



**CITY CENTER REVITALIZATION PLANNING COMMITTEE AGENDA**  
**Friday, August 23, 2024 - 2:00 PM**  
**City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365**

---

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

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

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

---

**1. WELCOME AND INTRODUCTIONS**

**2. ROLL CALL**

**3. APPROVAL OF MINUTES**

**3.A Approval of the City Center Revitalization Planning Committee Meeting Minutes of June 28, 2024.**

[Draft City Center Revitalization Mtg Minutes 06-28-2024](#)

[06-28-2024 City Center Revitalization Planning Committee Meeting Video Link](#)

**4. EXISTING CONDITIONS**

**5. REAL ESTATE MARKET CONDITIONS AND TRENDS**

**6. ASSETS, BARRIERS AND OPPORTUNITIES**

**7. DESIRED OUTCOMES AND CRITERIA FOR US 101 TRANSPORTATION SOLUTIONS (CONTINUED DISCUSSION)**

**8. NEXT STEPS**

**9. PUBLIC COMMENT**

*This is an opportunity for members of the audience to bring to the Work Group's attention any item not listed on the agenda. Comments will be limited to three (3) minutes per person with a maximum of 15 minutes for all items. Speakers may not yield their time to others*

**10. ADJOURNMENT**

**HANDOUTS**

**Materials:**

[Agenda - Meeting No 2](#)

[2024-08-23 PowerPoint CAC#2](#)

[Newport Revit Memo 3 Market Analysis 081524](#)

[US 101 Circulation Options](#)

[Newport City Center-Public Involvement Plan-081624](#)

**City of Newport  
Draft City Center Revitalization Planning Committee Minutes  
June 28, 2024**

<b>LOCATION:</b> CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
<b>Time Start:</b> 2:00 P.M. <span style="float: right;"><b>Time End:</b> 4:07 P.M.</span>

**ATTENDANCE LOG/ROLLCALL**

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson	Sherri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	Anna Iaukea, Urban Renewal Project Manger
Laurie Sanders	Jim Hencke, DEA (by video)
Dustin Capri	David Berniker, UrbsWorks (by video)
Karen Rockwell (by video)	Brandy Steffen, JLA (by video)
Brett Estes (by video)	David Helton, ODOT (by video)
Rich Belloni	
Melony Heim	<b>PUBLIC</b>
Eric Hanneman	Dietmar Goebel
Rev. Judith Jones (by video)	
Dr. Ralph Breitenstein	
Timothy Johnson (absent)	
Bob Berman (by video)	
Deb Jones (by video)	
Cynthia Jacobi	
Robert Emond	

AGENDA ITEM	ACTIONS
<p><b>COMMITTEE MEMBER INTRODUCTIONS</b></p> <p>a. Roll Call</p>	<p>None.</p>
<p><b>APPROVAL OF MINUTES</b></p> <p>a. Meeting minutes of City Center Revitalization Planning Committee Meeting on May 31, 2024</p>	<p>Motion by Breitenstein, seconded by Patrick to approve the City Center Revitalization Planning Committee Meeting on May 31, 2024 as written. Motion carried unanimously in a voice vote.</p>
<p><b>REVIEW COMMITTEE CHARTER</b></p> <p>a. Review and discussion on project overview</p>	<p>Ms. Steffen reviewed the Committee Charter covering the goals, terms of membership, meeting schedule, communications, conduct of meetings, roles and responsibilities, and conflict resolution.</p>

<p><b>PROJECT OVERVIEW</b></p>	<p>Mr. Tokos reviewed the project overview covering the project team; advisory committee members; background of the project; purpose of the group; and process chart for the committee work.</p>
<p><b>PLAN GOALS, OBJECTIVES AND EVALUATION CRITERIA</b></p> <p>a. Review and discussion on project overview</p> <p>b. Committee feedback</p>	<p>Mr. Hencke covered the plan goals, objectives and evaluation criteria. Discussion points included the City Center revitalization area map; items missing from the goals; Transportation System Plan (TSP) alternatives and criteria; thoughts on achieving the vision for street solutions; criteria values and tradeoffs based off of the type of users; and market, real estate, and strategy criteria.</p> <p>The Committee gave their thoughts on objectives for the project. Heim thought that Hurbert Street should be added to the place map. Capri wanted to see research done on what the constraints would be to do a short couplet. Berman wanted serious consideration for both couplet options.</p> <p>Jacobi thought a community gathering place should be added to the goals. Capri thought property development and acquisition shouldn't be a goal. Berman noted there was no mention of bikes, pedestrians, and transit in the traffic flow objective, and wanted it added.</p> <p>Weber expressed concerns about 10-foot lanes being too narrow with bicycle lanes. Luke Simonsen questioned where street parking would be on 9th Street with the changes. Deb Jones thought they should find alternatives on both sides of the highway to accommodate parking, which included closing streets.</p> <p>Emond thought the Committee needed to decide what the major overarching goal was to be able to determine a plan for what they should accomplish.</p> <p>Capri requested the Committee discuss the recommendations on the best TSP alternatives at the next meeting.</p> <p>Jacobi questioned if there was money in the Plan to help businesses that would be partially closed or without sidewalks during the implementation. Tokos explained this could be structured under the incentive funds.</p>

	<p>Breitenstein requested the slides be provided to the Committee a week before the meetings so there was time to give feedback.</p> <p>Capri wanted to see a narrative that explained how the statistics applied to the criteria and why there were poor performances.</p> <p>Deb Jones thought it would be wise to take a look at what the County was doing at the Commons property so there weren't duplicate needs. Emond thought housing was important. He questioned if traffic management or walkability was more important for development.</p> <p>The Committee gave their thoughts on criteria priorities that included adding housing; making an attractive vibrant downtown that was walkable; improving the aesthetics; infrastructure improvements/maintenance which includes safety, flexibility and development; creating a vibrant downtown that was accessible; improving traffic flow and safety; creating a culture that is uniquely Newport; creating mixed use areas with housing and safe parking; honoring Newport as a fishing community; making sure businesses in the Latino area around Hurbert Street weren't displaced due to affordability; focusing on a Farmers Market area visible from Hwy 101; researching minimum mobility standards and examples of how other cities have done this; and looking at safety considerations for bikes and pedestrians.</p> <p>Capri requested a 20 minute agenda item be added to the next meeting to allow Committee members to give feedback and comments.</p>
<b>TARGETED OUTREACH</b>	Discussion was moved to the August 23, 2024 meeting.
<b>NEXT STEPS</b>	None.
<b>CITIZEN/PUBLIC COMMENT</b>	None.

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

Sherry Marineau, Executive Assistant

**June 28, 2024 - City Center Revitalization Planning Committee Meeting Video Link:**

[https://thecityofnewport.granicus.com/player/clip/1295?view\\_id=48&redirect=true](https://thecityofnewport.granicus.com/player/clip/1295?view_id=48&redirect=true)

# NEWPORT CITY CENTER REVITALIZATION ADVISORY COMMITTEE



## CAC MEETING #2 AGENDA

**Date/Time:** August 23, 2024 from 2:00-4:00 pm

**Location:** City Hall Council Chambers (169 SW Coast Hwy, Newport, OR 97365)

Virtually at <https://newportoregon.zoom.us/j/81291326970> // Meeting ID: 812 9132 6970

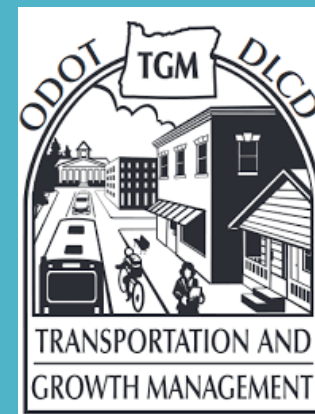
**Meeting Goals:** Review the existing conditions memo, review real estate market conditions and trends, and then identify assets, barriers and opportunities.

Time	Topic	Person
2:00-2:05 pm (5 min)	Introductions	Jim Patrick, Vice- Chair
2:05-2:25 pm (20 min)	Existing Conditions	Jim Hencke, DEA
2:25-2:40 pm (20 min)	Real Estate Market Conditions and Trends	EcoNW
2:45-3:15 pm (30 min)	Assets, Barriers and Opportunities <ul style="list-style-type: none"> <li>Brainstorm activity</li> </ul>	Brandy Steffen, JLA
3:15-3:45 pm (30 min)	Desired Outcomes and Criteria for US 101 Transportation Solutions (Continued Discussion)	Jim Hencke, DEA
3:45-3:50 pm (5 min)	Next Steps <ul style="list-style-type: none"> <li>Next meeting is on Friday, October 25 from 2-4 pm</li> </ul>	Jim Patrick, Vice- Chair
3:50-4:00 pm (10 min)	Public Comments <ul style="list-style-type: none"> <li>Anyone in-person or attending virtually may have up to 2 minutes to speak.</li> </ul>	Brandy Steffen, JLA

