODOT on upgrades to Yaquina Bay Bridge</i>																							



AGENDA & NOTICE OF PLANNING COMMISSION MEETING

The Planning Commission of the City of Newport will hold a meeting at **7:00 p.m. Monday, August 27, 2012**, at the Newport City Hall, Council Chambers, 169 SW Coast Hwy., Newport, OR 97365. A copy of the meeting agenda follows.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder, 541-574-0613.

The City of Newport Planning Commission reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the meeting.

NEWPORT PLANNING COMMISSION Monday, August 27, 2012, 7:00 p.m. AGENDA

A. Roll Call.

B. Approval of Minutes.

1. Approval of the Planning Commission work session and regular session meeting minutes of July 9, 2012, and the work session minutes of July 23, 2012.

C. Citizens/Public Comment.

1. A Public Comment Roster 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 signing the Roster. Each speaker should limit comments to three minutes. The normal disposition of these items will be at the next scheduled Planning Commission meeting.

D. Consent Calendar.

E. Public Hearings.

Legislative Actions:

1. File No. 2-CP-11. Legislative amendment to continue the update to the Transportation System Plan (TSP) element of the Comprehensive Plan by focusing the effort on US 101 in South Beach between the Yaquina Bay Bridge and SE 62nd Street setting out policy framework in support of an alternative mobility standard. The update includes zoning ordinance amendments establishing a trip budget program for South Beach, citywide traffic impact analysis requirements, and citywide transportation improvement requirements for infill development by updating the Zoning Code chapter of the Newport Municipal Code with the addition of Chapter 14.43 (South Beach Transportation Overlay Zone), Chapter 14.44 (Transportation Standards), and Chapter 14.45 (Traffic Impact Analysis). Functional classification maps and project priorities/estimates are also updated.

F. New Business.

G. Unfinished Business.

H. Director Comments.

I. Adjournment.

Draft MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Conference Room 'A'
Monday, July 9, 2012

Planning Commissioners Present: Jim Patrick, Gary East, Mark Fisher, Rod Croteau, Glen Small, Jim McIntyre.

Citizens Advisory Committee Members Present: Lisa Mulcahy, Bob Berman, and Bill Branigan.

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

ODOT Staff Present: John deTar.

Consultants Present: Darci Rudzinski (Angelo Planning Group) and Sumi Malik (CH2M HILL).

Lincoln County Staff Present: Lincoln County Planning Director Onno Husing.

Chair Patrick called the Planning Commission work session to order at 6:00 p.m. and turned the meeting over to CDD Tokos.

A. New Business.

1. Discussion of the TSP (Transportation System Plan) element of the Comprehensive Plan. Tokos noted that included in the packets was an updated version of the changes to the TSP chapter of the Comprehensive Plan. Also were updates to the functional classification maps, which update maps from the 1997 TSP. The relevance of these maps to the City is that is what determines how big those roads need to be; and for anyone developing, these maps are important to them as well. First, Tokos wanted to tackle the policies and then talk about the functional classification maps and the project list. Tokos recalled that there was a question raised about trying to visualize what we are talking about in the amount of traffic change from today to the end of the 20-year horizon. He said about 3.5 times the amount of traffic we see today will be occurring in the system in 20 years. He said that the South Beach site projects are intended to help address that. Tokos skipped forward to the policies on page 46.

Tokos noted that Goal 1 pretty much is the overriding objective we are shooting for to provide a safe and efficient multi-modal transportation system. This means not only for vehicles; but also pedestrians, bicycles, transit, and Port and related facilities as well, consistent with our TSP. Tokos noted that there is a great deal of analysis that goes into preparing this. Our objective is to implement this plan. Tokos said that this chapter is a summary; not the full technical documents. It includes the 1997 TSP and all updates since then; the 2008 Local Street Plan from the north side, the 2008 Bicycle and Pedestrian update; Tech Memo 13, which is the technical analysis that supports the alternative mobility standard in South Beach and hopefully will be updated with another document and refinement plans that will be added; the 2010 South Beach Peninsula Improvement Plan; and the Coho/Brant Refinement Plan, for which the final document was just received from Cameron McCarthy. Tokos said all of those projects have been added into the TSP so the tables refer to the appropriate plan. As we continue to work with the summary document, we may have to go back and reference a specific project in more detail.

Policy 2 talks about the various elements. 2A gets into the street system and says that streets will be designed in accordance with the street design classification in the TSP. The City has done alternative ones (skinny streets) in some residential areas. Policy 3 talks about allowances for deviating from standards in areas and when alternative streets can be developed; like what is proposed in the Coho/Brant plan. Tokos noted that Policy 4 wasn't changed. That is a standard requirement we have to adhere to. The City has to make sure that development is not going to overtax the transportation system.

Policy 5 talks about the modifications to 101 in South Beach. It recognizes that the bridge is a constraint and is not likely to be alleviated in the foreseeable future. There is also language that it is the City's policy to continue to work with ODOT on trying to find a way to alleviate that. The bridge is a reason for the alternative mobility because the State recognizes that it is a constraint they can't deal with. deTar said it would be great if the State had funding to provide an additional bridge; but it doesn't, and the outcome becomes extremely restrictive on what development can occur. The alternative mobility standard allows the community to continue to develop. Otherwise the highway standards become restrictive and prevent development the community would like to have. deTar agreed the alternative mobility standard doesn't fix the problem with the bridge. Fisher said that sometimes a community has to say this is a severe and dangerous situation, and everybody should be looking at it. His concern is that if we continue reducing the standards, nobody is going to look at us. He said maybe we need to say this is an emergency; and people will look at the bridge. He said we will never have the money. Patrick said that the numbers will run out regardless by 2032 if Newport doesn't add a sole because it is the background traffic adding to the numbers. At some

point, the numbers will get bad enough that they have to do something about it. Fisher thought that “they” would be a small group like this one starting up. He said we just can’t ignore it because the more we alleviate the problem with words and put it off, the bigger it gets. deTar agreed that the bridge is going to have a lot more traffic trying to go across it than the capacity can accommodate. He said this is not just happening in his region, which consists of ten counties. He said there is the same situation underway right now in Salem with the Willamette River bridges. A major new bridge would need to double capacity across the river in order to accommodate the extent of development happening in west Salem. He added that the same circumstances are happening in Eugene, Springfield, Corvallis, and Albany. He said the costs for these solutions are enormous. He added that, as a State, we have not been willing to pay for what transportation needs there are. We have consistently decided not to do that. deTar said that, as he had noted before, the last gas tax adopted in 2009 became effective in 2011, and all that money is dedicated to projects that the Legislature selected to address problems that already exist. He said they haven’t kept pace with routine inflation, and we fell behind. Fisher said that the bridges deTar mentioned weren’t designed 80 years ago. The first earthquake we have, that bridge will be red flagged. He said that the Salem bridge was built to higher standards than this one here. He said the bridge was not built for handling today’s loads. We are way beyond what was designed for 60,000 pound loads with 125,000 pound loads going over it. The bridge is not capable of continuing that forever. Fisher would like someone to put a star on this problem saying they recognize it. McIntyre said that unless a City puts a moratorium on growth, there is a real problem with bridges and infrastructure to support growth. He said that in the case of a large corporation, they keep a reserve study saying they will need “x” amount of money for changes and set money aside. Otherwise, where is the money going to come from? That hasn’t been done here. We have to plan for it some way or cut down growth and then decide to set aside money until we get to a point where we can improve infrastructure. We recognize it is a problem; but we have to figure a way to resolve the problem.

Tokos said that what he hoped for is a commitment from the State to initiate planning work. They don’t have money to build it, but they have the capacity to start planning for it. That doesn’t require millions of dollars of investments up front. Eventually, money will have to come from the Federal Government emergency fund because of a catastrophic failure of the bridge. We don’t want to be at square one then. Small asked what keeps Newport from going ahead with that. Tokos said that we don’t have jurisdiction over those areas. We can do something on the Newport side, but it won’t meet state standards. We need them to be an active partner. Small agreed that we need them to be an active partner and not just shuffle numbers.

deTar said there was analysis done in 97 that talked about alternative crossing locations. Other locations can be eliminated and focus can be on the corridor. Then you can do an environmental impact statement (EIS), which is going to be very expensive. That EIS will look at traffic impacts including to downtown and in South Beach. It will be looking at the impact on the bridge, which is a historic property and on the national register. There will be a number of issues. He said it will be millions of dollars to go through that process. deTar said ODOT doesn’t have a function as a agency whereby they can put it on a list and say they are going to get to it as a planning project. He said there is not a long-standing list the City can get on and work your way to the top. There is no way for the State to establish that this bridge is any more important than Lincoln City, Albany, or Corvallis. The area commission establishes priorities on projects.

Tokos said that regarding the bridge, one thing the Commission may want to think about is making a recommendation to the City Council if this plan is adopted that they include a letter to the State Highway Commission that this is just an interim solution and that the State needs to start making as a priority work in planning for replacement of these facilities. He said this alternative mobility standard isn’t without value. The objective thing is recognition from the State that they don’t have the financial ability to achieve the standard highway standard we have in place right now. They need to accept there is going to be congestion that we can’t build our way out of. The City will be able to develop with more flexibility than we can with current State standards. Just talking about a method without bridge improvements is not without value. Croteau said we need to look strategically at this. He said that it seems the best way to get higher priority is to increase pressure on the bridge. Continue development in South Beach and make congestion so awful that the bridge would move up the list. He said he looks at congestion as a positive thing in the future of the bridge. Branigan asked that since it is the Legislature that decides where money goes and decides the priorities, if the City shouldn’t be pushing on our Legislators. McIntyre agreed that we need to lobby our Legislators. Tokos said we can certainly copy our coastal caucus the same letter we send to the Transportation Commission so that they are aware as well that, while this is an interim solution, serious planning for replacement of the bridge is needed. There currently is the capacity to plan for replacement once funding does become available.

Croteau asked deTar what other jurisdictions are doing. deTar said that Corvallis finished a study looking at other ways, but came back that a bypass is the only solution that would be feasible. They didn’t inject any promises. In Salem, they are finishing an EIS. That project has been ongoing for seven years. He noted that the environmental documents prepared for the Federal Highway Administration have a limited life. You can complete an environmental document and hope that lines up with funding to move ahead with the project. He said the planning aspects of it are that first you have to consider alternate routes for another place for the bridge or if alternate travel modes are feasible. At that point, it requires an EIS. The planning part can reduce the expense of that so that you are just working in one corridor rather than looking all the way up the Bay. That sort of analysis can be done to narrow the earlier work down to a preferred location. deTar said the 1997 study identified the location of the existing bridge as preferred. The other alternatives don’t change the demand on 101. People don’t divert.

Going off 101 is not what they came to the coast to do. He said you could build a bridge at another location, but it wouldn't replace the need for a bridge right here. That is why in the 90s, the conclusion was to build more capacity on the 101 corridor. Branigan said with the work that needs to be done, the whole thing will probably take the 20 years this document addresses. He said that, unless we start right now, 20 years from now we will be facing a much larger problem and have nothing in place. deTar said the City is saying everything it needs to say to those people that make those decisions. Tokos said the City will present this work we are putting together, what this doesn't accomplish, and what needs to be looked at beyond this certain amendment.

Tokos continued on page 47 with Policy 6, which is that the City supports the alternative mobility standard. Policy 7 talks about the need for a Transportation Impact Analysis (TIA). He said that once the Commission gets through the Comprehensive Plan, they will see a TIA section added to the comprehensive code. For the first time, the City would have real standards when it gets to a scale where we need to have detailed analysis and what that entails. He said this policy is the justification for a TIA.

Policy 8 gets at the issue of primary trips. He thinks this may still need a little work. He said the objective was to encourage certain types of development in South Beach, such as grocery stores and gas stations, which would allow people not to have to drive over the bridge. The intention was that there should be some accommodation for that. Tokos said he doesn't know if we have a clear standard for that in the proposal. deTar confirmed that certain retail and personal services uses were identified; like grocery stores less than 15,000 square feet. He said they are trying to work on the wording for No. 8. As he read it, he can't see what is really being called for. Tokos noted this is putting a policy in place for why it is appropriate for certain businesses not to be hit with trips they could be accounted for. It will be discounting a percentage because the business is located in South Beach and provides an alternative to driving over the bridge for those services. Branigan asked if the trip budget is discounted. Tokos explained that fewer trips would be accounted for that business because of the nature of the use.

Policy 9 talks about the trip budget and the need for staying on top of generated trips associated with growth. Policy 10 talks about engaging ODOT in a conversation about the bridge.

Section 'B' deals with the Pedestrian System Plan; and Section 'C' with the Bicycle System Plan. Some language was added that picks up that there are some bicycle and pedestrian improvements that are part of the system plan for South Beach.

Section 'D' talks about transit. The City needs to coordinate with Lincoln County Transit Service to improve the functionality of the transit system. The section doesn't have a table in it. Tokos is working on updating with Lincoln County Transit. There are still some common things. The City financially supports county transit. Newport is a hub for Lincoln County Transit Services; all traffic feeds into Newport. Lincoln County Transit is adding a 5-day valley transit. We want to add language about how to make that more robust and make that system more accessible for employers (HMSC for example with people coming from Corvallis) and for tourist-oriented retail. That would be the primary goal. It includes improving transit stops, which could involve having that conversation with larger retailers. Fred Meyer, for example, is installing a transit bus stop as part of their remodel. Branigan asked about 'D-5'; the City providing shuttle service. Tokos said that already exists with Lincoln County Transit. We do not want to provide any competition to that; just continue to be a viable partner with the County so that they stay solvent and continue providing service. Tokos said he would work on that language.

Section 'E' is about access management. Patrick wondered how realistic these things were. Tokos said it came out of the 2008 Local Improvement Plan. Tokos said something that may be unrealistic in the City proper but appropriate to keep in mind as we grow is to continue trying to combine accesses wherever possible.

Section 'F' regards a funding plan. 'F-1' is to employ whatever resources we have or combining them together. It talks about what those funding sources are. Outside funding sources shall be aggressively pursued. It leverages the Urban Renewal Agency. It recognizes that the City will probably have to extend the South Beach Urban Renewal District out an additional ten years to sync up with the State's funding. Otherwise, we have to shut down the South Beach URD about the time the State will have money to partner with us. The City has to look at extending the life of the district so we can use urban renewal funds when the State's funds are available. Tokos noted that the State is in the debt-retirement mode. There are bridge repairs they have to pay off, so it will be a while before they can come to the table as a viable partner.

Tokos wanted to briefly talk about the functional classification maps. There were three included in the packet. He noted that these were created by CH2MHILL with the City's assistance. Tokos began discussion with the north side (Agate Beach area) map. He noted that Avery and 73rd were added. They weren't on the original in 1997. This is where the waste transfer station is and a lot of our industrial lands. The biggest undeveloped industrial parcel is up there. Avery and 73rd are collectors where they tie into 101. At some point, 73rd Street would likely have a signal. 60th and Biggs to 55th is a carryover of what was in the 1997 plan. It is the collector for Agate Beach. He noted that where the dotted line is, the road doesn't exist there; homes are there. Further south, Oceanview is a collector. 36th and Harney is the north/south alternative to 101 that has long been in the TSP. 36th is a collector; and Harney is a minor arterial.

Map 2, downtown, shows Harney through there. It had to be identified even though we don't have all of the rights-of-way. It's not in the TSP, but there will be a road up there at some point. The collector system on the west side consists of Oceanview, which runs down through and connects with Spring, Coast, and Elizabeth. It is the scenic bike route. There is a connection between Oceanview and Nye that doesn't exist right now, but rights-of-way are in place. Tokos said he would show that as a dotted line. Major connections across are 11th, 6th, 3rd, Olive, 2nd, and Fall. 7th was added in the 2008 Local Street Plan; but it's not high priority where the dotted line is because some bridges will have to be constructed. On the east side, one of the major changes in the 2008 Local Street Plan just getting reflected is Avery shifting over to Benton as a north/south collector. It ties into coos and hits Olive. South of that, with the remodel of the City building and the redirection of 9th Street, it loops around City Hall tying into 10th, looping to 2nd, and up. Patrick said Tokos might as well dot the line by the high school. Tokos said he realized the school has the street closed; but it is still a street, and it's not known how long that arrangement lasts. It hasn't been finalized as a long-term solution. He agreed there is a conversation to be had, but Eads is a collector and handles a fair amount of traffic. With the 2008 plan, 1st Street was added as an east/west alternative on the east side. Patrick said maybe we should dot that one. Tokos said 1st Street at 101 would be a right turn only onto 101. Tokos said that the stuff along Bay is self-explanatory. Branigan asked if John Moore would be increased to a principal arterial. Tokos said it is a minor arterial, which is a pretty heavy classification for us. Patrick noted that where Abbey crosses 101 to extend onto Elizabeth, he recalled that there was supposed to be a light there. Tokos said he would take a look at it. He wasn't sure we want that there. Patrick said he thought the reason it was on Abbey and 101 was because of the hospital; rather than Fall and 101. Patrick said it was listed in there. Tokos said there is not very much on the east side. There is the future extension of 6th Street to tie into Newport Heights for further residential development in that area.

The last map is of the south side. Tokos noted that we really didn't have one in 1997. This is new. It picks up the minor arterial of Ferry Slip down to Ash. That Ferry Slip at 101 will go away. Ferry Slip will connect onto Ash. The system that has been talked about at recent meetings is shown by the dotted line where Abalone will be extended down to 35th. Ash Street south of 40th is shown by the dotted line. That will just serve commercial and industrial development on the north side of Mike Miller Park. Harborton will make a big connection between 40th and 50th. At some point 50th will be realigned to line up with the State park entrance. 62nd will loop down and be a connector to the south. Patrick asked if we should extend Ash to tie into 50th Street. Tokos said that would be tough because that would run through Mike Miller Park. He said we can't pull that off.

Tokos asked the Commissioners if the materials they had reviewed so far seemed to make sense. The consensus was that they do.

B. Adjournment. Having no further time, the work session meeting adjourned at 7:00 p.m.

Respectfully submitted,

Wanda Haney
Executive Assistant

Draft Minutes
City of Newport Planning Commission
Regular Session
Newport City Hall Council Chambers
Monday, July 9, 2012

Commissioners Present: Jim Patrick, Jim McIntyre, Glen Small, Rod Croteau, Mark Fisher, and Gary East.

City Staff Present: Community Development Director Derrick Tokos and Executive Assistant Wanda Haney.

A. Roll Call. Chair Patrick called the meeting to order in the Council Chambers of Newport City Hall at 7:03 p.m. On roll call, McIntyre, Small, Croteau, Patrick, Fisher, and East were present.

B. Approval of Minutes.

1. Approval of the Planning Commission regular session meeting minutes of June 11, 2012, and the joint Newport/Lincoln County PC work session minutes of June 25, 2012.

MOTION was made by Commissioner McIntyre, seconded by Commissioner East, to approve the Planning Commission minutes as presented. The motion carried unanimously in a voice vote.

C. Citizen/Public Comment. No comments on non-agenda items.

D. Consent Calendar. Nothing on the consent calendar.

E. Public Hearings.

Patrick opened the public hearing portion of the meeting at 7:04 p.m. by reading the statement of rights and relevance. He asked the Commissioners for declarations of conflicts of interest, bias, ex parte contact, or site visits. Patrick declared ex parte contact when Don Huster had started to talk to him about the assisted living facility before he stopped him. Fisher declared a site visit 5-6 years ago, and again today he went back out and talked to a neighbor. Patrick called for objections to any of the Planning Commissioners or the Commission as a whole hearing these matters; and no objections were raised.

Quasi-Judicial Actions:

1. **File No. 2-PD-12.** A request submitted by Donald Huster (Newport Village, LLC, property owner) for approval of an amendment to the planned development preliminary development plan and the final development plan approved in 2006 for Blue Water Ridge. Under File No. 2-PD-06/2-SUB-06, Blue Water Ridge was approved for a development of 101 single-family residential units. These amendments propose to divide the property into three parcels for 7 phases of development. Development of Phase 1 on Parcel 1 would consist of a 120-unit assisted-living facility with 88 assisted-living units and a separate 32-bed memory care wing. Subsequent phases will offer various types of independent living such as apartments, condominiums, duplexes, and single-family homes, which may total up to an additional 170 units. The subject property consists of approximately 37.35 acres and is currently identified as Tax Lot 1403 of Assessor's Map 10-11-20.

Patrick opened the hearing for File No. 2-PD-12 at 7:06 p.m. by reading the summary of the file from the agenda. He called for the staff report. Tokos noted that the Commissioners had the staff report outlining the complete set of criteria for this requested amendment to an existing planned development originally approved in 2006. He noted a correction to the notice in that this is an 8-phase development, not 7. Tokos had displayed on a board, the plans showing the phasing pattern. The request is also for the final development plan for the first phase containing the assisted-living facility. Those plans were included in the packet as well. Tokos noted that he had the complete record with him. Tokos noted that, as he had mentioned, the development was originally approved in 2006. In 2009, an amendment was made to what constitutes vesting in the proposal. It was determined that an investment of \$2 million would be vested. The applicant has made more than that getting infrastructure in place. Originally the concept was to develop with 101 single-family residences. Tokos said that this amendment is a wholesale redo of the planned development. The larger concept is for 8 phases. Instead of a conventional single-family development, Phase 1 would be a 120-unit assisted living facility. Phases 2-8 could be an additional 170 units ranging from single-family to townhouses, or whatever the market would support, for independent living with the concept for residents over 55. The applicant is proposing not to go with the street concept of the original development. The streets will be under a condominium-style arrangement across the entire development. That is the only way to do private roads under the City's code. They will be under one ownership. Tokos noted that the southern-most property, Phases 7 and 8, are in an R-4 zone. He said there has been a fair amount of grading work done. The circulation pattern changed somewhat from the original, but it's not a wholesale deviation. One stream crossing was

eliminated. Tokos didn't go through all the individual findings because they are all discussed in some detail in the staff analysis referring to the criteria under NMC Section 14.35.070 for the preliminary plan and NMC Section 14.35.100 in the case of the final development plan. Tokos spent a little bit of time talking about the recommended conditions of approval. He noted that listed on page 18 of the staff report, are what to consider if the Commission should decide to approve the amendments. Tokos noted that the preliminary plan approval sets out requirements for the entire development. The final development plan is just for Phase 1. In the future, the Commission will review final development plans for the other phases. Phase 1 is what is proposed for imminent development, which is the assisted living concept.

Condition 1 relates to that assisted living facility. Standards require that the amount of off-street parking be consistent with the type of development. There is a parking ratio. There are two similar uses this facility could fall under: convalescent and nursing home or elderly housing with over 16 units. In both of those cases, a facility of this size would require twice as many parking spaces as are proposed in this plan. The code does allow for situations like this where the applicant can do a parking demand analysis where they can go out and say this is a development being done elsewhere in the state and this is the parking they provided and it seems to be working well. Through that they can demonstrate that the parking proposed is adequate. Tokos said he fully suspects that what they are proposing is adequate. Through the parking code, review of the parking demand analysis is typically done at staff level. The Commission can just include that as a condition to confirm what is being provided is going to be adequate.

Condition 2 gets at terms of use, ownership, and maintenance of open space. It talks about how that gets done; probably by easement. There is an allowance by tract. It is unlikely that the applicant will be doing a subdivision where streets need to meet public street standards. They could get to that. Tokos noted that the applicant will talk about how they would like the open spaces to work. There needs to be some mechanism for who is responsible for maintenance and gets at how they are designing it.

Condition 3 gets at that as well. It does note trail improvements within open space areas. Those improvements would all begin with Phase 2. Tokos said that a fair way to view this is that with Phase 1 the applicant means to get some productive use of this property and get some infrastructure in; which will serve as a catalyst for development of the rest of the property. There will be some infrastructure for the trail system, which will follow as the other phases are developed and there is demand for those types of facilities.

Condition 4 gets at under what circumstances a geologic hazards permit is required. There was a geologic report with the prior development concept of 101 homes. That geologic report did identify areas of local landslides in what will be Phases 6 and 8. Our code requires that if there is documented slide activity, then a geologic report will be required. Therefore, when the applicant comes in for Phases 6 and 8, they need to do a geologic hazards report to address conditions noted in the original report.

Condition 5 talks about building setbacks, and that they may be eliminated in Phases 2-8; not in Phase 1. Phase 1 includes an exception to building height, but the applicant's justification was the significant setbacks that this facility will have from property boundaries. The setbacks proposed by the applicant would apply in Phase 1. In Phases 2-8, there could be '0' lot lines if the terrain dictates it is needed. But the proposal is that building separation will not be less than 8 feet, which would apply through all phases. McIntyre asked if there didn't need to be an access easement for the property owner on the '0' lot line for access to the side of their house for maintenance. Tokos said that may have to be worked out in the condominium rules. The proposal is talking about being under one ownership; not the conventional lot lines.

Condition 6 gets at minimum lot sizes being reduced and provides an allowance for that. But in no event, shall the maximum density exceed 170 units on top of the 120-unit assisted living facility. This is applicable only if the developer decides that he may want to go back to another subdivision approach; not if it stays a condominium approach under one common owner.

Condition 7 relates to maximum building heights, which is 42 feet for Phase 1; Phases 2-6 would adhere to the 30-foot maximum for R-2; and Phases 7 and 8 would be 35 feet in the R-4 zone.

Condition 8 is the provision for utilities and that appropriate easements and services will be in place for each phase of this development.

Condition 9 talks about the need for the alternative access at NW 60th, which is probably not needed for Phase 1. As this develops out, with the long access into that site and the number of additional dwelling units, the Fire Department may say they need that second access.

Condition 10 deals with the fire code requirements for streets as far as travel width and gross vehicle weight.

Condition 11 also relates to a fire issue assuring that fire hydrants are spaced appropriately. The Fire Department indicates that some fire hydrants may need to be moved around.

Condition 12 is about access. The information provided by the applicant indicates that the primary access is off 101. The applicant did a fair amount of work with ODOT to reach an agreement of where they need to improve 101 to be adequate for this development. It has been a number of years since they obtained that approval; and they will need to have that updated. Tokos said he didn't anticipate anything material in changes to the proposal. Traffic generation won't be any different than previously determined given that the number of units assigned for assisted living or memory care will not generate the same amount of traffic.

Condition 13 is a carryover from the prior proposal and deals with CC&Rs.

Condition 14 acknowledges that the developer has provided an investment of \$2 million.

Tokos noted that there is a fair amount of analysis in the staff report as to how this meets planned development standards and is the type the Commission could approve.

Proponents: Don Huster, Manger of Newport Village, LLC, PO Box 800, South Beach. Huster noted that most of the Commissioners are familiar with this project from previous applications. He said they worked hard for several years to identify a productive use for this property. He noted that the housing market is still very soft. They were looking for a use that was allowable under the current zoning and that was relatively consistent with the planned development approval, meets the market need, would be beneficial to the community, and is economically viable. Huster said they believe that this assisted living and memory care meets all of these objectives. He said that the size of the facility has been determined based on a market study as well as an economic study, which is a critical point in the equation for that. Phase I is a catalyst to get the rest of the project started. Part of the reason for having it the size proposed is that they do have an agreement with ODOT that is still in effect. Part of the cost Phase I needs to bear is the required work at 101. The project needs to be large enough to absorb those costs as well. The market study, for which they contracted with Aaron Brown and Associates, shows that actually there is a need for a facility larger than what is being proposed. The City's 2011 Housing Needs Study shows a higher-age population. There is already a need for special requirements for seniors, which will only continue to grow. The market study tells them that they are not overbuilding. Relating to the Newport Economic Development Study that is just wrapping up, Huster said that in addition to this being a land use application, it is a big step to allowing a business that could be a significant employer. Over 100 construction jobs would be created for a period of two years, and as it transitions into an operational facility, 150 direct and indirect jobs would be created in the community. He noted that is of big significance for economic development. Huster said that, going back a few months, they had to identify the process and what they needed to do before going out for investment. This is the last step of the plan. He said that if someone is considering investing, they want to know this has the approval to move forward. He said this is an important final step.

Huster had a few comments about the Staff Report. The first was in regard to Section 3(c)(x) about a geologic report identifying landslide risks in Phase 6 and 8. Huster noted that they and GeoDesign have parted ways. One reason for that was in the area of Phase 6, GeoDesign put boring equipment into dirt that had been piled there as a result of a road being cut through. He said therefore those results were meaningless. Huster assured that they want to be sure they are building on solid ground. But, he suggests an alternative to a geologic hazards permit would be an updated report from a licensed engineering geologist. Tokos said that under the City's code, if we now have a report, those are the facts we are working off of. Unless the conditions have changed, that is the requirement we are stuck with. He said we could probably put in an allowance that as an alternative to getting a permit, a study could be provided from another engineering geologist indicating those conditions no longer exist. Huster reiterated that they do not want the buildings moving or sliding down the hill; and as they get to those phases, they propose that might be an option for looking at those.

Huster made a quick comment on setbacks. He said they are largely requested because of the terrain of the property. He noted that when looking at senior living type of arrangements, they have a strong desire for single-level living. They need the flexibility to do that and be as attractive as possible to target that market.

Regarding Section 3(c)(xii), in the last paragraph it states that streets and utilities be in place prior to building permits being issued. Huster said he prefers to eliminate putting up a bond because they are private roads, and he feels it is better to pave after the construction is complete rather than prior.

Under Section 3(d)(vi) regarding a homeowners' association, Huster said they are not planning to further subdivide the land. It will be a condominium classification; not the typical planned development homeowners' association.

Huster said that schedule-wise (under Section (3)(D)(xiv)), the ODOT agreement for improvement to 101 is still in effect. With the agreement in place, the approach permit is not expected to be delayed and they could start relatively quickly. The first half of next year is the target. The final design would commence. As the road construction was getting completed,

they would follow up with the building construction. Access to the site could be done on the parallel if things work out. Huster said that as he was reading the staff report, it did take three years of negotiations and discussion and expense to get this cooperative improvement in place. In respect to what was existing, he would like to see wording to the effect that the new planned development they are requesting clears exiting approval only upon ODOT's concurrence of the plan. He wouldn't want the old approval to go away and have no agreement in place. Huster asked about a mechanism for transferring approval to successor entities. The assisted-living facility and that parcel of land will be put in a separate entity. Tokos said it wouldn't be a problem to draft that up in the findings and final order so that language is clearer. Huster said he talked with Fire Marshal Rob Murphy who had looked into the number of units that would require a second emergency access, and he came back with 100 units. Huster thought that was more like apartment units, which is not what they are really doing now. The conversation was left that Murphy will get back to Huster. He said his understanding was that under Phase 1 the second access wasn't necessary. As they go into Phase 2, or at some point, it will be necessary. He wants to have a clear understanding and would like it defined at what point the emergency access would need to be in place. McIntyre agreed that the access off 60th wasn't anywhere near the assisted-living facility. Huster said the street ownership will be private roads with lane width of 11 feet. Constructing wider roads would be more expensive and adds to the cost. He said that 11 feet width is acceptable because of the nature of a senior-living facility. He said that just keeping the streets private is better for this community.

Small asked again how many jobs Huster anticipated being created. Huster said that according to the modeling, it was 100 construction jobs for a period of 1 ½ to 2 years. When the facility is up and running, there would be 150 direct and indirect jobs. These would be low-paying jobs up to very well-paying jobs. He said that is based on Phase 1, which is the best job-creator part of the development. Residents in the independent living units up the hill won't need as much care. There will be additional landscaping. A clubhouse is planned. The development will continue to grow, but the bulk comes in Phase 1. Small asked what the reasoning was behind paving after construction. Huster said to avoid damage to the streets during construction. The utilities would be in. The street surface would be basically gravel and then asphalt the final layer prior to final inspection. McIntyre agreed that typically trucks and construction traffic tear up asphalt so that by the finish of construction you have to redo it. Huster said they are trying to be cost-effective. Small noted that the idea was that an analysis be done to show that the amount of parking would be adequate. But, he has a concern with only three handicap spaces for the assisted-living facility. He wondered if that seemed like a good ratio. Fisher agreed that didn't sound like enough. Huster said that he drove around town to get a feel for that; and Oceanview, which is the closest to what they are proposing, had 72 assisted-living units with 93% occupancy and had 53 parking spaces with 4 handicap stalls. At 2:30 p.m. there were 15 cars total in the parking lot with one in handicapped. McIntyre said he would be interested in seeing a study on the peak periods, like weekends, holidays, etc. He said the parking issue is a concern. He wondered how many people would be employed there. Huster said there would be 80 employees, but because it is a 24/7 operation, they wouldn't be there all the time. McIntyre wondered, assuming half of them will be there, where they are going to park. He also thought that an analysis needs to be done. Tokos said that is the recommendation in the staff report. Fisher wondered why the residents in Longview Hills, which abuts this property, weren't noticed of the public hearing. Huster noted that it's the land owners who are notice, and they live in California. McIntyre noted that the application included a buildings height calculations memo that shows building corners with one at 55 feet and quite a number over and above 42 feet. He asked for clarification of how 42 feet was determined to be the maximum height. Tokos explained that you take the average of several points to calculate that. Some are over and some are under; there will be an average. Croteau asked Huster if he had any comments regarding the staff-recommended conditions. Huster said they could work with all of those. He noted that ODOT's access is beyond the City's control. They do have an agreement in place with ODOT now. That 170 unit number is based on the trip count calculation. If you take the assisted living and memory care, the trip cap for that and the independent senior living for the rest adds up to be the same as for the 101 home subdivision approval. He said they are trying to keep it the same so there is not a big push to them there. Tokos said that we do have to make a finding that the access will be adequate. He thinks in the final findings and final order, he can do that because there is the original ODOT approval for 101 dwellings. He said this proposal is not so dissimilar from that. He doesn't anticipate anything different needed at 101. The applicant has the approval from the State. McIntyre asked if the balance of the 170 additional homes will be condominiums and if those are all going to be in the form of senior independent living. Huster said that is the intent. He envisions small bungalows and different types of retirement homes. He said they want to achieve flexibility to address the market; so if they had a template that allows flexibility for the market as they go forward, it would be helpful. McIntyre said he is concerned about the width of the streets if the balance could be single-family homes with families and working-class people. They need to get access in and out, and he is concerned about narrow street widths reducing the flow of traffic. Huster said that is not the plan. The trip counts have been around independent living units.

Doris Lamb, owner of Adeo In-home Care (previously Heartfelt Hands). Lamb said she has been working with the elderly in this community for over 30 years. Her agency covered Lincoln County, and she sees a need for this. It provides a process and options so the elderly don't have to leave the community to seek assisted living and memory care. She said

there are not very many choices in this area. The Lincoln City facility closed, and Newport is often full; or people choose not to go there and have to head into the valley.

Dr. Richard Beemer, 2545 NE Douglas St, retired surgeon who has lived in the community for over 35 years. Beemer said amen to what Lamb said about the need for this type of facility. Beemer said that his wife, who just retired, used to work with Lamb and has seen people with this need. He said that he personally had knowledge of two couples currently leaving the county to go into the valley to live in a progressive care bungalow because there is nothing like this available here.

Bob Johnson, COO of Mennonite Services Northwest (MSNW), 1679 Victorian Way, Eugene, OR 97401. Johnson said they are a consulting and management company out of Albany. He said they are pleased to support this project. He said that from their experience, the whole coast is underserved in this area. He thinks this project will go a long way in developing those services needed here and allow people to stay here to get those services rather than going to the valley. They are involved in the project because they think it will be good for Newport and beyond. He said the project can be successful based on the market study and communication with people here because Huster will develop a quality community. Johnson said they will be pleased to be involved in the future to manage. Small asked if the Mennonite Services will be part of the management team. Johnson said they will help construct it now and are in the process of developing a management contract. Small asked if this is the same as the one they manage in Albany. Johnson confirmed it would be associated. He noted that MSNW developed out of Mennonite Village. Small noted that facility has an incredible reputation, which speaks well of this project. Small asked if these would be dwelling units that are purchased. Johnson said that part has not been decided yet. There are many types of models; entrance by equity where it's purchased or month-month rentals. He said all that they are talking about at this time is the assisted living and memory care. There were no other proponents present wishing to testify.

Opponents: There were no opponents present wishing to testify, so the applicant waived rebuttal.

Patrick closed the public hearing at 8:00 p.m. for Commissioner deliberation. East said there is definitely a demonstrated need for this type of facility. He thought the Commission should consider approving this action with the conditions that have been reviewed with Tokos. He said the conditions of approval may need some adjustment. Tokos said that if the Commission is inclined to approve this, they can give staff direction to prepare findings and final order for their consideration at the next meeting. Tokos said that from the discussion, he noted three adjustments to work in: On the geotechnical report, to work in an alternative that the developer could get a second opinion instead of doing another permit. He said that the second has to do with requiring pavement prior to occupancy rather than prior to issuing building permits; which we can do. He said the other one is a direction that all continues under the same framework in a manner that is very clear that it applies to the applicant or successor; which we can do. It was noted that another one was dealing with the access issue to 101. Small said that he would like to see it conferred in such a way that the entire plan doesn't lapse if ODOT doesn't redo their approval. Tokos said he could put that in. The point is if ODOT doesn't authorize that, the developer can fall back to the access agreement for the single-family homes. It can be framed in the findings and conditions that the approval is there if that isn't granted by ODOT or if those 101 single-family trips go away and this replaces it. Tokos said we can frame it that way.