# Newport City Center Revitalization Plan

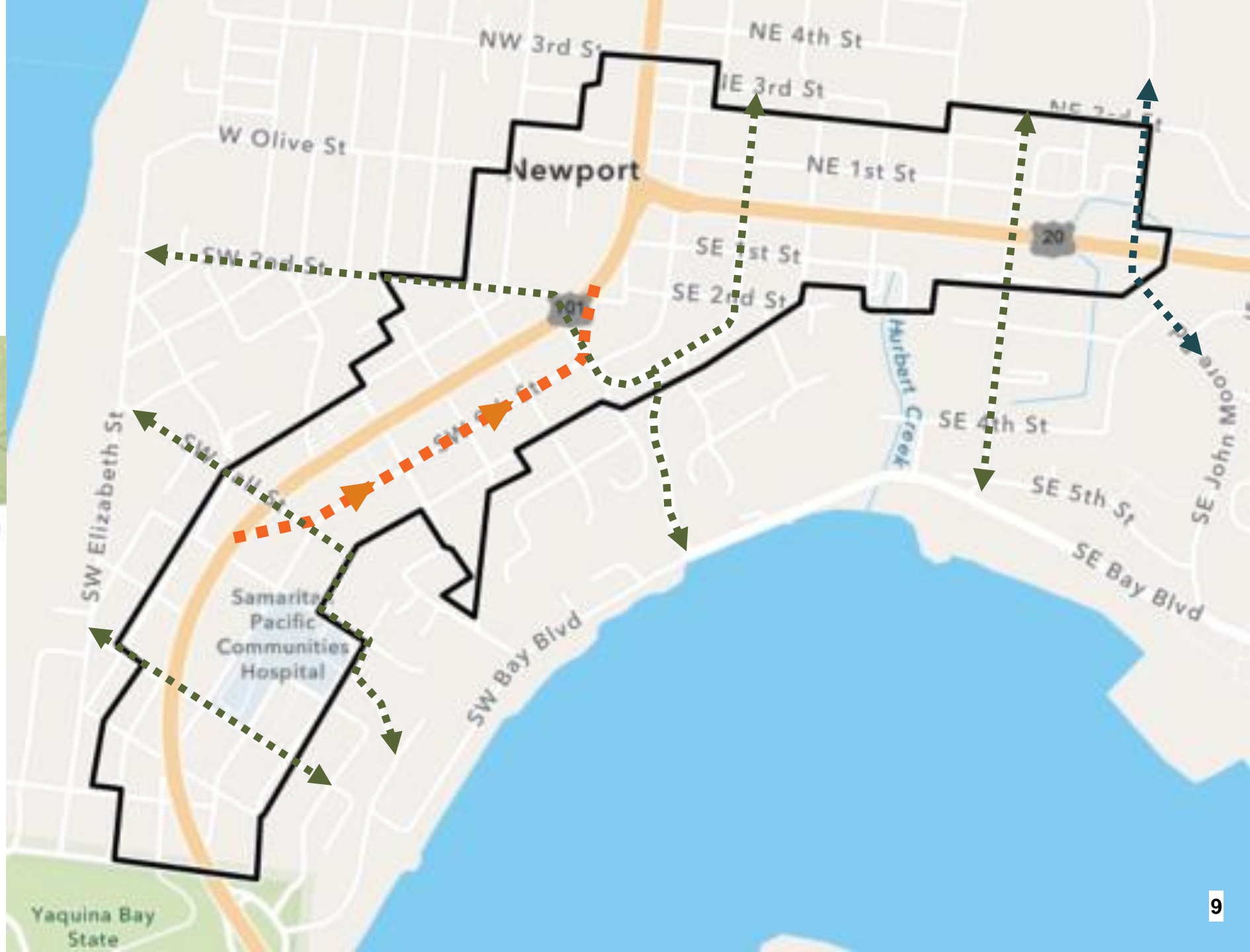
CAC Meeting #2

August 23, 2024





# Project Area

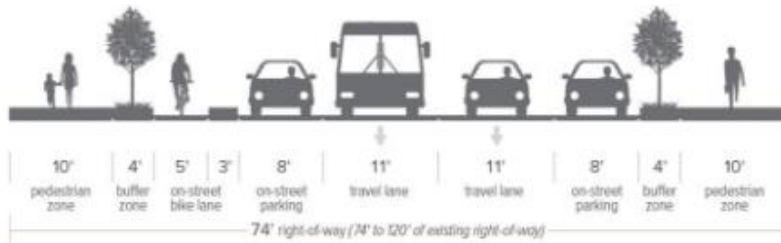


*"...concentrated along US 20/101 commercial corridors between east entrance and Yaquina Bay Bridge."*

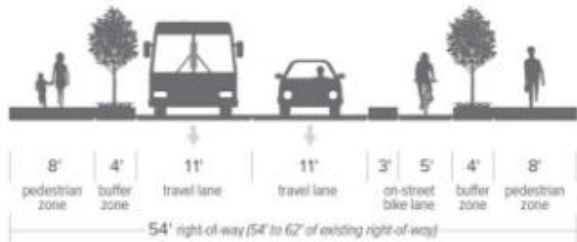
# TSP BASELINE

# US 101 SHORT COUPLET

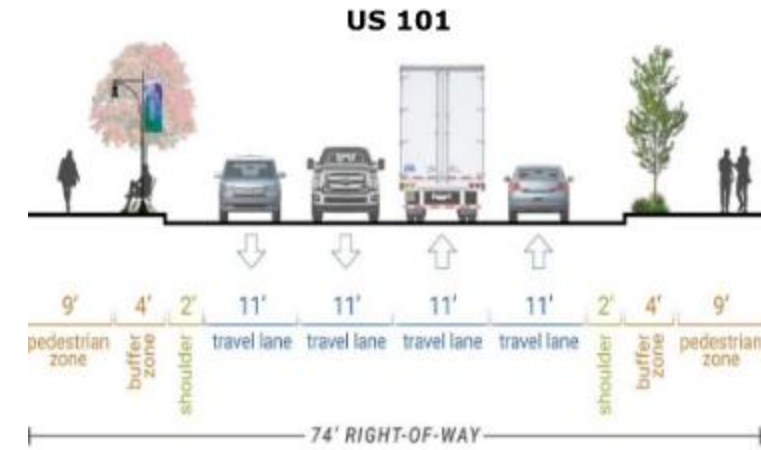
1 US 101 CROSS-SECTION SOUTHBOUND



2 SW 9TH STREET CROSS-SECTION NORTHBOUND



# US 101 TWO-WAY OPTION



### US 101 Four Lane: Wider Sidewalk Option

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



### SW 9th Street Bikeway

- Remove parking, reduce lane width and add bike lanes

# Evaluation of 101 Alternatives

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

# DEMOGRAPHICS

# What is Newport's population like in 2024?

---

Compared to the state, the city has:



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



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



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



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



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

# How does the Project Area compare to the city?

Compared to the city, the Project Area has:



	Project Area	Newport
<b>A Younger, More Diverse Population</b>		
Population under 40 years	60%	50%
Identify as a person of color or Hispanic/Latino	30%	24%



<b>Larger Households and More Children</b>		
Households with children	22%	18%
Household mix	Even mix of 1-person, 2-person, and 3-person households	75% are 1- or 2-person households.



<b>More Renters</b>		
Renters	60%	40%



# Challenges

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

## People

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

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

## Housing

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

**310 new SF homes**  
**310 plex/multifamily by 2042**

## Income/Education

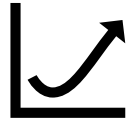


**+10% OSU enrollment by 2033**

# EMPLOYMENT

# What is Newport's economy like today?

---



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



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



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



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



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

# Employers

Major study area employer is Samaritan Pacific Communities Hospital:

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

Major employers south of study area:

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



# Employment

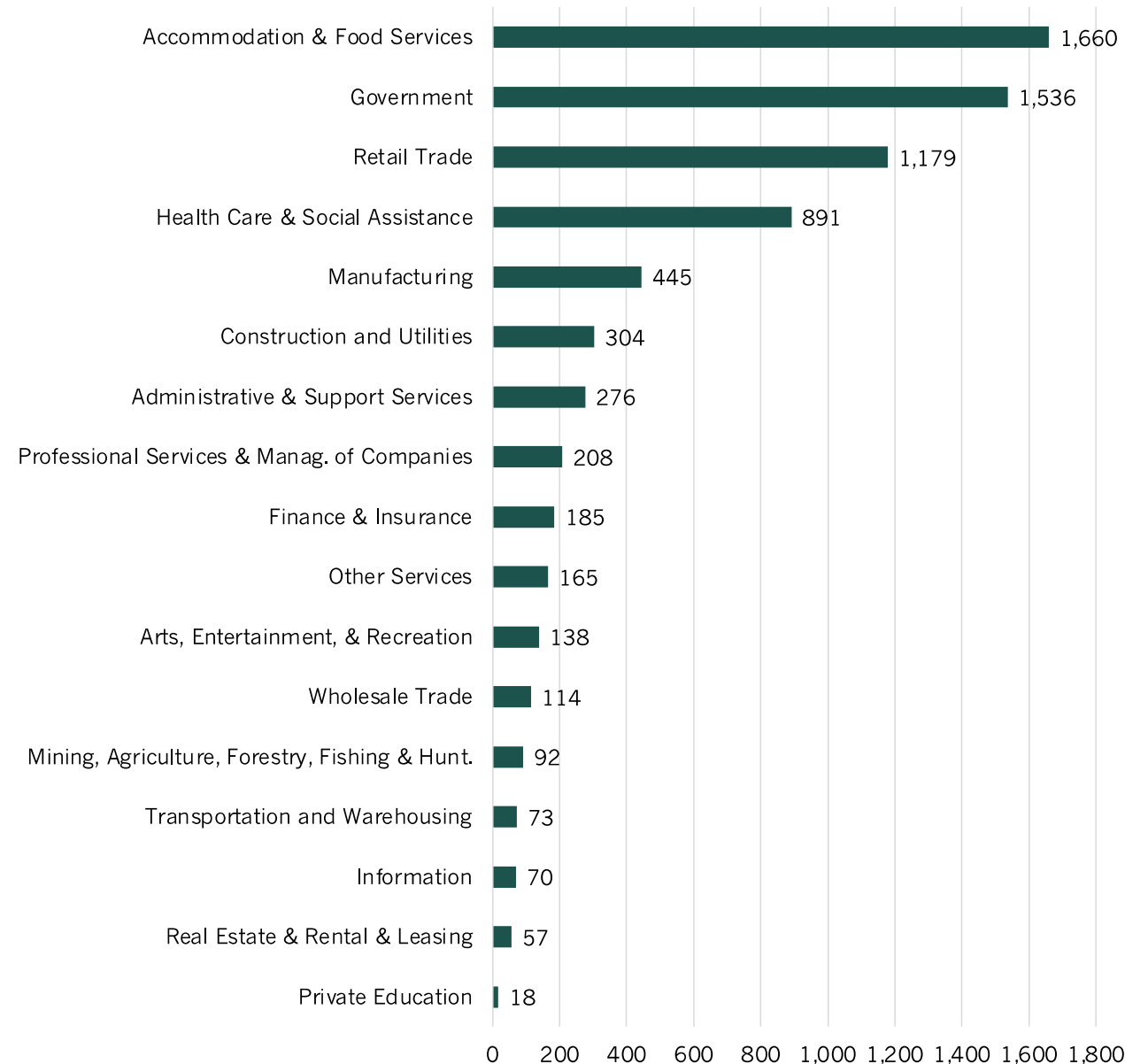
**Covered Employment: 7,411**

**Largest Industries:**

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



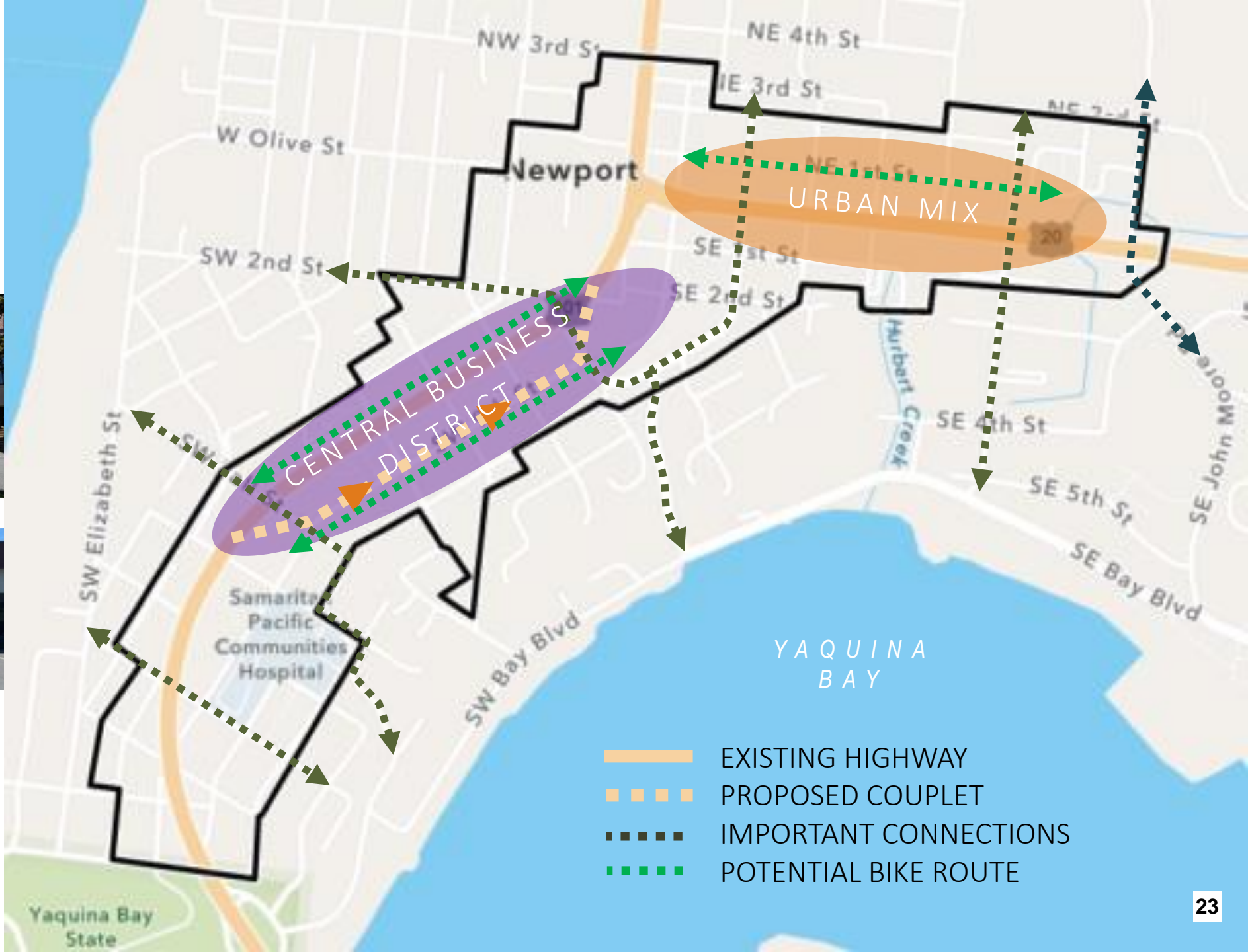
## Newport Covered Employment by Industry, 2022



Source: Quarterly Census of Employment and Wages, 2022



# LAND USE PATTERNS

# CONTEXT



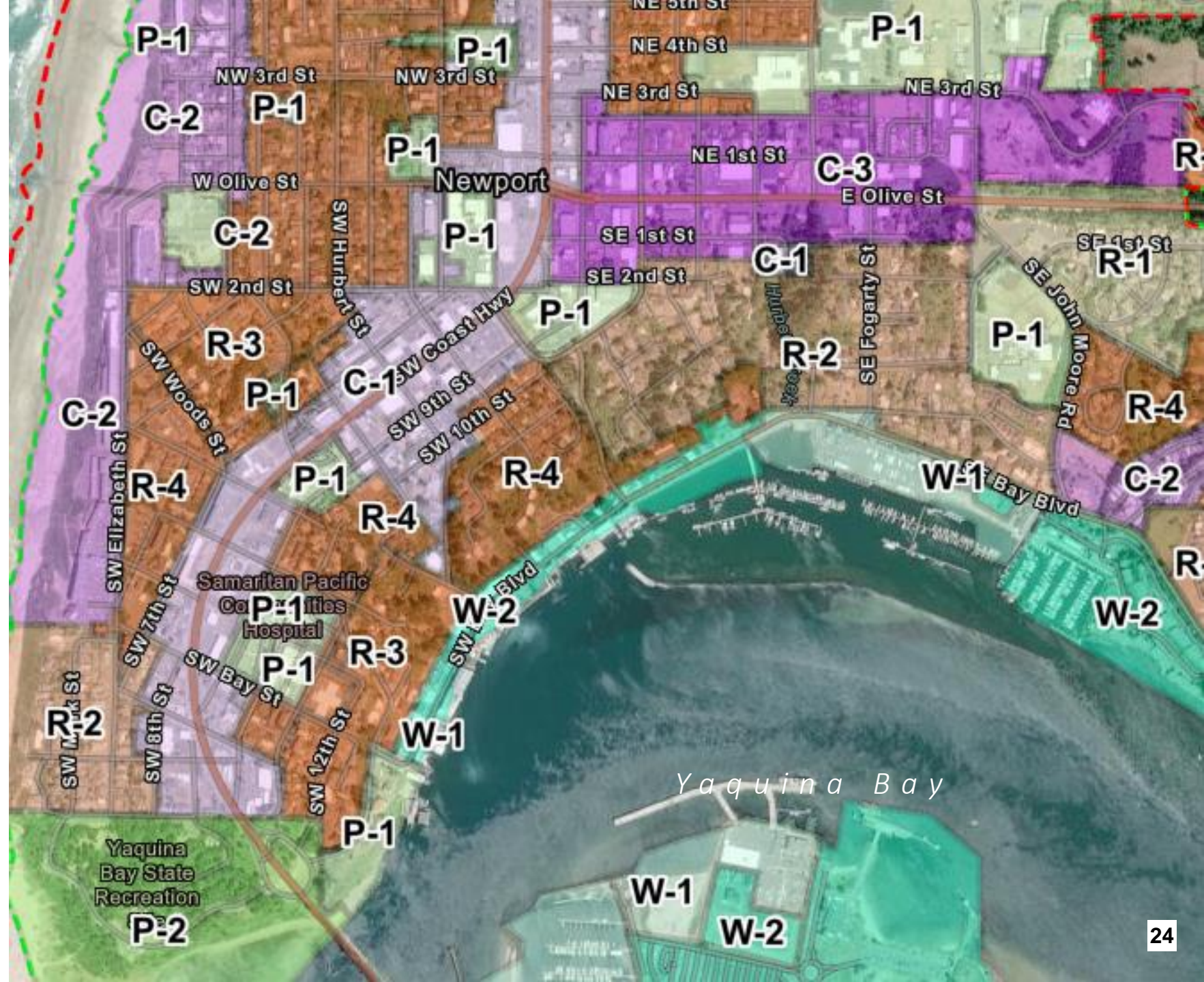
# Zoning

## Legend

-  City Limits
-  Urban Growth Boundary

## Zone District

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





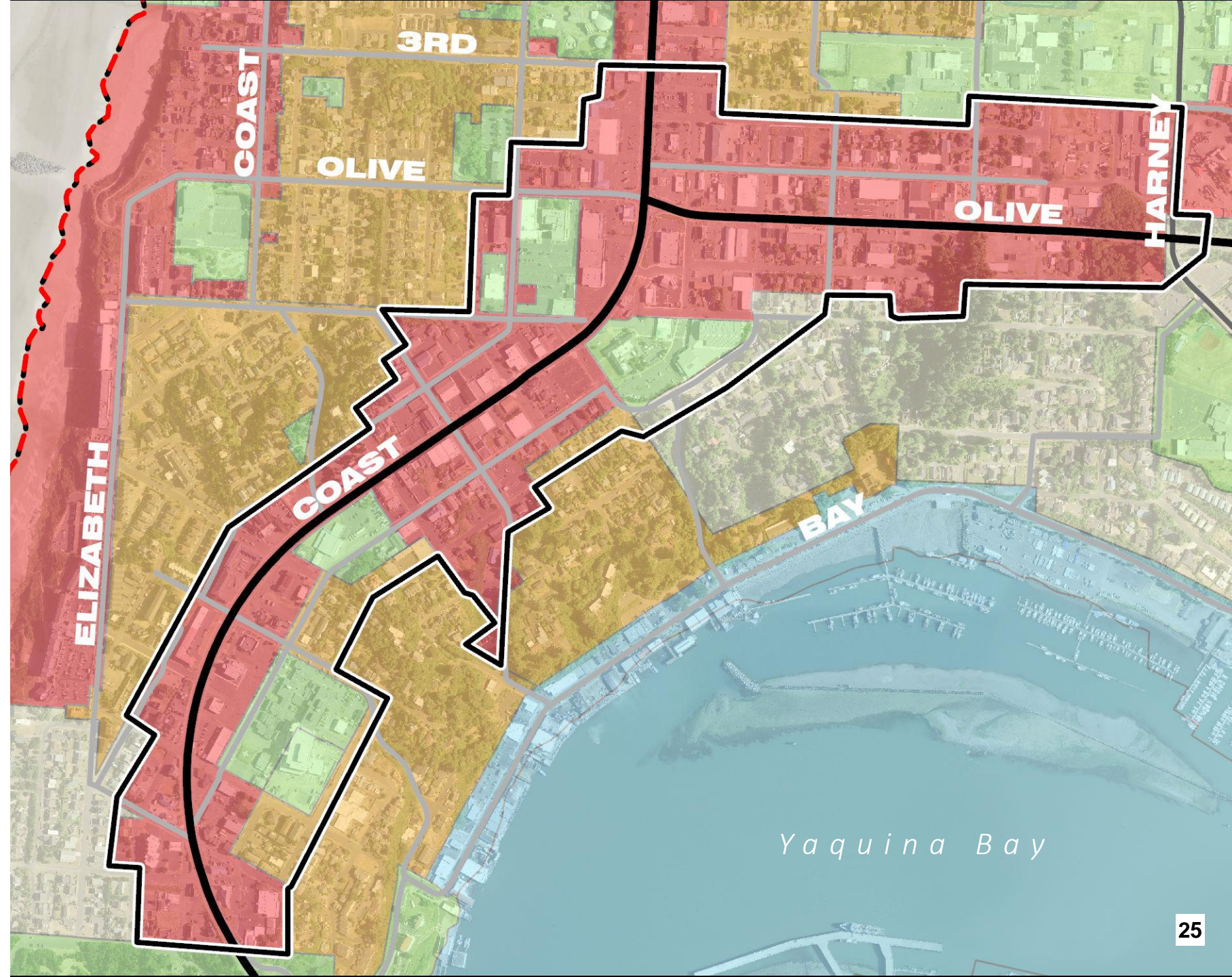
# Comprehensive Plan

## Legend

-  City Center Revitalization Plan Boundary
-  Newport City Limits
-  Urban Growth Boundary

## Comprehensive Plan Designation

-  Commercial
-  Industrial
-  Low Density Residential
-  High Density Residential
-  Public
-  Open Space
-  Shoreland