Fisher said that he certainly has no complaint with the need for a care facility in Newport. At the same time, he does see a substantial difference between what was approved with Newport Village and the New Blue Water Ridge development. The original planned developed would be void after three years unless substantial construction had taken place. That was defined by Huster as construction of one of the 9 phases, 11% of the infrastructure completed, and lots platted. Then again the Commission was asked not to cause that to die even though they hadn't completed 11% but had invested enough millions of dollars that we should feel comfortable approving it. Fisher said that he has been out to the site three times. He was out there today. He said he can't see \$2 million worth of work. He said the agreement from three years ago said \$2 million of work be performed as verified by review of cost documentation. He said he doesn't see that. Fisher said he would like to see a facility like this, but he feels like the financing just isn't there. He said he doesn't want to see a development try to start up and fail. He said he is not convinced this one will make it.

Croteau agreed the proposal fills a need. He believes the criteria are met. He said he shares Fisher's concern, but he is sensitive to the fact that the economy has changed a lot since the start of this project and a change of point of view was required. In hopes of them getting financed, he has to be supportive.

Small said he is really in favor of this concept. He thought it was significant that one thing Huster talked about was the economic benefit to the community. Small sat on that board, and that wasn't one of the areas focused on; but it is a real concern, and he likes the possibility that a retirement-related industry could be an economic boom and source of development for Newport with a significant number of jobs created. Small likes the concept of the assisted living and independent living in combination. In fact, he likes this approach more than the 101 single-family unit development before. Small said he does have a concern about parking. He would agree that the parking analysis be done. He would encourage maybe three handicap but indicate maybe do better than three. If they are really looking to meet the needs of assisted living and retirement community, he would like to see that come into play.

McIntyre noted that in the past the project was approved. The thing he recalls for that project is that the Commission stated their approval that Huster's project had spent at least \$2 million in improvements. There were a lot of improvements. Huster noted that some underground facilities were already placed. There was a tremendous amount of earthwork done. There are smooth areas now that weren't to begin with. There were engineering constraints, and permits were as much a part of getting it done. McIntyre continued that he thinks this is a great project that will certainly fill a need on the coast. He said it has a dynamite location. He said he did have a concern about parking and about height limits. He said that as long as the feasibility for future development is not impacted, and he thinks that has already been looked at. He thought traffic patterns and conditions that will occur in there should be looked at. If only assisted and independent living, that goal is probably covered. McIntyre said that because this project is adjacent to 101, he is concerned about the noise from the highway. He wondered if the City has looked at that. Tokos said the City hasn't looked at that, there are no standards that would get at that. One thing is that there is a pretty substantial setback from the highway, which will help in that regard. There are no specific noise standards; but the applicant has taken care in siting the facility. He said the developer can incorporate elements into the design to further reduce noise. McIntyre said he was fully in support of the application with the various conditions placed on it.

Patrick agreed that there is a real need. He said Lincoln County is a revolving door for the retired. They go to the valley when they need assistance. He agreed the economy has been slow. He said because of that the Commission has been babying this project along rather than see them have to start from step one. Patrick said there is a big increase in height, but the way this property is, there is a canyon between it and any other house. McIntyre added that the property slopes up to the east. Patrick said he had no concern in this case really; unless it would be the building design. He was in favor of doing it.

MOTION was made by East, seconded by McIntyre, to approve the planned development amendments with the staff-recommended conditions and the four adjustments as discussed and that the findings and final order be brought back to the Commission at the next meeting. The motion passed 5-1 in a voice vote, with East, Patrick, Croteau, Small, and McIntyre voting in favor, and Fisher opposed.

F. New Business. No new business to discuss.

G. Unfinished Business. No unfinished business to discuss.

H. Director's Comments. Tokos mentioned the vacancy on the Planning Commission and said he would come back with a report on the recruiting for that position. He will get a schedule of when it might be filled. If no applications have been received, we will have to re-advertise the position. He encouraged the Commissioners that if they knew of anyone that was interested, to let them know.

I. Adjournment. Having no further business to discuss, the meeting adjourned at 8:18 p.m.

Respectfully submitted,

Wanda Haney,
Executive Assistant

Draft MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Conference Room 'A'
Monday, July 23, 2012

Planning Commissioners Present: Jim Patrick, Gary East, Mark Fisher, Glen Small, Jim McIntyre.

Planning Commissioners Absent: Rod Croteau (*excused*).

Citizens Advisory Committee Members Present: Lisa Mulcahy and Bob Berman.

Citizens Advisory Committee Members Absent: Bill Branigan (*excused*).

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

ODOT Staff Present: John deTar.

Consultant Present: Darci Rudzinski (Angelo Planning Group).

Lincoln County Staff Present: Lincoln County Planning Director Onno Husing.

As Chair Patrick hadn't arrived yet, Co-Chair Small called the Planning Commission work session to order at 6:00 p.m. and turned the meeting over to CDD Tokos. Tokos noted that the Commission would have only a work session this evening. A review of the final order for amendments to the Blue Water Ridge planned development had been scheduled for the 7:00 p.m. meeting, but the developer is working with ODOT on some issues of access at 101, which may result in some modifications of the final development plan. The final order and findings will probably be brought back at the second meeting in August.

A. New Business.

1. Discussion of the Transportation System Plan (TSP) changes to the Zoning Code. Tokos noted that at the last meeting, the Commission reviewed the Comprehensive Plan with the policy language. Tonight's review involves the policy implementation piece. There are three chapters being added to the zoning code, and Tokos wanted to walk through each one.

The first was Chapter 43, the South Beach Overlay Zone. There are transportation analysis zones (TAZs) within that overlay. This chapter puts that program into effect. The first part covers the purpose. This is a tracking tool to make sure our assumptions of growth down there are on target and improvements based on those assumptions are appropriate. The overlay boundary is shown on the map. 'Applicability' (.030) emphasizes that this applies to development that will result in either an increase or decrease in vehicle traffic. The standard language is included that if there are conflicts between this section and others, this chapter applies. 'Permitted Uses' (.040) explains that uses permitted in the underlying zone are allowed. This doesn't regulate uses. There are some definitions of terms (.050): TAZ, trip, and primary trip. 'Trip Generation' (.060) is basically that the proposed development may not produce more PM peak hour trips than are allowed in that TAZ except as provided elsewhere in the chapter. Tokos said there are a number of measures in place that should help prevent getting to the cap. Berman asked if there were any projections by TAZ when the caps would be approached. Tokos said this is the assumed amount of trips produced by the TAZ over the 20-year period; and there are no projections of when we will hit that. He said that basically the way it will work with this document is with Trip Assessment Letters as noted in .060(A). Section .060(B) explains that there are certain uses on which we only have to count the primary trips. The number of trips is based on the ITE Trip Generation Manual. The City will be picking up software for this application as well, which will make it easy for us to do the Trip Assessment Letter for people. The intent is that they won't have to do it themselves. We can tabulate it for them and send a form letter to ODOT for tracking. This accounts for primary trips and is not picking up the pass-by stuff. This is basically the discount provision for uses that presumably, if located in South Beach, will take trips off the bridge. So they get the benefit of not having all of their trips counted. Fisher noted that when the Commission did the Wilder approval, it was discussed that there was no gas station in South Beach; and he agreed it could decrease traffic on the bridge if services were down there. Tokos noted that there is a trip budget ledger that we will maintain. Section .070 tells us basically what we need to keep in the ledger for tracking PM peak-hour trips. The Trip Assessment Letter is discussed under section .080. It explains that the letter is required for a use that will either increase or decrease trips. Trips are based on the manual, and the City can do the assessment letter for folks. We then provide a copy of the letter to ODOT. Point 'E' on page 3 notes that if a Traffic Impact Analysis (TIA) is done by a major developer, the result of that analysis will be captured. 'Allocation of Trips' (.090) explains that allocation is on a first-come-first-served basis. A number of trips are not allocated to every parcel. The thought is that would lock in the trips and hold them 'hostage' on undeveloped property. Allocation is just by TAZ. If we have to, we

will re-evaluate the allocations. Trips are not transferable from one TAZ to another. It explains under what circumstances the number of trips assigned to a TAZ can be exceeded. One way is through an allocation from the reserve fund, which is 10% out of all trips in all TAZs held in reserve. 'Trip Reserve Fund' (.100) explains in further detail that if someone wants to tap that fund, it will go to the Planning Commission as a Type III review. Tokos noted that the Trip Assessment Letters are handled in a ministerial manner; just over the counter and tallied out of the ITE manual. He said that if it gets into the trip reserve, that is more policy-oriented and needs to go to the Planning Commission. Tokos noted that the typical uses that will generate large amounts of trips are big-box retail and fast food. Tokos said when we get to 65% of allocated trips in a TAZ have been utilized; we do a full comprehensive report of the whole study area. He said if we had back-to-back large developers, he would expect we would get into the trip reserve. In answer to a question from Berman, Tokos noted that the existing uses were accounted for in the analysis. Tokos noted that section .100(B) talks about the criteria that would be used for the analysis. As explained in Section .110, the City would provide notice to other property owners when there is a trip allocation from the Trip Budget and the Trip Reserve Fund so that they know what is still left. Section .120, 'Amending the Trip Budget Program', explains under what circumstances the program will be re-evaluated. At 10 years, there will be a comprehensive reassessment. Tokos said there is always a relief valve; and here, it is that a developer could initiate a legislative amendment. There are mitigation methods. There is the 65% review threshold. Tokos said that is how the tracking piece would work. On page 5, it shows that there will be a cross-reference for the land division code regarding the Trip Assessment Letter and the Traffic Impact Analysis. Berman asked, if other than just the maps, there wasn't a written legal description of the overlay boundary; and Tokos said not at this juncture. Berman thought that some areas were difficult to understand from just the map. Tokos said that some work is being done to clear up the boundary and get them identified clearer than in the past. Tokos said that the text of this code is very clear that this overlay applies only within City limits.

Chapter 44 provides the transportation standards. Tokos thought it might be tweaked a little bit more. The intent is to show how our transportation standards are applied and explain the relationship between this chapter and the subdivision code. Now the subdivision code explains the standards. You can do alternative street designs. It explains what a developer has to do before selling lots. What the City doesn't have is what happens with in-fill development; like a development on a vacant lot next to a substandard street. This is trying to get at that. Or another case would be where somebody (like Wilder with 40th Street) has a street done legally but not dedicated as part of the subdivision plat. What are the street standards that apply in that situation? Should it be the same as for the subdivision if you are talking about the same kind of street? Tokos thinks there still needs to be some language cleanup; but we are starting to get there. Section .010 indicates that the purpose of this chapter is intended to provide standards of this nature. 'When Standards Apply' is explained in Section .020. Tokos thought that Section .030 ('Engineering Design Criteria') needs tweaked a little. It basically states that the City Engineer and Public Works Department maintain standards. They are trying to create a standard design manual for Newport. This is set up so that once they adopt their standards, it picks that up; until then, the standards are whatever they feel are appropriate. The standard design manual would cover sidewalks, curb, storm drainage; detailed construction specs of what we would expect somebody to put in before it is accepted long-term for maintenance by the City. 'Conditions of Development Approval', Section .040, states that required public facilities have to be in place before the development is good to go. The City can only require what is roughly proportional to the impact of the development. Tokos said that the development standards under Section .050(A)(1) are somewhat redundant, although there are some new parts to it. He said before it was unclear if they had to have street frontage. Section .050(A)(2) is a cross-reference to the subdivision code acknowledging that if development is within or adjacent to a subdivision; it has to meet those standards. Section .050(A)(3) gets at the circumstance where a street is dedicated by a different instrument, it has to meet subdivision standards. Section .050(A)(4) gets at development on substandard streets. Tokos said that because requirements have to be roughly proportional to the impact of the development, if there is a house on a big lot with a lot of street frontage and only gravel, he doesn't know if it is roughly proportional to require this development to do full standards. He thought sidewalks should at least have to be linked up. Section .050(B) talks about where we might not want to require improvements if there is the potential that they could cause safety hazards and things of that nature. Section .050(C) discusses how rights-of-way are created and conform to what our standards are. Potentially too, if we are accepting something outside the subdivision, the size of the right-of-way needs to conform to the subdivision code. Tokos assumes we may want to do some work on Section .050(D) ('Creation of Access Easements'). It assumes that an access easement is sometimes necessary and that the City may approve that. This section is trying to provide sidebars on easements, but he is not sure the language is quite right. He said we might want to change it to 'the City has authority to require easements' and just leave it at that. McIntyre suggested maybe adding, "at City's discretion". Section .050(E) gets to gaps in the subdivision code. The subdivision code doesn't get to grades. This section fills in some of the gaps in terms of street design; mostly tied to fire code. Tokos said that is Chapter 44, but he thinks we need to take a look at it and whether we need to do some tweaks.

Chapter 45 is about the Traffic Impact Analysis (TIA). Tokos said these are the thresholds. He noted that the Commission saw this in a rougher draft during the public outreach process. He said that most jurisdictions have this. These are the standards for at what point somebody doing development needs to do a detailed traffic analysis because what they are doing is likely to have impact on traffic and we need to know what that impact is going to be. Section .010 ('Applicability') talks about under what circumstances a TIA will be required. Amendments to the Comprehensive Plan or zoning map would be one. Tokos thought we might want to put flexibility on the zoning map if someone is taking property out of a different class but still dealing with the same Comprehensive Plan designation (like R-1 to R-2 or R-3 to R-4) where the traffic is kind of a wash between the two.

Rudzinski said we might want to tie it back to recent legislation and allow for rezoning consistent with the Comprehensive Plan to be good without a TIA. She said tying back to State law would cover the City in this situation. Tokos noted that any new direct access on 101 will require a TIA. Berman wondered why not add Highway 20. Rudzinski thought she might recall it being in an earlier draft. It was noted that Highway 20 can be added throughout where it mentions 101. Tokos noted that a TIA is required for uses generating 50 or more PM peak-hour trips on the highway or 100 PM peak-hour trips on the local transportation system. He said we can be more flexible on local streets than on the highway. An increase in use of adjacent street or direct road approach to 101 and 20 by 10 or more vehicles that exceed 26,000 pounds GVW (truck traffic) would require a TIA. Patrick asked if the Port's log hauling would trigger that; and Tokos confirmed it would. He noted the property used to be a log landing, but has sat vacant and unused for more than decade. Assuming this code is in effect before they actually develop, they would need to do a TIA. Tokos continued that a request to use the Trip Reserve Fund would trigger the need for a TIA as well. Section .020 lists the TIA requirements. A pre-application conference is required. The City Engineer would be involved in this meeting as well. deTar noted that Highway 20 needs to be added to .020(A) as well. Tokos continued that ODOT would be involved in the pre-application meeting if the highway was involved. Item .020(B) talks about the preparation of the traffic analysis. Item .020(C) talks about what resources are used to calculate trips (the ITE manual). It is talking about the PM peak-hour trips. Under Item .020(D), an intersection analysis is required if there are 50 or more peak-hour trips. Patrick asked if the log hauling would trigger that. Tokos said it could at John Moore road; but that doesn't necessarily mean it will show that it needs improvement. Item .020(E) talks about complying with the Transportation Planning Rule (TPR), OAR 660-012-0060. Tokos noted that the TPR is lengthy and detailed. It was just recently changed and will continue to be changed. There are some specific standards in there that have to be followed. We will just reference that OAR and work out of that rule. If it were included in here, we risk having our code become out of date. Item .020(F) relates to structural conditions. Tokos said that is more of a City thing. We want to make sure any structural deficiencies on the roadway are picked up on the analysis. He said that is especially true with heavy truck traffic. Berman asked if, for Item .020(G), truck or heavy vehicle is defined somewhere or if it goes back to the 26,000 pounds; and Tokos and deTar confirmed it did. Tokos said that it was not actually defined anywhere; but that was a good point, and he would add that. Tokos noted that this doesn't expressly say that we are not going to allow heavy truck traffic anywhere. What we are asking for under Item (F) is a required analysis of the condition of the road. Section .030 ('Study Area') talks about what needs to be included: (A) all site access points adjacent to the site, accesses between that development and the next development down; (B) roads through and adjacent to the site; (C) all intersections needed for signal progression analysis (thinking of stacking at signals); (D) would be covered at the pre-application meetings. If the City Engineer sees something else, this is where he brings it up. Section .040 ('Approval Process') provides that it will be handled as part of the discretionary review; so if there were a conditional use permit for example, it would be part of that. If there is no discretionary action (it is allowed outright), it would be handled as a Type II review. Section .050 lists the approval criteria: (A) analysis complies with requirements as provided in Section .020; (B) gets at some of the significant pieces. It is discretionary, and that is why we are going through this kind of review. That standard is related to safety; (C) in case of an amendment to the Comprehensive Plan or zoning map that has a significant effect, solutions are consistent with the TPR; (D) for affected non-highway facilities, any standards adopted by the City has been met and not cause excessive queuing at intersections. Until the City has an adopted level of standards, we will be leaning on "as determined by the City Engineer"; (E) proposed improvements are designed and constructed to transportation standards in Transportation Standards (Chapter 14.44) or in the subdivision code (Chapter 13). Section .060 states what conditions can be imposed for approval. Section .070 ('Fee in Lieu Option') puts into place the fee in lieu option. It is not an SDC, which is a contribution to a larger system. The fee in lieu would be in lieu of doing frontage improvements. Maybe the development is on a longer stretch of substandard road that is part of a larger improvement plan. The one Tokos thinks will come up the most is number (3) under .070; "when required improvements are inconsistent with phasing of transportation improvements in the vicinity", and the City may want to get something done before the developer does his improvement. Section .070(B) is how the fees are going to be calculated. Patrick asked if the standards were site specific. Tokos said we may want to take a look at those standards. It is by standard, but some are site specific. We may say, "as of a certain date" to make sure we account for any very specific situations that are warranted so at least we don't lose that when we establish the fee. We can take a look at that. There is no policy that those funds will be used in that location. McIntyre said he sees it as a problem if the funds are not used where a person paid. Patrick asked if someone paid money in lieu of and then develop happens ten years down the road, do they pay again. Tokos said no because it has already been paid. Section .070(C) provides that funds have to be used within the City UGB. It would be a nightmare to track for certain properties, or one that is not annexed forever. On page 4 is a cross-reference added to the land division code. Now the developer has to put in improvements and they have to be accepted before they file the final plat. This is to put in the provision for payment in lieu.

Tokos said the next step in terms of the TSP is that a public hearing will be scheduled for the second meeting in August. Tokos said he will be bringing both the Comprehensive Plan and zoning changes to the Planning Commission at that time. There will be some tweaks addressing comments that were heard here and a few gaps with the comprehensive piece being worked on.

Berman asked that since South Beach has been covered here, if anything has been considered about extending it to the rest of the city. Tokos said there is a grant to do core analysis on 101 from the bridge to Highway 20. In 1997, the City did a comprehensive transportation analysis. In 2008, only a north side local street improvement plan was done. The highway on the north side hasn't been looked at. Tokos said a corridor study from the bridge to the intersection of Highways 101 and 20

would be well-timed at this point. Tokos talked about what this corridor study will look at. He said that, other than that, there is nothing in the immediate works at this point. Berman said that it seems at some point, we should look at the whole citywide traffic flow and coordinate it. Tokos said that still in the TSP for the north side is to put together north/south and east/west collectors to provide relief to the highway.

2. Review and Discussion of the Territorial Sea Plan (TSP) Significant Viewing Areas in Lincoln County. Tokos noted that there were maps in the packet, but he also had a map to show on the overhead. He noted that when discussing the TSP process at the joint meeting, the Commissions had talked about where those spots would be. DLCD and OPRD took on the effort of putting together view shed analysis for the TSP. That is ongoing at the State level. Those efforts will determine how wave energy can be put in along our coast. They hadn't done a study of the impact along the coast. They put together a list of where they want to start to do analyses. They would go out to those view sheds and do photographic documentation of what it looks like now so they have a baseline of what level of development would be acceptable. The question will be whether it is a well-known area where anything would destroy the scenic vista of the area, maybe only applies to the near-shore view shed of 2-3 miles out, or doesn't really matter because it is an area that isn't in a super-sensitive view shed. What we are talking about is close in, versus midrange, versus distant. There will be different levels of impact in different areas. They selected basically state and federal park sites. This map is of the initial cut for Lincoln County. Tokos is asking the Commissioners where they want to do this analysis. Is this adequate or are we missing areas that should be picked up? Fisher said that for the communities along the coast, it seems unreasonable to allow anything in the view going west of areas like Lincoln Beach and Beverly Beach. But he said he is operating differently than the State. He asked if they had set guidelines or standards or are the local jurisdictions supposed to set them. Tokos said the State has methodology they will want to follow; at least a benchmark. They will be looking at analyzing view sheds with a lot of use. They will be using a matrix to determine how sensitive and how important a view shed is. Tokos said it is totally objective. He said that if enough people look at it, they will get relative quality. They will plug it into the matrix. Tokos said the request the State has given us right now is where they should be doing this analysis and are there areas not being picked up by this analysis. They are asking other jurisdictions as well. He said that the Commissioners could provide feedback where they should be looking up and down the coastline. Fisher thought that along all residential areas there. Tokos said what he envisions in each of these areas is that they will be doing a panoramic view out to set a bubble. He asked if there are other areas they should fill in so they have that covered. McIntyre said it would depend on how high above the ocean level it is; the higher up, the further out you can see. Tokos said they picked view points in each of the state parks, which is easier than residential points of concentration. There are a lot of people that probably take advantage of this view. Homes are a tricky one. East said that state park views are not as important as residential views. Patrick said the flapper-type wave energy buoys couldn't be seen from South Beach State Park if you were standing at the beach. McIntyre said unless you have a 3-story condo down in Southshore. Fisher asked what about Nye Beach, and Tokos said he had thought of that one too. He said if we pick up Nye Beach, that is probably enough to pick up the Yaquina Bay State Park. His thought was to move that one up to Nye Beach. Berman said he would like to add Moolack Beach. Patrick said we should also pick up the surfing spot. Berman noted that the biggest distance in our area is between South Beach and Lost Creek. Tokos said that Beverly Beach and South Beach are long enough that maybe we should suggest they need to pick up both ends for the full spectrum. If they do the south side of South Beach State Park, they have Southshore covered. Tokos said we can pass on to them that the analysis needs to cover the full spectrum. Pacific Shores and Surfland are just south of Southshore. Tokos asked if we should add Surfland or Thiel Creek. He said should we consider existing houses or a future destination resort. He will suggest they add something in the Surfland/Thiel Creek area. Tokos asked what they thought about the Waldport area. Fisher said we don't want then off shore of cities. Tokos said maybe if they pick up the spectrum, the Waldport area would be covered. Going back up north, Tokos wondered if there should be something between Fishing Rock and Gleneden Beach. Patrick suggested adding the mouth of the Siletz. The Inn at Spanish Head will be added. Chinook Winds Casino/Hotel will be added. Husing noted that Cascade Head is in Tillamook County and should be covered by them.

Tokos summed up the suggestions that Nye Beach will be added and Yaquina Bay State Park will be dropped, Moolack Beach will be added, Surfland/Thiel Creek area will be added, something between Gleneden Beach and Fishing Rock will be added, the mouth of the Siletz will be added, the Inn at Spanish Head will be added, and Chinook Winds will be added, and we will suggest for these larger parks that they pick up the further extent of the parks. Husing asked Tokos if he would craft that into an email to share with colleagues. He noted that this is our first take on this. Fisher said that if Tillamook doesn't do one at Cascade Head, then we should probably add Three Rocks.

Husing said the State wants to do his with us. They want to get a few of us to do this collaboratively. They are asking where else should we do it. Husing said they will carve out a day or two with a small team and do the assessments. He said we are all struggling with how far to bubble out. He likes the spirit of trying to do this with us.

Tokos asked the Commissioners if they wanted to have someone off the Commission involved. He said this would come to the Planning Commission as a quality check. This information would be brought before the different policy-making bodies. He said the Commission could have someone participate in the data collection, which would probably take a couple of days.

Husing said they could keep in touch with someone by cell phone when they will be in the area. Patrick thought they should take one from each of the bodies and get them together as a team. That way you will have some people who have a stake in the community and some that don't. Husing thought a team of people might come up with a lot of the same results. The question is how to bubble these areas and how they will overlap and what the different zone classifications will be. The results will provide guidance to the wave energy folks.

Tokos said that basically the approach would be to capture GIS points, have a decent quality camera and take panoramic shots in a competent manner, and have the matrix to go along with that. Patrick thought they need to pick commonly accessible elevations. Tokos thought also to pick up concentrations of people where the view is important because of that concentration. Husing said we should expand this conversation to others in the County. He thought the Commission did a great job of filling in the gaps. He said that what is likely to happen is that we will have examples of what happened further north. We will also have an example of how this system really works.

Tokos said the site visits will be in August. Husing said we will have three other cities involved soon. He said we have our own GIS talent here. He thought it will be an interesting dialog about how to draw bubbles. From what he has seen, there will be ocean zone classes 1-4 at least out 3 miles. We will start creating this on maps by drawing the bubbles, overlapping them, and labeling with classes. Probably in the fall, we will look at computer generations. East asked if they would know what these devices look like when they are out doing the study of these key views. Tokos said there should be some benchmark when doing this type of placement in different categories. BLM criteria are being applied to the data collection. Husing said that when the computer generations are ready, we can start talking about the obvious technology.

For the Commission, Berman was willing to assist with data collection, with Patrick and East as backups.

B. Adjournment. Having no further discussion, the work session meeting adjourned at 7:40 p.m.

Respectfully submitted,

Wanda Haney
Executive Assistant

PLANNING STAFF MEMORANDUM
FILE No. 2-CP-11

I. Applicant: City of Newport. (Initiated pursuant to authorization of the Newport City Council).

II. Request: The proposed legislative amendments update the Transportation System Plan (TSP) element of the Newport Comprehensive Plan by setting out a policy framework in support of an alternative mobility standard for US 101 in South Beach between the Yaquina Bay Bridge and SE 62nd Street. The update includes zoning ordinance amendments establishing a trip budget program for South Beach, citywide traffic impact analysis requirements, and citywide transportation improvement requirements for infill development. Functional classification maps and project priorities/estimates are also updated.

III. Planning Commission Review and Recommendation: - The Planning Commission will review the proposed amendments and forward a recommendation on the amendments 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 Section entitled "Administration of the Plan" (p. 287-288) requires findings regarding the following for the proposed 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.

These findings are addressed in the staff report prepared for the City of Newport by Angelo Planning Group and CH2M Hill, dated July 16, 2011.

V. Planning Staff Memorandum Attachments:

- A. Staff Report titled "Newport South Beach Findings to Support Comprehensive Plan and Code Amendments" prepared for the City of Newport by Angelo Planning Group and CH2M Hill, dated July 16, 2011.
- B. Amendments to the Transportation System Plan element of the Newport Comprehensive Plan, dated as August 27, 2012 hearing draft.
- C. New Chapter 14.43 of the Newport Zoning Ordinance titled "South Beach Transportation Overlay (SBTOZ)" and dated as August 27, 2012 hearing draft.
- D. New Chapter 14.44 of the Newport Zoning Ordinance titled "Transportation Standards" and dated as August 27, 2012 hearing draft.
- E. New Chapter 14.45 of the Newport Zoning Ordinance titled "Traffic Impact Analysis"

and dated as August 27, 2012 hearing draft.

- F. Planning Commission minutes for the July, 9 2012 work session.
- G. Planning Commission minutes for the July, 23 2012 work session.
- H. Notice of Public Hearing

VI. Notification: Notification for the proposed amendments included notification to the Department of Land Conservation & Development (DLCDC) in accordance with the DLCDC requirements on July 9, 2012. Notice was also provided to various agencies/utilities, City departments, and persons who have participated in the project open houses conducted to date. Such notice was distributed on August 10, 2012, by first class mail. Notice of the Planning Commission hearing was published in the Newport News-Times on August 17, 2012.

VII. Comments: As of August 24, 2012, no written comments have been submitted on the proposed amendments.

VIII. Discussion of Request: The City of Newport, Lincoln County, and ODOT have been working on an update of the Newport Transportation System Plan (TSP) for the South Beach area between the Yaquina Bay Bridge and SW 62nd Street. Traffic growth associated with the anticipated development in this area over the next twenty years will contribute to very high traffic volumes on the Yaquina Bay Bridge and along US 101. Transportation analysis has shown that these volumes would significantly exceed existing highway and bridge capacity, resulting in long traffic queues extending away from the bridge. The South Beach Urban Renewal District's plan includes street improvements that will provide critical components of the new system, but transportation funding from the State or other sources is not likely to provide a solution to bridge capacity constraints within the next twenty years. Additional transportation system network and capacity are needed in South Beach if the existing transportation performance targets are to be met as development occurs.

The first step in developing a plan for South Beach was to identify the transportation-related problems and the constraints, and at the same time set goals and objectives to ensure that the preferred solution sufficiently addressed the identified issues. Applicable State and local plans and policies were reviewed to determine the appropriate guidelines for the South Beach planning process, and past planning efforts to address alternative mobility targets in Newport, as well as examples from elsewhere in the state, were reviewed. The elements of alternative mobility targets specific to South Beach were then identified, and a range of potential solutions was developed, including both infrastructure and policy solutions for US 101 and the local transportation system. The details of the process can be found in technical memoranda referenced in the proposed code amendments.

A separate infrastructure refinement plan has been prepared for the Coho / Brant neighborhood concurrent with the preparation of the TSP. That plan identifies specific needed improvements to local and collector streets in the neighborhood. The plan is consistent with the transportation network identified in the TSP update for the South Beach area. Its proposed projects are incorporated into these revisions, and it is proposed to be adopted by reference as a refinement to the Transportation System Plan. A complete copy of that document will be available at the hearing.

IX. Conclusion and Recommendation: The Planning Commission should review the proposed amendments and make a recommendation to the City Council. As this is a legislative process, the Commission may recommend changes to the proposed amendments if the Commission chooses to do so. The City Council may also make changes in the proposed amendments prior to adoption of a final decision.



Derrick I. Tokos AICP
Community Development Director
City of Newport

August 24, 2012



Staff Report

**Newport South Beach
Findings to Support Comprehensive
Plan and Code Amendments**

Prepared for
City of Newport

August 24, 2012

CH2MHILL®

Angelo
planning group



Summary of Proposed Plan and Code Amendments	1
Staff Recommendation.....	1
Overview	2
Planning Process.....	2
US 101 Alternative Mobility Target.....	2
South Beach Local Transportation System.....	2
Policy and Code Language	3
Transportation System Plan	3
South Beach Overlay Zone	4
Trip Budget Program	4
Additional Code Amendments	4
Statewide Planning Goals.....	6
Oregon Highway Plan	8
Oregon Administrative Rule 660-012: the Transportation Planning Rule	9
Comprehensive Plan Policies (Administration of the Plan).....	10
Local Ordinance (Chapter 14.43 Procedural Requirements)	11



Requested Action

The City is considering amending the Comprehensive Plan to update the Transportation System Plan section to include the findings, recommendations, and policies supporting the multi-modal transportation system in South Beach. To fully implement the TSP, the City is also considering making specific amendments to the Zoning Ordinance. A summary of the proposed plan and code amendments are listed in the following section.

Summary of Proposed Plan and Code Amendments

The following actions are requested:

- Amend Chapter 5 Transportation of the Comprehensive Plan, including:
 - New background language describing the South Beach transportation system planning process.
 - New Table 1: Roadway Improvement Projects (replaces Tables 1, 2 and 2A) to include South Beach improvements and implement the Coho / Brant Refinement Plan.
 - New Table 2: Transportation Management System (TSM) Improvement Projects (replaces Tables 3 and 3A) to include South Beach improvements.
 - New text supporting signals at the intersections of US 101 at SE 35th Street, SW 40th Street, and South Beach State Park/New SW 50th Street and the removal of the signal at SE 32nd Street (stop sign, right in/right out) once 35th Street intersection widening is complete/signal installed.
 - New Table 3: Functional Classification of Roadways Modifications, including amendments to functional classifications of specific roadways and new Road Functional Classification maps (Map 1: North; Map 2: Downtown; Map 3: South)
 - Description of issues specific to South Beach and the implementation of the Trip Budget Program (including New Table 4: South Beach Overlay Zone Trip Budget Totals).
 - Updated Pedestrian Facility Improvements and Bicycle Facility Improvements text and new Table 5: Recommended Pedestrian and Bicycle Improvements (Replaces Tables 5, 6, and 6A) to include South Beach improvements.
 - Updated Table 6: Recommended Transit Improvements and new description of Lincoln County Transit service.
 - Revised Goals and Policies section to include updated policies related to South Beach specifically, as well as general system planning and development-related guidance.
- Amend the Zoning Ordinance to include:
 - New Chapter 43, South Beach Transportation Overlay Zone (SBTOZ)
 - New Chapter 44, Transportation Standards
 - New Chapter 45, Traffic Impact Analysis (TIA)

Staff Recommendation

Staff recommends amending the Comprehensive Plan and the Zoning Ordinance, consistent with the list of actions noted in the Summary of Proposed Plan and Code Amendments. Findings of support for these actions are found in the Findings section of this report.

Transportation System Plan Documentation

Overview

Planning Process

The City of Newport, Lincoln County, and ODOT have been working on an update of the Newport Transportation System Plan (TSP) for the South Beach area between the Yaquina Bay Bridge and SW 62nd Street. Traffic growth associated with the anticipated development in this area over the next twenty years will contribute to very high traffic volumes on the Yaquina Bay Bridge and along US 101. Transportation analysis has shown that these volumes would significantly exceed existing highway and bridge capacity, resulting in long traffic queues extending away from the bridge. The South Beach Urban Renewal District's plan includes street improvements that will provide critical components of the new system, but transportation funding from the State or other sources is not likely to provide a solution to bridge capacity constraints within the next twenty years. Additional transportation system network and capacity are needed in South Beach if the existing transportation performance targets are to be met as development occurs.

The first step in developing a plan for South Beach was to identify the transportation-related problems and the constraints, and at the same time set goals and objectives to ensure that the preferred solution sufficiently addressed the identified issues. Applicable State and local plans and policies were reviewed to determine the appropriate guidelines for the South Beach planning process, and past planning efforts to address alternative mobility targets in Newport, as well as examples from elsewhere in the state, were reviewed. The elements of alternative mobility targets specific to South Beach were then identified, and a range of potential solutions was developed, including both infrastructure and policy solutions for US 101 and the local transportation system. The details of the process can be found in technical memoranda referenced in the TSP amendments; a summary is included in the following sections of this report.

A separate infrastructure refinement plan has been prepared for the Coho / Brant neighborhood concurrent with the preparation of the TSP. That plan identifies specific needed improvements to local and collector streets in the neighborhood. The plan is consistent with the transportation network identified in the TSP update for the South Beach area.

US 101 Alternative Mobility Target

Through the transportation planning process it has been determined that developing a transportation system sufficient to handle complete development of the South Beach area is not feasible within the next 20-years. The system is limited by the capacity of the Yaquina Bay Bridge, South Beach wetlands, and the cost of the system infrastructure. Newport's planned community development in South Beach cannot be accommodated with the mobility targets in the Oregon Highway Plan. The transportation planning process resulted in a recommendation to adopt of alternative mobility standards for three intersections on US 101 (South 35th Street, Southeast 40th Street, and Southeast 50th Street/South Beach State Park). The proposed alternative standards will allow more traffic congestion on US101 if authorized by the Oregon Transportation Commission (OTC). The OTC will consider adopting alternative standards after the City adopts supporting local policy and transportation improvements through this plan amendment process.

South Beach Local Transportation System

A set of projects creating a preferred road network has been developed from a series of open houses and meetings between Newport, Lincoln County, ODOT and other concerned state agencies. The Planning Commission considered these projects as part of a July 9, 2012 work session. The alternative mobility targets developed for US 101 assume the improvement projects proposed for inclusion in the TSP, as described in the project tables and illustrated on the functional classification maps.

The local and state actions and improvements that are identified for South Beach are the reasonable limits of what can be done to address congestion on US 101, short of building more capacity into the Yaquina Bay Bridge. The City is committed to finding long-term solutions of the existing structure that affect the bridge's ability to carry vehicles and pedestrians. To this end, the City will continue to engage ODOT in conversations regarding future project planning and funding that would lead to improvements to, and possibly replacement of, the Yaquina Bay Bridge.

Policy and Code Language

The City and ODOT worked together to identify a transportation system and management strategy that will support future growth in South Beach, one that includes alternative mobility targets for US 101, strategic improvements to the state highway, and improvements to the local road system and the pedestrian and bicycle system. The City is proposing to update the Comprehensive Plan, Transportation System Plan, and the Newport Development Code to reflect the outcomes of this planning process. The update proposes policies that will guide management of development in South Beach by using an overlay zone and a trip budget program. The update also supports adoption of alternative mobility targets by the OTC. The following is an overview of the proposed amendments to the Comprehensive Plan and the Zoning Ordinance.

Transportation System Plan

Proposed Comprehensive Plan amendments that update the Newport Transportation System Plan (Comprehensive Plan Chapter 5) are in Appendix A. Proposed amendments provide planning context, a policy framework, and a list of transportation projects needed over a 20-year planning period for the future transportation system in South Beach. Proposed amendments include:

- Background sections documenting the development of the proposed South Beach transportation system;
- New text providing a policy framework for the implementation of a Trip Budget Program;
- Policy statements supporting the planned transportation system in South Beach; and
- Updated transportation project lists include needed projects south of the bridge. Updated tables include a description of the roadway, bicycle and/or pedestrian project, along with cost estimates, and the priority in which the projects should be built.

Proposed background sections explain the context of transportation planning in South Beach and new policies reflect the findings and recommendations of that planning process.