# Parcel Ownership


## Legend

 City Center Revitalization Plan Boundary

 Newport City Limits

 Urban Growth Boundary

## Owner Type

 City

 County

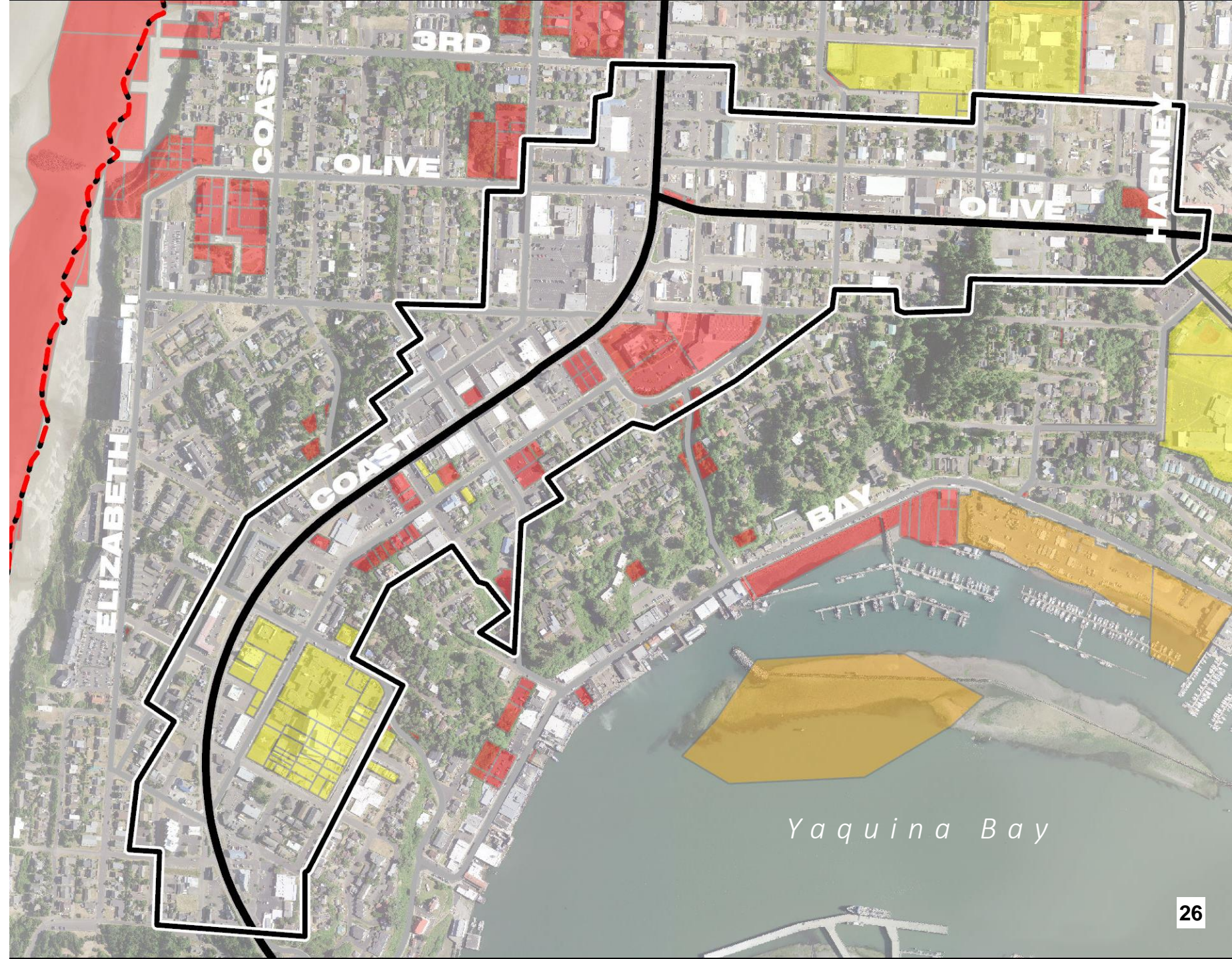
 State of Oregon

 USA

 Major Institution

 Aquarium

 Port



# Land Use Opportunities



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

# TRANSPORTATION

# Transportation Characteristics

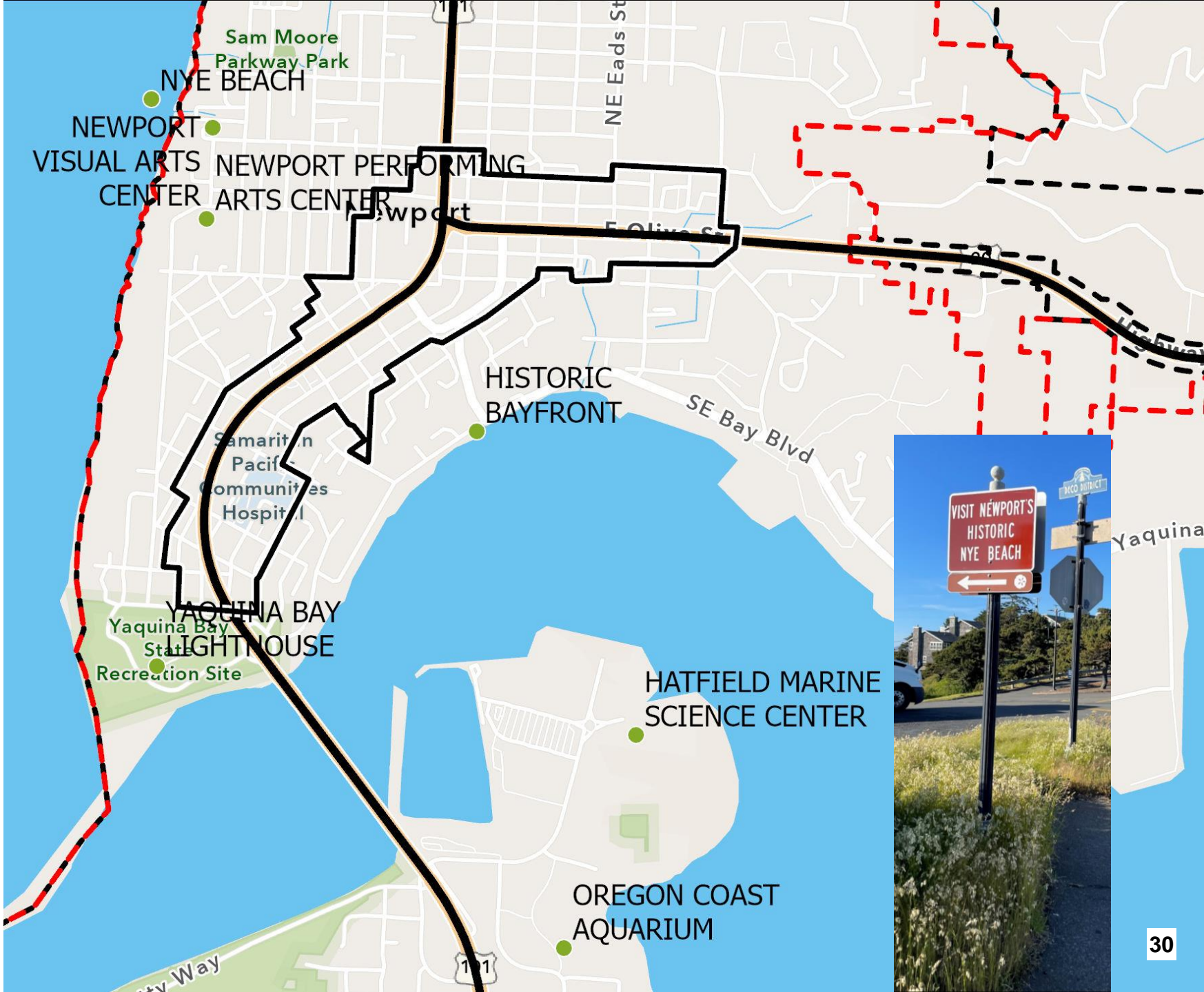
- High volumes of traffic
- US101 and US20 are designated freight routes
- US101 / US20 intersection is busiest in City
- Increased walking, rolling, and biking in downtown will need to be supported with improved infrastructure
- US 101 is part of Oregon Coast Bike Route
- Bikes on US 101 use paved shoulders



# Destinations

**Legend**

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



# Transportation: “to Work”

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

in Newport city, Oregon

Drove alone - 70.5%



Carpool - 12.1%



Public transportation - 0.5%



Walked - 4.7%



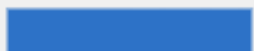
Bicycle - 1.4%



Taxicab, motorcycle, or other means - 1.0%



Worked from home - 9.8%



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

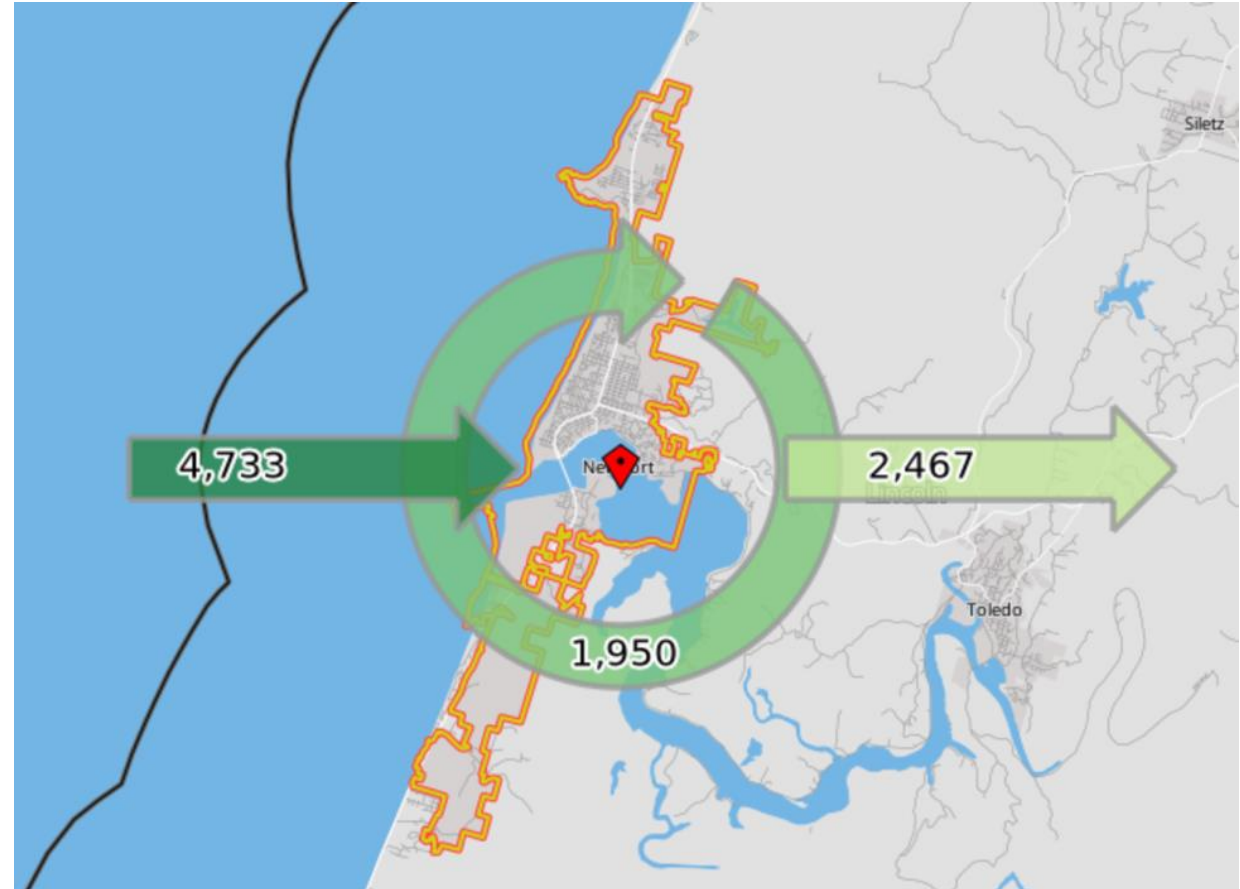
# Commuting Flows

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

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

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

## Commuting Flows, Newport, 2021



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

Note: This is an estimate of covered employment.