New text and policies highlight the following:

- A significant amount of the City's new development is anticipated in South Beach area (south of the Yaquina Bay Bridge).
- A combination of anticipated 2030 levels of land development in South Beach and increasing through traffic volumes on US 101 will result in greater congestion levels.
- The capacity of the Yaquina Bay Bridge will continue to be the major constraint and will strongly influence the operation of the transportation system south of the bridge.
- Due to limited State transportation funding, bridge expansion or replacement is not expected in the next 20 years.
- The City and ODOT worked together to identify a transportation system and management plan to support future growth in South Beach. The plan includes alternative mobility targets for US 101, strategic improvements to the state highway, and improvements to both the local roadway system and the pedestrian and bicycle system.
- The local and state actions and improvements that are identified for South Beach represent the limits of what can be done to address traffic congestion within reasonable funding expectations.

- The City desires to find long-term solutions to address existing capacity deficiencies on the Yaquina Bay Bridge and to continue to engage ODOT in conversations regarding future project planning and funding that would lead to improving, and possibly replacing, the existing bridge.

South Beach Transportation Overlay Zone

The South Beach Transportation Overlay Zone, or SBTOZ, is applicable to developable property between the Yaquina Bay Bridge and SE 62nd Street. The SBTOZ, as shown in Figure 4 of the TSP amendments, is being proposed as an overlay on the City of Newport Zoning Map. The SBTOZ is needed to manage future development so that the planned transportation system will be able to serve future land use needs. The SBTOZ will allow the City to track trip generation from future development and to assess new growth and compare it to the assumptions upon which the transportation system and improvements are based.

As proposed, anyone who is planning an expansion of an existing use, a change in use, or an improvement on a parcel or parcels within the SBTOZ that requires City land use or development approval will need to comply with requirements specific to the overlay. Proposed development on parcels within the SBTOZ will be limited to the number of PM peak hour trips that are budgeted for the Traffic Analysis Zone (TAZ) in which the parcel is located, except when a development proposes to use the Trip Reserve Fund (see following *Trip Budget Program* section). A development that results in a change in the number of vehicle trips being generated to or from a property must submit a Trip Assessment Letter. If certain threshold conditions are met, a more detailed Traffic Impact Analysis (TIA) would need to be submitted to the City for review and approval.

Land use applications in the SBTOZ will be reviewed and approved consistent with existing requirements, according to the type of proposal. Approval of the trip allocation is a ministerial, or administrative, action and can be approved by staff when sufficient trips are available to be allocated from the TAZ Trip Budget in which the development is proposed. If sufficient trips cannot be allocated from the TAZ Trip Budget, the proposal can include a request to use the Trip Reserve Fund. Such a request will involve a Planning Commission decision.

Trip Budget Program

As documented through the South Beach transportation planning process, developing a transportation system sufficient to handle complete development of the area is not feasible within the next 20-years due to physical constraints and system infrastructure costs related to the Yaquina Bay Bridge. The South Beach Trip Budget Program provides the City with a way to track and manage the number of trips generated by new development to make sure that the planned transportation system can operate at an acceptable level with the new growth in South Beach. The Trip Budget Program is a tool to track the pace at which at which highway capacity is consumed.

The benefit of a trip budget program is a high level of predictability for development. By tracking trips, and making decisions based on the status of the availability of trips within a TAZ, the City can ensure that transportation facilities are available to accommodate new trips and can continue to approve development in South Beach. This certainty, however, entails monitoring and enforcement and adds a level of administrative work to the City's existing responsibilities. Coordination with Lincoln County will also be necessary for development proposals in South Beach that are within the urban growth boundary, but outside city limits. The County will be undergoing Comprehensive Plan policy amendments that support the Trip Budget Program and coordination with the City (ref: June 20, 2012 Memorandum, Transportation Planning in South Beach: Proposed Lincoln County Comprehensive Plan Amendments (attached)).

Additional Code Amendments

A transportation impact analysis would apply when a proposed development or use includes one or more "triggers," such as generating more than 50 PM peak hour trips on US 101. Requiring a TIA for proposed development that meets thresholds related to expected transportation impacts is another way to ensure that the planned transportation system in the City can accommodate future development. The new Zoning Code Chapter

45 proposed for adoption clarifies the City's process for assessing the impacts of proposed development on the transportation system and providing needed infrastructure. New code provisions enhance predictability in the development approval process, while at the same time ensure that that the transportation system can meet the needs of existing and future users.

Other proposed development requirements related to proposed transportation standards are found in a new Chapter 44. New development standards relate to access easements, street curves and grades, and acceptance of future improvement guarantees in lieu of street improvements. Proposed standards are intended to compliment similar subdivision requirements. The proposed standards give the City the ability to address impacts from development when land divisions are not involved.

Findings

Statewide Planning Goals

Goal 1: Citizen Involvement

Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.

Response: Opportunities for public involvement were provided through information sessions and public open houses. The first information session was held February 28, 2011 at a joint meeting of the Newport and Lincoln County Planning Commissions. A second information session occurred June 27, 2011 at a Newport Planning Commission meeting. A third session was a joint meeting of the Newport and Lincoln County Planning Commissions held June 25, 2012. Information sessions with the Newport Planning Commission also occurred on July 9, 2012 and July 23, 2012. Citizens also were invited to three open houses during the project, all of which were held at Newport City Hall. The first, held on May 5, 2011, presented information describing the future transportation issues and gave the public an opportunity to provide feedback and to prioritize concerns. Open House #2 was held on July 27, 2011. Information about future transportation projects considered to be feasible for improving the local street system and the operation of US 101 was presented. A technique to coordinate land development and transportation projects using trip budgets also was presented at the conceptual level. Open House #3 was held on May 24, 2012 and gave the public an opportunity to review and comment on proposed changes to Newport's Transportation Systems Plan, Comprehensive Plan, and Municipal Code, as well as proposed changes to the Oregon Highway Plan.

Citizens were also afforded the opportunity to participate in the public adoption process. Public notice of the first evidentiary hearing for the proposed amendments to the Newport Comprehensive Plan, Transportation Systems Plan and Development Code was provided to the Department of Land Conservation and Development on July 9, 2012. Parties who attended the open houses or otherwise advised the City that they would like to receive notice of upcoming hearings received such notice by mail on August 10, 2012. Newspaper notice of the Planning Commission hearing was published on August 17, 2012.

Goal 2: Land Use Planning

This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.

Response: At the onset of the project there was a review and analysis of the applicable state, regional, and local transportation and land use plans, policies, regulations and local ordinances. The City of Newport, Lincoln County, and ODOT policies and requirements that influence the development, adoption, and implementation of transportation standards and projects within South Beach were reviewed. Findings in this report document how the proposed Comprehensive Plan and code amendments are consistent with other adopted documents. [ref: Technical Memos #1 through #13, prepared by Parametrix from 2006 to 2012]

Because of the interrelatedness of the jurisdictional authority over the transportation system in South Beach, the recommendations considered for adoption are the result of a high level of state and local coordination. The City, Lincoln County, Department of Land Conservation and Development and ODOT representatives met formally three times as part of a project and technical advisory group and have been providing feedback at critical decision points during the process. An initial briefing on the project was provided to the Lincoln County Planning Commission at a joint meeting with the Newport Planning Commission on February 28, 2011; a second joint meeting was held June 25, 2012 to discuss the project outcomes and adoption process.

Goal 9: Economic Development

This goal requires that local comprehensive plans and policies contribute to a stable and healthy economy in all regions of the state.

Response: The proposed multi-modal transportation system for South Beach, including necessary local transportation improvement projects paired with proposed changes related to US 101, has been developed and designed to reasonably accommodate the expected growth in the 20-year planning horizon. The proposed change to mobility targets on US 101 as a result of planning done in 2011-12 is part of the transportation solution within the given planning horizon. The new targets will allow more traffic from development and from through travel, thereby accommodating more development in South Beach than the existing targets would allow. By adopting the recommended transportation improvements in South Beach and language that is supportive of the US 101 alternative mobility targets, the City considers a higher level of congestion on US 101 as an acceptable trade-off for accommodating economic development and reduced costs of total transportation system improvements associated with development.

Goal 10: Housing

This goal requires the City to plan and provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

Response:

The analysis of the transportation system's capability to support existing and future growth accounted for background traffic growth (e.g., through traffic) and anticipated development within the South Beach area. Determining future transportation demand included determining the amount of growth in future residential trips. Access to residential areas in South Beach is dependent upon US 101 and area roads. Improvements to mobility or safety on these facilities benefit existing and future residents. The proposed roadway, bicycle, and pedestrian system and associated improvement projects will provide essential access to new and developing residential areas.

Goal 11: Public Facilities and Services

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

Response: Transportation facilities are considered a primary type of public facility. The TSP documentation includes existing conditions and future needs for the transportation system (ref: Parametrix Tech Memos); improvements and implementation measures are proposed to meet the future needs in South Beach. Proposed new transportation policies in the Comprehensive Plan formalize the City's intent to develop transportation facilities in an efficient and timely manner, consistent with the planned system in the TSP.

Goal 12: Transportation

Goal 12 requires cities, counties, and ODOT to provide and encourage a "safe, convenient and economic transportation system." This is accomplished through development of Transportation System Plans based on inventories of state, regional and local transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule ("TPR").

Response: This Goal has been met; see the "Oregon Administrative Rule 660-012: the Transportation Planning Rule" section of this document for findings of compliance with the TPR.

Oregon Highway Plan

The Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the Oregon Transportation Plan. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The OHP provides the policy level guidance for improvements on US 101 and developing alternative mobility targets. Alternative mobility targets must be adopted by the Oregon Transportation Commission as an amendment to the OHP before they can be used for future decision-making. The goals and policies applicable to the Newport TSP amendments are addressed below.

Goal 1: System Definition

Policy 1A (Highway Classification) develops a state highway classification system to guide ODOT priorities for system investment and management.

Response: US 101 is classified as a Statewide Highway and a National Scenic Byway and part of the National Highway System (NHS). Inside Newport city limits, US 101 is functionally classified as a Principal Arterial. Statewide Highways are intended to provide inter-urban and inter-regional mobility and connections to larger urban areas, ports, and major recreation areas not directly served by Interstate Highways. The management objective for Statewide Highways is to provide safe and efficient, high-speed, continuous-flow operation along the corridor, with minimal interruptions to flow in constrained or urban areas. The amendments to the TSP achieve a balance between Newport's growth and development needs and objectives in South Beach and the state's mobility and safety objectives for US 101.

Policy 1B (Land Use and Transportation) recognizes the need for coordination between state and local jurisdictions.

Response: To assist in the development of the transportation system plan for South Beach, a Project Advisory Committee was established that included the City of Newport, Lincoln County, Department of Land Conservation and Development, and ODOT.

In accordance with this policy, an analysis of planned future land uses has been performed and was an integral part of determining the preferred alternative mobility target for US 101 to balance mobility and local development needs. Recommended implementation measures, such as the adoption of the Trip Budget Program and TIA requirements, provide the city with information regarding the impacts of land use actions on the transportation system and a formalized process by which to coordinate with ODOT.

Policy 1F (Highway Mobility Standards) sets mobility targets for ensuring a reliable and acceptable level of mobility on the highway system by identifying necessary improvements that would allow the interchange to function in a manner consistent with OHP mobility standards.

Response: The South Beach transportation planning process determined that OHP mobility targets for US 101 cannot be met by the end of the planning period (2030). Policy 1F allows ODOT and local jurisdictions to consider different target levels and methodologies for measuring mobility where it is "infeasible or impractical" to meet the OHP mobility targets. The City supports alternative mobility targets for US 101 as a way to balance land development and traffic congestion on the highway. Local support includes adopting the TSP policy amendments, the South Beach Overlay Zone and Trip Budget, and the identified local transportation improvements in South Beach. Alternative mobility targets acknowledge that congestion on the highway, especially in the summertime peak tourist season, is expected and inevitable for in Newport. Adoption of the alternative targets for US 101 by the Oregon Transportation Commission will provide the City with more flexibility to approve future development, while continuing to coordinate future improvements in the corridor with ODOT based on an expectation of higher congestion levels.

Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

Response: The recommended US 101 improvements, as well as the local roadway, pedestrian and bicycle improvements, are intended to help the state improve efficiency and safety on US 101. Transportation system management improvement projects (new TSP Table 2) are prioritized with the intent of maximizing system efficiency before more costly capacity improvements, such as highway widening, are needed.

Goal 2: System Management

The focus of the System Management policies is on creating an increasingly seamless transportation system by maintaining highway functionality and integrity, meeting local mobility and accessibility needs and enhancing system efficiency and safety. Such a system can be developed by establishing cooperative partnerships to effectively and efficiently use available resources, provide state assistance to local jurisdictions when such assistance is a cost-effective way of improving highway operations, address appropriate management responsibilities for roads, by ensuring that opportunities to provide input into transportation decisions are provided to everyone, improving safety of highway users and improving rail-highway compatibility.

Response: Through the South Beach TSP update, the City has coordinated with the State and Lincoln County to ensure that recommended transportation improvements will be implemented in a most effective and efficient manner. Local, off-system improvements in South Beach, including the proposed local street system and access modifications at highway intersections, will improve mobility and safety along US 101.

Goal 3: Access Management

Policy 3A (Classification and Spacing Standards) seeks to balance access to developed land while ensuring movement of traffic in a safe and efficient manner. This policy addresses the location, spacing, and type of road and street intersections and approach roads on state highways.

Response:

Improvements recommended for South Beach, including closing the US 101/Ferry Slip Road intersection and modifying the US 101/32nd Street to right-in/right-out traffic movements, are consistent with this OHP goal.

Goal 4: Travel Alternatives

Policy 4B (Alternative Passenger Modes) articulates the State's intent to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Response: The bicycle and pedestrian improvements recommended for adoption (see new TSP Table 5), as well as the proposed transit-related policies, support alternative modes of transportation in South Beach and have the potential to relieve automobile trips on US 101.

Oregon Administrative Rule 660-012: the Transportation Planning Rule

The Transportation Planning Rule ("TPR") implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on automobile travel. The TPR requires local jurisdictions to prepare TSPs to plan for the transportation system needed in twenty years and to create performance standards for that system. In Newport, the City's TSP provides the standards for city streets and the Oregon Highway Plan (OHP) governs state highways. Local standards and State performance targets are then used to determine what, if any, additional system improvements should be provided within that twenty-year period. Public investments in the system can then be developed to meet those standards and targets. The TPR guides the development of a TSP and lists required elements (Sections 660-12-0020 through -0040) and details how local jurisdictions are required to implement the TSP (660-012-0045).

Recommended changes to the TSP and the related zoning ordinance amendments and are consistent with the TPR, as demonstrated by the following findings.

Section 660-012-0020 through 660-012-0040: Elements of Transportation System Plans; Determination of Transportation Needs; Evaluation and Selection of Transportation System Alternatives; Transportation Financing Program

Response: The transportation system plan update focused on the needs of South Beach; the proposed action is to update the TSP to include policies and projects that provide for the expected future growth in this area of Newport. The analysis on which the proposed TSP amendments are based is consistent with the requirements of the TPR and can be found in [ref: Parametrix Tech Memos]. System alternatives were evaluated to meet future transportation needs and the recommended approach – improvements on the US 101 corridor in tandem with an alternative mobility target for this facility plus local street, pedestrian and bicycle system improvements - was devised to improve mobility and safety within the limits of available technology and funding. The City is proposing updated improvement project tables for all modes; each project listed includes a cost estimate. Note that new projects recommended for inclusion are supported by the transportation system planning in South Beach, as well as the Coho/Brant Refinement Plan. In addition, new functional classification maps incorporated into the TSP amendments and corresponding updated tables are being recommended for adoption.

660-012-0045: Implementation of the Transportation System Plan

Response: The City is proposing to update the Zoning Ordinance to implement the recommended transportation system in South Beach. The proposed requirements for the SBTOZ (Chapter 43), new development (Chapter 44) and the transportation impact analysis requirements (Chapter 45) all provide the City with information to determine the development-related impacts on transportation facilities. These code amendments also provide the regulatory tool that allows the City to require that development-related transportation impacts are mitigated consistent with the identified design and function of the impacted facility in the TSP. Consistent with this TPR requirement, the SBTOZ and TIA requirements ensure coordination with ODOT when development occurs in South Beach, or when a proposed development impacts US 101.

The proposed South Beach sidewalk and bike lane projects identified in TSP Table 5 will implement a transportation system that will facilitate non-motorized modes of transportation. The Zoning Ordinance has existing requirements for providing bike and pedestrian connections where roadways are not required or feasible and no additional code requirements are being proposed to implement the bicycle and pedestrian circulation and plans for South Beach.

The City adopted street standards as part of the 1997 TSP update. While no changes to these standards are recommended as part of this action, proposed policy amendments acknowledge that the City will implement street cross-section designs that deviate from adopted street classification system standards through a Refinement Planning process (see proposed TSP Policy 2.A.3).

Comprehensive Plan Policies (Administration of the Plan)

Text Amendments

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

Response: The proposed action will update the text of the Transportation Chapter of the City's adopted Comprehensive Plan.

Map Amendments

There are three official maps within this plan. They are (1) the General Land Use Plan Map (commonly called the "Comp Plan Map"), (2) the Yaquina Bay Estuary and Shorelands Map (page 272), and (3) the Ocean Shorelands Map (page 50).

The first involves wide areas of the map and many different properties, and these are considered major, legislative changes [...].

[...]

Major, minor, and error amendments to any of the three maps shall be processed consistent with the procedure established in 2-6- 1/"Procedural Requirements" of the Zoning Ordinance (No. 1308, as amended). Major, minor, and error amendments to the maps shall be accompanied by findings addressing the following:

A. Major Amendments:

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

Response: The proposed adoption of the SBTOZ includes an amendment to the Comprehensive Plan Map that identifies the geographic extent of the overlay. Because the SBTOZ involves a wide area and many different properties and the action of adopting the overlay is considered a major amendment.

Local Ordinance (Chapter 43 Procedural Requirements)

CHAPTER 14.36 AMENDMENTS TO THE ZONING ORDINANCE

14.36.010 General. Whenever the public necessity and the general welfare require, the City Council of the City of Newport may, on its own motion, or on petition, or on recommendation of the City Planning Commission, (after said Planning Commission and City Council gives public notice and holds public hearings), amend, supplement, or change the regulations or the districts of this ordinance herein established.

14.36.020 Initiation of Amendment. An amendment, supplement, or change in this ordinance may be initiated by:

A. A motion of the City Council.

B. A motion by the City Planning Commission.

C. A petition of the property owner or authorized representative to either the Planning Commission or the City Council.

D. Referral to the Planning Commission. All requests for amendments, supplements, or changes in this ordinance shall, whether initiated with the City Council or otherwise, first be referred to the City Planning Commission.

Response: The proposed addition of new chapters to the City's Zoning Ordinance (Chapter 43, South Beach Transportation Overlay Zone; Chapter 44, Transportation Standards, and; Chapter 45, Traffic Impact Analysis (TIA) is being initiated by the Community Development Department and referred to the Planning Commission for this body's consideration and recommendation. In making a recommendation to the City Council, the Commission should consider whether or not the proposed changes, on balance, constitute a public necessity and promote the general welfare of the community.



Memorandum

Date: June 20, 2012

To: Onno Husing, Planning and Development Director, Lincoln County

From: Darci Rudzinski, AICP
Frank Angelo

cc: John deTar, ODOT Region 2
Derrick Tokos, City of Newport
Sumi Malik, CH2M HILL

Re: Transportation Planning in South Beach: Proposed Lincoln County
Comprehensive Plan Amendments

Introduction



This memorandum provides information to County staff in anticipation of a County Board of Commissioners action regarding transportation system planning in the South Beach Area, between the Yaquina Bay Bridge and Southeast 62nd Street. The following provides information to support adoption of new County Comprehensive Plan policies (attached) that are consistent with the City of Newport's draft Transportation System Plan (TSP) and the proposed modification of mobility standards on US 101.

Background

The City of Newport, Lincoln County, and ODOT have been working on an update of the Newport Transportation System Plan (TSP) for the South Beach area between the Yaquina Bay Bridge and SW 62nd Street. Traffic growth associated with the anticipated development in this area over the next twenty years will contribute to very high traffic volumes on the Yaquina Bay Bridge and along US 101. Transportation analysis has shown that these volumes would significantly exceed existing highway and bridge capacity, resulting in long traffic queues extending away from the bridge. Transportation funding from the State or other sources is not likely to provide a solution to bridge capacity constraints within the next twenty years. Additional transportation system network and capacity are needed in South Beach to make the system functional as development occurs; it is not possible to meet the existing Oregon Highway Plan (OHP) performance targets until additional travel lanes can be provided on the bridge.



Oregon's Transportation Planning Rule (Oregon Administrative Rule 660-012) requires the Oregon Department of Transportation to prepare a transportation plan for the State, and requires cities and counties to prepare TSPs to plan for the transportation system needed in twenty years. Measuring performance of the system is one of the elements of the plan. The OHP provides performance targets for state highways. Within Newport and the UGB, the





Newport TSP provides the performance standards for other roads. State targets and local performance standards are then used to determine what, if any, additional system improvements should be provided within that twenty-year period. Future public and private investments in the system can then be developed to meet those standards.

The OHP allows modifications to performance targets under certain conditions. OHP Action 1F.3 establishes that different target levels, methods, and measures for assessing mobility may be considered, in particular where state targets do not match local expectations for a specific facility or may not reflect the surrounding land use, environmental, or financial conditions. Analysis of likely future development in South Beach in combination with the high seasonal traffic and the costs of providing additional bridge capacity led to the conclusion that the OHP mobility targets could not be met within the twenty year planning period. Alternative targets have been developed to provide for future community development and maintain a level of performance on US 101 that, while not desirable, is a more realistic expectation given the funding limitations and environmental consequences. Alternative highway mobility targets are proposed to be measured at three locations on US-101: 35th Street, 40th Street, and a realigned 50th Street, located opposite the connection to South Beach State Park. If adopted by the Oregon Transportation Commission (OTC), these targets will change how transportation conditions are evaluated in South Beach. The changes will:

1. adjust the period during which transportation conditions are measured to the annual average weekday PM peak hour instead of summertime traffic conditions, and
2. increase the mobility targets used to evaluate traffic congestion.

The new targets will allow more traffic from development and from through travel, thereby accommodating more development in South Beach than the existing targets would allow.

The City of Newport supports of the alternative mobility targets and is proposing amendments to both the Newport Comprehensive Plan (the Transportation System Plan – “TSP” - element), as well as to the Zoning Ordinance, consistent with this approach. TSP amendments include adopting roadway and bicycle/pedestrian projects that will enhance local mobility and connectivity and policy statements in support of a package of transportation improvements in South Beach. Central to the balance of future land development and planned transportation improvements is a Trip Budget Program, described in the TSP and codified in a South Beach Overlay Zone (SBOZ). The Trip Budget Program provides a method for the City to track and manage the number of vehicle trips generated by new development to ensure that development is progressing in line with TSP assumptions and that planned improvements continue to be adequate to serve growth and meet the new mobility targets in South Beach. Information pertaining to the SBOZ and the Trip Budget Program were presented at a Public Open House on May 24, 2012. Handout #2 and #3 from the Open House are included in Attachment A.





Lincoln County Coordination

Lincoln County Planning staff has been participating in the City of Newport's TSP update process, both on a Technical Advisory Committee and at public events associated with the project. An initial briefing on the project was provided to the Lincoln County Planning Commission at a joint meeting with the Newport Planning Commission on February 28, 2011. Plans for the transportation system south of the Yaquina Bay Bridge involve the county in the following ways:

- Adoption of the proposed alternative mobility targets on US 101 will have implications for County residents and landowners, particularly those who may benefit from future growth in South Beach and those who will be impacted by the level of congestion on US 101.
- Proposed changes to the transportation system in South Beach are not confined to land within the city limits. Some proposed improvements within the UGB are in unincorporated Lincoln County.
- The City proposes to track and manage the number of vehicle trips generated by new development through the SBOZ and Trip Budget Program. There are a limited number of parcels in the SBOZ that are currently outside of city limits where redevelopment or development could be permitted through the County development approval process.

A map of the proposed SBOZ is included as Attachment B.

Lincoln County Acknowledgement/Adoption Approach

The Lincoln County Comprehensive Plan calls for coordination between the County and other jurisdictions to provide coordinated planning.¹ The following items need to be addressed by the County in order to be consistent with the City of Newport's transportation planning in South Beach:

- Consistency between County policy and the proposed alternative mobility standards.
- Consistency between the County's TSP and the proposed local street system and bicycle/pedestrian improvements in South Beach.
- Land use permitting within the South Beach Overlay Zone (SBOZ): ensuring that growth within the designated SBOZ, but currently outside city limits, is accounted for through the Trip Budget Program.

¹ County participation is consistent with the County's Intergovernmental Coordination Policies, which state that the "County shall work with all local, state and federal agencies districts owning and managing property within Lincoln County to assure coordinated comprehensive planning" (Comprehensive Plan Section 1.0020).





Updating policies in the County's Comprehensive Plan will ensure that City and County local planning processes in South Beach are consistent and that future growth and development is consistent with long-range transportation plans.

Proposed amendments to the Comprehensive Plan (Chapter 1 of the Lincoln County Code) are found in Attachment C of this memorandum. Proposed language is underlined. New language is proposed in Section 1.0005, Introduction, and Section 1.0145, Transportation Policies. The new language can be characterized in the following ways:

- A description of the County's participation.
- An overview of the County's interests and where the County's jurisdiction and responsibilities overlap with the City's (e.g., land use permitting, local street system outside City limits/inside UGB).
- A confirmation that the County accepts the identified implementation measures (the local policies, procedures, and local improvements) that support the alternative mobility standard on US 101. Specifically:
 - Lincoln County development approval for areas within the SBOZ but outside city limits will require documentation of compliance with the City's adopted Trip Budget Program.
 - Lincoln County will rely on the City of Newport's adopted TSP for future alignments and locations of planned transportation improvements in South Beach, including local roadway, bicycle, and pedestrian facility improvements.

Recommendation

The City of Newport's TSP update has resulted in a creative solution to monitor future impacts to the transportation system in South Beach. The two key components to ensure that the land use and transportation system in South Beach are in balance are the alternative mobility standards, to be adopted by the Oregon Transportation Committee, and the Trip Budget Program, which is to be implemented locally by Newport. Since Lincoln County has land use permitting authority within the boundaries of the SBOZ, County participation will be necessary to help track the pace at which highway capacity is consumed by future trips associated with development in South Beach. The successful implementation of the South Beach TSP is reliant on the Trip Budget Program, coordinated and implemented by both the City and County. It is recommended that the Board of County Commissioners adopt supportive Comprehensive Plan policies through a legislative amendment to Chapter 1 of the Lincoln County Code. These amendments will provide the necessary local commitment to the proposed alternative mobility targets and the local transportation system improvements and implementation steps. Lack of local support could jeopardize the adoption of the alternative mobility targets at the state level.





Transportation Planning in South Beach: Proposed Lincoln
County Comprehensive Plan Amendments – June 18, 2012

ATTACHMENT A





Handout #2: South Beach Overlay Zone (“SBOZ”)

Purpose: To promote development in the South Beach area of Newport in a way that maintains an efficient, safe, and functional transportation system.

Where is it applied? Generally to developable property between the Yaquina Bay Bridge and SE 62nd Street, in an area identified as the South Beach Overlay Zone, or SBOZ. The area will be adopted as an overlay on the City of Newport Zoning Map. The attached map shows the proposed area.

Why is it needed? The SBOZ is needed to manage future development so that the planned transportation system will be able to serve future land use needs. The SBOZ will track the consumption of trips from future development. It is a tool to assess new growth and compare it to the assumptions upon which the transportation system and improvements are based.

Who does it affect? Anyone who is planning an expansion of an existing use, a change in use, or an improvement on a parcel or parcels within the SBOZ that requires City land use or development approval. Proposed code provisions would apply to any land use application for a parcel within the SBOZ.

What are the development requirements? Proposed development on parcels within the SBOZ are to be limited to the number of PM peak hour trips than are budgeted for the Traffic Analysis Zone (TAZ) in which the parcel is located, except when a development proposes to use the Trip Reserve Fund (see Handout #3). A development that results in a change in the number of vehicle trips being generated to or from a property must submit a Trip Assessment Letter. If certain threshold conditions are met, a more detailed Traffic Impact Analysis (TIA) would need to be submitted to the City for review and approval through a Type III process.

What is the approval process? Land use applications in the SBOZ will be reviewed and approved consistent with existing requirements, according to the type of proposal. Approval of the trip allocation is a ministerial, or administrative, action and can be granted when sufficient trips can be allocated from the TAZ Trip Budget in which the development is proposed. If sufficient trips cannot be allocated from the TAZ Trip Budget, the proposal can include a request to use the Trip Reserve Fund (see Handout #3). Such a request will involve a Planning Commission decision.



Handout #3: South Beach Trip Budget Program

Purpose: To provide a method for the City to track and manage the number of vehicle trips generated by new development to ensure that it is progressing in line with TSP assumptions and that planned improvements continue to be adequate to serve growth in South Beach.

Where is it applied? To the area identified as the South Beach Overlay Zone, or SBOZ (see Handout #2).

Why is it needed? Developing a transportation system sufficient to handle complete development of the area is not feasible within the next 20-years. The system is limited by the capacity of the Yaquina Bay Bridge, given its physical constraints as well as system infrastructure costs. The South Beach Trip Budget Program provides the City with a way to track and manage the number of trips generated by new development to make sure that the planned transportation system can operate at an acceptable level with the new growth in South Beach. The Trip Budget Program is a tool to track the pace at which highway capacity is consumed.

What does it affect? Any development that requires City land use review or development approval.

How will the city track new trips on the transportation system? New submittal requirements are being proposed that would apply to development proposals and requests for land use changes. All such applications would need to document expected future trips through a Trip Assessment Letter; large developments would need to provide a more detailed Traffic Impact Analysis (TIA).

How does it work? The program is based on the future number of PM peak hour trips projected to be generated from new development in South Beach at the 20-year time horizon. Transportation Analysis Zones (TAZs) have been identified in South Beach to forecast future trips. The number of new trips expected to be generated by new development in each TAZ then was identified as a "trip budget" for each TAZ. The expected future PM peak hour trips created by the new development are subtracted from the total trips that have been "budgeted" in the individual TAZ in which the development is located.

What happens when the trip budget for a TAZ is exhausted? In the future, if there aren't enough trips available to accommodate a proposed development in any given TAZ, an applicant can apply to use trips from the "Trip Reserve Fund." The number of trips held in reserve is 10% of the total PM peak hour trips available within the South Beach Overlay Zone (SBOZ). The Newport Planning Commission would make decisions about using the Trip Reserve Fund. Trip Reserve Fund trips may be allocated to any development that is permitted by the underlying zoning as long as there are sufficient trips available in the Trip Reserve Fund and the decision is supported by the findings of a transportation impact analysis. The proposed program includes required re-evaluation to recalibrate the system, if needed, whenever development within a TAZ reaches 65% of the trip budget for that TAZ. A separate, automatic review of the program also will occur in 10 years.





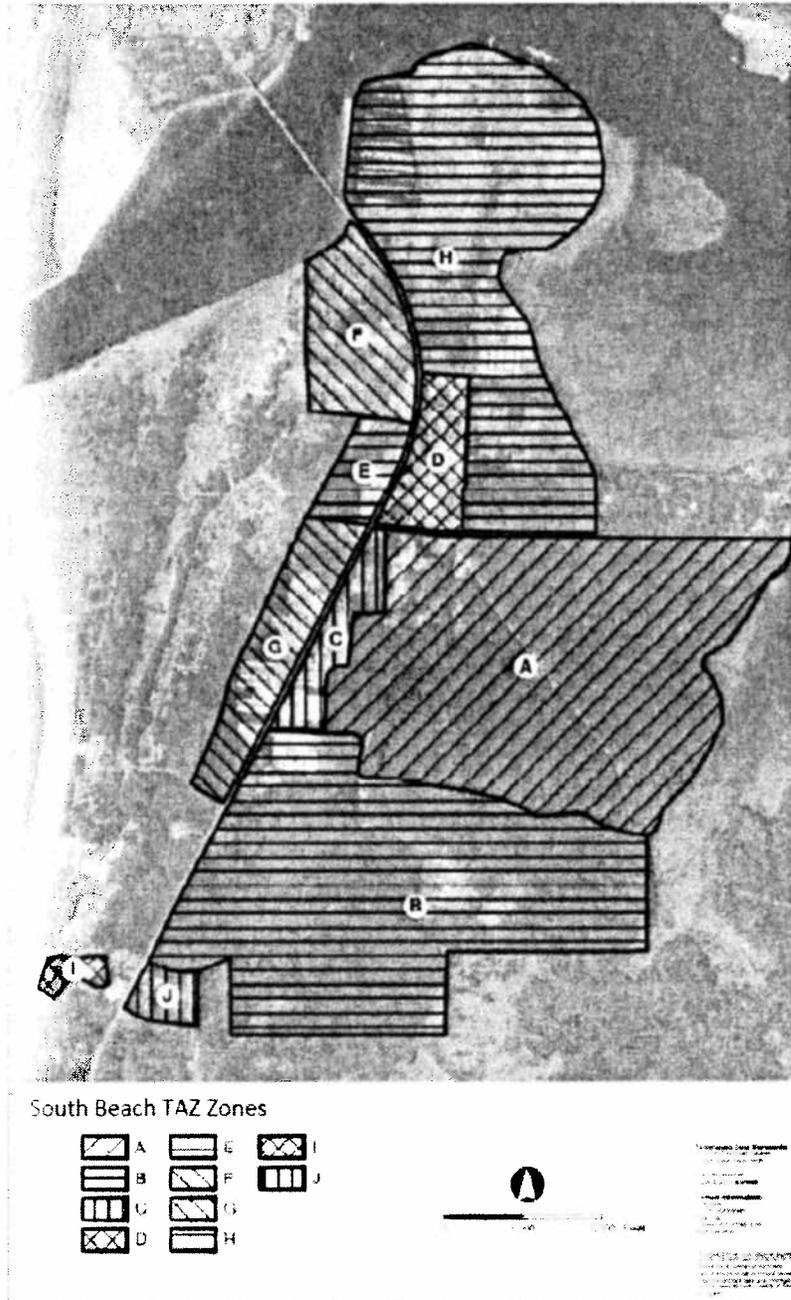
Transportation Planning in South Beach: Proposed Lincoln
County Comprehensive Plan Amendments – June 18, 2012

ATTACHMENT B



Handout #2: South Beach Overlay Zone ("SBOZ")

Figure 1: South Beach Overlay Zone¹



¹ Figure 2-2 from *Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #12*.





Transportation Planning in South Beach: Proposed Lincoln
County Comprehensive Plan Amendments – June 18, 2012

ATTACHMENT C



The following amendments to the Lincoln County Comprehensive Plan (Lincoln County Code, Chapter 1) are recommended to support transportation system planning in the South Beach Area. Proposed new language is underlined.

CHAPTER 1

Land Use Planning

COMPREHENSIVE PLAN

1.0001	Title and Purpose
1.0005	Introduction
1.0010	Land Use Planning Goals
1.0015	Land Use Planning Policies
1.0020	Intergovernmental Coordination Policies
1.0025	Citizen Involvement Policies
1.0030	Urbanization Policies
1.0040	Air, Land, and Water Quality Goals
1.0045	Air, Land, and Water Quality Policies
1.0050	Natural Hazards Goals
1.0055	Natural Hazard Policies
1.0060	Forest Land Goals
1.0065	Forest Land Policies
1.0070	Agricultural Lands Goals
1.0075	Agricultural Lands Policies
1.0080	Estuarine Resource Goals
1.0085	Estuarine Resource Policies
1.0090	Coastal Shoreland Goals
1.0095	Coastal Shoreland Policies
1.0100	Beaches and Dunes Goals
1.0105	Beaches and Dunes Policies
1.0110	Open Spaces, Scenic and Historic Area Goals
1.0115	Open Spaces, Scenic and Historic Area Policies
1.0120	Ocean Resource Goals
1.0125	Ocean Resource Policies
1.0130	Economic Goals
1.0135	Economic Policies
1.0138	Adoption of Lincoln County Transportation System Plan
1.0140	Transportation Goals
1.0145	Transportation Policies
1.0150	Energy Goals
1.0155	Energy Policies
1.0160	Housing Goals
1.0165	Housing Policies
1.0170	Recreation Goals
1.0175	Recreation Policies
1.0180	Public Facilities Goals
1.0185	Public Facilities Policies
1.0190	Plan Designations

...



COMPREHENSIVE PLAN

1.0001 Title and Purpose

Chapter One shall be known and may be cited or pleaded as the Lincoln County Comprehensive Plan and Zoning Regulations. This chapter applies to all that area of Lincoln County subject to county jurisdiction under the provisions of ORS 215.130 and subsequent amendments to the Oregon Revised Statutes. The purpose of this chapter is to promote the public health, safety and general welfare and to implement the goals and policies of the Lincoln County Comprehensive Plan, LCC 1.0005 to 1.0190.