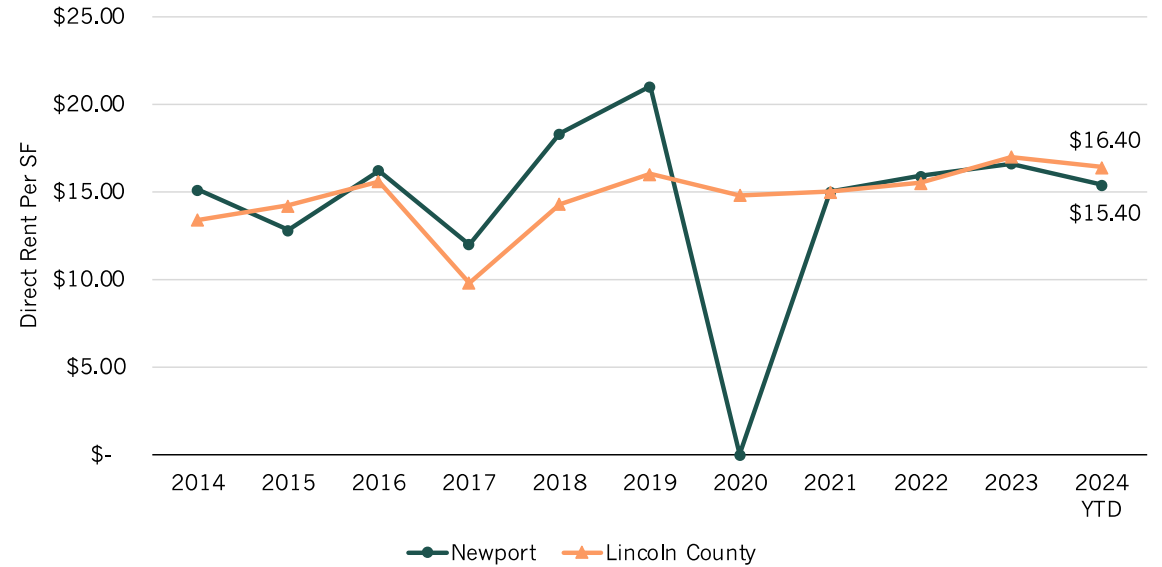


# MARKET TRENDS

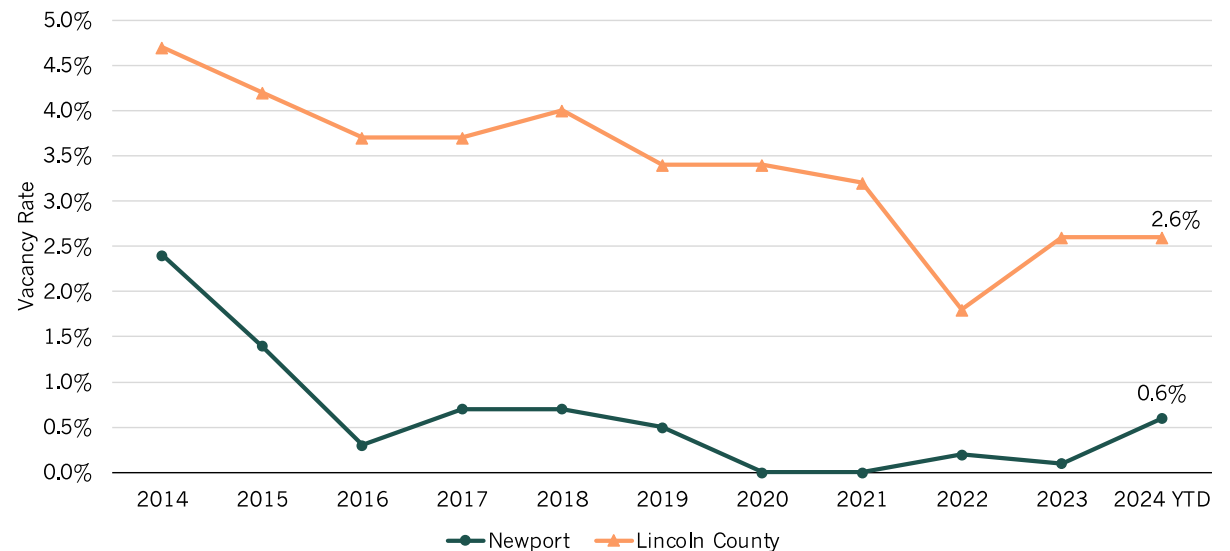
# KEY OFFICE AND RETAIL MARKET TRENDS IN NEWPORT