1.0005 Introduction

The comprehensive plan is a statement of Lincoln County's overall policies regarding the nature of future growth and development in the County. This policy reflects a consideration of the County's problems and needs as well as its social, environmental and economic values. The purpose of comprehensive planning is to allow the public to make decisions in advance about the development of the County and the use and conservation of its resources. The resulting plan is a document upon which public agencies and private firms and individuals can rely so their decisions and investments can be made with confidence. People buying homes can do so, assured that their community will grow and develop in an orderly fashion. Businesses can invest in new sites, confident that they can be used for their intended purpose and that needed services will be provided. Public investments in water systems, sewer systems, schools, roads, etc., can be made in an orderly and cost effective manner. At the same time, the comprehensive plan is not intended to be a static document; rather it is intended to be dynamic in nature. Periodic review and revision is a necessary part of the planning process in order to respond to changing social and economic needs and circumstances. The Lincoln County Comprehensive Plan consists of four primary elements: The Comprehensive Plan Inventory; the Comprehensive Plan Policies; the Comprehensive Plan Maps; and the Lincoln County Transportation System Plan adopted pursuant to LCC 1.0138. The Comprehensive Plan Inventory provides the background information, data and other factual base material concerning the social, economic and environmental resources of the County. The Comprehensive Plan Policies are the formal binding policy statements which direct future growth and development and which are derived from the problems and needs identified in the Comprehensive Plan Inventory. The Comprehensive Plan Maps assign land use designations to all areas of the County in accordance with the requirements of the Comprehensive Plan Policies. It should be emphasized that these three elements of the County Comprehensive Plan must be considered together in analyzing a specific application of the plan. For example, the policy provisions for Forest Lands are in response to resources and conflicts identified in the inventory, and are in turn applicable to those resources defined in the inventory and delineated on the plan maps. In order to provide a better understanding of this linkage between the inventory and policy elements of the Comprehensive Plan, the relevant conclusions of the various inventory sections have been summarized below:

[...]



(20) Transportation:

Transportation in Lincoln County centers primarily on the use of the private automobile. It is anticipated that this reliance will continue, and the focus of transportation planning for the planning period will be on design, improvement and maintenance of public roads and highways. Mass transit opportunities in Lincoln County appear to be extremely limited during the planning period. The small number of potential users and their low concentration combine to make any such project economically unsound. It is likely that the importance of air travel will increase during the planning period, commensurate with projected population increases. The probability of commercial air service to the Newport area is anticipated and plans for significant improvements at the airport are being formulated. Rail service and commercial shipping activities are both confined to serving industrial wood products operations in the Newport-Toledo area.

In 2011-12, Lincoln County participated in a planning process that addressed transportation and land use issues in South Beach, an area south of the Yaquina Bay Bridge that includes land both within the City of Newport and outside city limits, within Lincoln County. A significant amount of new development in the Newport area is expected in this area. Forecasted traffic volumes along US 101 are anticipated to result in greater congestion levels, particularly during the summertime peak. However, traffic growth is likely to be high enough that significant congestion also will be experienced at other times of the year. The limited state funding available for bridge improvement and replacement causes the Yaquina Bay Bridge to become the major constraint in the operation of the transportation system south of the bridge.

Newport and ODOT, in consultation with Lincoln County, have worked together to identify a transportation system and management strategy that will support future community development in South Beach. The strategy includes alternative mobility standards for US 101, strategic improvements to the state highway and to the local street system and a variety of improvements to the pedestrian and bicycle system. A South Beach Overlay Zone (SBOZ) has been created that creates a Trip Budget Program to track vehicle trips generated by future development. The City has adopted the SBOZ and Trip Budget Program to track the trips from future development so that the planned transportation system will be able to serve future land use needs. The County will rely upon the City's adopted TSP to identify the necessary and appropriate improvements to the transportation system. The County will participate in the SBOZ and Trip Budget Program by continuing to use the conditional use permit process for all development proposed on land designated Industrial within the SBOZ. This process provides the City of Newport with an opportunity to comment on any land use proposal. This process will provide the City of Newport with the means to ensure that trips are available in the City's Trip Budget Program to support developments in South Beach.

[...]

1.0138 Adoption of Lincoln County Transportation System Plan

(1) The Lincoln County Transportation System Plan, consisting of Volume 1 (Plan) and Volume 2 (Appendixes, Tables and Figures), is hereby adopted and made a part of the Lincoln County Comprehensive Plan. The Plan, Volumes 1 and 2, are incorporated herein as if fully set forth. Copies of the Plan, Volumes 1 and 2, shall be placed in the Lincoln County Clerk's Office and kept in the Department of Planning and Development's offices.

(2) To the extent that provisions in the Lincoln County Transportation System Plan diverge from this Chapter or subsequent amendments to the Comprehensive Plan, this Chapter or subsequent amendments to the Comprehensive Plan shall supersede those inconsistent provisions.

[2008 o.456 §3]

1.0140 Transportation Goals

Transportation goals:



- (1) To plan for a safe, convenient and economic transportation system.
- (2) To provide an efficient and aesthetically pleasing system of public roads.
- (3) To develop a transportation system which enhances the County's economy.
- (4) To encourage energy conserving transportation modes.
- (5) To conserve energy in transportation.

1.0145 Transportation Policies

(1) Lincoln County shall coordinate its transportation plans with state transportation plans, and the city comprehensive plans.

(2) The Lincoln County Road Committee shall recommend capital improvement plans for road construction, major road improvements and maintenance. Priorities shall be established on the basis of road condition, road capacity, traffic volume and effectiveness toward reducing accidents.

(3) Lincoln County shall review improvements to the state highway system within the county for consistency with this plan.

(4) Lincoln County shall classify roads as major and minor arterials, collectors and residential streets and designate county and public roads.

(5) Major arterials shall provide regional access between communities and areas of the county and state.

(6) Access to major arterials shall be via fully improved streets except where no alternative exists. Developments adjacent to arterials shall provide through access via collector or residential streets to adjacent developable lands.

(7) In response to applications for highway access permits for abutting properties from the State of Oregon, Lincoln County shall respond with the following condition: "This highway access permit shall be valid only as long as alternative access from a collector or local street is not available. Upon development or improvement of a collector or local street, this permit shall be terminated and the driveway shall be abandoned."

(8) Adequate setbacks from arterial and collector roads shall be required in order to provide for future purchase of additional right-of-way.

(9) Existing rights-of-way shall be used where appropriate and future needed rights-of-way shall be designated to improve the safety of vehicular circulation within the county.

(10) Lincoln County shall work to preserve existing rights-of-way that have been identified as having future potential as transportation corridors.

(11) Lincoln County shall adopt minimum standards for road construction, improvements and maintenance for county and public roads.

(12) Lincoln County shall work with road districts through inter-governmental agreements to provide programs for improvement and continual maintenance.

(13) Lincoln County shall work with existing road districts to ensure improvement of public roads to minimum county standards.

(14) Lincoln County may share in public road maintenance and improvement with abutting property owners. The County share shall be based upon benefit, road use, classification and priority of the County road capital improvement plan.

(15) A condition of final development approval shall be that public roads providing access to proposed development be improved to minimum County standards.

(16) Lincoln County shall initiate vacation or closure of county or public roads which are no longer necessary for access or which cannot be maintained as determined by the County Engineer except where such roads abut the ocean.

(17) Lincoln County may reduce county roads to public road status.

(18) Set-backs for development shall provide for the planned right-of-way width.

(19) The establishment of private road rights-of-way to accommodate land partitioning shall be to minimum county road standards except when no further partitioning or subdividing is possible.



(20) Lincoln County shall encourage the improvement of existing airports.

(21) Lincoln County shall work with citizens, the Department of Transportation Aeronautics Division, and cities to develop zones which designate surrounding land uses compatible with airports.

(22) Development of heliports, except for emergency use, shall be restricted to commercial, industrial, forest, and agricultural areas and residential areas where the approach and departure occur over areas where there is no potential for residential use.

(23) The Lincoln County Airport Advisory Committee shall advise the County on all land use matters pertinent to airport and aircraft safety.

(24) Lincoln County shall encourage:

(a) Improved transportation choices including opportunities for those who are aged or incapable due to physical or mental disorder;

(b) Establishment of a commuter airline service;

(c) Improvement and maintenance of marine facilities, where appropriate, such as docks, jetties and channels; and

(d) Designation and improvement of pedestrian and bicycle routes.

(25) Lincoln County shall promote the expansion of the railway system capability.

(26) Lincoln County shall review proposals to locate high voltage electrical transmission lines and high volume natural gas or oil pipelines. The review shall take into consideration land uses along and adjacent to these transmission corridors, weighing public benefit, environmental safety and the economics of alternative proposals.

(27) Transmission lines and pipelines serving and linking residential, commercial, and industrial users shall be located along common corridors where feasible

(28) Lincoln County shall encourage the licensing of bicycles by State of Oregon to increase revenues for bike way facilities.

(29) Lincoln County shall encourage the Oregon Department of Transportation to widen and improve valley access highways.

(30) Lincoln County shall require designation of car pool parking areas as part of access management plan for intersections near major collectors.

(31) Permanent access to that portion of NE Harney Street between NE 32nd Street and NE 36th Street shall be limited to lands within the City of Newport Urban Growth Boundary. Access to lands outside the Urban Growth Boundary shall be limited to temporary access for forest management purposes.

(32) Lincoln County shall support programs providing transportation choices and reduction of single-occupancy vehicle trips.

(33) Lincoln County shall work to improve mass transit and inter-city transit links. [1998 o.379 § 2; 2008 o.456 §5]

(34) Lincoln County supports optimizing the transportation system in Newport's South Beach area between the Yaquina Bay Bridge and SE 62nd Street through improvements to US 101 and the local transportation system as identified in the City of Newport's TSP. The capacity of the Yaquina Bay Bridge is expected to continue to be the major constraint in the operation of the transportation system south of the bridge, and funding for a new or expanded facility is not likely in the foreseeable future.

(35) Lincoln County supports adoption of alternative mobility standards by the Oregon Transportation Commission on US 101 at the future signalized intersections of South 35th Street, Southeast 40th Street and Southeast 50th Street/South Beach State Park to accommodate planned community development in Newport's South Beach area. These standards will allow a higher level of congestion than would be acceptable without the alternative standards. The alternative standards will support economic development and reduce the costs of total transportation system improvements associated with development in South Beach.

(36) Lincoln County shall participate in monitoring the transportation impacts of development in South Beach by noticing the City of development proposals outside City limits.



within the City of Newport's adopted South Beach Overlay Zone (SBOZ). The county shall coordinate with the City of Newport through the development approval process to ensure that County-approved trips are recorded in the City's SBOZ Trip Budget Program. Documentation of compliance with the SBOZ Trip Budget program, as adopted in the City of Newport TSP, will be required prior to County development approval.

(37) Lincoln County will use the City of Newport's adopted TSP to identify necessary and appropriate improvements to the transportation system in Newport's South Beach area.

(38) Lincoln County, in coordination with the City of Newport, shall continue to engage ODOT in conversations regarding future project planning and funding that would lead to improvements to, and possibly replacement of, the Yaquina Bay Bridge. The county is supportive of finding long-term solutions sufficient to address existing capacity and structural limitations that affect the bridge's ability to carry vehicles and pedestrians



NEWPORT TRANSPORTATION SYSTEM PLAN*

Proposed changes to the Transportation System Plan are shown in underlined text for new language and ~~strikethrough~~ text for suggested deletions.

This Transportation System Plan (TSP) describes the individual elements that make up the transportation ~~framework~~ system for the City of Newport. Plus, the TSP represents recommended project improvements and goals and policies towards establishing a coordinated multi-modal transportation network for the City of Newport intended to comply with Statewide Planning Goal 12 and the Transportation Planning Rule.

The complete TSP describes in detail the various components of a transportation system, makes a complete analysis of those various components, and describes the process used to develop the plan. The current Transportation System Plan was completed in 1997 and adopted in 1999. ~~In 2008,~~ Several updates to the plan were adopted, including major updates in 2008 and 2012. By this reference, the complete TSP as amended by Ordinance No(s). 1963 is incorporated herein. Where the text references “TSP,”; the reference is to the TSP as amended unless otherwise noted.

However, the complete plan, including the updates, is more contains more information than most individuals want to ~~wade sort~~ through ~~to help when looking for guide-guidance the on how~~ future decisions should be made to implement the plan. This section will therefore summarize the projects contained in the TSP and ~~include~~ the goals and policies needed to assure compliance. Persons interested in obtaining For a more complete thorough understanding of the or analysis reasoning for the projects, goals, and policies should review; the full TSP documentation referenced in Policy 1, Goal 1 of this chapter, should be consulted.

Transportation System Plans for Each Mode

The ~~transportation System Plan~~ TSP places a strong emphasis on the preservation and improved operation of the ~~Highway-US~~ 20 and ~~Highway-US~~ 101 corridors. The City of Newport views ~~Highway-US~~ 101 and ~~Highway-US~~ 20 as the most important arterials in the multi-modal transportation network and likewise recognizes the importance of these facilities as statewide facilities per the Oregon Highway Plan. In implementation of the City’s Comprehensive Plan and the associated Transportation System Plan, the City will strive to maintain the function of these facilities to meet their statewide as well as regional needs.

The Transportation System Plan comprises all the improvements in the Middle Alternative, as developed during the TSP process. The Middle Alternative has been identified as the preferred alternative, which includes transportation improvements that support the identified goals and objectives and the adopted and acknowledged Comprehensive Plan. ~~The preferred alternative recommends \$77 million in capital improvements over the next 20 years (\$31 million in surface transportation improvements).~~ The following describes the recommended projects for each mode contained in the preferred alternative. For further specifics on the projects, refer to the complete Transportation System Plan.

The ~~transportation System Plan~~ TSP was amended in 2008 to add a North Side Local Street Plan to support commercial development and redevelopment activity within the area bounded by 12th Street on the north, John Moore/Harney Drive on the east, the Pacific Ocean on the west, and the Yaquina Bay on the south. The 2008 amendment included a more comprehensive Pedestrian and

*Added by Ordinance No. 1802 (1-4-99); Amended by Ordinance No. 1963 (8-18-08) and Ordinance No. XX (X-X-12).

Bicycle Plan for the entire City. In February of 2010 a refinement plan was prepared for the South Beach Peninsula to identify transportation and related improvements to SE Marine Science Drive, SE Ferry Slip Road, SE Pacific Way, SE 25th Street and SW Abalone Street, needed to support marine research and industrial development anchored by the new NOAA Pacific Marine Operations Center. The TSP was last amended in 2012 to address needed system improvements south of the Yaquina Bay Bridge, in Newport's South Beach Area, including an infrastructure refinement plan for the Coho / Brant neighborhood situated west of Highway 101 and north of SW 35th Street.

The City has concentrated recent efforts on addressing transportation and land use issues in the South Beach area (south of the Yaquina Bay Bridge) where a significant amount of the City's new development is anticipated. A combination of anticipated 2030 levels of land development in South Beach and increasing background traffic volumes along US 101 will result in greater congestion levels, particularly during the summertime peak. However, traffic growth is likely to be high enough that other times of the year will also experience significant congestion. The City has an adopted South Beach Urban Renewal Plan that includes street improvements which will be critical new components of the system. However, due to limited State transportation funding for bridge improvement or replacement, the capacity of the Yaquina Bay Bridge is expected to continue to be the major constraint in the operation of the transportation system south of the bridge. Because of this, the City and ODOT worked together to identify a transportation system and management strategy that will support future growth in South Beach, one that includes alternative mobility standards for US 101, strategic improvements to the state highway, and a variety of improvements to both the local roadway system and the pedestrian and bicycle system. The improvements are discussed further in the *Transportation Planning in South Beach* section. The local and state actions and improvements that are identified for South Beach constitute the reasonable limits of what can be done to improve congestion on US 101, short of building more capacity into the Yaquina Bay Bridge. The City is committed to finding long-term solutions sufficient to address the existing capacity and structural limitations of the existing structure that affect the bridge's ability to carry vehicles and pedestrians. To this end, the City will continue to engage ODOT, Lincoln County, and its other regional partners in conversations regarding future project planning and funding that would lead to improvements to, and possibly replacement of, the Yaquina Bay Bridge.

Roadway Improvements

The roadway improvements include new roadway construction, focusing primarily on a north-south arterial to be constructed in stages. The majority of the projects include reconstruction or making minor improvements to existing roads in order to increase traffic flow, for extensions and improvements to existing facilities as well as the development of new facilities. The recommended roadway improvements are listed in Table 1 and Table 2 and are discussed in more detail in the Transportation System Plan. Table 2A identifies the recommended projects based on the north side local street plan amendment. Table 1 identifies project location, description and priority for projects in the local roadway system. As indicated by headings in Table 1, the projects listed are identified by the 1997 TSP, as well as updates to this plan in 2008 and 2012. All project cost estimates are shown in 2011-2012 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been redone-adjusted for projects that have been altered or partially implemented. Projects-Costs for projects yet to be implemented have been adjusted to account for inflation.

Table 1: Roadway Improvement Projects (replaces tables 1, 2 and 2A)

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost (\$2012) ¹	Source
New Roadway Projects or Extensions						
NE Harney Street between NE 3 rd and Hwy 20	Minor Arterial	Yes	Yes	High	\$824,000	2012 Cost Estimate
North-South Arterial – Phase IB (between NE 7 th St and NE 32 nd St) From 1997 TSP	Minor Arterial	No	No	Medium	\$3,720,000	1997 TSP
Extend NW Nye St to Ocean View Dr From 1997 TSP	Minor Arterial	Yes	Yes	High	\$240,000	1997 TSP
Connect SE 1 st St (between SE Douglas and SE Fogarty)	Local	Yes	Yes (one side)	Low	\$250,000	1997 TSP
Extend NE Avery St (between NE 71 st St and NE 73 rd St)	Local	Yes	No	Low	\$369,000	2012 Cost Estimate
Extend SW Abbey St to SW Elizabeth St	Collector	Yes	No	Medium	\$141,000	2012 Cost Estimate
Extend NE 5 th St (between NE 7 th Dr and Newport Heights Rd)	Local	No	No	Low	\$1,680,000	2012 Cost Estimate
Extend NW Biggs to NW 60 th St and Extend NW 60 th St to US 101	Collector	Yes	No	Low	\$102,000	1997 TSP/1995 Cost Estimate
Extend NW Harney Dr (between US 101 and Ocean View Dr)	Collector	Yes	Yes	Medium	\$452,000	1997 TSP/1995 Cost Estimate
Extend SW Abalone from SW 29 th Street to SW 35 th Street/US 101	Collector	Yes	Yes	High	\$2,315,000	2012 Coho / Brant Plan
Ash Street at SE 40 th Street, extend to approx. 1,200 feet south	Collector	Yes	Yes	Medium	\$1,473,000	2012 South Beach TSP update
New SE 50 th Street segment extending from existing road	Collector	Yes	Yes	Low	\$1,565,000	2012 South

Planning Commission August 27, 2012 Hearing Draft

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost (\$2012)¹	Source
to South Beach State Park entrance						<i>Beach TSP update</i>
New road from SE 50 th Street to SE 62 nd Street at US 101	Collector	Yes	Yes	Low	\$5,017,000	<i>2012 South Beach TSP update</i>
Extend SW 28 th Street south from SW 27 th Street to connect with SW Brant Street	Local	Yes	No	Low	\$554,000	<i>2012 Coho / Brant Plan</i>
Construct SW 35 th street from US 101 to SE Ferry Slip Rd	Collector	Yes	Yes	Medium	\$653,000	<i>2012 Coho / Brant Plan</i>
Improvements to Existing Roadways						
Reconstruct NE 3 rd St (between NE Eads St and NE Harney Dr)	Local	Yes	No	Medium	\$243,000	<i>1997 TSP</i>
Extension of 60 th east of Highway 101 to connect with Hazel Ct and the improvement of hazel down to NE 57 th Street	Collector	Yes	No	Low	\$94,000	<i>1997 TSP</i>
Widen US 101 to five lanes (NE NE 31 st Street to North City Limits)	Principal Arterial	Yes	Yes	Low	\$13,000,000	<i>1997 TSP</i>
Widen US 20 to five lanes (John Moore Rd to US 101)	Principal Arterial	Yes	Yes	Medium	\$1,730,000	<i>1997 TSP</i>
Add travel lanes on US 101 from Yaquina Bay Bridge to SE 32 nd Street and restrict westbound movements at Pacific Way to emergency and transit vehicles only.	Principal Arterial	Yes	Yes	Medium	\$659,000	<i>2012 South Beach TSP update</i>
Add travel lanes on US 101 from SE 40 th Street to South Beach State Park/New SW 50 th Street	Principal Arterial	Yes	Yes	Low	\$1,602,000	<i>2012 South Beach TSP update</i>
Add travel lanes on US 101 from New SE 50 th Street to SW 62 nd Street	Principal Arterial	Yes	Yes	Low	\$799,000	<i>2012 South Beach TSP update</i>

Planning Commission August 27, 2012 Hearing Draft

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost (\$2012)¹	Source
Widen and pave SE Ash Street from Ferry Slip to SE 40th	Collector	Yes	Yes	High	\$506,000	2012 South Beach TSP update
Add eastbound through lane to receive traffic from second southbound through lane at SE 40 th and US 101	Collector	No.	No.	Medium	\$161,000	2012 South Beach TSP update
Widen SE Ferry Slip to three lane section from SE Marine Science Dr to SE 29 th St	Minor Arterial	Yes	Yes	Medium	\$547,000	2010 SB Peninsula Plan
Widen and pave SW 27 th St from SW Brant St to SW Abalone St	Local	Yes	No	High	\$145,000	2012 Coho / Brant Plan
Widen and pave SW 27 th St from SW Coho St to existing improvements	Local	Yes	No	Low	\$101,000	2012 Coho / Brant Plan
Widen and pave SW 28 th St from Brant to Abalone slope (with pedestrian, stairs down embankment)	Local	No	No	Low	\$303,000	2012 Coho / Brant Plan
Widen and pave SW 29 th St from SW Coho St to SW Brant St	Local	No	No	Low	\$229,000	2012 Coho / Brant Plan
Widen and pave SW 30 th from SW Brant St to SW Abalone St	Local	Yes	Yes	High	\$311,000	2012 Coho / Brant Plan
Widen and pave SW Coho St from SW 29 th St to SW 30th St	Local	Yes	Yes	Low	\$186,000	2012 Coho / Brant Plan
Widen and pave SW Brant St from SW 27 th to SW 30 th St	Local	Yes	No	High	\$707,000	2012 Coho / Brant Plan
North Side Local Street Plan Street and Roadway Projects						
Improve to 2-lane NE Benton Street from NE 8th Street to NE 10th Street	Local	Yes	No	High	\$316,000	2008 North Side TSP update

Planning Commission August 27, 2012 Hearing Draft

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost (\$2012)¹	Source
SW 9th St/ NE Benton St Connectivity Enhancement; Pedestrian xing and signage improvements from Abbey to NE 11th to facilitate corridor as a local parallel route to US 101 and access between US 20 and the bay front. Consider all way stop at 9th/Hurbert.	Local			High	\$34,000	2008 North Side TSP update
Improve to 3-lane urban standard NE 1st Street from US 101 to US 20 to provide westbound-to-northbound bypass of intersection of US 101 with US 20.	Local	Yes	Yes	High	\$557,000	2008 North Side TSP update
Improve to 2-lane urban standard SW Neff Street from US 101 to SW 2nd Street to add system connectivity.	Local	Yes	Yes	High	\$515,000	2008 North Side TSP update
Improve to 2-lane urban standard SW 7th Street from SW 2nd Street to SW Elizabeth Street to add system connectivity.	Collector	Yes	Yes	Low	\$19,200,000	2008 North Side TSP update
Alternative Port Access Road Improvements; Evaluate improvements to SE Benson Road and/or SE John Moore Drive to improve access to waterfront area	Collector (Benson) Arterial (John Moore)			Medium/ Low	Planning study needed to determine alignment and cost	2008 North Side TSP update

Transportation System Management/New Traffic Signals

Transportation System Management is a traffic control tool that attempts to maximize the efficiency of the existing transportation system without additional roadway capacity. TSM projects can be characterized as being low-capital cost alternatives that can be implemented in a relatively short time frame and that aim to make better use of existing facilities, either by operational changes or by better traffic management.

There are several TSM projects that have been recommended for implementation in Newport. These projects are listed in Table 3 2 below. Table 3-A 2 identifies ~~the projects~~ location, description and priorities priority for TSM projects in the adopted north-side local street plan amendment roadway system. As indicated by headings in Table 2, the projects listed are identified by the 1997 TSP, as well as updates to this plan in 2008, 2010 and 2012. All project cost estimates are shown in 2012 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been adjusted to account for inflation.

Table 2: Transportation Management System (TSM) Improvement Projects (replaces Tables 3 and 3A)

Location/ Limits	Project Description	Priority	Estimated Cost (\$ 2012)	Source
TSM Improvement Projects – City-wide				
US 101 Revisions (between OR 20 and Yaquina Bay Bridge)	Removal of on-street parking, no bike lanes, left turns only at Bayley, Abbey, Hurbert, Angle, and Olive Bridge)	High	\$31,000	1997 TSP
US 101/NE Avery Street	Access management modification (right-in, right-out only)	High	\$18,000	1997 TSP
John Moore Rd at SE Bay Blvd	Provide realignment and channelization	High	\$51,000	1997 TSP
US 101 to Cape	Provide island and channelization	High	\$7,500	1997 TSP
Naterlin at US 101 (Yaquina Bay Bridge)	Provide realignment and channelization	High	\$45,000	1997 TSP
NE 52 nd St Area Improvements	Improve NE Lucky Gap between NE 52 nd St and NE 54 th St; provide access from Longview Hills to NE 52 nd St	Medium	\$1,000,000	1997 TSP
NW 56 th St Improvement Area	Eliminate Old Hwy Loop between NW 55 th St and NW 58 th St; extend NW 56 th St to US 101; improve NW Gladys St between NW 56 th St and NW 60 th St as a frontage road	High	\$545,000	1997 TSP
US 101	Surface Parking Lots for 101 Business: Construct surface parking lots to supplement parking removed from 101 restriping	Medium	\$270,000	1997 TSP
Abbey St	Construct a new parking structure on Abbey St parking lot (4 levels with top level open); include bike racks; restripe Bay Blvd to accommodate parallel parking south of Fall St to Naterlin Dr	Low	\$3,975,000	1997 TSP
NE 57 th St	Eliminate US 101 access; cul-de-sac NE 57 th St on its western terminus; connect NE Hazel Ct to NE 60 th St	Medium	\$270,000	1997 TSP
SW 2 nd St between US 101 and SW Angle St	Close SW 2 nd St between US 101 and SW Angle St (to be completed as part of signalization project at US 101 and Angle St)	Low	\$45,000	1997 TSP
US 101 and Hurbert St	Signal improvements to provide for left turns	High	\$270,000	1997 TSP
US 101/OR 20	Signal revisions/improvements; realign E Olive St	High	\$1,120,000	1997 TSP

Planning Commission August 27, 2012 Hearing Draft

Location/ Limits	Project Description	Priority	Estimated Cost (\$ 2012)	Source
US 101 at NW 11th Street	Realign intersection to eliminate slight off-set. Consider need for additional east/west turning lanes and/or signalization improvements.	High	\$570,000 ROW needed	2008 North Side TSP update
US 101 at NW 6th Street	Realign intersection to eliminate off-set. Consider need for added east/west turning lanes and/or improved signal to address congestion problem.	High	\$730,000 ROW needed	2008 North Side TSP update
North Side Local Street Plan TSM Improvement Projects				
US 101, US 20 north to NW 12th Street	Evaluate opportunities for driveway and/or minor street closures or consolidation.	High	As redevelopment occurs.	2008 North Side TSP update
US 101 at US 20	Add 2nd southbound left turn lane. Widen eastbound US 20 to receive 2 lanes of traffic, transition to one lane east of US 101.	High	\$885,000 ROW needed	2008 North Side TSP update
US 20 at NE Coos Street	Add signal and improve intersection to encourage north/ south local street alternative to US 101. Signal could help relieve congestion at NE Eads.	High	\$605,000	2008 North Side TSP update
US 20 at SE John Moore Drive	Add north/south left turn lanes and adapt signal phase. Combine northbound right/through lanes.	Medium	\$220,000	2008 North Side TSP update
SW Hatfield Drive at SW Bay Boulevard	Stripe separate right and left turn lanes, add crosswalk and no parking designation on Hatfield Dr. Add curb extensions on Bay Blvd. to facilitate pedestrian crossing.	High	\$52,000	2008 North Side TSP update
SW 2nd Street, SW Coast Street to SW Lee Street	Realign intersections of SW Lee Street, SW Hurbert Street, SW High Street and SW Coast Street to eliminate off-sets.	Medium	\$805,000 ROW needed	2008 North Side TSP update
US 101 at Angle Street	Modify 1997 TSP to install traffic signal and left turn lanes on US 101. Remove on-street parking in vicinity of intersection to accommodate added lanes. Consider alternative to retain on-street parking by eliminating lefts on US 101 at Angle and evaluating local connectivity thru refinement plan after installation of signal at US 101/Abbey.	Medium	\$600,000	2008 North Side TSP update
US 101 at Hurbert Street	Modify 1997 TSP to install left turn lanes on US 101. Remove on-street parking in area of intersection for	High	\$100,000	2008 North Side TSP update

Planning Commission August 27, 2012 Hearing Draft

Location/ Limits	Project Description	Priority	Estimated Cost (\$ 2012)	Source
	added lanes. Consider alternative to retain on-street parking by eliminating lefts on US 101 at Hurbert and evaluating local connectivity thru refinement plan after installation of signal at US 101/Angle.			
John Moore Drive at Bay Blvd.	Stripe John Moore for separate left and right turns. Modify curb radii to enhance right turns from John Moore onto Bay. Add eastbound left turn lane and pedestrian crossing.	High	\$400,000	<i>2008 North Side TSP update</i>
Various Locations	<p>Signage Improvements:</p> <ul style="list-style-type: none"> ▫ Directional signs from US 20 to both John Moore and 9th for Bay Front visitors ▫ Directional signs from Bay Front parking lots and along Bay Blvd to Naterlin for Ocean access ▫ Improve signage to parking on Bay 	High	\$21,000	<i>2008 North Side TSP update</i>
South Beach TSM Improvement Projects				
US 101 at 32 nd Street	Remove traffic signal from intersection of US 101 and SE 32 nd Street. Convert intersection of US 101 and 32 nd Street right in and right out. Add one travel lane in each direction, construct multi-use path on west side with buffer and shoulder. Add shoulder/bike lane and sidewalk on east side of the highway. Acquire right-of-way as needed and institute access management.	High	\$787,000 (\$190,000 for interim improvements per 2012 Coho/Brant Refinement Plan)	<i>2012 South Beach TSP update</i>
US 101 at 35 th Street	Widen intersection to add channelization and install traffic signal. Add one travel lane in each direction and construct multi-use path on west side with buffer and shoulder. Add shoulder/bike lane and sidewalk on east side of US 101. Construct 35 th Street to connect with US 101 (approx. 600-700 ft.) with multi-use path on north side and sidewalk on south side. Acquire right-of-way as needed and institute access management.	High	\$1,935,000 (\$1,119,000 for interim improvements per 2012 Coho/Brant Refinement Plan)	<i>2012 South Beach TSP update</i>
US 101 at SW 40 th Street	Widen intersection to add channelization and install traffic signal. Add one travel lane in each	Medium	\$2,624,000	<i>2012 South Beach TSP update</i>

Planning Commission August 27, 2012 Hearing Draft

Location/ Limits	Project Description	Priority	Estimated Cost (\$ 2012)	Source
	direction and construct multi-use path on west side with buffer and shoulder. Add shoulder/bike lane and sidewalk on the east side of US 101 north of 40 th Street and shoulder to the south. Add sidewalks on north side of 40 th [cost does not include 2 nd EB through lane to receive dual SB lefts from US 101 (see Project #12)]. Acquire right-of-way as needed and institute access management.			
US 101 at South Beach State Park/New SW 50 th Street	Construct traffic signal and intersection improvements to add new east leg. Multi-use path with buffer on west side of US 101 and shoulder/bike lanes on both sides. Multi-use path on north side of 50 th and sidewalk on south side.	Low	\$1,970,000	2012 South Beach TSP update
US 101 at SW 62 nd Street	Widen intersection to add channelization. Shoulder/bike lanes on both sides of US 101. Multi-use path on west side of US 101 with buffer and north side of 62 nd . Sidewalk on south side of 62 nd .	Low	\$1,054,000	2012 South Beach TSP update
SE Ferry Slip Road	Close intersection of US 101 at SE Ferry Slip Road, and overlay and widen roadway from SE 32 nd Street to north end of SE Ash Street (~1,100 feet).	High	\$144,000	2012 South Beach TSP update
SE 40 th Steet at US 101 to approx. 500-700 feet east	Add eastbound through lane to receive traffic from second south bound through lane at intersection of 40 th Street with US 101	Medium	\$154,000	2012 South Beach TSP update

New Traffic Signals

It has been identified that as traffic volumes increase, several intersections throughout Newport will require the installation of traffic signals. The cost for each traffic signal is estimated at \$200,000, totaling \$1 million for five signals. This includes the cost for installation and signal coordination infrastructure but does not include intersection road work.

Listed below are the locations that will likely require new traffic signals or turn lanes, or both, as traffic volumes increase. The proposed location and spacing of new traffic signals on state facilities would comply with existing plans and policies, as indicated in the 1991 Oregon Highway Plan and as detailed in the City of Newport Access Management Plan. These intersections should be monitored to determine the point in time at which signalization is warranted:

- ~~Highway US 101 at Abbey Street (4-5 years-High)~~
- ~~Highway US 101 at Angle Street (11-15 years-Low)~~
- ~~Highway US 101 at NE 36th St. (6-10 years-Medium)~~
- ~~Highway US 101 at NE 52nd St. (6-10 years)~~
- ~~Highway US 101 at NE 73rd St. (16-20 years-Low)~~
- US 101 at SE 35th Street (High)
- US 101 at SW 40th Street (High)
- US 101 at South Beach State Park/New SW 50th Street (Low)

Transportation modeling shows that traffic flow near the bridge would be improved by relocating the traffic signal at 32nd Street southward to 35th Street. When the planned 35th Street intersection widening is complete and a traffic signal is installed, the traffic signal from the intersection of US 101 and SE 32nd Street will be removed and replaced with a stop sign for motorists approaching US 101 from the side street. In addition, the 32nd Street intersection with US 101 will be limited to right in and right out traffic movements.

Functional Classification System

Streets perform various roles in a community, ranging from carrying large volumes of through traffic to providing direct access to abutting property. These functions are often conflicting, and a hierarchical classification system is needed to determine the appropriate function and purpose of each roadway.

Figures 1 through 3, and Table 43 presents the recommended functional classification system plan for the City of Newport. This plan recommends four roadway classifications as follows:

- **Principal Arterials** – These facilities carry the highest volumes of through traffic and primarily function to provide mobility and not access. Principal arterials provide continuity for intercity traffic through the urban area and are usually multi-lane facilities. The only facilities identified as principal arterials are US Highways 101 and 20.
- **Minor Arterials** – These facilities interconnect and augment the principal arterial system and accommodate trips of somewhat shorter length. Such facilities interconnect residential, shopping, employment, and recreational activities within the community.

- **Collector Streets** – These streets provide both land access and movement within residential, commercial, and industrial uses. These streets gather traffic from local roadways and serve as connectors to arterials.
- **Local Streets** – These streets provide land access to residential and other properties within neighborhoods and generally do not intersect any arterial routes. All remaining streets not listed in Table 4 are classified as local streets.