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

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



Average Commercial Vacancy Rate, 2014 to 2024 YTD

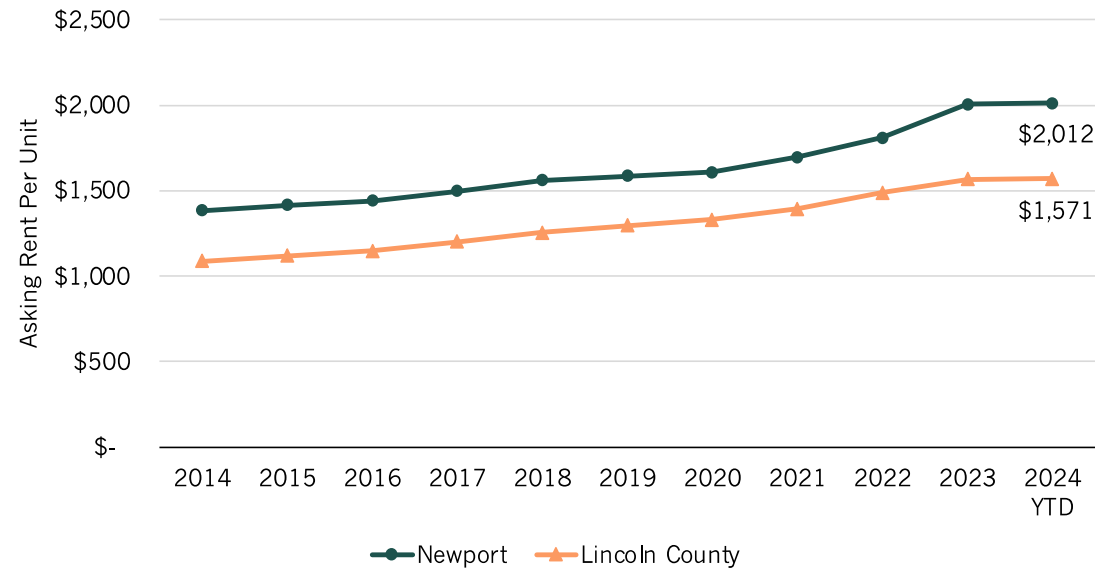


Source: CoStar, pulled July 2024

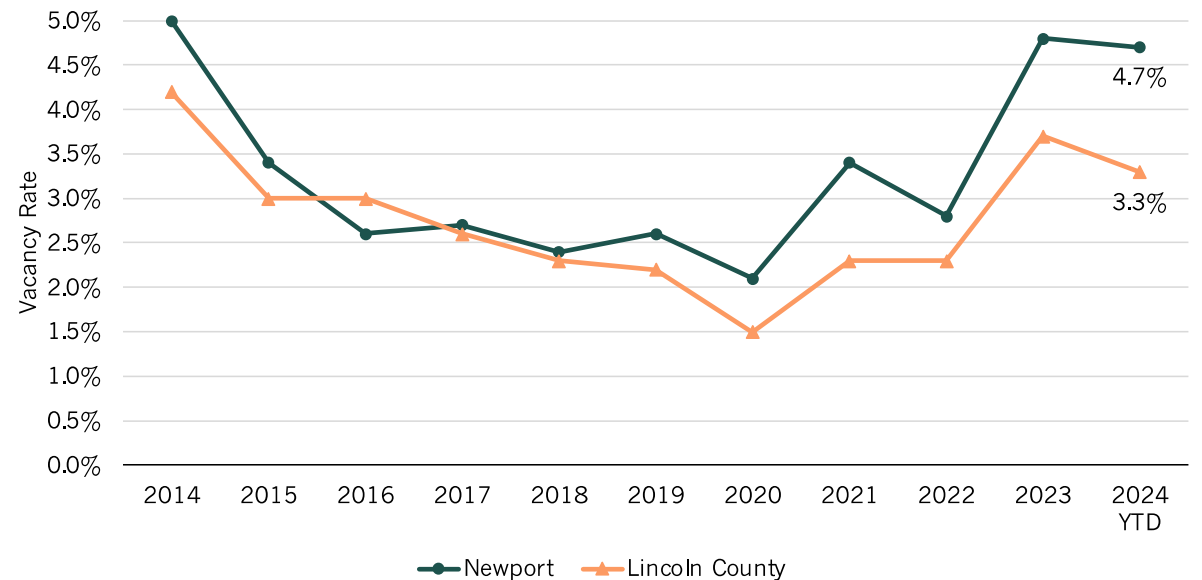
# KEY HOUSING MARKET TRENDS IN NEWPORT

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

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



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



Source: CoStar, pulled July 2024

# Key Opportunities and Barriers

# What could redevelopment of these Focus Areas mean for Newport?

---

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

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

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

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

# What are the opportunities for development in the Focus Areas?

---

## **Both Focus Areas**

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

## **Focus Area 1**

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

## **Focus Area 2**

- Better connections to the Bayfront
- Housing near schools

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

# What are the barriers for development in the Focus Areas?

---

## **Both Focus Areas**

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

## **Focus Area 1**

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

## **Focus Area 2**

- Uncertain market appetite
- Incomplete pedestrian infrastructure

***What other barriers complicate development in the Project Area?***

# DISCUSSION



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

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

---

## Purpose and Background

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

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

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

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

### PROJECT AREA GOALS

---

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

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

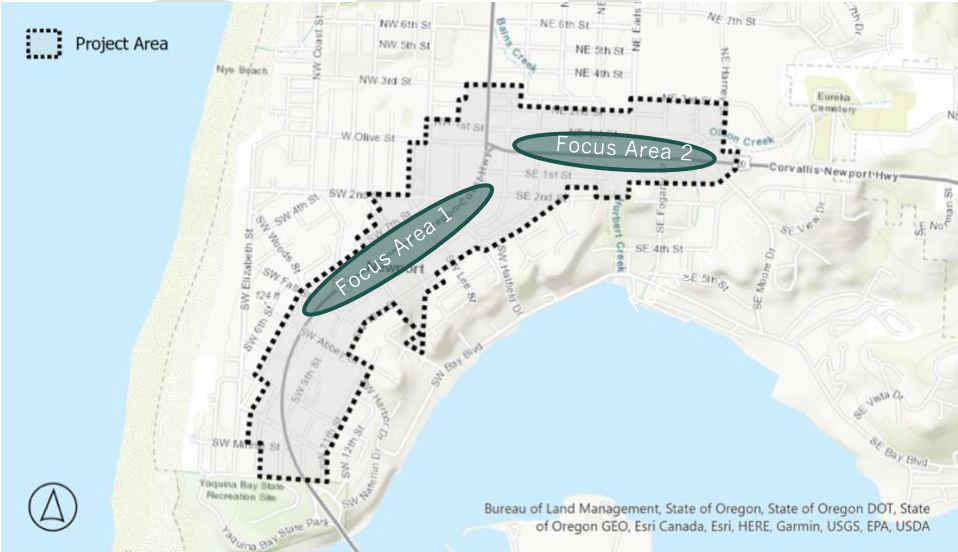
# Project Area Overview

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

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

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

**Exhibit 1: Project and Focus Areas**



## Focus Area 1: US 101

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

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



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



## Focus Area 2: US 20

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

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



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



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

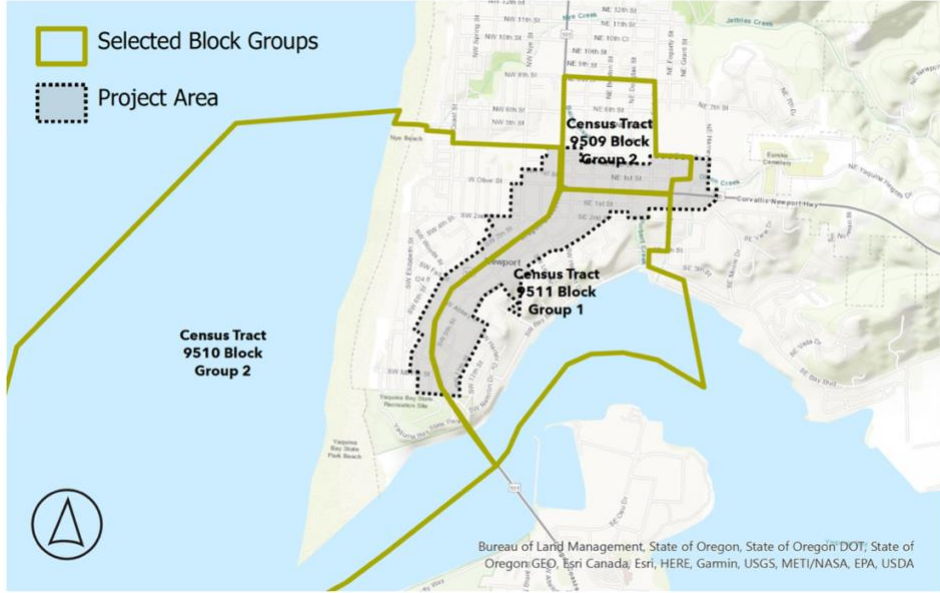


# Demographic and Economic Trends

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

This section summarizes the key demographic and economic conditions and trends for Newport and the comparison geographies (Lincoln County and the state of Oregon) as it relates to development potential. We compare Newport to Lincoln County and Oregon to understand how the City fits within the county and state. Where possible, we also provide data on the Project Area using census block groups seen Exhibit 2.<sup>1</sup> Detailed data, including sources, are included as a part of the Existing Conditions deliverable and in Appendix A.

## Exhibit 2. Census Analysis Area



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



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

## Residents

### NEWPORT'S OVERALL DEMOGRAPHIC TRENDS

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

### PROJECT AREA DEMOGRAPHIC DISTINCTIONS

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



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

## Workers

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

## Visitors

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





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

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



# Real Estate Market Trends

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

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

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

## COSTAR DATA CAVEATS

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

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



## Commercial Development (Retail and Office)

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

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

### Key Commercial Market Trends in Newport

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



## Commercial (Office and Retail)

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

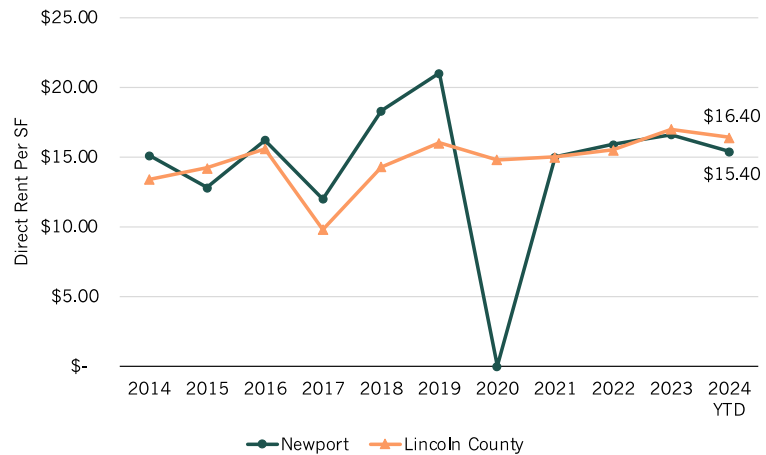
Stakeholder insights suggest that \$15.40 per square foot rate represents the upper end of the market or newer builds. Actual rental rates can vary depending on the type of commercial use and the condition of the property.

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

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

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

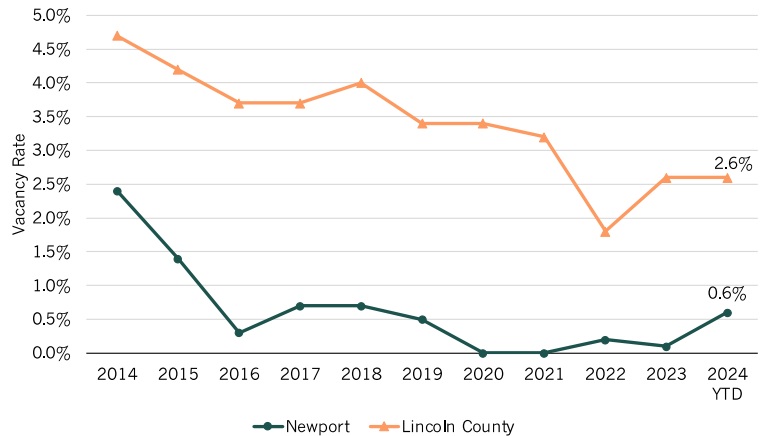
**Exhibit 3. Average Commercial Rent per Square Foot, Newport and Lincoln County, 2014 to 2024 YTD**



Source: CoStar, pulled July 2024

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

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



Source: CoStar, pulled July 2024



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

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

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

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



Source: CoStar, pulled July 2024

## Residential Development

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

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



## Key Residential Market Trends in Newport

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



## Multifamily Rental

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

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

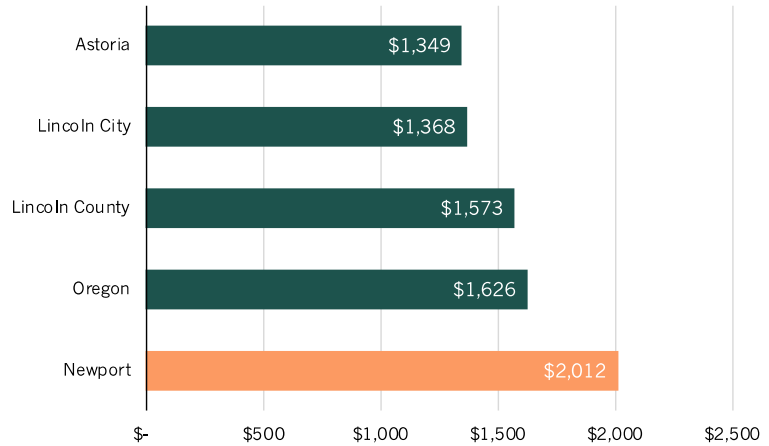
- 1-bedrooms: \$1,455- \$1,605
- 2- bedrooms: \$1,325-\$1,780
- 3-bedrooms: \$1,625-\$2,205

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

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

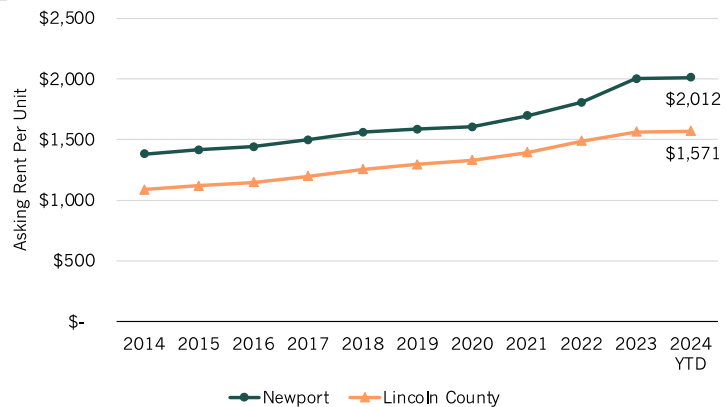
According to CoStar, market-rate multifamily rents increased 45 percent (\$629) between 2014 and 2024 YTD, similar to Lincoln County growth rates .

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



Source: CoStar, pulled July 2024

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



Source: CoStar, pulled July 2024



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

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

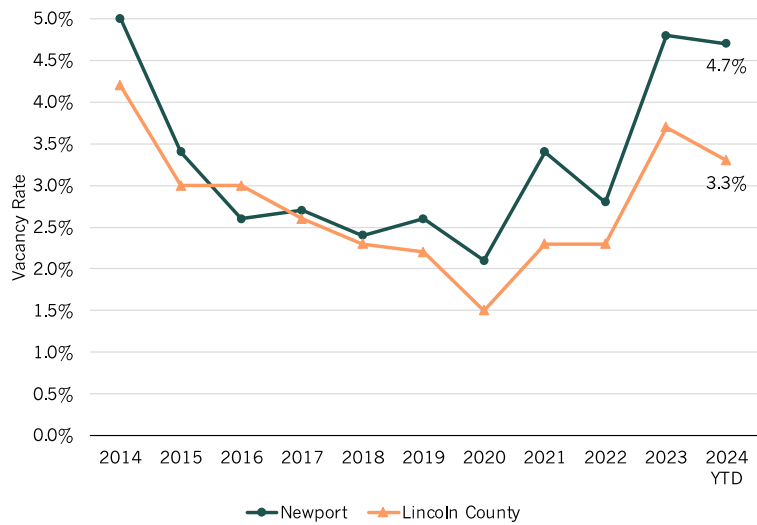
While new units temporarily eased low vacancy rates and rapid rent growth, demand still likely exceeds supply. Notably, stakeholders report that larger units (3+ bedrooms) are taking longer to absorb into the market given the higher rents these units command.

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

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

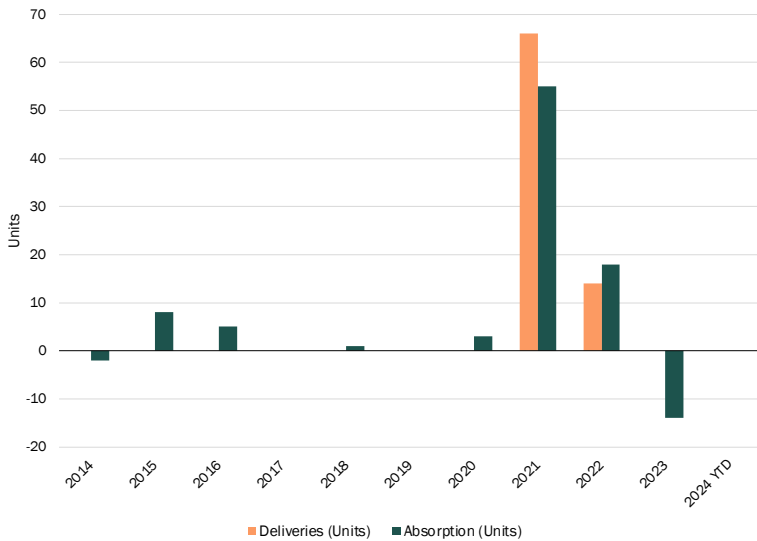
Alongside the market-rate developments, Surfview Village also came online in 2020, which added 110 new income-restricted units to the market (not shown in exhibit).