Figure 1: Functional Classification of Roadways – Agate Beach Map

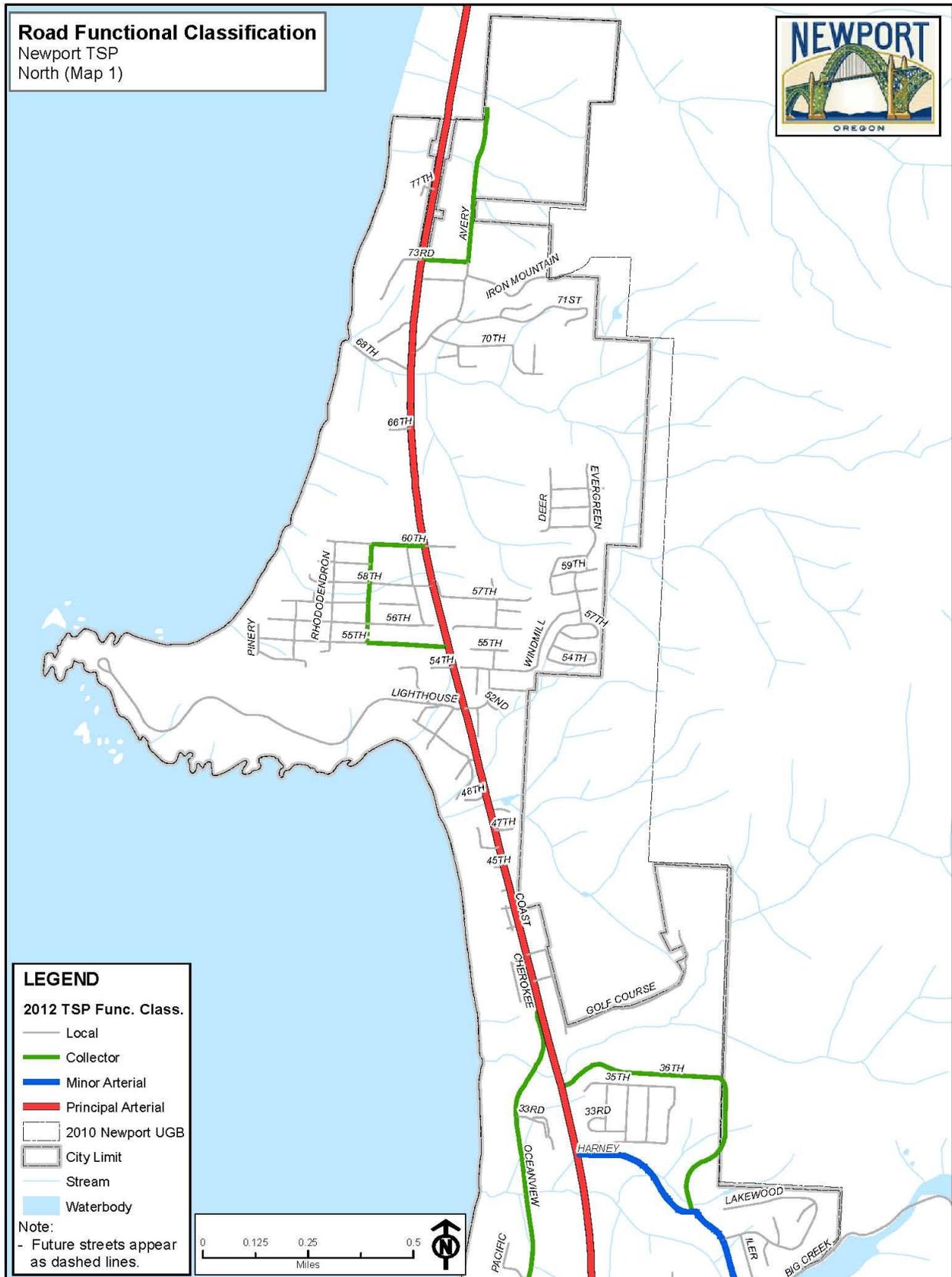


Figure 2: Functional Classification of Roadways – Downtown Map

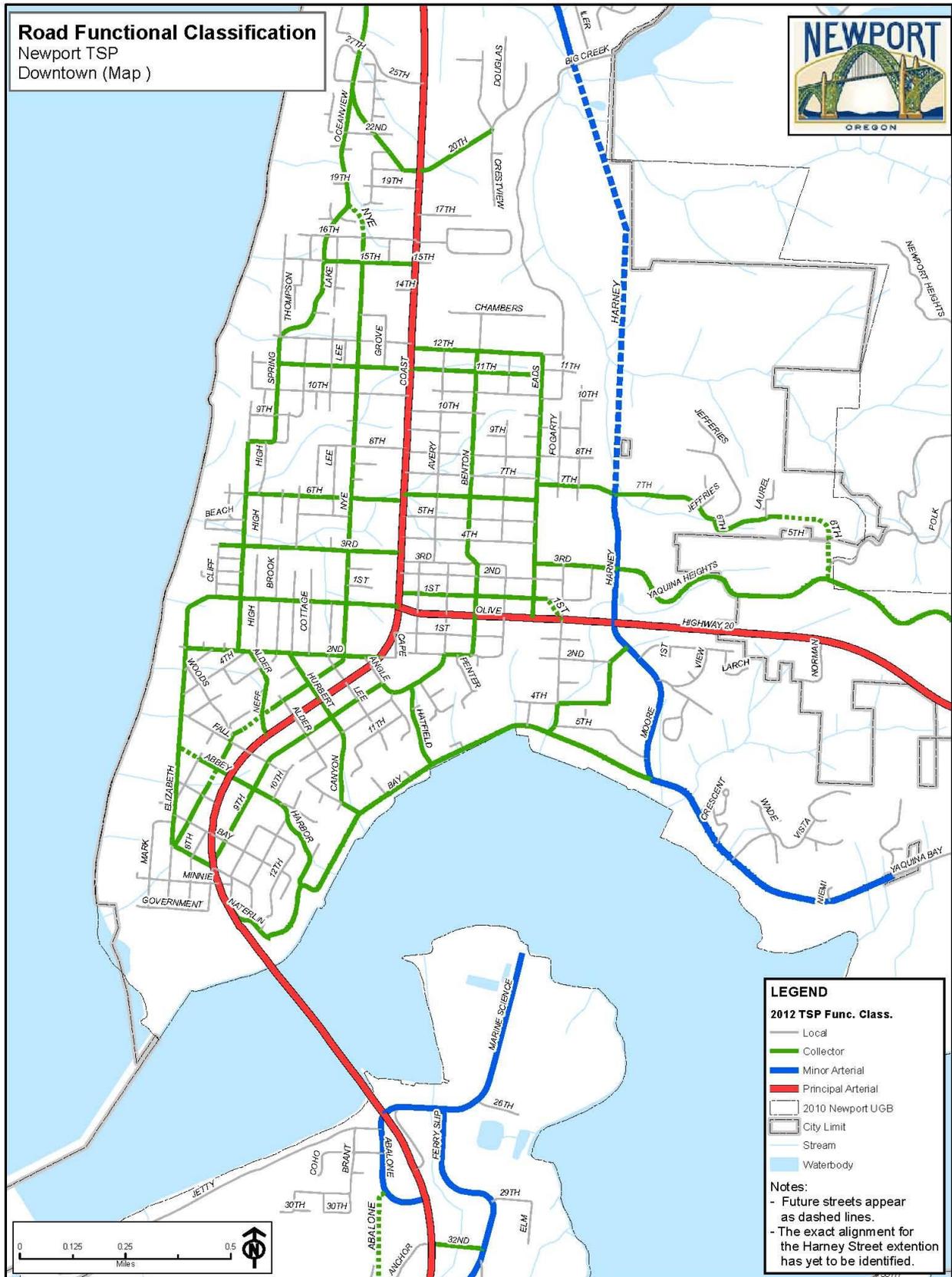


Figure 3: Functional Classification of Roadways – South Beach Map

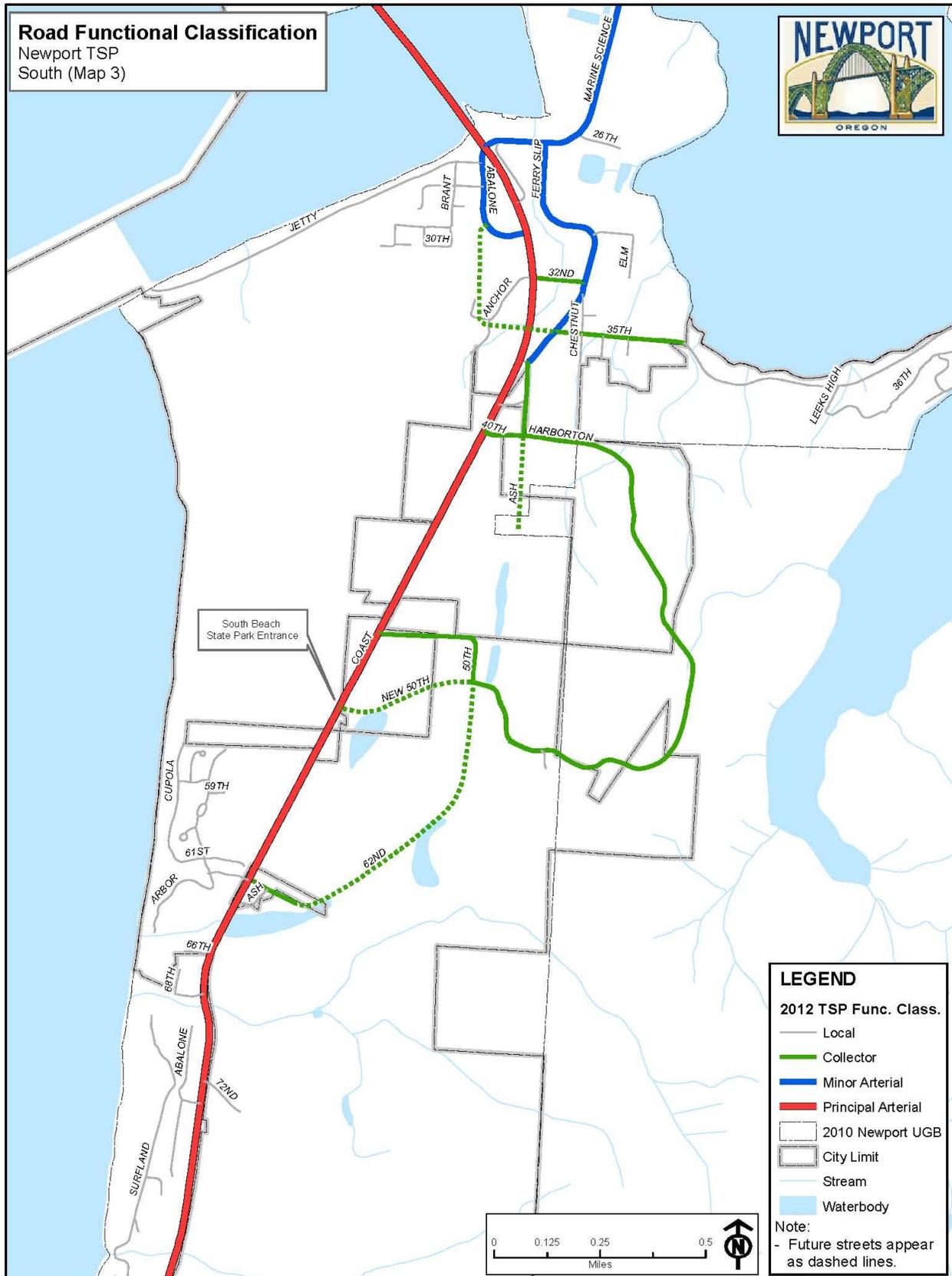


Table 43: Recommended Functional Classification of Roadways from 1997 TSP

Principal Arterials	Limits
US Hwy 101 US Hwy 20	North UGB Limits to South UGB Limits Hwy 101 to East UGB Limits
Minor Arterials	Limits
SW Abalone St SE Bay Blvd SE Ferry Slip Rd Harney Dr John Moore Rd North-South Arterial SE OSU <u>Marine Science</u> Dr SW 32 nd St	<u>Hwy 101 to SE Marine Science Dr</u> John Moore Rd to East UGB Limits <u>SE Marine Science Dr to SE Ash St</u> Hwy 101 to North-South Arterial <u>Hwy 20</u> SE Bay Blvd to Hwy 20 Harney Dr to Harney Dr SW Abalone St to end of Street SE Abalone St to Hwy 101
Collectors	Limits
<u>SW Abalone St</u> SE Abbey St SW Alder St SW Angle St <u>SE Ash St</u> SE Avery St NE Avery St <u>NE Avery St</u> SE Bay Blvd SW Bayley St <u>NE Benton St</u> SW Canyon Way NW Coast St <u>NE Coos St</u> NE Eads St NW Edenvue Way SW Elizabeth St SW Fall St SW Fall St <u>SE Ferry Slip Road</u> SE Fogarty St SW Harbor Way <u>SE Harborton St</u> SE Harney Dr SW Hatfield Dr SW Hurbert St SW Naterlin Dr SW Neff Way NW Nye St SW Nye St NW Ocean View Dr W Olive St NW Spring St NE Yaquina Heights Rd <u>NE 1st St</u> <u>SE 2nd St</u>	<u>Stub out at cemetery to SW 35th St</u> Hwy 101 to SW Harbor Way SW 2 nd St to SW Neff Way SW 2 nd St to SW 9 th St <u>SE Ferry Slip to southern terminus</u> SE 2 nd St to East Olive (Hwy 20) East Olive (Hwy 20) to NE 12th St <u>NE 73rd to North UGB Limits</u> SE John Moore Rd to SW Naterlin Dr SW 7 th St to SW 11 th St <u>NE 3rd St to NE 12th St</u> SW Hurbert St to SW Fall St SW 2 nd St to NW 8 th St <u>NE 3rd St to SE 2nd St</u> East Olive (Hwy 20) to NE 12 th St Hwy 101 to NW Ocean View Dr SW Bayley St to W Olive St SW Canyon Way to SW Bay Blvd SW Elizabeth St to Hwy 101 <u>SE Marine Science Dr to SE Ash St</u> SE Bay Blvd to SE 4 th St SW Abbey St to SW 13 th St <u>SE 40th St to SE 50th St</u> SE 4 th St to SE John Moore Rd SW 9 th St to SW Bay Blvd SW 2 nd St to SW Canyon Way SW Government St to SW Bay Blvd SW Alder St to Hwy 101 West Olive St to NW Ocean View Dr SW 2 nd St to West Olive St NW 12 th St to Hwy 101 SW Elizabeth St to Hwy 101 NW 8 th St to NW 12 th St NE Harney Dr to Hwy 20 <u>Hwy 20 to Hwy 101</u> <u>SE Benton St to SE Coos St</u>

SW 2 nd St	SW Elizabeth St to SW Angle St
NW 3 rd St	NW Coast St to Hwy 101
NE 3 rd St	NW Harney St to NE Eads St
SE 4 th St	SE Fogarty St to SE Harney Dr
NW 6 th St	NW Coast St to Hwy 101
NE 6 th St	Hwy 101 to NE Eads St
NE 7 th St	NE 7 th Dr to Yaquina Heights Dr
<u>SW 7th St</u>	<u>SW 2nd St to SW Elizabeth St</u>
NW 8 th St	NW Coast St to NW Spring St
SW 9 th St	Hwy 101 to SE 2 nd 10 th St
<u>SE 10th St</u>	<u>SE Benton St to SW 9th St</u>
NW 11 th St	NW Spring St to Hwy 101
NE 11 th St	Hwy 101 to NE Eads St
NE 12 th St	Hwy 101 to NE Eads St
SW 13 th St	SW Harbor Way to SW Bay St
NW 15 th St	NW Ocean View Dr to Hwy 101
NE 20 th St	Hwy 101 to NE Crestview Dr
<u>SE 32nd St</u>	<u>Hwy 101 to SE Ferry Slip Road</u>
<u>SE 35th St</u>	<u>Hwy 101 to eastern terminus</u>
<u>SE 40th St</u>	<u>Hwy 101 to SE Harborton St</u>
<u>SE 50th St</u>	<u>SE Harborton St to US 101</u>
<u>SE 62nd St</u>	<u>SE 50th St to Hwy 101</u>
<u>NE 73rd St</u>	<u>Hwy 101 to NE Avery St</u>

The hierarchical functional classification system requires different design standards for each roadway classification. For instance, major thoroughfare routes require different access control standards, paving requirements, right-of-way widths, and traffic safety devices. The TSP includes graphics showing the typical design standards for each roadway under the functional classification system.

The suggested design standards are to be used as a guideline for roadway construction, including the development of new roads and the reconstruction of existing roads. The roadway design standards are established to ensure consistency throughout the City, but because the City has diverse topographic and natural constraints, they must provide flexibility for unique and special situations. The City also may permit alternate street cross-section design in response to the challenges and needs of specific areas, where these standards are supported by the recommendations of a refinement planning process. Recent examples of where a more flexible approach to roadway design was adopted include the Coho/Brant and South Beach Peninsula Transportation Refinement Plans.

Transportation Planning in South Beach

Primary access to businesses and residents in South Beach principally relies on US 101. Recent analysis of the transportation system’s capability to support existing and future growth indicates that the existing Oregon Highway Plan’s (OHP) mobility standards or “targets” would not be met along US 101 for the 2030 planning horizon. This condition results from the combination of background traffic growth (e.g., through traffic) and anticipated development within the South Beach area. Substantial highway improvements in South Beach would not be sufficient to respond to the additional travel demand because the system is limited by the capacity of the Yaquina Bay Bridge, given its physical constraints as well as system infrastructure costs. To respond to this expected future condition, and to come into compliance with the State’s expectations for mobility on US 101, the TSP identifies a variety of improvements to local street,

bicycle, and pedestrian systems, as well as to US 101 that will improve local circulation and facilitate traffic movements on US 101. The identified improvements on the local roadway system, as described in Table 1¹. The Oregon Transportation Commission recognizes that the mobility targets established in OHP Table 6 may not be feasible or practical in all circumstances. OHP Policy 1F states that alternate mobility targets can be developed to reflect the balance between relevant objectives related to land use, economic development, social equity, and mobility and safety for all modes of transportation. New mobility standards for US 101 have been identified and analyzed in conjunction with planned transportation system improvements in the report titled “Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness,” dated April 2012 in order to confirm that the mobility targets can reasonably be met within the planning horizon.

The Oregon Transportation Commission has sole authority to set standards for state facilities. The City supports the application of alternative mobility standards at intersections on US 101 in order to facilitate planned growth in South Beach. This change to mobility standards on US 101 as a result of planning done in 2011-12 represents a decision to accept a higher level of congestion. In recognition of the constraint that the existing Yaquina Bay Bridge poses to access to South Beach, and the lack of funds for large capacity improvements on the highway system in the foreseeable future, the City has chosen to help implement the State’s alternate mobility standards, given that a higher level of controlled congestion on US 101 is an acceptable trade-off for accommodating economic development and reduced costs of total transportation system improvements associated with development.

An infrastructure refinement plan was prepared for the Coho/Brant neighborhood concurrent with the preparation of the TSP. That plan identifies needed improvements to local and collector streets in the neighborhood considering the transportation network identified in the TSP update for the greater South Beach area.

¹ In 2012, Ordinance XX updated the TSP to include transportation improvements for South Beach. The technical memoranda that constitute the analysis and recommendations for the transportation system in South Beach are documented and included in Ordinance XX. Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness informs the development of alternate mobility standards for US 101 in the South Beach study area. The development of these standards is based on the findings of technical memoranda #5, #10, #11 and #12 prepared for the Newport Transportation System Plan (TSP) Update.

Trip Budget Program

The purpose of the Trip Budget Program is to ensure that the planned transportation system meets the needs of existing and future development in South Beach. The underlying premise of the program is that the planned transportation system can accommodate a reasonable level of land development and still operate at an acceptable level. The assumed number of trips that will be generated by development in South Beach over a 20-year planning horizon was determined based on projected population growth and permitted land uses, but with the assumption that not all areas were 100% buildable due to environmental constraints.² The land uses in this scenario, and the vehicular trips this future growth will generate, are anticipated to be accommodated on the adopted planned transportation system over a similar time horizon. The Trip Budget Program will be used to maintain the balance between the expected land uses and the identified needed transportation improvements in South Beach.

The City maintains a zoning overlay for South Beach that sets the parameters for allocating trips to new development and provides a framework for how and when the City of Newport and ODOT will revisit 20-year growth assumptions. The overlay, titled the South Beach Overlay Zone (“SBOZ”), includes developable and redevelopable land in the South Beach portion of Newport, from the Yaquina Bay Bridge south to properties accessing SE 62nd Street (Figure 2: South Beach Overlay Zone). The SBOZ helps the City track the consumption of trips from future development. It is a tool to assess new growth and compare it to the assumptions upon which the transportation system and improvements are based.

TAZ Trip Budgets

The Trip Budget Program is based on the number of trips projected to be generated from new development in South Beach over a 20-year time horizon. South Beach transportation analysis zones (“TAZs”) were created, as shown in Figure 2, to forecast future trips. Future development assumptions were made based on existing land use designations, environmental constraints in the area, and information gathered from property owners and businesses regarding assumptions about the amount of development that could be expected for each of the TAZs within the planning horizon. Table XX lists the TAZs in the SBOZ and the PM peak hour trip total for each TAZ, at the time of plan adoption. The total number of trips available in the SBOZ at the time of plan adoption also is shown in Table XX; these totals are the basis for the Trip Budget Program.

² Land Use Scenario #2 in Newport Transportation System Plan Update - Alternate Mobility Standards Technical Memorandum #12 Analysis of South Beach Land Use Scenarios. Further supported by technical reports titled “Review of Newport TSP Update – Technical Memorandum #10: Biological/Wetlands Review” and “Newport Transportation System Plan Update – Alternate Mobility Standards Technical Memorandum #11 2030 Baseline System.”

Table 4: South Beach Overlay Zone Trip Budget Totals

Area	TAZ Trip Budget ¹
Area A	1,237
Area B and C	798
Area D	606
Area E	167
Area F	626
Area G	257
Area H	300
Area I	181
Area J	200
Trip Reserve Total²	490
SBOZ Trip Total	4,862

¹TAZ Trip Budgets are projected PM Peak Hour Trips forecasted for each TAZ during the next 20 years. TAZ Trip Budgets are based upon Scenario #2 in the "Newport Transportation System Plan Update-- Alternate Mobility Standards Final Technical Memorandum #12."

² The SBOZ Trip Reserve Total is 10% of the PM Peak Hour Trips from each TAZ. These trips can be allocated anywhere within the SBOZ through Newport Zoning Code provisions.

Review and approval of the trip allocation for a development proposal is a ministerial action by the Community Development Director, or designee. It does not involve a discretionary land use decision or public notification. Through this process, the City determines whether or not remaining trips available in the TAZ can accommodate the development proposal. Proposed developments that would generate more PM peak hour trips than what remains in the budget for the TAZ can be approved only by submitting a land use application requesting to use trips from the Trip Reserve Fund.

Trip Reserve Fund

Trips from the Trip Reserve Fund can be allocated to development projects anywhere within the SBOZ. The trips in the reserve fund were calculated based on the cumulative total of all TAZs in the SBOZ and roughly equal 10% of the total PM peak hour trips available in the SBOZ, as shown in Table 4. Reserve trips may be allocated across TAZ boundaries, to any land use type that is permitted by the underlying zoning.³ Through the SBOZ, the City applies the following criteria to determine when trips should be allocated out of the Trip Reserve Fund to support a proposed development project:

- There are insufficient unassigned trips remaining in the TAZ to accommodate the proposed types of use(s).
- The proposal to use trips from the Trip Reserve Fund to meet the requirements of the Trip Budget is supported by a Transportation Impact Analysis.
- There are sufficient trips available in the Trip Reserve Fund to meet the expected trip generation needs of the proposal.

Approval of the allocation of trips from the Trip Reserve Fund is a discretionary decision, subject to attendant ~~with~~ public notice, opportunity to comment, and an appeals process. Allocation of reserve trips is approved only where a transportation analysis demonstrates that the impacts from

³ As opposed to TAZ trips, which must be allocated within the TAZ boundaries where development is proposed.

the proposed development is consistent with the planned preferred transportation system, or that the transportation impacts can be mitigated with improvements proposed as part of the development.

Transportation Impact Analysis Requirement

To ensure that the number of trips available in the Trip Budget and Trip Reserve Fund are not being exceeded by development, the City will need to know the expected trip generation from each development proposal. In order for this information to be included in a development application, the City has traffic-related submittal requirements in the Zoning Ordinance. For development proposals, including changes in uses that will have a limited impact on the transportation system, this can be accomplished by determining the number of PM peak hour trips expected from the future development and ensuring that the effect to the transportation system is consistent with the transportation improvements planned for South Beach. Additional traffic analysis is required for higher traffic generating uses, such as development proposals that include a requested change in the underlying land use designation or zone, or proposals that request trips from the Trip Reserve Fund to support a development proposal. The “two tiered” nature of such submittals in the City Zoning Ordinance requires a Trip Assessment Letter of all applicants, and requires a Transportation Impact Analysis (“TIA”) when certain prescribed threshold conditions are met. The TIA section in the Zoning Code also includes thresholds that, if met or exceeded by a development proposal, would require that a TIA be submitted to the City for review and approval through a Type III review process.

The Zoning Code shall describe the thresholds for requiring a TIA that are applicable to development anywhere in Newport. The required elements of a TIA also are described. However, City staff has some discretion to determine the level of analysis necessary, based in part on the size and expected impact of the proposed project. Initial information on a proposed project and expected transportation impacts is gained through a pre-application conference between City staff and the applicant. The zoning code should allow the City to require needed transportation improvements as a condition of approval when the TIA shows that there is a need for the improvements. A fee-in-lieu option may also be included in the zoning code to provide for some flexibility as to when those improvements are made.

Trip Generation Calculation

The number of PM peak hour trips a proposed development is expected to put on the transportation system is based on trip generation by use in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. One identified way to reduce the number of trips across the Yaquina Bay Bridge to reach essential goods and services is to promote a mix of uses in South Beach and to encourage service-related uses not currently found south of the bridge. Consistent with this approach, certain land use types must only consider the “primary trips” for the use rather than the trips that also would accrue from “passby” or “diverted-link” trips. Passby and diverted link trips involve intermediate stops on the way from a trip origin to a primary destination. “Passby” or “diverted linked” trips are identified by the type of use in **the latest edition** of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The following uses will be required to calculate only “primary trips”:

- Personal service oriented uses, such as professional offices and branch banks.
- Sales or general retail uses, total retail sales area under 15,000 square feet, such as a grocery store. This does not include restaurants.
- Repair oriented uses.

Monitoring the Trip Budget Program

The trip generation information obtained from the Trip Assessment Letter required of each development proposal, as well as alterations or changes in use, in South Beach will be is-used by City staff to keep the Trip Budget updated. Upon approval of the trip allocation, City staff will updates the available PM peak hour trip total for the subject TAZ by deducting the trips allocated to the permitted development. In the case of a change in use, where the new use generates less trips than the previous use, or through mitigation capacity is added to the system then trips may be added to the Trip Budget. The Trip Reserve Fund will be similarly updated when development is allocated trips from the Fund.

The Planning Commission and City Council should receives periodic updates on the status of the fTrip bBudget. The frequency of these updates may depends upon the respective body's work program but occur at least once a year.

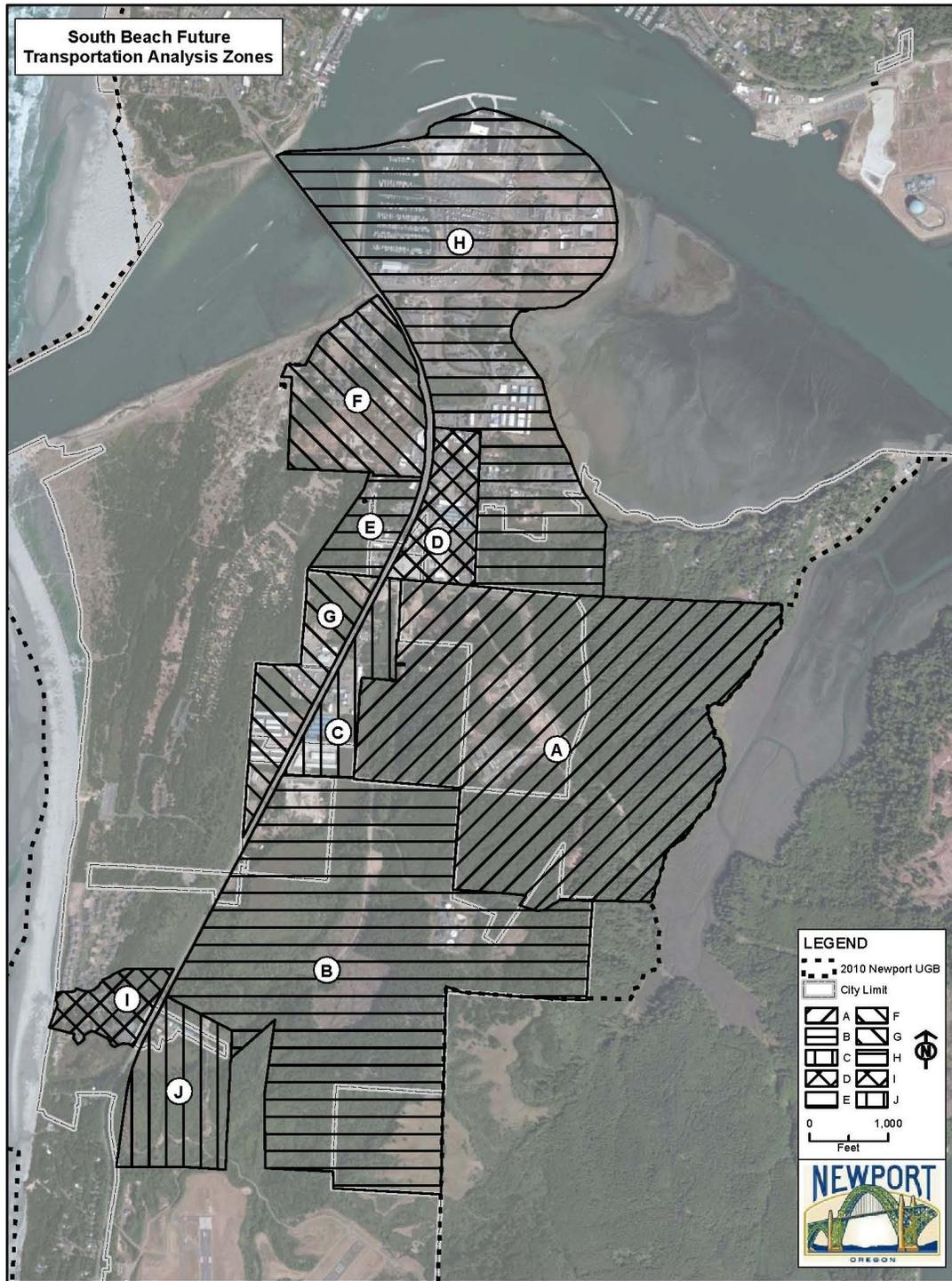
Amending the Trip Budget Program

It is unlikely that development will match up precisely to the assumptions in the future transportation analysis and, despite the flexibility afforded by the trip reserve, the Trip Budget Program may need to be updated to reflect actual development trends or to accommodate economic development opportunities that were not foreseen at the time of its adoption. These updates will be accomplished by:

- A comprehensive reassessment of the trip budget program that will begin no more than 10 years from effective date of Trip Budget Program ordinance.
- A reevaluation of the Newport Transportation System Plan and the associated trip budget will occur when 65% of the total trips in any given TAZ have been committed to permitted development.
 - This review will be initiated no later than 6 months from the time the threshold is reached. In anticipation of development reaching the 65% threshold, the City could also choose to commence the review any time development pressure in a certain TAZ warrants such an action.
 - The development proposal that triggers the 65% Review will not be denied based on this required review. Subsequent development proposals within the subject TAZ may also be reviewed and approved by the City during the review process. If the review necessitates updates to the Trip Budget Program, proposed changes will be adopted through a TSP and associated Zoning Code amendments.
 - To ensure that the 65% Review provides timely information, the-it will be completed within 12 months from initiation, or pursuant to a schedule that is part of a work program previously agreed upon by both the City and ODOT.

Major updates or adjustments of the land use scenarios and the trip budget for South Beach will require a legislative amendment to the TSP. Transportation Planning Rule findings of compliance with the adopted transportation system plan must support the modification.

Figure 4: South Beach Overlay Zone⁴



⁴ Corresponds with Figure 2-2 from Newport Transportation System Plan Update - Alternate Mobility Standards Technical Memorandum #12 Analysis of South Beach Land Use Scenarios.

Pedestrian Facility Improvements

Specific to the City's pedestrian plan are recommendations for a continuous sidewalk system in good repair that will connect existing and future pedestrian and transit traffic generators. Emphasis is given to the pedestrian/transit interface. Also critical to the plan is the support it provides for tourist foot traffic, from the main traffic area and to specific tourist attractions. To this end, sidewalk improvements were identified to link existing sidewalks and to provide a system of sidewalks to ensure a balanced transportation system that offers realistic non-motorized alternatives. Particular Early City efforts focus was focused on providing safe and convenient travel for children who walk to school. Figure 5 through Figure 8 of the 1997 Transportation System Plan presented the recommended pedestrian plan element of the transportation network for Newport that was adopted in 1999. Existing sidewalks are also shown on the 1997 TSP recommended plan. The pedestrian and bicycle plan was greatly expanded in 2008 as part of the Transportation System Plan Update project and resulted in a new pedestrian and bicycle plan being adopted by the City of Newport in when the City adopted a new Pedestrian and Bicycle Plan 2008. The City's existing pedestrian facilities and proposed pedestrian system in the pedestrian and bicycle plan adopted in 2008 are illustrated in Maps 2-1, 3-1, 3-2, and 3-3 of that plan the 2008 Pedestrian and Bicycle Plan.⁵ The update to the transportation system serving South Beach resulted in recommended projects that will enhance the pedestrian experience south of the bridge, including sidewalks along the west side of US 101, south to 35th Street, which will be part of future roadway improvements, and a multi-use path and sidewalks east of the highway, along 40th Street, Harborton Road, and 50th Street. South Beach improvements are illustrated Figure 3, Recommended South Beach Pedestrian and Bicycle Projects.

In 2011 the City conducted a series of charrettes with the public to improve recreational access to Agate Beach. The Agate Beach Wayside Project resulted in a conceptual design and list of associated improvements after extensive outreach by the City of Newport and Lincoln County with neighboring property owners, business owners, Oregon Department of Transportation, the Oregon Parks and Recreation Department, Surfrider Foundation, and other stakeholders. Major elements of the project include: improved parking lot circulation and safety; pedestrian improvements for Lucky Gap Trail; pedestrian improvements to North Agate Beach (i.e. "surfer access"), and; improvements to NW Agate Way and sidewalks on NW Gilbert Way.

Specific to the plan are recommendations for a continuous sidewalk system in good repair that will connect existing and future pedestrian and transit traffic generators. Emphasis is given to the pedestrian/transit interface. Also critical to the plan is the support it provides for tourist foot traffic, from the main traffic area and to specific tourist attractions. Table 5 displays includes the recommended pedestrian facility improvements from the 1997 TSP along existing streets needed over the next 20 years. Table 6A identifies the pedestrian and bicycle facility improvements from the Newport Pedestrian and Bicycle Plan adopted in 2008. As indicated in the source column in Table 5, the projects listed are identified in the 1997 TSP, as well as updates to this plan in 2008 and 2012. All project cost estimates are shown in 2011 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been adjusted to account for inflation.

Planning level cost estimates have been prepared for projects needed to provide continuous sidewalks within the school bus perimeter and in the core area, and to provide sidewalks where they do not currently exist on streets that will be part of the future arterial or collector network.

⁵ See maps 2-1, 3-1, 3-2, and 3-3 in the 2008 Pedestrian and Bicycle Plan. Note that the location of the shared use path and the proposed sidewalk along Highway 101 depicted on Map 3-3, Proposed Pedestrian System in South Newport, has been updated; see Figure 3, Recommended South Beach Pedestrian and Bicycle Projects.

Adding sidewalks along a roadway are only part of the pedestrian solution; many busy streets and intersections are difficult to cross and can be barriers to walking. Allowing people to cross streets as freely as possible is important in maintaining a pedestrian-friendly environment. Often the width of the street, the geometry of the intersection, and the signal timing are designed only for the needs of the vehicle; not the pedestrian.

To increase pedestrian crossing opportunities and safety, two approaches can be considered: (1) designing roads that allow crossings to occur safely by incorporating design features such as raised medians or signal timing that creates gaps in traffic; or (2) constructing actual pedestrian crossings with pedestrian-activated signals, mid-block curb extensions, marked crosswalks, etc.

There are a variety of locations in Newport where crosswalk improvements are necessary to maintain pedestrian safety. The ~~1995 Oregon Bicycle and Pedestrian Plan~~ 2008 Pedestrian and Bicycle Plan identify several techniques that can be implemented at busy intersections.

Bicycle Facility Improvements

Figure 9 of the 1997 TSP illustrated the recommended bicycle plan for the City of Newport. The figure includes city and state designated facilities throughout the City, including bike lanes and designated bike routes. Highway US 101 currently is the a-state-designated bike route that is known nationally as the Oregon Coast Bike Route. In Newport, the Oregon Coast Bike Route diverges from the highway between Ocean View Drive and the Yaquina Bay Bridge onto city streets located west of the highway that have lower traffic volumes and are closer to the Pacific Ocean. Other City-designated routes are along Ocean View Drive, Coast Street, and Elizabeth Street. These routes are currently signed, but lack separated bike lanes. The City's goal ~~was~~ is to provide bicycle routes that enable safe and efficient travel for through bike traffic traveling along the Oregon Coast, as well as to provide a system for traveling within the city. The system of bicycle facilities has been designed to connect both north-south and east-west bicycle traffic. It has also been designed to connect all major generators of bicycle traffic with residential neighborhoods and tourist facilities. The pedestrian and bicycle plan was greatly expanded as part of the Transportation System Plan Update project and resulted in a new pedestrian and bicycle plan being and adopted by the City of Newport in 2008. The existing bicycle facilities and proposed bicycle facilities are illustrated in the 2008 ~~p~~ Pedestrian and ~~b~~ Bicycle p Plan adopted in 2008 are illustrated in Maps 2-2, 3-4, 3-5, and 3-6 of that plan.⁶ The update to the transportation system serving South Beach resulted in recommended projects to enhance the pedestrian experience south of the bridge. Sidewalks will be extended on both sides of the highway south to 35th Street. South of 35th Street, a multi-use path will be constructed on the west side of the highway; a sidewalk will be constructed on the east side. Multi-use paths and sidewalks will be constructed along SE 40th Street, Harborton Road and the new alignment for SE 50th Street.

Table ~~6-5~~ presents the recommended bicycle route improvements ~~identified in the 1997 TSP.~~ The cost estimate for upgrading existing roads to include bicycle lanes has been prepared for each route or series of routes. The cost estimates for bicycle facilities on new roadways have been included in the roadway construction cost estimates. All project cost estimates are shown in 2012 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been adjusted to account for inflation. ~~Table 6A identifies the pedestrian and bicycle facility improvements from the Newport Pedestrian and Bicycle Plan adopted in 2008.~~

⁶ See Maps 2-2, 3-4, 3-5, and 3-6 in the 2008 Pedestrian and Bicycle Plan. The location of the proposed shared use path in South Beach was updated by the 2012 South Beach amendments (see Figure 3 Recommended South Beach Pedestrian and Bicycle Projects).