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



Source: CoStar, pulled July 2024

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



Source: CoStar, pulled July 2024





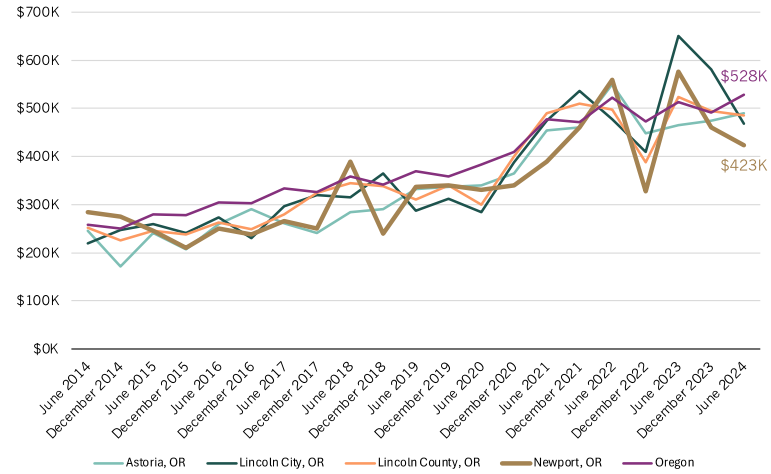
## Ownership Housing

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

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

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

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



Source: Redfin, pulled July 2024



# Key Opportunities and Barriers

What could redevelopment of these Focus Areas mean for Newport?

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

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

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

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

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

---

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



# What are the opportunities for development in the Focus Areas?

## Both Focus Areas

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

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

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

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

## Focus Area 1

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

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

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



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

## Focus Area 2

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

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

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

### Both Focus Areas

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

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

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

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



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

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

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

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

## Focus Area 1

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

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

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



## Focus Area 2

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

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

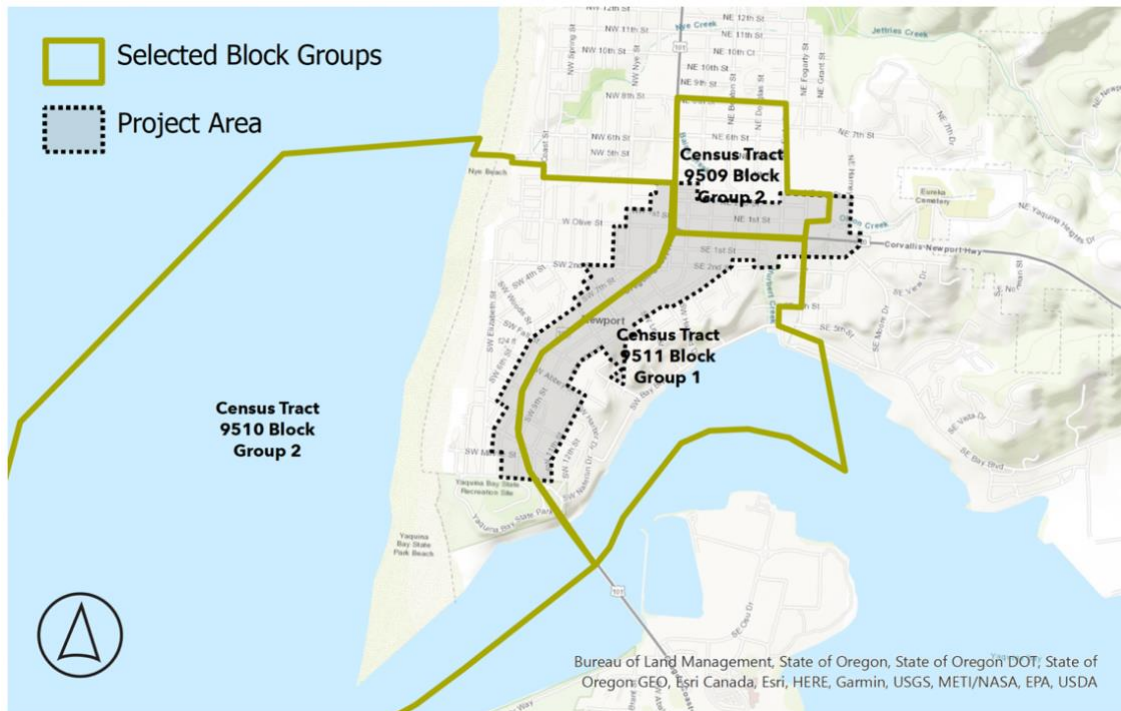
DRAFT



# Appendix A. Socioeconomic Conditions

This appendix summarizes the key demographic and economic conditions and trends for Newport and the comparison geographies (Lincoln County and the state of Oregon) as it relates to development potential. We compare Newport to Lincoln County and Oregon to understand how the City fits within the county and state. Where possible, we also provide data on the Project Area using census block groups seen Exhibit 2.<sup>3</sup>

**Exhibit 11. Census Analysis Area**



## Demographic Conditions

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

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



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

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

Source: Portland State University Population Research Center  
 Note: AAGR is Average Annual Growth Rate

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

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

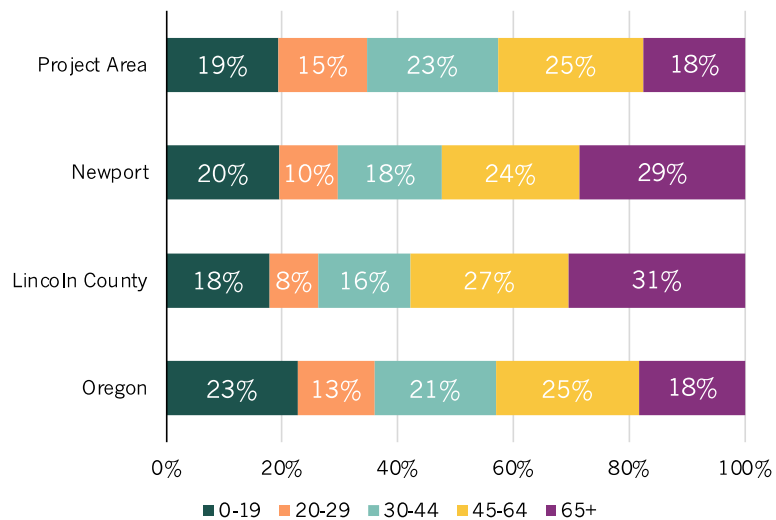
Population	2020	2030	2040	Change, 2020-2040		
				Number	Percent	AAGR
Newport	10,842	12,589	12,429	1,587	15%	0.7%
Lincoln County	50,395	52,344	53,428	3,033	6%	0.3%

Source: Portland State University Population Research Center

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

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

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



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



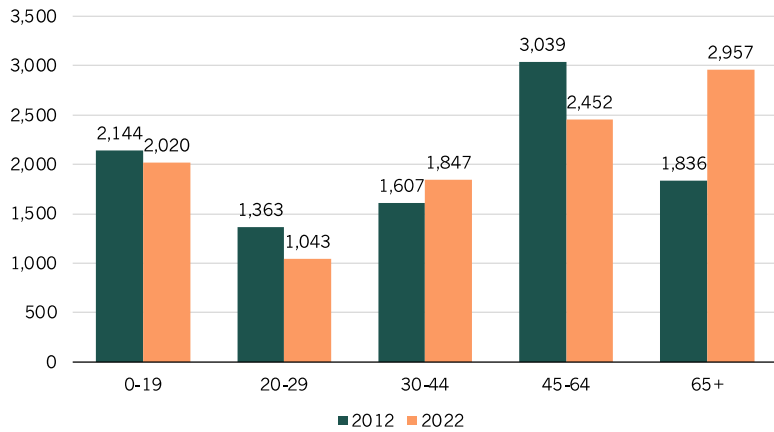


**The population in Newport is aging. The number of residents aged 65 and over in Newport increased by 61 percent (about 1,100 people) between 2012 and 2022.**

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

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

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

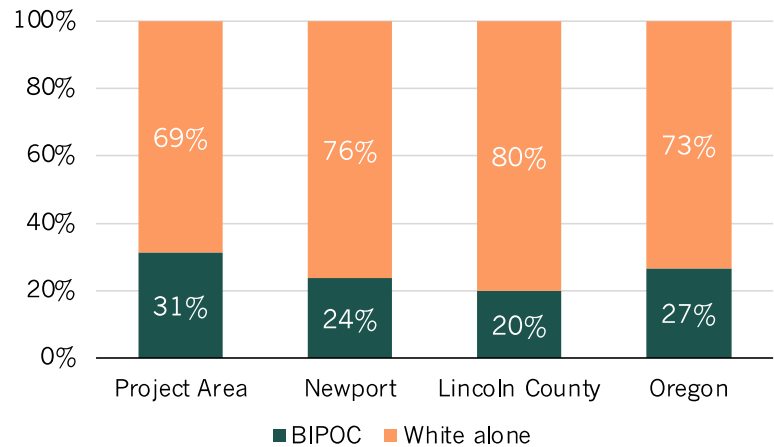


Source: 2008-2012 and 2018-2022 ACS 5-Year Estimates Table B01001

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

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

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



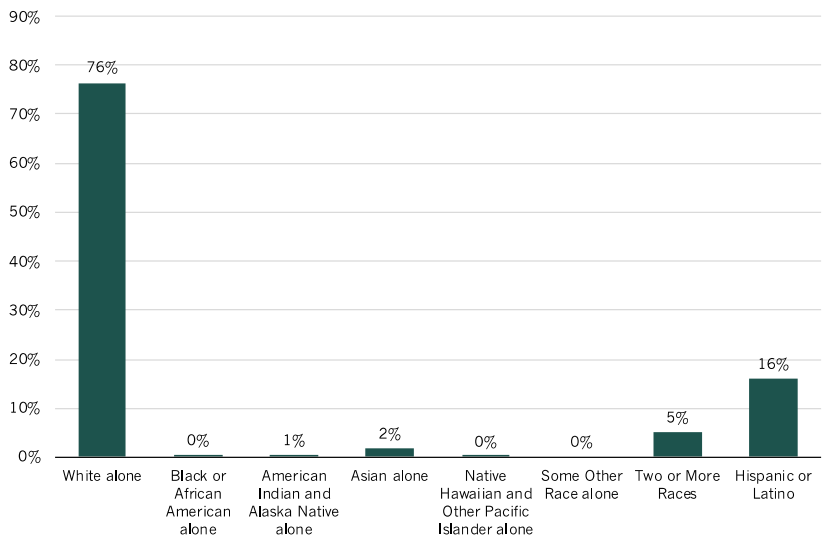
Source: 2018-2022 ACS 5-Year Estimates Table B03002