Table 5: Recommended Pedestrian and Bicycle Improvements⁷ (Replaces Tables 5, 6, and 6A)

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
US 101 Crossings						
NW 68th Undercrossing	n/a	An undercrossing of US 101 at NW 68th	ODOT / Newport	Low	\$2,340,000	2008 Ped. Bike Plan
Mid-block between 16th Street & 17th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Low	\$265,000	2008 Ped. Bike Plan
NW 15 th Street	n/a	Add crosswalk	ODOT / Newport	Low	\$11,500	2008 Ped. Bike Plan
13th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Low	\$265,000	2008 Ped. Bike Plan
10th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Medium	\$265,000	2008 Ped. Bike Plan
8th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Medium	\$265,000	2008 Ped. Bike Plan
3rd Street / 4th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	High	\$265,000	2008 Ped. Bike Plan
2nd Street (outside City Hall)	n/a	Add median, raised stop bars, appropriate signage, and striped continental	ODOT / Newport	High	\$265,000	2008 Ped. Bike Plan

⁷ All project estimates, unless otherwise noted, are shown in 2012 dollars. Costs are escalated at a 4% per year from the previous project estimate (1997, 2008 or 2011).

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
		crosswalk				
SW Angle Street	n/a	Add curb extensions	ODOT / Newport	High	\$78,000	2008 Ped. Bike Plan
SW Lee Street	n/a	Add curb extensions	ODOT / Newport	High	\$53,000	2008 Ped. Bike Plan
SW Hurbert Street	n/a	Add curb extensions	ODOT / Newport	High	\$38,000	2008 Ped. Bike Plan
SW Alder Street	n/a	Add curb extensions	ODOT / Newport	High	\$53,000	2008 Ped. Bike Plan
SW Neff Way	n/a	Add median, raised stop bars, appropriate signage	ODOT / Newport	Medium	\$265,000	2008 Ped. Bike Plan
SW Abbey Street	n/a	Tighten the turning radius for vehicles, add marked crosswalks	ODOT / Newport	Low	\$205,000	2008 Ped. Bike Plan
SW Bay Street	n/a	Tighten the turning radius for vehicles, add marked crosswalks	ODOT / Newport	Low	\$205,000	2008 Ped. Bike Plan
Mid-block between SW Bayley Street & SW Minnie Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk, and curb extensions	ODOT / Newport	Medium	\$265,000	2008 Ped. Bike Plan
Sidewalks						
US 101 ⁸	Yaquina Bay Bridge to Abalone Street	Construct sidewalk on west side of highway			\$186,000	2012 South Beach TSP update
US 101 ⁹	Abalone Street to Anchor Way/35 th Street	Construct sidewalk on west side of highway			\$332,000	2012 South Beach TSP update

⁸ Funding currently proposed from FEMA as part of tsunami evacuation route. The Ash Street Extension roadway improvement project (south of SE 40th Street) shows a multi-use path at this location. This estimate is for an independent sidewalk improvement.

⁹ Project included as part of the Ash Street Extension roadway improvement project (south of SE 40th Street) as a multi-use path.

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
NE Avery Street	US 101 to end of street	Construct sidewalk on west side of street	Newport	Medium	\$219,000	2008 Ped. Bike Plan
NE 71st Street	NE Avery Street to NE Echo Ct	Construct sidewalk on south side of street	Newport	Low	\$115,000	2008 Ped. Bike Plan
NE 70th Street	NE Avery St to fire access easement road	Construct sidewalk on north side of street	Newport	Low	\$79,000	2008 Ped. Bike Plan
Fire Access Easement	NE 70th St to NE 71st St	Construct pedestrian accessway	Newport	Low	\$18,000	2008 Ped. Bike Plan
US 101	NE Avery St to Agate Beach Access Rd	Construct sidewalk on west side of street	ODOT / Newport	Low	\$700,000	2008 Ped. Bike Plan
NE 57th Street	US 101 to NE Evergreen Ln	Construct sidewalk on south side of street	Newport	Medium	\$130,000	2008 Ped. Bike Plan
NE Evergreen Lane	End of street to NE 54th St	Construct sidewalk on west side of street	Newport	Low	\$245,000	2008 Ped. Bike Plan
NE 54th Street	NE Evergreen Ln to NE 56th St	Construct sidewalk on north side of street	Newport	Low	\$60,000	2008 Ped. Bike Plan
NE 56th Street	NE 54th St to NE Lucky Gap St	Construct sidewalk on east/south of street	Newport	Low	\$85,000	2008 Ped. Bike Plan
NE Lucky Gap Street	NE 56th St to NE 57th St	Construct sidewalk on east side of street	Newport	Low	\$55,000	2008 Ped. Bike Plan
NW 60th Street	US 101 to end of street	Construct sidewalk on both sides of street	Newport	Medium	\$155,000	2008 Ped. Bike Plan
NW 58th Street	US 101 to end of street	Construct sidewalk on both sides of street	Newport	Medium	\$225,000	2008 Ped. Bike Plan
NW 57th Street	NW Gladys St to end of street / NW Biggs St to end of street	Construct sidewalk on south side of street	Newport	Low	\$115,000	2008 Ped. Bike Plan
NW 56th Street	US 101 Access Rd to	Construct sidewalk on south side of	Newport	Medium	\$145,000	2008 Ped. Bike Plan

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
	end of street	street				
NW 55th Street	US 101 to end of street	Construct sidewalk on north side of street	Newport	Medium	\$160,000	2008 Ped. Bike Plan
NW Rhododendron Street	NW 55th St to NW 60th St	Construct sidewalk on east side of street	Newport	Medium	\$105,000	2008 Ped. Bike Plan
NW Biggs Street	NW 56th St to NW 60th St	Construct sidewalks on both sides of street	Newport	Medium	\$155,000	2008 Ped. Bike Plan
NW Gladys Street	NW 56th St to NW 60th St	Construct sidewalks on west side of street	Newport	Low	\$90,000	2008 Ped. Bike Plan
NW Lighthouse Drive	US 101 to end of street	Construct sidewalks on north side of street	Newport	Low	\$335,000	2008 Ped. Bike Plan
NE Harney Street	US 101 to NE Big Creek Rd	Construct sidewalks on south side of street	Newport	Medium	\$210,000	2008 Ped. Bike Plan
NE Lakewood Drive	NE Harney to end of street	Construct sidewalk on one side of street	Newport	Medium	\$190,000	2008 Ped. Bike Plan
NE Crestview Drive	NE 20th St to end of street	Complete sidewalk gaps on west side of street	Newport	Low	\$34,000	2008 Ped. Bike Plan
NE Crestview Place	NE 20th St to end of street	Construct sidewalks on west side of street	Newport	Low	\$63,000	2008 Ped. Bike Plan
NE 20th Place	NE 20th St to end of street	Construct sidewalks on south side of street	Newport	Low	\$61,000	2008 Ped. Bike Plan
NE Douglas Street	NE 20th Pl to end of street	Construct sidewalks on west side of street	Newport	Low	\$59,000	2008 Ped. Bike Plan
NW Oceanview Drive	US 101 to NW Spring St	Construct sidewalks on west side of street	Newport	Low	\$495,000	2008 Ped. Bike Plan
NW Spring Street	NW Oceanview Dr to NW 8th St	Construct sidewalks on west side of street	Newport	Medium	\$105,000	2008 Ped. Bike Plan
NW 8th Street	NW Spring St to NW Coast St	Construct sidewalks on north side of street	Newport	Medium	\$32,000	2008 Ped. Bike Plan

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
NW 15th Street	NW Oceanview Dr to NW Grove St	Construct sidewalks on south side of street	Newport	Low	\$68,000	2008 Ped. Bike Plan
NW 12th Street	NW Spring St to just east of NW Nye St	Construct sidewalks on south side of street	Newport	Medium	\$87,000	2008 Ped. Bike Plan
NW 11th Street	NW Spring St to US 101	Complete sidewalk gaps on both sides of street	Newport	High	\$130,000	2008 Ped. Bike Plan
NW 10th Street	NW Spring St to NW Nye St	Construct sidewalk on south side of street	Newport	Medium	\$79,000	2008 Ped. Bike Plan
NW 6th Street	NW Coast St to NW Nye St	Construct sidewalks on north side of street	Newport	High	\$183,000 ¹⁰	2008 Ped. Bike Plan
NW 12th Street	US 101 to NE Benton St	Complete sidewalk gaps on south side of street	Newport	High	\$60,000	2008 Ped. Bike Plan
NE 8th Street	US 101 to NE Eads St	Construct sidewalks on one side of the street	Newport	Medium	\$130,000	2008 Ped. Bike Plan
NE 7th Street	US 101 to NE Eads St	Construct sidewalks on one side of the street	Newport	High	\$130,000	2008 Ped. Bike Plan
NE Jeffries Place	NE 7th St to end of street	Construct sidewalks on west side of street	Newport	Low	\$39,000	2008 Ped. Bike Plan
NE 7th Drive	NE 7th St to end of street	Construct sidewalks on west side of street	Newport	Low	\$94,000	2008 Ped. Bike Plan
NE 6th Street	NE 7th Drive to end of street	Construct sidewalks on south side of street	Newport	Low	\$100,000	2008 Ped. Bike Plan
NE 4th Street	US 101 to NE Douglas St	Construct sidewalks on both sides of street	Newport	High	\$170,000	2008 Ped. Bike Plan
NE 3rd Street	NE Eads St to NE Harney St	Complete sidewalk gaps on both sides of street	Newport	High	\$140,000	2008 Ped. Bike Plan
NE 2nd Street	US 101 to NE Eads St	Complete sidewalk gaps on both sides of street	Newport	Medium	\$125,000	2008 Ped. Bike Plan

¹⁰ Project cost estimate developed in 2012.

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
SE 1st Street	US 101 to SE Douglas St	Construct sidewalks on south side of street	Newport	High	\$105,000	2008 Ped. Bike Plan
SE 2nd Street	SE Benton St to SE Douglas St	Construct sidewalks on south side of street	Newport	High	\$46,000	2008 Ped. Bike Plan
SE Benton Street	SE 1st St to US 20	Construct sidewalks on west side of street	Newport	High	\$18,000	2008 Ped. Bike Plan
SE Coos Street	SE 2nd St to US 20	Construct sidewalk on west side of street	Newport	Medium	\$39,000	2008 Ped. Bike Plan
SE Douglas Street	SE 2 nd St to US 20	Construct sidewalk on west side of street	Newport	Medium	\$39,000	2008 Ped. Bike Plan
SE 2 nd Street	SE Fogarty St to SE Harney St	Construct sidewalks on south side of street	Newport	High	\$45,000	2008 Ped. Bike Plan
SE 4 th Street	SE Fogarty St to SE Harney St	Construct sidewalks on south side of street	Newport	High	\$45,000	2008 Ped. Bike Plan
SE Harney Street	SE 4 th Street to SE 2 nd St	Construct sidewalks on east side of street	Newport	High	\$39,000	2008 Ped. Bike Plan
Bay Blvd	Length of street	Complete sidewalk gaps on both sides of street	Newport	Medium	\$185,000	2008 Ped. Bike Plan
SW Hatfield Drive	SW Bay Blvd to SW 10 th St	Construct sidewalks on west side of street	Newport	Low	\$67,000	2008 Ped. Bike Plan
SW Harbor Drive	SW Bay St to SW 11 th St	Construct sidewalks on west side of street	Newport	High	\$51,000	2008 Ped. Bike Plan
SW Neff Way / SW Alder St	US 101 to SW 2 nd St	Construct sidewalks on both sides of street	Newport	High	\$170,000	2008 Ped. Bike Plan
SW 7 th Street	SW Alder St to SW Elizabeth St	Construct sidewalks on north side of street	Newport	Medium	\$180,000	2008 Ped. Bike Plan
SW Elizabeth Street	SW Government St to SW Abbey St	Construct sidewalk on west side of street	Newport	High	\$145,000	2008 Ped. Bike Plan
SW	Yaquina State	Construct sidewalk	State Parks /	Low	\$140,000	2008 Ped.

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
Government Street / Yaquina State Park	Park	adjacent to road through park	Newport			<i>Bike Plan</i>
SE Marine Science Dr	SW Abalone to end of street	Construct sidewalks on south and east side of street	Newport	Medium	\$250,000	<i>2010 South Beach Peninsula Plan</i>
SE Ferry Slip Road	SE 29 th St to SE Marine Science Dr	Construct sidewalks on east side of street	Newport	Medium	\$27,000	<i>2010 South Beach Peninsula Plan</i>
SW Brant Street	SW Abalone St to end of street	Construct sidewalks on west side of street	Newport	High	\$433,000 ¹²	<i>2012 Coho/Brant Infra. Plan</i>
SE 35 th Street	SE Ferry Slip Rd to end of street	Construct sidewalk on one side of street	Newport	High	\$400,000	<i>2008 Ped. Bike Plan</i>
SE Fogarty Street	US 20 to SE Bay Blvd	Construct sidewalk on east side of street	Newport	Medium	\$110,000	<i>2008 Ped. Bike Plan</i>
NE 36 th Street	US 101 to NE Harney St	Construct sidewalk on one side of street	Newport	Medium	\$135,000	<i>2008 Ped. Bike Plan</i>
NE 10 th Court	NE Eads to NE Benton St	Construct sidewalks on both sides of street	Newport	Medium	\$120,000	<i>2008 Ped. Bike Plan</i>
NE 10 th Street	NE Benton St to US 101	Construct sidewalks on both sides of street	Newport	Medium	\$125,000	<i>2008 Ped. Bike Plan</i>
NE 5 th Street	NE Benton St to NE Eads St	Construct sidewalks on both sides of street	Newport	Medium	\$125,000	<i>2008 Ped. Bike Plan</i>
NE Fogarty Street	US 20 to NE 3 rd Street	Construct sidewalks on both sides of street	Newport	Medium	\$115,000	<i>2008 Ped. Bike Plan</i>
SE Moore Drive	Bay Blvd to SE 2 nd Street	Construct sidewalk on west side of road	Newport	Medium	\$125,000	<i>2008 Ped. Bike Plan</i>
SE 2 nd Street	SE Moore Drive west	Construct sidewalks on both sides of street	Newport	Medium	\$23,000	<i>2008 Ped. Bike Plan</i>

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
SE 5 th Street	SE Moore Drive west	Construct sidewalks on both sides of street	Newport	Medium	\$180,000	2008 Ped. Bike Plan
San-Bay-O Circle	Proposed connection to Crestview to proposed connection to Chambers Ct	Construct sidewalk along one side of street from proposed connections to Crestview and to Chambers Court	Newport	Medium	\$48,000	2008 Ped. Bike Plan
Sidewalks and Bike Lanes						
40 th Street	East of US 101 to South Beach Village	Construct bicycle lane and sidewalk along north side of street			\$89,000	2012 South Beach TSP update
NW Nye Street	NW 15 th St to SW 2 nd St	Construct bicycle lanes on both sides of street and complete sidewalk gaps on east side of street	Newport	High	\$195,000	2008 Ped. Bike Plan
NE Benton Street / NE Coos Street	NE 12 th Street to US 20	Construct bicycle lanes and sidewalks on both sides of street	Newport	Medium	\$525,000	2008 Ped. Bike Plan
NE 7 th Street	NE Eads St to NE 6 th St	Construct bicycle lanes on both sides of street and sidewalks on south side of street	Newport	High	\$215,000	2008 Ped. Bike Plan
NE Harney Street	US 20 to NE 3 rd Street	Construct bicycle lanes and sidewalks on both sides of street and sidewalks on south side of street	Newport	Medium	\$91,000	2008 Ped. Bike Plan
US 20	NE Harney St / SE Moore Dr to US 101 intersection	Construct bicycle lanes and fill in sidewalk gaps on both sides of street	ODOT / Newport	Medium	\$55,000	2008 Ped. Bike Plan
SW 10 th Street	SW Hatfield Dr to SE 2 nd St	Stripe bicycle lanes on south side of street and fill in sidewalk gaps on both sides of street	Newport	Medium	\$45,000	2008 Ped. Bike Plan

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
SW 2 nd Street	SW Nye St to SW Coast St	Strip bicycle lanes on both sides of the street and complete sidewalk gaps on north side of the street	Newport	Low	\$72,000	2008 Ped. Bike Plan
SW 26 th Street	SW Brant St to SW Abalone St	Construct sidewalk on north side and striped bike lane on south side of the street	Newport	Medium	\$52,000	<u>2012 Coho / Brant Plan</u>
Recommended Bicycle System Improvements						
Bicycle Parking		Parking at major bus stops and bus stations (for tourists)		High	\$28,000	2008 Ped. Bike Plan
Bicycle Racks		Racks for all Dial-a-Ride vehicles (10 racks)		High	\$14,000	2008 Ped. Bike Plan
West Olive St	Elizabeth St to Nye St	Striping for bicycle lanes along identified roadways to complete the East-West Bike Route.		High	\$3,000	2008 Ped. Bike Plan
SW 2 nd St	Nye St to Angle St					
Angle St	SW 2 nd St to SW 9 th St					
SW 9 th St/Avery St	Angle St to SE 1 st St					
SE 1 st St	Avery St to Fogarty St					
Fogarty St	SE 1 st St to SE 2 nd St					
SE 2 nd St	Fogarty St to Harney Dr					
John Moore Rd	Harney Dr to US 20					
Eads St	NE 12 th St to NE 3 rd St	Provide a bike route		Low	\$145,000	2008 Ped. Bike Plan
NE 3 rd St	Eads St to Harney Rd					
Big Creek Rd	Harney Dr to NE 12 th St	Provide bikeway; also includes sidewalk improvements.		Medium	\$205,000	2008 Ped. Bike Plan

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
		Road will be closed to traffic after completion of the North-South Arterial.				
Ocean View Dr	US 101 to the new Nye St extension	Add bicycle route signs along identified roadways to provide a north-south alternate bicycle route to US 101 (signed route only).		High	\$1,000	2008 Ped. Bike Plan
Nye St	Ocean View Dr to Olive St					
Olive St	Nye St to the Beach at Elizabeth St					
Elizabeth St	Olive St to SW 2 nd St (connects to existing bicycle path along Elizabeth St)					
Bicycle Lanes						
SW Canyon Way	SW Fall St to SW 9 th St	Construct bicycle lane on east side of street	Newport	Low	\$11,000	2008 Ped. Bike Plan
US 101	Yaquina Bay Bridge to South Beach State Park Access	Stripe bicycle lanes on both sides of street	ODOT	Low	\$64,000	2008 Ped. Bike Plan
West Olive	US 101 to SW Elizabeth St	Stripe bicycle lanes on both sides of street	Newport	Medium	\$24,000	2008 Ped. Bike Plan
New Boat Launch Pathway	Marine Science Dr to New Boat Launch	Designate bike and pedestrian lane on access road on Northern edge of parking lot	Port	Low	\$11,000	2008 Ped. Bike Plan
Shared Roadways / Bicycle Boulevards						
Oregon Coast Bicycle Route	US 101 to Yaquina Bay Bridge	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	\$9,000	2008 Ped. Bike Plan
NE Harney	US 101 to NE	Implement Level 1	Newport	Low	\$2,000	2008 Ped.

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
Street	Big Creek Rd	and 2 bicycle boulevard applications (signage, pavement markings)				<i>Bike Plan</i>
11th Street	NW Spring St to NE Eads St	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	\$2,000	<i>2008 Ped. Bike Plan</i>
6th Street	NW Coast St to NE Eads St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	\$2,000	<i>2008 Ped. Bike Plan</i>
NW 3rd Street / NW 4th Street	NW Coast St to NE Eads St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	Medium	\$3,000	<i>2008 Ped. Bike Plan</i>
SW 7th Street	SW 2nd St to SW Elizabeth St	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	\$2,000	<i>2008 Ped. Bike Plan</i>
SW 10th / 9th Street	SE 2nd St to SW Bay St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	\$3,000	<i>2008 Ped. Bike Plan</i>
SW Canyon Way / SW Hurbert Street	SW Bay Blvd to NW 6th St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	\$3,000	<i>2008 Ped. Bike Plan</i>

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
SW Bay Street	SW 9th St to SW 12th St	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	\$1,000	2008 Ped. Bike Plan
SW 10th Street / SW 12th Street	SW Bay St to US 101	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	\$1,000	2008 Ped. Bike Plan
Bay Blvd	SW Naterlin Dr to SE Moore Dr	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	\$3,000	2008 Ped. Bike Plan
South Beach State Park	US 101	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Low	\$3,000	2008 Ped. Bike Plan
NE Eads Street	US 20 to NE 12th Street	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	\$18,000	2008 Ped. Bike Plan
SE Moore Drive	Bay Blvd to US 20	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	\$2,000	2008 Ped. Bike Plan
SW 26 th Street	US 101 to west of town	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	\$1,000	2008 Ped. Bike Plan
Old Boat Launch access	US 101 to old boat launch	Implement Level 1 and 2 bicycle blvd applications (signage, pavement markings)	Newport	Low	\$17,000	2008 Ped. Bike Plan

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
Shared-use Paths						
Ferry Slip Road	Marine Science Drive to SE 29 th Street	Shared use path	Newport	High	\$77,000	2010 South Beach Peninsula Plan
Bay Road		Shared use path	Newport	Medium	\$432,000	2008 Ped. Bike Plan
Harborton Road	40 th Street to 50 th Street	Multi-use path along south side with bicycle lanes and sidewalk along north side	Newport	Medium	\$1,344,000	2012 South Beach TSP update
Realigned 50 th Street	East of US 101 to existing 50 th Street ¹¹	Multi-use path along north side with bicycle lanes and sidewalk along south side	ODOT / Newport	Low	\$435,000	2012 South Beach TSP update
US 101	SE Ash St to South Beach State Park	Construct shared-use path on west side of road	ODOT / Newport	Low	\$349,000	2012 South Beach TSP update
NE Big Creek Road	NE Harney St to NE 12 th St	Construct a shared-use path along the NE Big Creek right-of-way	Newport	Medium	\$520,000	2008 Ped. Bike Plan
SE 2 nd Street Bridge	SE Douglas St to SE Fogarty St	Construct a non-motorized shared-use bridge over the existing ravine to provide a more direct connection to Yaquina View Elementary School from the nearby residential areas	Newport	Low	\$1,750,000 to \$3,500,000	2008 Ped. Bike Plan
Yaquina Bay Bridge	Bridge	Shared use path along west side of bridge; Provide a dedicated travel space for bicyclists and pedestrians	Newport	Low	\$16,000,000 to \$21,000,000	2008 Ped. Bike Plan; 2012 South Beach TSP update

¹¹ Project included as part of the Ash Street Extension roadway improvement project north of SE 40th Street as a multi-use path.

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
North Jetty Trail	SW Naterlin Dr to north jetty	Construct a shared-use path out the north jetty	Newport	High	\$920,000	2008 Ped. Bike Plan
San-Bay-O Connection	San-Bay-O Circle to NE Crestview	Construct a shared-use path connection; requires an easement over private property. Exact location uncertain.	Newport	Medium	\$41,000	2008 Ped. Bike Plan
Route to Main Shopping Area	NE Chambers Ct to Frank Wade Park and Park to San-Bay-O Circle	Construct a shared-use path connecting to main shopping area	Newport	High	\$96,000	2008 Ped. Bike Plan
Path across old RV Park	SE Pacific Way to Marine Science Dr	Improve pathway through RV park, route pedestrians off blind corner at SE Pacific Drive and Marine Science Dr	Newport	High	\$1,000	2008 Ped. Bike Plan
Estuary Trail Access	SE 35 th St to Chestnut St	Provide a dedicated travel space for bicyclists and pedestrians as an alternative to Idaho Point Road	Newport	Medium	\$205,000	2008 Ped. Bike Plan
Connector to OCCC	SE 35 th St to OCCC	Provide a dedicated travel space for bicyclists and pedestrians	Newport	Medium	\$530,000	2008 Ped. Bike Plan
Ash Extension	Ash Street end to SE 35 th St	Provide a dedicated travel space for bicyclists and pedestrians along railway right-of-way	Newport	Medium	\$225,000	2008 Ped. Bike Plan
Connector to US 101 Stairways	US 101 to SW 26 th and SW 27 th Avenues	Provide access to US 101 stairways	Newport	High	\$93,000	2008 Ped. Bike Plan
Develop of SW Coho St	S Jetty Rd to SW 29 th St	Construct shared use path	Newport	Medium	\$84,000 ¹²	2008 Ped. Bike Plan

¹² Project cost developed in 2012 as part of the *Newport Coho/Brant Infrastructure Refinement Plan*.

Planning Commission August 27, 2012 Hearing Draft

Project	From - to	Description	Project Lead	Priority	Estimated Cost (\$ 2012)	Source
Connector – SW 29 th Street or SW 30 th Street	State Park and South Beach neighborhood	Links into State Park trail system	Newport	High	\$129,000 ¹³	2008 Ped. Bike Plan
Connector	State Park to South Shore	Links into State Park trail system	Newport	Medium	\$185,000	2008 Ped. Bike Plan
Connector	South Shore to Airport	Links State Park trail system to airport	Newport	Low	\$1,050,000	2008 Ped. Bike Plan
Yaquina Bay Estuary Trail Extension	Yaquina Bay Trail to SE 35th Street	Extends existing trail	Newport	High	\$380,000	2008 Ped. Bike Plan
NW Coast Street	NW 8th St to NW 11th St	Provide bicycle and pedestrian improvements over existing gravel road	Newport	Medium	\$135,000	2008 Ped. Bike Plan
NW Nye Street	NW 15th St to Oceanview	Construct shared-use path connecting Nye to Oceanview	Newport	Medium	\$130,000	2008 Ped. Bike Plan
SW Coho St	Jetty Way to SW 29 th St	Construct shared-use path	Newport	Medium	\$82,000	2012 Coho / Brant Plan
Jetty Way	SW 26 th St to South Beach State Park parking areas	Construct shared-use path	OPRD / Newport	Low	\$486,000	2012 Coho / Brant Plan
SW Abalone Street	SE Marine Science Dr to US 101	Construct sidewalks on west side of street	Newport	High	\$490,000	2012 Coho/Brant Infra. Plan
Wayside Improvements						
Agate Beach	SW Corner of US 101 and NW Agate Way to north end of Agate Beach	Realign parking, improve streets, sidewalks, trails, and construct restroom/showers	Newport	High	\$697,120 ¹⁴	2011 Agate Beach Design Charrette

¹³ Project cost developed in 2012 as part of the *Newport Coho/Brant Infrastructure Refinement Plan*.

¹⁴ Project cost developed in 2011. Project funded in 2012 with FHWA Scenic Byways Grant.

Transit Plan

It is difficult for cities the size of Newport to support fixed-route transit. The City had attempted to provide such transit service through the Newport Area Transit System, but low ridership and funding constraints lead to discontinuation of the service in July 1991. In November 1992, Lincoln County, with some funding from the City of Newport, began operation of a county-wide public transit system, the Central Coast Connection. The name was later changed to Lincoln County Transit (LCT). Lincoln County Transit currently provides the combined services of a scheduled stop system and a dial-a-ride service. County employees coordinate ~~at the~~ daily fixed-route system ~~consisting of an~~ intercity shuttle system with ~~and~~ east and south county vans-buses operating as feeder lines to the intercity shuttle. The ~~CCC-LCT~~ LCT shuttle makes intercity runs from Newport to Lincoln City daily. Newport is the hub for all intercity routes. The ~~CCC-LCT~~ LCT shuttle and the intercity feeder lines between Siletz, Toledo, Waldport, Yachats, and Newport are open to the general public. LCT has added a coast to valley service that operates five days from Newport to Corvallis and Albany Amtrak. Dial-a-ride service operates on a demand/response basis for Newport residents.

Lincoln County Transit provides bus service to the South Beach community through the "Newport City Loop," between 7:30 a.m. to 5:30 p.m., seven days a week. Stops are provided north and south of the Yaquina Bay Bridge. Improvements to the transit system could make bus ridership more viable for South Beach employees and residents, with the dual benefit of reducing single-occupancy trips on US 101 and supporting economic development in the area. Anecdotal evidence supports the assertion that the infrequency of bus service and the daytime-only service hours hinder employees working in South Beach from commuting by bus. In addition to the recommended transit improvements included in the TSP, the City is committed to working with Lincoln County Transit to improve the bus system and, in particular, increasing ridership in South Beach and decreasing local single-occupancy vehicle trips on US 101 and the Yaquina Bay Bridge.

Table 7 6 displays all the recommended transit improvements included in the Plan with their associated annual or capital costs. Funding is from state and federal sources.

Table 6: Recommended Transit Improvements

Transit Improvements	Priority	Estimated Annual Operating Costs	Estimated Capital Cost
Support expanded daily Lincoln County Transit Service to enhance commute options for Newport employers and access to retail districts	High	\$434,200	-----
Provide covered bus shelters at major bus stops	High		\$40,000
Enhance dial-a-ride service through the use of private taxis as a backup service	Medium	8,000	-----
Construct a centrally located transit facility	Low		\$500,000
Total Cost (Transit Improvements)			\$540,000

Airport Transportation Plan

The Newport Municipal Airport is owned by the City of Newport. It is classified as a General Aviation General Utility category airport and is a public airport capable of handling corporate-type aircraft. The Newport Municipal Airport Master Plan outlines a staged development program for the airport (see Table 87, below).

Table 87: Staged Development Program – Projected Development

Stage II (1995-1999)	Local	FAA	Other	Total
Road Relocation	\$18,000	\$162,000	\$0	\$180,000
Land Acquisition	\$1,000	\$9,000	\$0	\$10,000
Hangar Taxiways	\$4,000	\$32,000	\$0	\$36,000
Auto Parking	\$40,000	\$0	\$0	\$40,000
Aircraft Apron	\$11,000	\$94,000	\$0	\$105,000
Clear Zone Earthwork	\$10,000	\$90,000	\$0	\$100,000
Runway Marking	\$200	\$1,800	\$0	\$2,000
Single-Unit Hangars (5)	\$0	\$0	\$125,000	\$125,000
FBO Hangar	\$0	\$0	\$300,000	\$300,000
Corporate Hangar	\$0	\$0	\$200,000	\$200,000
Airport Maintenance Shop	\$200,000	\$0	\$0	\$200,000
ARFF Station/City Fire Station	\$9,000	\$81,000	\$0	\$90,000
Total Stage II	\$293,200	\$469,800	\$625,000	\$1,388,000
Stage III (2000-2009)				
Terminal	\$300,000	\$280,000	\$0	\$580,000
Auto Parking	\$225,000	\$0	\$0	\$225,000
Terminal Roadway	\$22,000	\$198,000	\$0	\$220,000
Apron Expansion	\$10,000	\$90,000	\$0	\$100,000
Relocate VOR	\$50,000	\$0	\$0	\$50,000
Parallel Taxiway Extension	\$39,000	\$351,000	\$0	\$390,000
Overall Runway 16-34 & Taxiway	\$88,000	\$787,000	\$0	\$875,000
Runway 2-20 Taxiway	\$23,000	\$207,000	\$0	\$230,000
Corporate Hangars (2)	\$0	\$0	\$400,000	\$400,000
Single-Unit Hangars (5)	\$0	\$0	\$375,000	\$375,000
Total Stage III	\$757,000	\$1,913,000	\$775,000	\$3,445,000
Total Stages II and III	\$1,050,200	\$2,382,800	\$1,400,000	\$4,833,000

Source: Newport Municipal Airport Master Plan, 1991

Water Transportation

The upland areas adjacent to, and development within, Yaquina Bay are controlled by the City of Newport, Lincoln County, the Port of Newport, and the State of Oregon. The tourism, commercial fishing, and commercial shipping industries that use the bay provide a significant part of the local economy. The Recommended Water Transportation Plan considers a wide variety of needs and acknowledges the competition between marine-related industries for certain tracts of waterfront property.

Recommended improvement projects for the port have been prioritized into three categories based on the time frame for implementation (see Table 98, below). Funding has not been determined for all of the projects.

Table 98: Recommended Port Improvement Projects

Priority 1 – Develop in the Next 5 Years Project	Cost (\$ X 1,000)	Funding Source
Rehabilitation of Port Dock 5 Pier	75	Port
Multi-Level Parking Structure	2,000	Urban Renewal
Revitalization of Newport International Terminal	Unknown	Port
Rehabilitation of Existing Corps of Engineers Breakwater and d175 Feet of New West Extension	1,200	Corps/State/Port
Marine Commercial Lease Facility	Undetermined	Undetermined
Priority 2 – Develop in the Next 5 to 10 Years Project		
Widening of Bay Blvd	Undetermined	Undetermined
Public Viewing Dock	Undetermined	Undetermined
Priority 3 – Develop in Next 10 to 15 Years Project		
Second Ship Berth	32,000	Port
Second Barge Berth	5,800	Port

Source: Public Facilities Plan, 1990 and Port of Newport Staff Review, 1996

Rail Transportation

Willamette and Pacific Railroad provides freight service from the western Willamette Valley to the terminus of the rail line at Toledo, six miles east of Newport. There is no direct service into Newport.

Pipeline Transportation

Current pipeline service includes transmission lines for electricity, cable television, and telephone service, and pipeline transport of water, sewage, and natural gas. The Newport TSP encourages the continued use of these services for the movement of these commodities through the City.

The Plan also recognizes the increasing likelihood that telecommuting and other “super-highway” technologies will become viable alternatives to physical commuting, thus reducing and possibly even eliminating some auto trips during the peak hours. The use of telecommuting and other similar technologies should be encouraged through land use policy and plans.

Other Elements of TSP

Funding

The City of Newport Transportation System Plan also contains a section on the funding of the various projects and an analysis of transportation funding alternatives. For a complete discussion on the available options, please refer to the TSP and the adopted TSP updates.

There are a variety of funding options available to the City of Newport. To fund all of the recommended capital improvement projects in the TSP and the TSP updates would most likely require a number of new revenue sources. For purposes of illustration, the following provides an example of what it would take to fund the entire TSP (see Table 9). The funding options include:

- Obtain \$16 million in additional revenue from State grants and programs
- Use revenue bonds to pay for recommended parking structure
- Create local improvement districts to pay for neighborhood street improvement projects
- Increase SDC charges from \$300/dwelling unit to \$837 (from 20% to 50% of needed capital expenditure)
- Implement a city-wide street utility fee (e.g. \$2/month for all residences)

Table 409 shows that the new funding sources would generate a surplus of revenue of about \$1 million in Years 1-5. If this surplus were carried forward into Year 6-10, there would be enough revenue for all of the recommended capital improvement projects.

Table 409 shows that the new funding sources would generate a surplus of revenue of about \$1 million in Years 1-5. If this surplus were carried forward into Years 6-10, there would be enough revenue for all of the recommended capital improvement projects.

Table 409 displays a potential scenario that would fund the entire recommended 1997 TSP over the 20 year period. It does show that the recommended 1997 TSP can realistically be implemented over the next 20 years. Regardless, the following funding strategy should include the following:

- Aggressively pursue federal and state funding options for capital improvement projects, especially for ~~Highways~~ US 20 and US 101.
- Increase System Development Charges (SDCs) to a more comparable rate with surrounding communities (i.e. 50 to 60% of the needed revenue, \$875 to \$1,000 per dwelling unit).
- Seek one or more of the local funding options previously discussed.
- Carefully prioritize capital improvement projects.

~~Table 109: Total Funding From Various Sources to Fund the Recommended 1997 TSP (1996 Dollars)~~

	Years 1-5	Years 6-10	Years 11-20	Total
Existing Highway Fund Revenue	\$349,800	\$384,000	\$742,500	\$1,476,300
City's Existing SDC Revenue	\$763,000	\$500,000	\$1,000,000	\$2,263,000

Additional State Contributions	\$535,100	\$1,024,300	\$14,496,500	\$16,055,900
Total Available Funds	\$1,647,900	\$1,908,300	\$16,239,000	\$19,795,200
Revenue Bonds for Parking Structure	\$0	\$0	\$3,207,000	\$32,070,000
Local Improvement Districts for Neighborhood Street Improvements	\$268,000	\$0	\$268,000	\$5,360,000
Increase SDC Charge (50% of needed TSP)	\$895,000	\$89,500	\$1,790,000	\$3,580,000
Street Utility Fee (\$2/month residential)	\$1,000,000	\$10,000,000	\$2,000,000	\$4,000,000
Total Revenue from New Sources	\$2,163,000	\$1,895,000	\$7,265,000	\$11,323,000
TOTAL REVENUE	\$3,810,900	\$3,803,300	\$23,504,300	\$11,323,000
Total Project Costs	\$2,807,300	\$5,060,700	\$23,079,400	\$30,947,400
Unfunded Project Costs	(\$1,003,600)	\$1,257,400	(\$424,600)	(\$170,800)

Access Management

The purpose of the Access Management Plan is to define an effective access management program that will enhance mobility and improve the safety of roadways in the City of Newport. Access management strategies that limit the number of conflict points, separate conflicts as much as possible, reduce deceleration requirements, and separate turning traffic from traffic will all contribute to better mobility and safety on the City of Newport’s roadways.

The primary focus of the access management plan is on the major arterials in the City of Newport; HighwayUS 101 and HighwayUS 20. The plan seeks to maintain the function of these roadways as the primary through routes in the City of Newport. The Access Management Plan as detailed in the TSP establishes policies and criteria that support this function.

The Access Management Plan must address the growth in traffic in Newport through planning for the future transportation system. The Oregon Transportation Planning Rule requires in Section 660-12-045 Subsection (2):

Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include: (a) ~~a~~Access control measures; for example, driveways and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities; [...]

Access management can be most effectively implemented when it is integrated into the land use permitting process. Or developing areas, this allows jurisdictions an immediate tool to implement their access management goals as these areas apply for permits and submit plans for agency review. Applying access management to a developed arterial – representative of the conditions of many sections of HighwayUS 101 and HighwayUS 20 in the City of Newport – is a much more difficult task due to right-of-way limitations and the economic concerns of adjacent property

owners. In such areas, access management can best be implemented as adjacent properties redevelop or as part of roadway improvement or retrofit plans.

Access management is a set of measures to regulate access to streets, roads, and highways from public roads and private driveways. The purpose of access management is to maximize the efficiency and safety of the existing roadway while preserving the flow of traffic and limiting the number of traffic conflicts. A traffic conflict occurs where the paths of two traffic movements intersect. Crossing conflicts are the most serious because of the potential for collisions. The area and complexity of the crossing conflicts are also affected by the roadway cross-section. For example, with a four-lane cross-section, each conflict involves two lanes, whereas with a two-lane section, each of the conflict points involves only one lane.

There are many different strategies for accomplishing access management, but the common theme of all strategies is to reduce traffic conflicts. Strategies to reduce conflicts are listed below followed by select examples for tools that can be used to implement the strategy:

- Limit the number of conflict points
 - / Installation of median barriers or closure to eliminate left turns at ingress and egress points
 - / Installation of traffic signals at high volume intersections or driveways
 - / Optimization of traffic signal spacing and coordination
 - / Installation of physical barriers along frontage properties, e.g. curbs, fences, Landscaping
 - / Regulate maximum width of driveways
- Separate conflicts as much as possible when they cannot be eliminated
 - / Regulate minimum spacing of driveways
 - / Consolidate access for adjacent properties
 - / Regulate maximum number of driveways per frontage property
 - / Consolidate existing access as parcels redevelop
 - / Require access on adjacent cross-section (when available) in lieu of driveways on major highways
- Reduce deceleration requirements
 - / Improve driveway sight distance
 - / Increase effective approach width of driveway
 - / Restrict parking on roadway adjacent to driveway to increase driveway turning speeds
 - / Install right-turn acceleration lane
- Separate turning traffic from through traffic
 - / Install continuous two-way left turn lane
 - / Require adequate internal design and circulation plan
 - / Provide local service roads
 - / Encourage connections between adjacent properties

Many of these tools can be used within the City of Newport. Specific recommendations for application of these access management strategies will be provided in the Goals and Policies section.

During the development of the Newport TSP, specific access management goals were established for the City of Newport's primary arterials, Highway US 101, and Highway US 20. These access management goals address these facilities in both the established and the developing areas of the

City as defined in the maps contained in the Access Management Plan contained in the TSP. The goals reflect the input of the Technical Advisory Committee, the Citizens Sounding Board, and public input from the Open Houses as well as correspondence from members of the public.

Supporting access management goals were developed for the two types of areas in the City: established areas and developing areas. The goals for these areas are defined below as well as the range of strategies that were explored by the study team.

Established Areas

Many properties now having direct access to the highway within these established areas will eventually redevelop. At such time, alternate access may be provided and existing private accesses can be closed. The reduction in traffic conflicts, due to preventing future private accesses and closing old private accesses, will allow the highway to operate safely at higher volumes of traffic.

The types of access management tools most appropriate for these established areas include:

- Optimize traffic signal spacing and coordination
- Install physical barriers along frontage properties, e.g. curbs, fences, landscaping
- Regulate maximum width of driveways
- Regulate minimum spacing of driveways
- Consolidate access for adjacent properties
- Regulate maximum number of driveways per frontage property
- Require access on adjacent cross-street (when available) in lieu of driveways on HighwayUS 101 and HighwayUS 20
- Require adequate internal design and circulation plan
- Encourage connections between adjacent properties
- Install traffic signals at high volume intersections or driveways

Spacing goals for the established areas are 500 feet for driveways, ¼ mile for public roads, and ½ mile for signals. As redevelopment occurs, these spacing standards and access management tools should be evaluated and applied as appropriate to the specific needs of the project.

Developing Areas

The types of access management tools most appropriate for these areas are:

- Install median barriers or closure to eliminate left turns at ingress and egress points
- Install traffic signals at high volume intersections or driveways
- Optimize traffic signal spacing and coordination
- Install physical barriers along frontage properties, e.g. curbs, fences, landscaping
- Regulate maximum width of driveways
- Regulate minimum spacing of driveways
- Consolidate access for adjacent properties
- Regulate maximum number of driveways per frontage of property
- Require access on adjacent cross-street (when available) in lieu of driveways on major highways

- Improve driveway sight distance
- Increase effective approach width of driveway
- Install right-turn acceleration lane
- Install continuous two-way left turn lane
- Require adequate internal design and circulation plan
- Provide local service roads
- Encourage connections between adjacent properties

Spacing standards for primary arterials in developing areas are 800 feet for driveways, ½ to one mile for public roads, and ½ to one mile for signals. As development and redevelopment occurs, these spacing standards and access management tools should be evaluated and applied as appropriate to the specific needs of the project.

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: To provide a safe and efficient multi-modal transportation system consistent with the Transportation System Plan.

Policy 1: ~~To improve and maintain a transportation system that is consistent with the The middle alternative shall be the preferred alternative of the adopted 1997 TSP, as amended by the project lists contained within~~ the following updates:

- A. Transportation system Plan Update Technical Memo # 2 (Northside Local Street Plan) dated July 2008.
- B. Transportation System Plan Update Technical Memo # 4 (Pedestrian and Bicycle Plan) dated July 2008.
- C. Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness dated April 2012. [Note: Final Draft TSP will include a Final Report in place of TM #13.]
- D. South Beach Peninsula Transportation Refinement Plan, dated February 9, 2010.
- E. Agate Beach Wayside Improvements Design Charrette Concept Plan dated, March 2, 2011.
- F. Coho/Brant Infrastructure Refinement Plan, dated July 2012.

Policy 2: To develop implementing ordinances and funding options consistent with the following:

A. Street System Plan

1. New roadway projects, transportation management system improvements and improvements to existing roadways shall be consistent with the TSP subject to available funding.
2. ~~The City does hereby adopt the classification system contained in the TSP as guidelines and shall develop implementing ordinances consistent with the classifications. However, the topography of the City of Newport limits the ability to develop streets that are totally consistent with the classification system~~

at all times. It is therefore imperative that the classification system be flexible in its application to account for specific circumstances. Streets created as part of a subdivision shall be designed in accordance with the adopted street design classification system in the TSP and the development standards in the subdivision ordinance unless a modification through the subdivision approval process is granted. The City shall require all new development to make street frontage improvements consistent with adopted engineering standards proportional to the impact of the development on public facilities.

3. The City will implement street cross-section designs that deviate from adopted street classification system standards where such designs apply to a defined area, respond to area-specific challenges and needs, and are supported by the findings and recommendations of an adopted Refinement Plan.

~~3.4.~~ The City shall require that any change to the acknowledged Comprehensive Plan land use designations must make a finding that the change will not reduce the function of streets, especially Highway 101 and Highway 20, as identified in the TSP.

~~4.5.~~ Because the cost of a new bridge is beyond the capability of the City of Newport, the City shall, within two years, prepare a refinement plan to develop a strategy for dealing with increased traffic across the Yaquina Bay Bridge. The City supports optimizing the existing transportation system through modifications to US 101 and local transportation system improvements in South Beach, as identified in the TSP. The capacity of the Yaquina Bay Bridge is expected to continue to be the major constraint in the operation of the transportation system south of the bridge, and funding for a new or expanded facility is not likely in the foreseeable future.

6. To ensure that capacity on US 101 is sufficient to accommodate planned local growth south of the Yaquina Bay Bridge, the City supports adoption of alternate mobility standards by the Oregon Transportation Commission for the section of highway between the bridge and South 62nd Street. These standards will allow a higher level of congestion than would be acceptable without the alternate standards. The alternate standards will support economic development and reduce the costs of total transportation system improvements associated with development.

7. Comprehensive plan land use changes and development proposals that meet established thresholds for traffic generation or heavy vehicles, or that propose to take access directly from US 101, shall submit a transportation impact analysis as part of the application. The analysis shall evaluate the impacts of the development and propose mitigation that would allow transportation facilities to operate under conditions consistent with the planned transportation system. These analyses are a necessary tool to aid City decision-making related to the transportation system and its adequacy to accommodate both existing and future users. Whenever a direct property connection to US 101 is proposed, the City will coordinate with ODOT to ensure that the analysis addresses both state and local requirements.

8. Many of the commercial activities needed by residents are missing from the South Beach community. South Beach residents currently must travel across the Yaquina Bay Bridge to obtain these goods and services.

Development of commercial uses that provide for the goods and services needed in the South Beach community warrants special consideration by the City of Newport. The Newport Development Code shall include special traffic analysis provisions for certain uses in order to encourage such development.

9. The City shall monitor the transportation impacts of development in South Beach through a South Beach Overlay Zone (SBOZ) and an associated Trip Budget Program to ensure that vehicle trips that result from new development do not exceed the number of trips that can be accommodated by the planned transportation system. When development in the SBOZ occurs inside the urban growth boundary but outside City limits, the City shall coordinate with Lincoln County through the development approval process to ensure that County-approved trips are recorded.

10. The City shall continue to engage ODOT in conversations regarding future project planning and funding that would lead to improvements to, and possibly replacement of, the Yaquina Bay Bridge. The City is intent on finding long-term solutions sufficient to address existing capacity and structural limitations that affect the bridge's ability to carry vehicles and pedestrians

B. Pedestrian System Plan

1. The City shall provide a continuous pedestrian network consistent with the TSP, to the greatest extent possible considering funding limitations, topographic constraints, and existing development patterns.
2. The City shall provide a safe walking environment.
3. The City shall provide a pedestrian-oriented urban design especially on the Bay Front, in the City Center, and in Nye Beach.
4. The City shall work to implement the Goal, Policies and Implementation Strategies related to pedestrian facilities identified on pages 1-3 and 1-4 of the Newport Pedestrian and Bicycle Plan adopted in 2008. The City also shall work to implement identified pedestrian system improvements in South Beach, consistent with the adopted TSP.

C. Bicycle System Plan

1. The City shall provide a safe and efficient bicycle network consistent with the TSP, considering funding limitations, topographic constraints, and existing development patterns.
2. The City shall work to implement the Goal, Policies and Implementation Strategies related to bicycle facilities identified on pages 1-3 and 1-4 of the Newport Pedestrian and Bicycle Plan adopted in 2008. The City shall also work to implement identified bicycle system improvements in South Beach, consistent with the adopted TSP.

D. Transit System Plan

1. The City shall support the Lincoln County Transit Service consistent with the TSP considering funding limitations, topographic constraints, and existing development patterns.

2. The City shall work with Lincoln County Transit to identify and address the following:

- a. Barriers to transit ridership, such as frequency of buses, convenience and proximity of the transit stops to employment areas, etc.
- b. Enhancements to service, including but not limited to modifying existing transit loops, adding stops to the loops, or adding additional routes.
- c. Impediments to providing service (funding, ridership numbers, etc.)
- d. Physical amenities to promote transit use, such as shelters, signage, benches, posted schedules, signal timing/preferential treatment at intersections, etc.

3. The City shall continue to work with Lincoln County Transit, ODOT, and Lincoln County to identify opportunities for transit improvements in the planned roadway system, such as “queue-jump” opportunities for buses through intersection configurations and preferential signal timing along US 101.

4. The City shall encourage new retail, office, industrial, and institutional developments to provide transit facilities on site if identified in an adopted transit plan and shall work to ensure that there are safe pedestrian and bicycle connections through and from the site to existing and planned transit routes.

2.5. The City shall explore ~~with Lincoln County Transit opportunities to provide the possibility of providing a~~ shuttle service across the bay during the busy tourist season to help reduce traffic congestion, i.e. on the Yaquina Bay Bridge, subject to the availability of funding.

E. Access Management Plan

1. The City shall implement an access management strategy for the established and developing areas of the City of Newport along Highway 101, Highway 20, and other arterials that supports the City’s Transportation Goal and ensures that those streets can accommodate traffic in a safe and efficient manner as traffic increases.

2. In established areas of the City of Newport as identified in the TSP, the City shall encourage consolidation or reduction of accesses as possible during property redevelopment and/or frontage improvements. Spacing goals for the established areas are 500 feet for driveways, ¼ mile for public roads, and ½ mile for signals. As redevelopment occurs, these spacing standards and access management tools should be evaluated and applied as appropriate to the specific needs of the project.

3. In developing areas of the City of Newport as identified in the TSP, as sites develop or redevelop, accesses shall be planned, consolidated, and/or reduced to meet the spacing standard to the greatest extent possible. Spacing standards for primary arterials in developing areas are 800 feet for driveways, ½ mile to one mile for public roads, and ½ mile to one mile for signals.

4. The City shall develop specific ordinance provisions to further this access management plan.

F. Funding Plan

1. The City shall continue to employ a variety ~~seek one or more of the~~ local funding options ~~discussed in the TSP (i.e.,~~ such as the local gas tax, street utility fee, general obligation bonds, local improvement districts, developer exactions, system development charges), to fund the planned transportation system.
2. The City shall carefully prioritize capital improvement projects through the development, maintenance, and implementation of the TSP and Capital Improvement Program.
3. The City shall aggressively pursue federal and state funding options for capital improvement projects, especially for Highways 101 and 20.
4. The City shall continue to plan for and finance needed infrastructure improvements necessary to support economic development consistent with adopted urban renewal plans.
5. The City shall pursue extending the South Beach Urban Renewal Plan to provide funding for projects beyond the year 2020 if needed to better coordinate City plans with the timeline for future state funding.

The following is a new chapter in the Newport Zoning Ordinance, to be codified at Chapter 14.43 of the Newport Municipal Code.

CHAPTER 14.43 SOUTH BEACH TRANSPORTATION OVERLAY ZONE (SBTOZ).

14.43.010. Purpose. The purpose of the SBTOZ is to promote development in the South Beach area of Newport in a way that maintains an efficient, safe, and functional transportation system. This Section implements the Trip Budget Program for South Beach established in the Newport Transportation System Plan to ensure that the planned transportation system will be adequate to serve future land use needs.

14.43.020. Boundary. The boundary of the SBTOZ is shown on City of Newport Zoning Map.

14.43.030. Applicability. The provisions of this Section shall apply to development that has the effect of increasing or decreasing vehicle trips to a property that is within the city limits. Any conflict between the standards of the SBTOZ and those contained within other chapters of the Newport Zoning Ordinance shall be resolved in favor of the SBTOZ.

14.43.040. Permitted Land Uses. Any permitted use or conditional use authorized in the underlying zone may be permitted, subject to the applicable provisions of this Ordinance and the additional provisions of this overlay zone.

14.43.050. Definitions

- A. Transportation Analysis Zone (TAZ). A geographical area used in transportation planning modeling to forecast travel demands.
- B. Trip. A single or one-direction vehicle movement with either the origin or destination inside the area being studied as specified in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.
- C. Primary Trip. A trip made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator and then returns to the origin. Primary trips do not include "passby" or "diverted linked" trips as those terms are defined in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.
- D. Trip Budget Program. The program for tracking the number of vehicle trips attributed to new development as described in Chapter 14.43 of the Newport Zoning Ordinance and Transportation System Plan element of the Newport Comprehensive Plan.

14.43.060. Trip Generation. Proposed development on parcels within the SBTOZ may not generate more PM peak hour trips than are budgeted for the TAZ in which the parcel is located, except as provided in Section 14.43.100.

- A. Documentation that this requirement is met can be provided through the submittal of a Trip Assessment Letter, pursuant to 14.43.080.A, or a Traffic Impact Analysis, if required by 14.45.010.
- B. The PM peak hour trip generation is determined through the latest edition of the ITE Trip Generation Manual. The following uses are required to calculate primary trips only, as defined in 14.43.050.C:

- (1) Personal service oriented uses.
- (2) Sales or general retail uses, total retail sales area under 15,000 square feet.
- (3) Repair oriented uses.

14.43.070. Trip Budget Ledger. The Community Development Director shall maintain a ledger which contains the following:

- A. For each TAZ, the total number of vehicular PM peak-hour trips permitted to be generated by future development projects.
- B. The balance of unused PM peak-hour trips within each TAZ.
- C. The balance of unused PM peak-hour trips in the Trip Reserve Fund.
- D. For each TAZ, where applicable, the number of trips allocated from the Trip Reserve Fund.
- E. The percentage of the total trips that have been allocated within each TAZ.

14.43.080. Trip Assessment Letter.

- A. Proposed development that would increase or decrease the number of vehicle trips being generated to or from a property must submit a Trip Assessment Letter that demonstrates that the proposed development or use will not generate more PM peak-hour trips than what is available in the trip budget for the TAZ in which it is located.
- B. Upon request by the applicant, the City shall develop and provide applicant with a Trip Assessment Letter.
- C. The latest edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE) shall be used as the standard by which to determine expected PM peak hour vehicle trips, unless a specific trip generation

study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate.

- D. A copy of the Trip Assessment Letter will be provided to ODOT prior to City action on the proposal.
- E. A Trip Assessment Letter shall rely upon information contained in a Traffic Impact Analysis, where such analysis has been prepared pursuant to Chapter 14.45 of this Ordinance.

14.43.090. Allocation of Trips. Trips are allocated by TAZ in the SBTOZ. The trip totals for each TAZ, available for future allocation within the SBTOZ, can be obtained from the Community Development Department.

- A. Trips may not be transferred from one TAZ to another.
- B. Total number of trips allocated to any TAZ may be exceeded only through:
 - (1) The allocation of trips from the Trip Reserve Fund, pursuant to 14.43.100, or
 - (2) Mitigation of the expected impacts of the proposed development, supported by a Traffic Impact Analysis (Chapter 14.45).
- C. City shall allocate trips to proposed development when available trips in a TAZ, as may be supplemented through the Trip Reserve Fund, meet or exceed the number of trips identified in the Trip Assessment Letter. Allocation of trips to proposed development from a TAZ budget is a ministerial action.

14.43.100. Trip Reserve Fund. The Trip Reserve Fund total is maintained by the Community Development Department.

- A. Development proposals that require trips from the Trip Reserve Fund to satisfy the requirements of this Section are subject to a Type III review process.
- B. Trips from the Trip Reserve Fund may be used to satisfy the requirements of this Section for any permitted land use type, provided all of the following criteria is met:
 - (1) There are insufficient unassigned trips remaining in the TAZ to accommodate the proposed types of use(s);
 - (2) The proposal to use trips from the Trip Reserve Fund to meet this Section is supported by a Transportation Impact Analysis, pursuant to Chapter 14.45; and

- (3) There are sufficient trips available in the Trip Reserve Fund to meet the expected trip generation needs of the proposal.

14.43.110. Notice of Allocation of Trips. Notice of a proposal to allocate trips from the Trip Budget and notice of the subsequent decision is not required. The City will provide notice of an application for approval of trips from the Trip Reserve Fund in a manner consistent with that of a Type III notice procedure.

14.43.120. Amending the Trip Budget Program.

- A. A comprehensive reassessment of the Trip Budget Program will occur no later than 10 years from the effective date of this ordinance.
- B. The Trip Budget Program shall be evaluated for compliance with the provisions of OAR 660-012 prior to, or concurrent with, changes in the comprehensive plan land use designations within the SBTOZ.
- C. A reevaluation of the Trip Budget Program is required when 65% of the total trips in any given TAZ have been committed to permitted development.
 - (1) A 65% Review will be initiated by the City and coordinated with ODOT. A 65% Review must be initiated no later than 6 months from the time the threshold is reached.
 - (2) The 65% Review will be completed within 12 months from initiation, or pursuant to a schedule that is part of a work program previously agreed upon by both the City and ODOT. Prior to completion, applicants can propose mitigation and potentially obtain approval of proposed development, pursuant to OAR 660-012-0060.

The following cross reference is proposed for the City Subdivision Ordinance.

13.05.070 Land Division Application

A. A person seeking approval of a land division shall submit the following to the Community Development Department:

[...]

13. A Trip Assessment Letter, if required by Chapter 14.43.

14. A Traffic Impact Analysis, if required by Chapter 14.45.

~~13.~~ **15.** Other materials that the applicant believes relevant or that may be required by the city.

Transportation Standards
DRAFT for 8/27/12 Planning Commission Hearing

The following is a new chapter in the Newport Zoning Ordinance, to be codified at Chapter 14.44 of the Newport Municipal Code

CHAPTER 14.44 TRANSPORTATION STANDARDS

14.44.010 Purpose. The purpose of this Chapter is to provide planning and design standards for the implementation of public and private transportation facilities and city utilities and to indicate when and where they are required. Streets are the most common public spaces, touching virtually every parcel of land. Therefore, one of the primary purposes of this Chapter is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, bus, and bicycling. This Chapter implements the City's Transportation System Plan.

14.44.020 When Standards Apply. The standards of this section apply to new development or redevelopment for which a building permit is required that places demands on public or private transportation facilities or city utilities. Unless otherwise provided, all construction, reconstruction, or repair of transportation facilities, utilities, and other public improvements within the City shall comply with the standards of this Chapter.

14.44.030 Engineering Design Criteria, Standard Specifications and Details. The design criteria, standard construction specifications and details maintained by the City Engineer, or any other road authority within Newport, shall supplement the general design standards of this Chapter. The City's specifications, standards, and details are hereby incorporated into this code by reference.

14.44.040 Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this Code. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements are directly related and roughly proportional to the impact.

14.44.050 Transportation Standards.

A. Development Standards. The following standards shall be met for all new uses and developments:

1. All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.
2. Streets within or adjacent to a development subject to Chapter 13.05, Subdivision and Partition, shall be improved in accordance with the Transportation System Plan, the provisions of this Chapter, and the street standards in Section 13.05.015.

3. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance Chapter 13.05, and public streets shall be dedicated to the applicable road authority;
 4. Substandard streets adjacent to existing lots and parcels shall be brought into conformance with the standards of Chapter 13.05.
- B. Guarantee. The City may accept a future improvement guarantee in the form of a bond, letter of credit or non-remonstrance agreement, in lieu of street improvements, if it determines that one or more of the following conditions exist:
1. A partial improvement may create a potential safety hazard to motorists or pedestrians;
 2. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;
 3. The improvement would be in conflict with an adopted capital improvement plan; or
 4. The improvement is associated with an approved land partition and the proposed land partition does not create any new streets.
- C. Creation of Rights-of-Way for Streets and Related Purposes. Streets may be created through the approval and recording of a final subdivision or partition plat pursuant to Chapter 13.05; by acceptance of a deed, provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Transportation System Plan and the deeded right-of-way conforms to the standards of this Code; or other means as provided by state law.
- D. Creation of Access Easements. The City may approve an access easement when the easement is necessary to provide viable access to a developable lot or parcel and there is not sufficient room for public right-of-way due to topography, lot configuration, or placement of existing buildings. Access easements shall be created and maintained in accordance with the Uniform Fire Code.
- E. Street Location, Width, and Grade. The location, width and grade of all streets shall conform to the Transportation System Plan, subdivision plat, or street plan, as applicable and are to be constructed in a manner consistent with adopted City of Newport Engineering Design Criteria, Standard Specifications and Details. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets, pursuant to the requirements in Chapter 13.05.

The following is a new chapter in the Newport Zoning Ordinance, to be codified at Chapter 14.45 of the Newport Municipal Code

CHAPTER 14.45 TRAFFIC IMPACT ANALYSIS

14.45.010. Applicability. A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application if the proposal:

- A. Must determine whether a significant affect on the transportation system would result from an amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.
- B. Is required by ODOT to provide a TIA in conjunction with an application for an approach road permit as specified in OAR 734-051-3030(4).
- C. Is expected to generate 100 PM peak-hour trips or more onto city streets or county roads.
- D. An increase in use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
- E. A request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.

14.45.020. Traffic Impact Analysis Requirements.

- A. Pre-application Conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis (TIA). This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets the requirements of City and ODOT.
- B. Preparation. The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.
- C. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

- D. Intersection-level Analysis. Intersection-level analysis shall occur at every intersection where the analysis shows that 50 or more peak hour vehicle trips can be expected to result from the proposal at a private connection to a state highway, or when an increase of 100 or more vehicle trips can be expected on a city street.
- E. Transportation Planning Rule Compliance. The requirements of OAR 660-012-0060 shall apply as defined by that Rule.
- F. Structural conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.
- G. Heavy vehicle routes. If the proposal includes an increase in 10 or more of the vehicles described in Section 14.45.010.D, the TIA shall address the provisions of Section 14.45.020.F for the routes used to reach US-101 or US-20.

14.45.030. Study Area. The following facilities shall be included in the study area for all:

- A. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
- B. Roads through and adjacent to the site.
- C. All intersections needed for signal progression analysis.
- D. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

14.45.040. Approval Process. When a TIA is required, attendant review process will be that accorded to the related land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision making process.

14.45.050. Approval Criteria. When a TIA is required, a development proposal shall be approved upon satisfaction of all criteria applicable to the proposal, and the following criteria:

- A. The analysis complies with the requirements of 14.45.020;
- B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic

safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, is satisfactory to ODOT; and

- C. In the case of an amendment to the Newport Comprehensive Plan or zoning map that has a significant affect, the TIA demonstrates that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and
- D. For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the City have been met, and development will not cause excessive queuing or delays at affected intersections as determined by the City Engineer; and
- E. Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards or Chapter 13.05, Subdivision and Partition, as applicable.

14.45.060. Conditions of Approval. The City may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the City's Transportation System Plan

14.45.070. Fee in lieu Option. The City may require the applicant to pay a fee in lieu of constructing required frontage improvements.

- A. A fee in lieu may be required by the City under circumstances including but not limited to the following:
 - (1) There is no existing road network in the area.
 - (2) There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.
 - (3) When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.
- B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted City or ODOT standards at the time of application. Such rate shall be determined by the City, surveying local construction bid prices, ODOT bid prices, and/or any other available and appropriate bid price information. This amount shall be established

by the City Council by resolution upon the recommendation of the City Engineer and reviewed periodically. The fee must be paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.

- C. All fees collected under the provisions of Section 14.45.070 shall be used for construction of roadway improvements within City of Newport's Urban Growth Boundary and consistent with the Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.

The following cross reference to the "payment in lieu" option is proposed for the City Subdivision Ordinance

13.05.090 Final Plat Requirements for Land Divisions Other than Minor Replats or Partitions

[...]

B. Provision of Improvements. It shall be the responsibility of the developer to install all required improvements and to repair any existing improvements damaged in the development of the property. The installation of improvements and repair of damage shall be completed prior to final plat approval. Except as provided in Subsection C. or where a payment in lieu of constructing a required improvement is allowed by City and has been paid by developer, per Chapter 14.45, the final plat will not be approved until improvements are installed to the specifications of the city and "as constructed" drawings are given to the city and approved by the city engineer. The developer shall warrant the materials and workmanship of all required public improvements for a period of one year from the date the city accepts the public improvements.

Draft MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Conference Room 'A'
Monday, July 9, 2012

Planning Commissioners Present: Jim Patrick, Gary East, Mark Fisher, Rod Croteau, Glen Small, Jim McIntyre.

Citizens Advisory Committee Members Present: Lisa Mulcahy, Bob Berman, and Bill Branigan.

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

ODOT Staff Present: John deTar.

Consultants Present: Darci Rudzinski (Angelo Planning Group) and Sumi Malik (CH2M HILL).

Lincoln County Staff Present: Lincoln County Planning Director Onno Husing.

Chair Patrick called the Planning Commission work session to order at 6:00 p.m. and turned the meeting over to CDD Tokos.

A. New Business.

1. Discussion of the TSP (Transportation System Plan) element of the Comprehensive Plan. Tokos noted that included in the packets was an updated version of the changes to the TSP chapter of the Comprehensive Plan. Also were updates to the functional classification maps, which update maps from the 1997 TSP. The relevance of these maps to the City is that is what determines how big those roads need to be; and for anyone developing, these maps are important to them as well. First, Tokos wanted to tackle the policies and then talk about the functional classification maps and the project list. Tokos recalled that there was a question raised about trying to visualize what we are talking about in the amount of traffic change from today to the end of the 20-year horizon. He said about 3.5 times the amount of traffic we see today will be occurring in the system in 20 years. He said that the South Beach site projects are intended to help address that. Tokos skipped forward to the policies on page 46.

Tokos noted that Goal 1 pretty much is the overriding objective we are shooting for to provide a safe and efficient multi-modal transportation system. This means not only for vehicles; but also pedestrians, bicycles, transit, and Port and related facilities as well, consistent with our TSP. Tokos noted that there is a great deal of analysis that goes into preparing this. Our objective is to implement this plan. Tokos said that this chapter is a summary; not the full technical documents. It includes the 1997 TSP and all updates since then; the 2008 Local Street Plan from the north side, the 2008 Bicycle and Pedestrian update; Tech Memo 13, which is the technical analysis that supports the alternative mobility standard in South Beach and hopefully will be updated with another document and refinement plans that will be added; the 2010 South Beach Peninsula Improvement Plan; and the Coho/Brant Refinement Plan, for which the final document was just received from Cameron McCarthy. Tokos said all of those projects have been added into the TSP so the tables refer to the appropriate plan. As we continue to work with the summary document, we may have to go back and reference a specific project in more detail.

Policy 2 talks about the various elements. 2A gets into the street system and says that streets will be designed in accordance with the street design classification in the TSP. The City has done alternative ones (skinny streets) in some residential areas. Policy 3 talks about allowances for deviating from standards in areas and when alternative streets can be developed; like what is proposed in the Coho/Brant plan. Tokos noted that Policy 4 wasn't changed. That is a standard requirement we have to adhere to. The City has to make sure that development is not going to overtax the transportation system.

Policy 5 talks about the modifications to 101 in South Beach. It recognizes that the bridge is a constraint and is not likely to be alleviated in the foreseeable future. There is also language that it is the City's policy to continue to work with ODOT on trying to find a way to alleviate that. The bridge is a reason for the alternative mobility because the State recognizes that it is a constraint they can't deal with. deTar said it would be great if the State had funding to provide an additional bridge; but it doesn't, and the outcome becomes extremely restrictive on what development can occur. The alternative mobility standard allows the community to continue to develop. Otherwise the highway standards become restrictive and prevent development the community would like to have. deTar agreed the alternative mobility standard doesn't fix the problem with the bridge. Fisher said that sometimes a community has to say this is a severe and dangerous situation, and everybody should be looking at it. His concern is that if we continue reducing the standards, nobody is going to look at us. He said maybe we need to say this is an emergency; and people will look at the bridge. He said we will never have the money. Patrick said that the numbers will run out regardless by 2032 if Newport doesn't add a sole because it is the background traffic adding to the numbers. At some

point, the numbers will get bad enough that they have to do something about it. Fisher thought that “they” would be a small group like this one starting up. He said we just can’t ignore it because the more we alleviate the problem with words and put it off, the bigger it gets. deTar agreed that the bridge is going to have a lot more traffic trying to go across it than the capacity can accommodate. He said this is not just happening in his region, which consists of ten counties. He said there is the same situation underway right now in Salem with the Willamette River bridges. A major new bridge would need to double capacity across the river in order to accommodate the extent of development happening in west Salem. He added that the same circumstances are happening in Eugene, Springfield, Corvallis, and Albany. He said the costs for these solutions are enormous. He added that, as a State, we have not been willing to pay for what transportation needs there are. We have consistently decided not to do that. deTar said that, as he had noted before, the last gas tax adopted in 2009 became effective in 2011, and all that money is dedicated to projects that the Legislature selected to address problems that already exist. He said they haven’t kept pace with routine inflation, and we fell behind. Fisher said that the bridges deTar mentioned weren’t designed 80 years ago. The first earthquake we have, that bridge will be red flagged. He said that the Salem bridge was built to higher standards than this one here. He said the bridge was not built for handling today’s loads. We are way beyond what was designed for 60,000 pound loads with 125,000 pound loads going over it. The bridge is not capable of continuing that forever. Fisher would like someone to put a star on this problem saying they recognize it. McIntyre said that unless a City puts a moratorium on growth, there is a real problem with bridges and infrastructure to support growth. He said that in the case of a large corporation, they keep a reserve study saying they will need “x” amount of money for changes and set money aside. Otherwise, where is the money going to come from? That hasn’t been done here. We have to plan for it some way or cut down growth and then decide to set aside money until we get to a point where we can improve infrastructure. We recognize it is a problem; but we have to figure a way to resolve the problem.

Tokos said that what he hoped for is a commitment from the State to initiate planning work. They don’t have money to build it, but they have the capacity to start planning for it. That doesn’t require millions of dollars of investments up front. Eventually, money will have to come from the Federal Government emergency fund because of a catastrophic failure of the bridge. We don’t want to be at square one then. Small asked what keeps Newport from going ahead with that. Tokos said that we don’t have jurisdiction over those areas. We can do something on the Newport side, but it won’t meet state standards. We need them to be an active partner. Small agreed that we need them to be an active partner and not just shuffle numbers.

deTar said there was analysis done in 97 that talked about alternative crossing locations. Other locations can be eliminated and focus can be on the corridor. Then you can do an environmental impact statement (EIS), which is going to be very expensive. That EIS will look at traffic impacts including to downtown and in South Beach. It will be looking at the impact on the bridge, which is a historic property and on the national register. There will be a number of issues. He said it will be millions of dollars to go through that process. deTar said ODOT doesn’t have a function as a agency whereby they can put it on a list and say they are going to get to it as a planning project. He said there is not a long-standing list the City can get on and work your way to the top. There is no way for the State to establish that this bridge is any more important than Lincoln City, Albany, or Corvallis. The area commission establishes priorities on projects.

Tokos said that regarding the bridge, one thing the Commission may want to think about is making a recommendation to the City Council if this plan is adopted that they include a letter to the State Highway Commission that this is just an interim solution and that the State needs to start making as a priority work in planning for replacement of these facilities. He said this alternative mobility standard isn’t without value. The objective thing is recognition from the State that they don’t have the financial ability to achieve the standard highway standard we have in place right now. They need to accept there is going to be congestion that we can’t build our way out of. The City will be able to develop with more flexibility than we can with current State standards. Just talking about a method without bridge improvements is not without value. Croteau said we need to look strategically at this. He said that it seems the best way to get higher priority is to increase pressure on the bridge. Continue development in South Beach and make congestion so awful that the bridge would move up the list. He said he looks at congestion as a positive thing in the future of the bridge. Branigan asked that since it is the Legislature that decides where money goes and decides the priorities, if the City shouldn’t be pushing on our Legislators. McIntyre agreed that we need to lobby our Legislators. Tokos said we can certainly copy our coastal caucus the same letter we send to the Transportation Commission so that they are aware as well that, while this is an interim solution, serious planning for replacement of the bridge is needed. There currently is the capacity to plan for replacement once funding does become available.

Croteau asked deTar what other jurisdictions are doing. deTar said that Corvallis finished a study looking at other ways, but came back that a bypass is the only solution that would be feasible. They didn’t inject any promises. In Salem, they are finishing an EIS. That project has been ongoing for seven years. He noted that the environmental documents prepared for the Federal Highway Administration have a limited life. You can complete an environmental document and hope that lines up with funding to move ahead with the project. He said the planning aspects of it are that first you have to consider alternate routes for another place for the bridge or if alternate travel modes are feasible. At that point, it requires an EIS. The planning part can reduce the expense of that so that you are just working in one corridor rather than looking all the way up the Bay. That sort of analysis can be done to narrow the earlier work down to a preferred location. deTar said the 1997 study identified the location of the existing bridge as preferred. The other alternatives don’t change the demand on 101. People don’t divert.

Going off 101 is not what they came to the coast to do. He said you could build a bridge at another location, but it wouldn't replace the need for a bridge right here. That is why in the 90s, the conclusion was to build more capacity on the 101 corridor. Branigan said with the work that needs to be done, the whole thing will probably take the 20 years this document addresses. He said that, unless we start right now, 20 years from now we will be facing a much larger problem and have nothing in place. deTar said the City is saying everything it needs to say to those people that make those decisions. Tokos said the City will present this work we are putting together, what this doesn't accomplish, and what needs to be looked at beyond this certain amendment.

Tokos continued on page 47 with Policy 6, which is that the City supports the alternative mobility standard. Policy 7 talks about the need for a Transportation Impact Analysis (TIA). He said that once the Commission gets through the Comprehensive Plan, they will see a TIA section added to the comprehensive code. For the first time, the City would have real standards when it gets to a scale where we need to have detailed analysis and what that entails. He said this policy is the justification for a TIA.

Policy 8 gets at the issue of primary trips. He thinks this may still need a little work. He said the objective was to encourage certain types of development in South Beach, such as grocery stores and gas stations, which would allow people not to have to drive over the bridge. The intention was that there should be some accommodation for that. Tokos said he doesn't know if we have a clear standard for that in the proposal. deTar confirmed that certain retail and personal services uses were identified; like grocery stores less than 15,000 square feet. He said they are trying to work on the wording for No. 8. As he read it, he can't see what is really being called for. Tokos noted this is putting a policy in place for why it is appropriate for certain businesses not to be hit with trips they could be accounted for. It will be discounting a percentage because the business is located in South Beach and provides an alternative to driving over the bridge for those services. Branigan asked if the trip budget is discounted. Tokos explained that fewer trips would be accounted for that business because of the nature of the use.

Policy 9 talks about the trip budget and the need for staying on top of generated trips associated with growth. Policy 10 talks about engaging ODOT in a conversation about the bridge.

Section 'B' deals with the Pedestrian System Plan; and Section 'C' with the Bicycle System Plan. Some language was added that picks up that there are some bicycle and pedestrian improvements that are part of the system plan for South Beach.

Section 'D' talks about transit. The City needs to coordinate with Lincoln County Transit Service to improve the functionality of the transit system. The section doesn't have a table in it. Tokos is working on updating with Lincoln County Transit. There are still some common things. The City financially supports county transit. Newport is a hub for Lincoln County Transit Services; all traffic feeds into Newport. Lincoln County Transit is adding a 5-day valley transit. We want to add language about how to make that more robust and make that system more accessible for employers (HMSC for example with people coming from Corvallis) and for tourist-oriented retail. That would be the primary goal. It includes improving transit stops, which could involve having that conversation with larger retailers. Fred Meyer, for example, is installing a transit bus stop as part of their remodel. Branigan asked about 'D-5'; the City providing shuttle service. Tokos said that already exists with Lincoln County Transit. We do not want to provide any competition to that; just continue to be a viable partner with the County so that they stay solvent and continue providing service. Tokos said he would work on that language.

Section 'E' is about access management. Patrick wondered how realistic these things were. Tokos said it came out of the 2008 Local Improvement Plan. Tokos said something that may be unrealistic in the City proper but appropriate to keep in mind as we grow is to continue trying to combine accesses wherever possible.

Section 'F' regards a funding plan. 'F-1' is to employ whatever resources we have or combining them together. It talks about what those funding sources are. Outside funding sources shall be aggressively pursued. It leverages the Urban Renewal Agency. It recognizes that the City will probably have to extend the South Beach Urban Renewal District out an additional ten years to sync up with the State's funding. Otherwise, we have to shut down the South Beach URD about the time the State will have money to partner with us. The City has to look at extending the life of the district so we can use urban renewal funds when the State's funds are available. Tokos noted that the State is in the debt-retirement mode. There are bridge repairs they have to pay off, so it will be a while before they can come to the table as a viable partner.

Tokos wanted to briefly talk about the functional classification maps. There were three included in the packet. He noted that these were created by CH2MHILL with the City's assistance. Tokos began discussion with the north side (Agate Beach area) map. He noted that Avery and 73rd were added. They weren't on the original in 1997. This is where the waste transfer station is and a lot of our industrial lands. The biggest undeveloped industrial parcel is up there. Avery and 73rd are collectors where they tie into 101. At some point, 73rd Street would likely have a signal. 60th and Biggs to 55th is a carryover of what was in the 1997 plan. It is the collector for Agate Beach. He noted that where the dotted line is, the road doesn't exist there; homes are there. Further south, Oceanview is a collector. 36th and Harney is the north/south alternative to 101 that has long been in the TSP. 36th is a collector; and Harney is a minor arterial.

Map 2, downtown, shows Harney through there. It had to be identified even though we don't have all of the rights-of-way. It's not in the TSP, but there will be a road up there at some point. The collector system on the west side consists of Oceanview, which runs down through and connects with Spring, Coast, and Elizabeth. It is the scenic bike route. There is a connection between Oceanview and Nye that doesn't exist right now, but rights-of-way are in place. Tokos said he would show that as a dotted line. Major connections across are 11th, 6th, 3rd, Olive, 2nd, and Fall. 7th was added in the 2008 Local Street Plan; but it's not high priority where the dotted line is because some bridges will have to be constructed. On the east side, one of the major changes in the 2008 Local Street Plan just getting reflected is Avery shifting over to Benton as a north/south collector. It ties into coos and hits Olive. South of that, with the remodel of the City building and the redirection of 9th Street, it loops around City Hall tying into 10th, looping to 2nd, and up. Patrick said Tokos might as well dot the line by the high school. Tokos said he realized the school has the street closed; but it is still a street, and it's not known how long that arrangement lasts. It hasn't been finalized as a long-term solution. He agreed there is a conversation to be had, but Eads is a collector and handles a fair amount of traffic. With the 2008 plan, 1st Street was added as an east/west alternative on the east side. Patrick said maybe we should dot that one. Tokos said 1st Street at 101 would be a right turn only onto 101. Tokos said that the stuff along Bay is self-explanatory. Branigan asked if John Moore would be increased to a principal arterial. Tokos said it is a minor arterial, which is a pretty heavy classification for us. Patrick noted that where Abbey crosses 101 to extend onto Elizabeth, he recalled that there was supposed to be a light there. Tokos said he would take a look at it. He wasn't sure we want that there. Patrick said he thought the reason it was on Abbey and 101 was because of the hospital; rather than Fall and 101. Patrick said it was listed in there. Tokos said there is not very much on the east side. There is the future extension of 6th Street to tie into Newport Heights for further residential development in that area.

The last map is of the south side. Tokos noted that we really didn't have one in 1997. This is new. It picks up the minor arterial of Ferry Slip down to Ash. That Ferry Slip at 101 will go away. Ferry Slip will connect onto Ash. The system that has been talked about at recent meetings is shown by the dotted line where Abalone will be extended down to 35th. Ash Street south of 40th is shown by the dotted line. That will just serve commercial and industrial development on the north side of Mike Miller Park. Harborton will make a big connection between 40th and 50th. At some point 50th will be realigned to line up with the State park entrance. 62nd will loop down and be a connector to the south. Patrick asked if we should extend Ash to tie into 50th Street. Tokos said that would be tough because that would run through Mike Miller Park. He said we can't pull that off.

Tokos asked the Commissioners if the materials they had reviewed so far seemed to make sense. The consensus was that they do.

B. Adjournment. Having no further time, the work session meeting adjourned at 7:00 p.m.

Respectfully submitted,

Wanda Haney
Executive Assistant

Draft MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Conference Room 'A'
Monday, July 23, 2012

Planning Commissioners Present: Jim Patrick, Gary East, Mark Fisher, Glen Small, Jim McIntyre.

Planning Commissioners Absent: Rod Croteau (*excused*).

Citizens Advisory Committee Members Present: Lisa Mulcahy and Bob Berman.

Citizens Advisory Committee Members Absent: Bill Branigan (*excused*).

City Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

ODOT Staff Present: John deTar.

Consultant Present: Darci Rudzinski (Angelo Planning Group).

Lincoln County Staff Present: Lincoln County Planning Director Onno Husing.

As Chair Patrick hadn't arrived yet, Co-Chair Small called the Planning Commission work session to order at 6:00 p.m. and turned the meeting over to CDD Tokos. Tokos noted that the Commission would have only a work session this evening. A review of the final order for amendments to the Blue Water Ridge planned development had been scheduled for the 7:00 p.m. meeting, but the developer is working with ODOT on some issues of access at 101, which may result in some modifications of the final development plan. The final order and findings will probably be brought back at the second meeting in August.

A. New Business.

1. Discussion of the Transportation System Plan (TSP) changes to the Zoning Code. Tokos noted that at the last meeting, the Commission reviewed the Comprehensive Plan with the policy language. Tonight's review involves the policy implementation piece. There are three chapters being added to the zoning code, and Tokos wanted to walk through each one.

The first was Chapter 43, the South Beach Overlay Zone. There are transportation analysis zones (TAZs) within that overlay. This chapter puts that program into effect. The first part covers the purpose. This is a tracking tool to make sure our assumptions of growth down there are on target and improvements based on those assumptions are appropriate. The overlay boundary is shown on the map. 'Applicability' (.030) emphasizes that this applies to development that will result in either an increase or decrease in vehicle traffic. The standard language is included that if there are conflicts between this section and others, this chapter applies. 'Permitted Uses' (.040) explains that uses permitted in the underlying zone are allowed. This doesn't regulate uses. There are some definitions of terms (.050): TAZ, trip, and primary trip. 'Trip Generation' (.060) is basically that the proposed development may not produce more PM peak hour trips than are allowed in that TAZ except as provided elsewhere in the chapter. Tokos said there are a number of measures in place that should help prevent getting to the cap. Berman asked if there were any projections by TAZ when the caps would be approached. Tokos said this is the assumed amount of trips produced by the TAZ over the 20-year period; and there are no projections of when we will hit that. He said that basically the way it will work with this document is with Trip Assessment Letters as noted in .060(A). Section .060(B) explains that there are certain uses on which we only have to count the primary trips. The number of trips is based on the ITE Trip Generation Manual. The City will be picking up software for this application as well, which will make it easy for us to do the Trip Assessment Letter for people. The intent is that they won't have to do it themselves. We can tabulate it for them and send a form letter to ODOT for tracking. This accounts for primary trips and is not picking up the pass-by stuff. This is basically the discount provision for uses that presumably, if located in South Beach, will take trips off the bridge. So they get the benefit of not having all of their trips counted. Fisher noted that when the Commission did the Wilder approval, it was discussed that there was no gas station in South Beach; and he agreed it could decrease traffic on the bridge if services were down there. Tokos noted that there is a trip budget ledger that we will maintain. Section .070 tells us basically what we need to keep in the ledger for tracking PM peak-hour trips. The Trip Assessment Letter is discussed under section .080. It explains that the letter is required for a use that will either increase or decrease trips. Trips are based on the manual, and the City can do the assessment letter for folks. We then provide a copy of the letter to ODOT. Point 'E' on page 3 notes that if a Traffic Impact Analysis (TIA) is done by a major developer, the result of that analysis will be captured. 'Allocation of Trips' (.090) explains that allocation is on a first-come-first-served basis. A number of trips are not allocated to every parcel. The thought is that would lock in the trips and hold them 'hostage' on undeveloped property. Allocation is just by TAZ. If we have to, we

will re-evaluate the allocations. Trips are not transferable from one TAZ to another. It explains under what circumstances the number of trips assigned to a TAZ can be exceeded. One way is through an allocation from the reserve fund, which is 10% out of all trips in all TAZs held in reserve. 'Trip Reserve Fund' (.100) explains in further detail that if someone wants to tap that fund, it will go to the Planning Commission as a Type III review. Tokos noted that the Trip Assessment Letters are handled in a ministerial manner; just over the counter and tallied out of the ITE manual. He said that if it gets into the trip reserve, that is more policy-oriented and needs to go to the Planning Commission. Tokos noted that the typical uses that will generate large amounts of trips are big-box retail and fast food. Tokos said when we get to 65% of allocated trips in a TAZ have been utilized; we do a full comprehensive report of the whole study area. He said if we had back-to-back large developers, he would expect we would get into the trip reserve. In answer to a question from Berman, Tokos noted that the existing uses were accounted for in the analysis. Tokos noted that section .100(B) talks about the criteria that would be used for the analysis. As explained in Section .110, the City would provide notice to other property owners when there is a trip allocation from the Trip Budget and the Trip Reserve Fund so that they know what is still left. Section .120, 'Amending the Trip Budget Program', explains under what circumstances the program will be re-evaluated. At 10 years, there will be a comprehensive reassessment. Tokos said there is always a relief valve; and here, it is that a developer could initiate a legislative amendment. There are mitigation methods. There is the 65% review threshold. Tokos said that is how the tracking piece would work. On page 5, it shows that there will be a cross-reference for the land division code regarding the Trip Assessment Letter and the Traffic Impact Analysis. Berman asked, if other than just the maps, there wasn't a written legal description of the overlay boundary; and Tokos said not at this juncture. Berman thought that some areas were difficult to understand from just the map. Tokos said that some work is being done to clear up the boundary and get them identified clearer than in the past. Tokos said that the text of this code is very clear that this overlay applies only within City limits.

Chapter 44 provides the transportation standards. Tokos thought it might be tweaked a little bit more. The intent is to show how our transportation standards are applied and explain the relationship between this chapter and the subdivision code. Now the subdivision code explains the standards. You can do alternative street designs. It explains what a developer has to do before selling lots. What the City doesn't have is what happens with in-fill development; like a development on a vacant lot next to a substandard street. This is trying to get at that. Or another case would be where somebody (like Wilder with 40th Street) has a street done legally but not dedicated as part of the subdivision plat. What are the street standards that apply in that situation? Should it be the same as for the subdivision if you are talking about the same kind of street? Tokos thinks there still needs to be some language cleanup; but we are starting to get there. Section .010 indicates that the purpose of this chapter is intended to provide standards of this nature. 'When Standards Apply' is explained in Section .020. Tokos thought that Section .030 ('Engineering Design Criteria') needs tweaked a little. It basically states that the City Engineer and Public Works Department maintain standards. They are trying to create a standard design manual for Newport. This is set up so that once they adopt their standards, it picks that up; until then, the standards are whatever they feel are appropriate. The standard design manual would cover sidewalks, curb, storm drainage; detailed construction specs of what we would expect somebody to put in before it is accepted long-term for maintenance by the City. 'Conditions of Development Approval', Section .040, states that required public facilities have to be in place before the development is good to go. The City can only require what is roughly proportional to the impact of the development. Tokos said that the development standards under Section .050(A)(1) are somewhat redundant, although there are some new parts to it. He said before it was unclear if they had to have street frontage. Section .050(A)(2) is a cross-reference to the subdivision code acknowledging that if development is within or adjacent to a subdivision; it has to meet those standards. Section .050(A)(3) gets at the circumstance where a street is dedicated by a different instrument, it has to meet subdivision standards. Section .050(A)(4) gets at development on substandard streets. Tokos said that because requirements have to be roughly proportional to the impact of the development, if there is a house on a big lot with a lot of street frontage and only gravel, he doesn't know if it is roughly proportional to require this development to do full standards. He thought sidewalks should at least have to be linked up. Section .050(B) talks about where we might not want to require improvements if there is the potential that they could cause safety hazards and things of that nature. Section .050(C) discusses how rights-of-way are created and conform to what our standards are. Potentially too, if we are accepting something outside the subdivision, the size of the right-of-way needs to conform to the subdivision code. Tokos assumes we may want to do some work on Section .050(D) ('Creation of Access Easements'). It assumes that an access easement is sometimes necessary and that the City may approve that. This section is trying to provide sidebars on easements, but he is not sure the language is quite right. He said we might want to change it to 'the City has authority to require easements' and just leave it at that. McIntyre suggested maybe adding, "at City's discretion". Section .050(E) gets to gaps in the subdivision code. The subdivision code doesn't get to grades. This section fills in some of the gaps in terms of street design; mostly tied to fire code. Tokos said that is Chapter 44, but he thinks we need to take a look at it and whether we need to do some tweaks.

Chapter 45 is about the Traffic Impact Analysis (TIA). Tokos said these are the thresholds. He noted that the Commission saw this in a rougher draft during the public outreach process. He said that most jurisdictions have this. These are the standards for at what point somebody doing development needs to do a detailed traffic analysis because what they are doing is likely to have impact on traffic and we need to know what that impact is going to be. Section .010 ('Applicability') talks about under what circumstances a TIA will be required. Amendments to the Comprehensive Plan or zoning map would be one. Tokos thought we might want to put flexibility on the zoning map if someone is taking property out of a different class but still dealing with the same Comprehensive Plan designation (like R-1 to R-2 or R-3 to R-4) where the traffic is kind of a wash between the two.

Rudzinski said we might want to tie it back to recent legislation and allow for rezoning consistent with the Comprehensive Plan to be good without a TIA. She said tying back to State law would cover the City in this situation. Tokos noted that any new direct access on 101 will require a TIA. Berman wondered why not add Highway 20. Rudzinski thought she might recall it being in an earlier draft. It was noted that Highway 20 can be added throughout where it mentions 101. Tokos noted that a TIA is required for uses generating 50 or more PM peak-hour trips on the highway or 100 PM peak-hour trips on the local transportation system. He said we can be more flexible on local streets than on the highway. An increase in use of adjacent street or direct road approach to 101 and 20 by 10 or more vehicles that exceed 26,000 pounds GVW (truck traffic) would require a TIA. Patrick asked if the Port's log hauling would trigger that; and Tokos confirmed it would. He noted the property used to be a log landing, but has sat vacant and unused for more than decade. Assuming this code is in effect before they actually develop, they would need to do a TIA. Tokos continued that a request to use the Trip Reserve Fund would trigger the need for a TIA as well. Section .020 lists the TIA requirements. A pre-application conference is required. The City Engineer would be involved in this meeting as well. deTar noted that Highway 20 needs to be added to .020(A) as well. Tokos continued that ODOT would be involved in the pre-application meeting if the highway was involved. Item .020(B) talks about the preparation of the traffic analysis. Item .020(C) talks about what resources are used to calculate trips (the ITE manual). It is talking about the PM peak-hour trips. Under Item .020(D), an intersection analysis is required if there are 50 or more peak-hour trips. Patrick asked if the log hauling would trigger that. Tokos said it could at John Moore road; but that doesn't necessarily mean it will show that it needs improvement. Item .020(E) talks about complying with the Transportation Planning Rule (TPR), OAR 660-012-0060. Tokos noted that the TPR is lengthy and detailed. It was just recently changed and will continue to be changed. There are some specific standards in there that have to be followed. We will just reference that OAR and work out of that rule. If it were included in here, we risk having our code become out of date. Item .020(F) relates to structural conditions. Tokos said that is more of a City thing. We want to make sure any structural deficiencies on the roadway are picked up on the analysis. He said that is especially true with heavy truck traffic. Berman asked if, for Item .020(G), truck or heavy vehicle is defined somewhere or if it goes back to the 26,000 pounds; and Tokos and deTar confirmed it did. Tokos said that it was not actually defined anywhere; but that was a good point, and he would add that. Tokos noted that this doesn't expressly say that we are not going to allow heavy truck traffic anywhere. What we are asking for under Item (F) is a required analysis of the condition of the road. Section .030 ('Study Area') talks about what needs to be included: (A) all site access points adjacent to the site, accesses between that development and the next development down; (B) roads through and adjacent to the site; (C) all intersections needed for signal progression analysis (thinking of stacking at signals); (D) would be covered at the pre-application meetings. If the City Engineer sees something else, this is where he brings it up. Section .040 ('Approval Process') provides that it will be handled as part of the discretionary review; so if there were a conditional use permit for example, it would be part of that. If there is no discretionary action (it is allowed outright), it would be handled as a Type II review. Section .050 lists the approval criteria: (A) analysis complies with requirements as provided in Section .020; (B) gets at some of the significant pieces. It is discretionary, and that is why we are going through this kind of review. That standard is related to safety; (C) in case of an amendment to the Comprehensive Plan or zoning map that has a significant effect, solutions are consistent with the TPR; (D) for affected non-highway facilities, any standards adopted by the City has been met and not cause excessive queuing at intersections. Until the City has an adopted level of standards, we will be leaning on "as determined by the City Engineer"; (E) proposed improvements are designed and constructed to transportation standards in Transportation Standards (Chapter 14.44) or in the subdivision code (Chapter 13). Section .060 states what conditions can be imposed for approval. Section .070 ('Fee in Lieu Option') puts into place the fee in lieu option. It is not an SDC, which is a contribution to a larger system. The fee in lieu would be in lieu of doing frontage improvements. Maybe the development is on a longer stretch of substandard road that is part of a larger improvement plan. The one Tokos thinks will come up the most is number (3) under .070; "when required improvements are inconsistent with phasing of transportation improvements in the vicinity", and the City may want to get something done before the developer does his improvement. Section .070(B) is how the fees are going to be calculated. Patrick asked if the standards were site specific. Tokos said we may want to take a look at those standards. It is by standard, but some are site specific. We may say, "as of a certain date" to make sure we account for any very specific situations that are warranted so at least we don't lose that when we establish the fee. We can take a look at that. There is no policy that those funds will be used in that location. McIntyre said he sees it as a problem if the funds are not used where a person paid. Patrick asked if someone paid money in lieu of and then develop happens ten years down the road, do they pay again. Tokos said no because it has already been paid. Section .070(C) provides that funds have to be used within the City UGB. It would be a nightmare to track for certain properties, or one that is not annexed forever. On page 4 is a cross-reference added to the land division code. Now the developer has to put in improvements and they have to be accepted before they file the final plat. This is to put in the provision for payment in lieu.

Tokos said the next step in terms of the TSP is that a public hearing will be scheduled for the second meeting in August. Tokos said he will be bringing both the Comprehensive Plan and zoning changes to the Planning Commission at that time. There will be some tweaks addressing comments that were heard here and a few gaps with the comprehensive piece being worked on.

Berman asked that since South Beach has been covered here, if anything has been considered about extending it to the rest of the city. Tokos said there is a grant to do core analysis on 101 from the bridge to Highway 20. In 1997, the City did a comprehensive transportation analysis. In 2008, only a north side local street improvement plan was done. The highway on the north side hasn't been looked at. Tokos said a corridor study from the bridge to the intersection of Highways 101 and 20

would be well-timed at this point. Tokos talked about what this corridor study will look at. He said that, other than that, there is nothing in the immediate works at this point. Berman said that it seems at some point, we should look at the whole citywide traffic flow and coordinate it. Tokos said that still in the TSP for the north side is to put together north/south and east/west collectors to provide relief to the highway.

2. Review and Discussion of the Territorial Sea Plan (TSP) Significant Viewing Areas in Lincoln County. Tokos noted that there were maps in the packet, but he also had a map to show on the overhead. He noted that when discussing the TSP process at the joint meeting, the Commissions had talked about where those spots would be. DLCD and OPRD took on the effort of putting together view shed analysis for the TSP. That is ongoing at the State level. Those efforts will determine how wave energy can be put in along our coast. They hadn't done a study of the impact along the coast. They put together a list of where they want to start to do analyses. They would go out to those view sheds and do photographic documentation of what it looks like now so they have a baseline of what level of development would be acceptable. The question will be whether it is a well-known area where anything would destroy the scenic vista of the area, maybe only applies to the near-shore view shed of 2-3 miles out, or doesn't really matter because it is an area that isn't in a super-sensitive view shed. What we are talking about is close in, versus midrange, versus distant. There will be different levels of impact in different areas. They selected basically state and federal park sites. This map is of the initial cut for Lincoln County. Tokos is asking the Commissioners where they want to do this analysis. Is this adequate or are we missing areas that should be picked up? Fisher said that for the communities along the coast, it seems unreasonable to allow anything in the view going west of areas like Lincoln Beach and Beverly Beach. But he said he is operating differently than the State. He asked if they had set guidelines or standards or are the local jurisdictions supposed to set them. Tokos said the State has methodology they will want to follow; at least a benchmark. They will be looking at analyzing view sheds with a lot of use. They will be using a matrix to determine how sensitive and how important a view shed is. Tokos said it is totally objective. He said that if enough people look at it, they will get relative quality. They will plug it into the matrix. Tokos said the request the State has given us right now is where they should be doing this analysis and are there areas not being picked up by this analysis. They are asking other jurisdictions as well. He said that the Commissioners could provide feedback where they should be looking up and down the coastline. Fisher thought that along all residential areas there. Tokos said what he envisions in each of these areas is that they will be doing a panoramic view out to set a bubble. He asked if there are other areas they should fill in so they have that covered. McIntyre said it would depend on how high above the ocean level it is; the higher up, the further out you can see. Tokos said they picked view points in each of the state parks, which is easier than residential points of concentration. There are a lot of people that probably take advantage of this view. Homes are a tricky one. East said that state park views are not as important as residential views. Patrick said the flapper-type wave energy buoys couldn't be seen from South Beach State Park if you were standing at the beach. McIntyre said unless you have a 3-story condo down in Southshore. Fisher asked what about Nye Beach, and Tokos said he had thought of that one too. He said if we pick up Nye Beach, that is probably enough to pick up the Yaquina Bay State Park. His thought was to move that one up to Nye Beach. Berman said he would like to add Moolack Beach. Patrick said we should also pick up the surfing spot. Berman noted that the biggest distance in our area is between South Beach and Lost Creek. Tokos said that Beverly Beach and South Beach are long enough that maybe we should suggest they need to pick up both ends for the full spectrum. If they do the south side of South Beach State Park, they have Southshore covered. Tokos said we can pass on to them that the analysis needs to cover the full spectrum. Pacific Shores and Surfland are just south of Southshore. Tokos asked if we should add Surfland or Thiel Creek. He said should we consider existing houses or a future destination resort. He will suggest they add something in the Surfland/Thiel Creek area. Tokos asked what they thought about the Waldport area. Fisher said we don't want then off shore of cities. Tokos said maybe if they pick up the spectrum, the Waldport area would be covered. Going back up north, Tokos wondered if there should be something between Fishing Rock and Gleneden Beach. Patrick suggested adding the mouth of the Siletz. The Inn at Spanish Head will be added. Chinook Winds Casino/Hotel will be added. Husing noted that Cascade Head is in Tillamook County and should be covered by them.

Tokos summed up the suggestions that Nye Beach will be added and Yaquina Bay State Park will be dropped, Moolack Beach will be added, Surfland/Thiel Creek area will be added, something between Gleneden Beach and Fishing Rock will be added, the mouth of the Siletz will be added, the Inn at Spanish Head will be added, and Chinook Winds will be added, and we will suggest for these larger parks that they pick up the further extent of the parks. Husing asked Tokos if he would craft that into an email to share with colleagues. He noted that this is our first take on this. Fisher said that if Tillamook doesn't do one at Cascade Head, then we should probably add Three Rocks.

Husing said the State wants to do his with us. They want to get a few of us to do this collaboratively. They are asking where else should we do it. Husing said they will carve out a day or two with a small team and do the assessments. He said we are all struggling with how far to bubble out. He likes the spirit of trying to do this with us.

Tokos asked the Commissioners if they wanted to have someone off the Commission involved. He said this would come to the Planning Commission as a quality check. This information would be brought before the different policy-making bodies. He said the Commission could have someone participate in the data collection, which would probably take a couple of days.

Husing said they could keep in touch with someone by cell phone when they will be in the area. Patrick thought they should take one from each of the bodies and get them together as a team. That way you will have some people who have a stake in the community and some that don't. Husing thought a team of people might come up with a lot of the same results. The question is how to bubble these areas and how they will overlap and what the different zone classifications will be. The results will provide guidance to the wave energy folks.

Tokos said that basically the approach would be to capture GIS points, have a decent quality camera and take panoramic shots in a competent manner, and have the matrix to go along with that. Patrick thought they need to pick commonly accessible elevations. Tokos thought also to pick up concentrations of people where the view is important because of that concentration. Husing said we should expand this conversation to others in the County. He thought the Commission did a great job of filling in the gaps. He said that what is likely to happen is that we will have examples of what happened further north. We will also have an example of how this system really works.

Tokos said the site visits will be in August. Husing said we will have three other cities involved soon. He said we have our own GIS talent here. He thought it will be an interesting dialog about how to draw bubbles. From what he has seen, there will be ocean zone classes 1-4 at least out 3 miles. We will start creating this on maps by drawing the bubbles, overlapping them, and labeling with classes. Probably in the fall, we will look at computer generations. East asked if they would know what these devices look like when they are out doing the study of these key views. Tokos said there should be some benchmark when doing this type of placement in different categories. BLM criteria are being applied to the data collection. Husing said that when the computer generations are ready, we can start talking about the obvious technology.

For the Commission, Berman was willing to assist with data collection, with Patrick and East as backups.

B. Adjournment. Having no further discussion, the work session meeting adjourned at 7:40 p.m.

Respectfully submitted,

Wanda Haney
Executive Assistant

CITY OF NEWPORT NOTICE OF A PUBLIC HEARING¹

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing on Monday, August 27, 2012, at 7:00 p.m., to review and make a recommendation to the Newport City Council on the following comprehensive plan text amendment. A public hearing before the City Council will be held at a later date, and notice of the City Council hearing will also be provided.

File No. 2-CP-11.

Initiated by: City of Newport.

Proposed Legislative Amendment: The proposed legislative amendment continues the update of the Transportation System Plan (TSP) element of the Newport Comprehensive Plan by focusing the effort on US 101 in South Beach between the Yaquina Bay Bridge and SE 62nd Street to set out a policy framework in support of an alternative mobility standard. The update includes zoning ordinance amendments establishing a trip budget program for South Beach, citywide traffic impact analysis requirements, and citywide transportation improvement requirements for infill development. Functional classification maps and project priorities/estimates are also updated.

Applicable criteria: The Newport Comprehensive Plan Section entitled "Administration of the Plan" (p. 287-288) requires findings regarding the following for the proposed amendment:

- 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.

Testimony: 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 (address under "Amendment Material") must be received by 5:00 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.

Amendment Material: Material related to the proposed amendment may be reviewed or a copy purchased at the Newport Community Development (Planning) Department, City Hall, 169 S.W. Coast Hwy, Newport, Oregon, 97365. 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. The Newport Transportation System Plan update materials are posted on the City of Newport website at: www.newportoregon.gov on the Community Development Department webpage.

Contact: Derrick Tokos, AICP, Newport Community Development Director, (541) 574-0626, email address d.tokos@newportoregon.gov (mailing address above in "Amendment Material"); or John deTar, Oregon Department of Transportation, (541) 757-4159, email address john.G.DETAR@odot.state.or.us.

Time/Place of Public Hearing: Monday, August 27, 2012; 7:00 p.m., City Hall Council Chambers (address above in "Amendment Material").

Notice Mailed: August 10, 2012.

Published: August 17, 2012/News-Times.

¹ Notice is being sent to various individuals and entities on the South Beach Transportation System Plan Update stakeholders list and public hearing website.

The City of Newport Planning Commission will hold a public hearing on Monday, August 27, 2012, 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. 2-CP-11). A public hearing before the City Council will be held at a later date, and notice of the City Council hearing will also be provided. The proposed legislative amendment continues the update of the Transportation System Plan (TSP) element of the Newport Comprehensive Plan by focusing the effort on US 101 in South Beach between the Yaquina Bay Bridge and SE 62nd Street to set out a policy framework in support of an alternative mobility standard. The update includes zoning ordinance amendments establishing a trip budget program for South Beach, citywide traffic impact analysis requirements, and citywide transportation improvement requirements for infill development. Functional classification maps and project priorities/estimates are also updated. The Newport Comprehensive Plan Section entitled "Administration of the Plan" (p. 287-288) requires findings regarding the following for the proposed amendment: 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. 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 5:00 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. The Newport Transportation System Plan update materials are posted on the City of Newport website at: www.newportoregon.gov on the Community Development Department webpage. Contact Derrick Tokos, AICP, Newport Community Development Director, (541) 574-0626, email address d.tokos@newportoregon.gov (mailing address above); or John deTar, Oregon Department of Transportation, (541) 757-4159, email address john.G.DETAR@odot.state.or.us.

(For Publication once on Friday, August 17, 2012)

Wanda Haney

From: Sara Bryan [sarabryan@newportnewstimes.com]
Sent: Friday, August 10, 2012 4:01 PM
To: Wanda Haney
Subject: RE: City of Newport Legal Notice

This notice will publish as requested.
Sara

Sara Bryan
News Times
Office Manager
541-265-8571 ext. 215
www.newportnewstimes.com

PCI POLICY: For the security of our customers we do not take credit card payments by e-mail. Please call 541-265-6080 or fax 541-265-3862 for all credit card transactions.

From: Wanda Haney [<mailto:W.Haney@NewportOregon.gov>]
Sent: Friday, August 10, 2012 2:29 PM
To: 'Sara Bryan'
Subject: City of Newport Legal Notice

Hi, Sara,
Attached is a notice of a Planning Commission public hearing for our File No. 2-CP-11 for publication once on **Friday, August 17, 2012**, please. Please confirm receipt of the notice & if it will publish on that day.
Thanks,

Wanda Haney
Executive Assistant
City of Newport
Community Development Department
541-574-0629
FAX 541-574-0644
w.haney@newportoregon.gov

Wanda Haney

From: Wanda Haney
Sent: Friday, August 10, 2012 3:23 PM
To: David Marshall; Elwin Hargis; Jim Protiva; Mark Miranda; Phillip Paige; Ted Smith; Tim Gross; Victor Mettle
Subject: File 2-CP-11 - Notice - PC
Attachments: File 2-CP-11 - Notice - PC.doc

Attached is a notice of the Planning Commission public hearing for File No. 2-CP-11. The notice contains an explanation of the legislative action & the date of public hearing. Please review this information to see if you would like to make any comments. We must receive comments at least 10 days prior to the hearing in order for them to be considered. **Should no response be received, a "no comment" will be assumed.**

Thanks,

Wanda Haney

Executive Assistant
City of Newport
Community Development Department
541-574-0629
FAX 541-574-0644
w.haney@newportoregon.gov

Wanda Haney

Distribution List Name: SB TSP Update

Members:

abvi	abvi_innatyaquinabay@yahoo.com
Anne Sylvester	ASylvester@parametrix.com
Barton	jobarton4@gmail.com
Ben Jarvis	BenJarvis@Peak.org
Bonnie Serkin	Bonnie@eenw.com
Carrie Lewis	carrie.lewis@aquarium.org
Chris Clemow	cclेमow@grpmack.com
City Council	CityCouncil@newportoregon.gov
Daniella Crowder	bikeneport@charter.net
Dawn Pavitt	dawn@pavittlanduse.com
Dennis Bartoldus	landlaw@charter.net
Dennis Comfort	dennis.comfort@state.or.us
Dick Cook	Quince@Peak.org
Don Huster	dhuster@thewoodsidegroup.com
Don Mann	portman@portofnewport.com
drudzinski	drudzinski@angeloplanning.com
fangelo	fangelo@angeloplanning.com
fleck	dfleck@englundmarine.com
Gary East	gary.east@probuild.com
George Boehlert	george.boehlert@oregonstate.edu
Ginny Goblirsch	ginny.goblirsch@gmail.com
Glen Small	gsmall@teleport.com
Hal Pritchett	hdpritchett@msn.com
Harry Noah	harrynoah@aol.com
James Senn	SennJa44@yahoo.com
Janet Webster (2)	janet.webster@oregonstate.edu
Jay Robinson	jaymartoo@hotmail.com
Jeff Bertuleit	propsinc@newportnet.com
Jim McIntyre	jimbo0139@cablespeed.com
Jim Patrick	jbpatrick@newportnet.com
Joel Matz	jmatz@co.lincoln.or.us
John deTar	John.G.DETAR@odot.state.or.us
John Port	brookport@peak.org
Leonard Loew	loewuscg@aol.com
Lorna Davis	lorna@newportchamber.org
Margaret E Dailey	medailey@actionnet.net
marine discovery	captain@marinediscovery.com
Mark Fisher	bigfish@actionnet.net
Mark Miranda	m.miranda@newportpolice.net
Maryann Bozza	maryann.bozza@oregonstate.edu
Matt Spangler	matt.spangler@state.or.us
Michael Shaffer	MICHAEL.D.SHAFER@odot.state.or.us
ocie-ellen Gardner	ocln.marion@frontier.com
Onno Husing	ohusing@co.lincoln.or.us
Patrick Wingard	patrick.wingard@state.or.us
Pete Gintner	gintner@mggdlaw.com
Peter Boris	PBoris@co.lincoln.or.us
Richmond	richmond2560@charter.net
Rod Croteau	croteau@charter.net
Roy Fielding	rhf@cablespeed.com
Sam Valenti	samjohnvalenti@gmail.com
Sumi Malik	Sumi.Malik@CH2M.com
Theodora Boris	paboris@peak.org
Tom Hasting	thasting@yahoo.com
Tony Nathan	ARNCapital@gmail.com
William Kaniho	bdkaniho@peak.org
Woody Ouderkirk	Woody@misheyrealestate.com

J
JAY R ROBINSON
PO BOX 675
NEWPORT OR 97365

J
ROY FIELDING
2590 SW 61ST ST
NEWPORT OR 97366

J
DENNIS BARTOLDUS
PO BOX 1510
NEWPORT OR 97365

J
WILLIAM KANIHO
5925 SW ARBOR DR
SOUTH BEACH OR 97366

J
JOHN PORT &
PATRICIA BROOKSHIRE
PO BOX 1805
NEWPORT OR 97365

J
OCIE-ELLEN & MARION GARDNER
16538 SW GLENEAGLE DR
SHERWOOD OR 97140

J
TOM HASTING
PO BOX 470
NEWPORT OR 97365

J
PETE GINTNER
PO BOX 1270
NEWPORT OR 97365

JIM SHAW
PO BOX 128
SOUTH BEACH OR 97366

J
MARYANN BOZZA
HMSC
2030 SE MARINE SCIENCE DR
NEWPORT OR 97365

J
LARRY LEWIS
730 SE 5TH ST
NEWPORT OR 97365

J
CHRIS CLEMON
1515 SEAWATER AVE #100
PORTLAND OR 97414

J
JEFF WAARVICK
WAARVICK & WAARVICK
PO BOX 1318
NEWPORT OR 97365

J
MARK & CINDY MCCONNELL
4915 NW WOODY WAY
NEWPORT OR 97365

J
JAMES & JOHNG SAEN SENN
8450 SW MARINE VIEW
SOUTH BEACH OR 97366

J
ONNO HUSING
LINCOLN COUNTY PLANNING &
DEVELOPMENT
210 SW 2ND ST
NEWPORT OR 97365

J
JIM KALDY
7677 SW SUFLAND ST
SOUTH BEACH OR 97366

J
JOYCE GAFFIN
PO BOX 530
SOUTH BEACH OR 97366

✓ mailed
O mailed

US POST OFFICE
ATTN: POSTMASTER
310 SW 2ND ST
NEWPORT OR 97365

911 EMERGENCY DISPATCH
ATTN: DIRECTOR
815 SW LEE ST
NEWPORT OR 97364

CENTRAL LINCOLN PUD
ATTN: RANDY GROVE
PO BOX 1126
NEWPORT OR 97365

CHARTER COMMUNICATIONS
ATTN: KEITH KAMINSKI
355 NE 1ST ST
NEWPORT OR 97365

NORTHWEST NATURAL
ATTN: ALAN LEE
1405 SW HWY 101
LINCOLN CITY OR 97367

CENTURYLINK/QWEST
ATTN: CORKY FALLIN
740 STATE ST
SALEM OR 97301

PIONEER TELEPHONE CO-OP
ATTN: GARY VICK
PO BOX 631
PHILOMATH OR 97370