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



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

**Exhibit 17: Race and Ethnicity, Newport 2022**



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

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

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



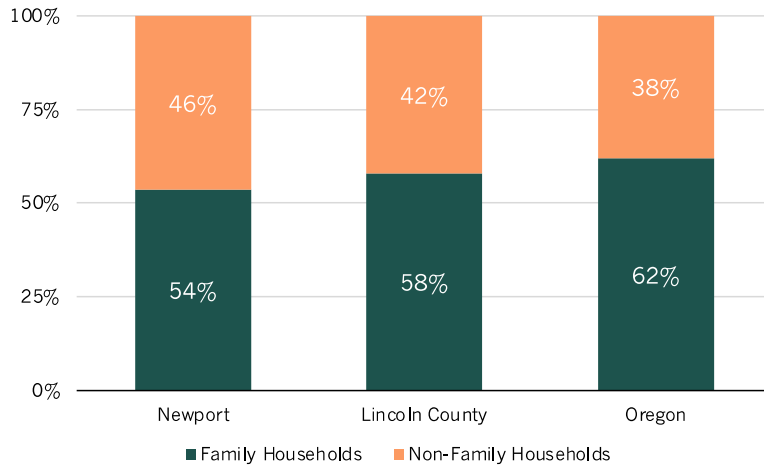
Source: 2018-2022 ACS 5-Year Estimates Table S1101

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



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

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

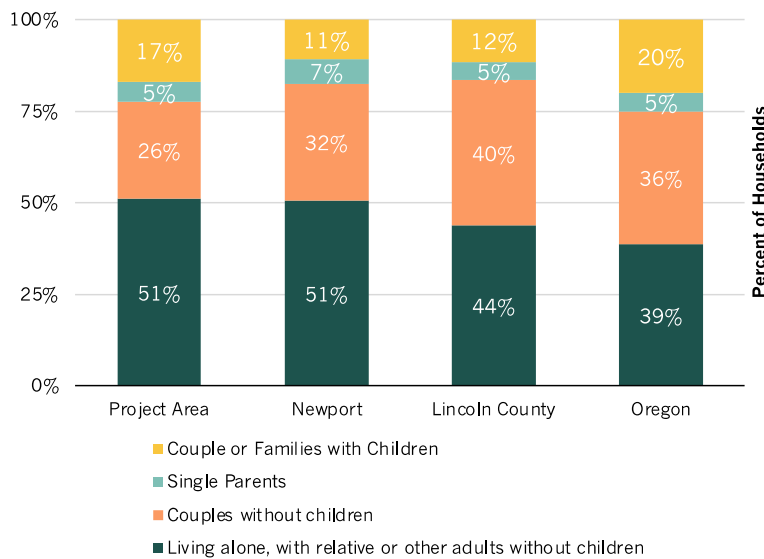


Source: 2018-2022 ACS 5-Year Estimates Table S1101

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

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

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



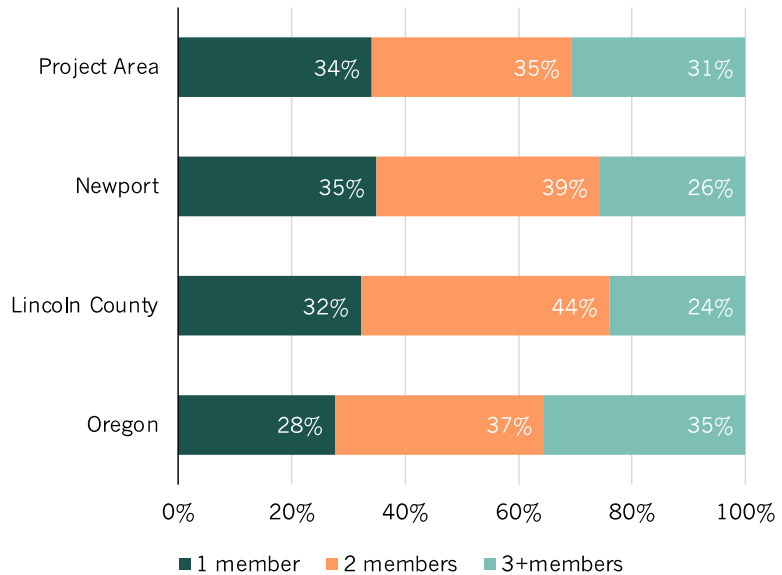
Source: 2018-2021 ACS 5-Year Estimates Table B11012



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

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

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



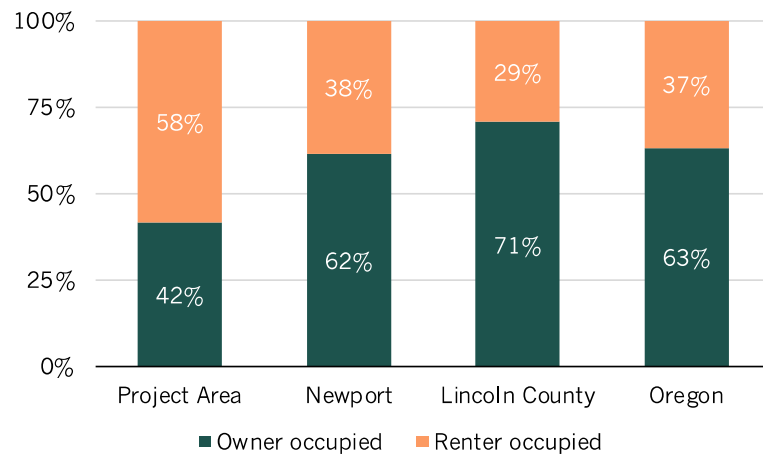
Source: 2018-2022 ACS 5-Year Estimates Table B25009

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

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

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

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

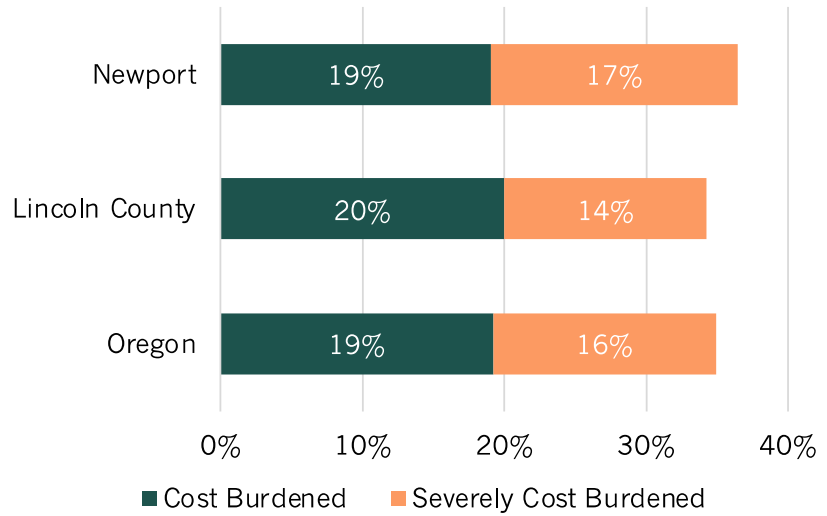


Source: 2018-2022 ACS 5-Year Estimates Table B25003



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

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

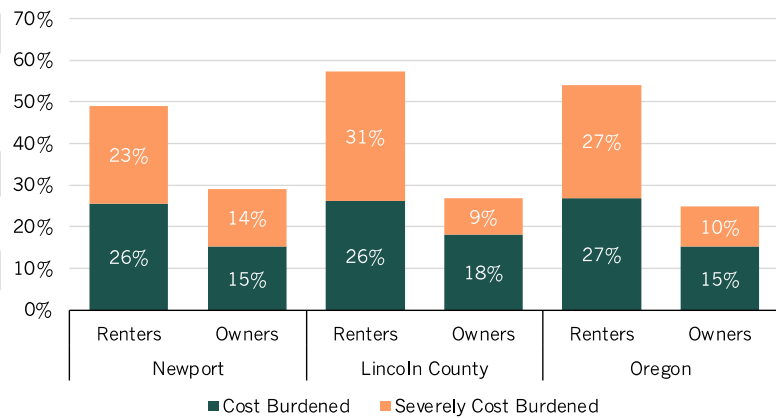


Source: 2018-2022 ACS 5-Year Estimates Tables B25070 and B25091

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

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

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



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

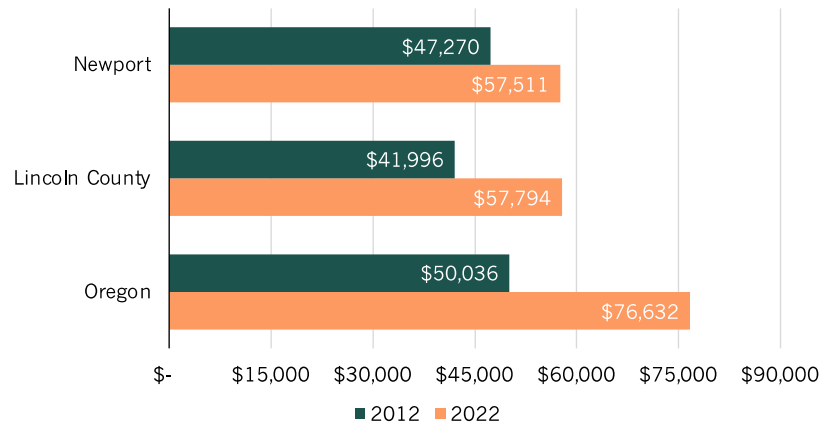


## Economic Conditions

**Newport households tend to have lower incomes than the state.**

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

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



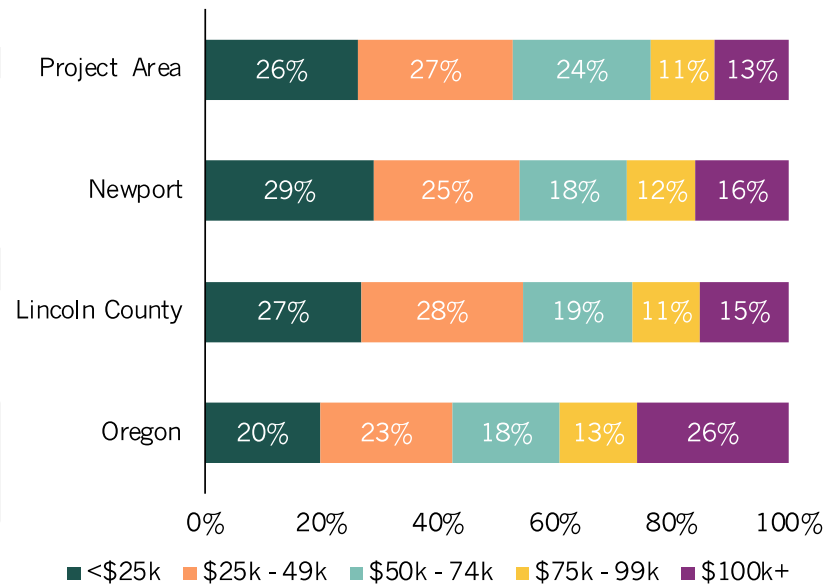
Source: 2018-2022 ACS 5-Year Estimates Table S1901

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

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

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

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



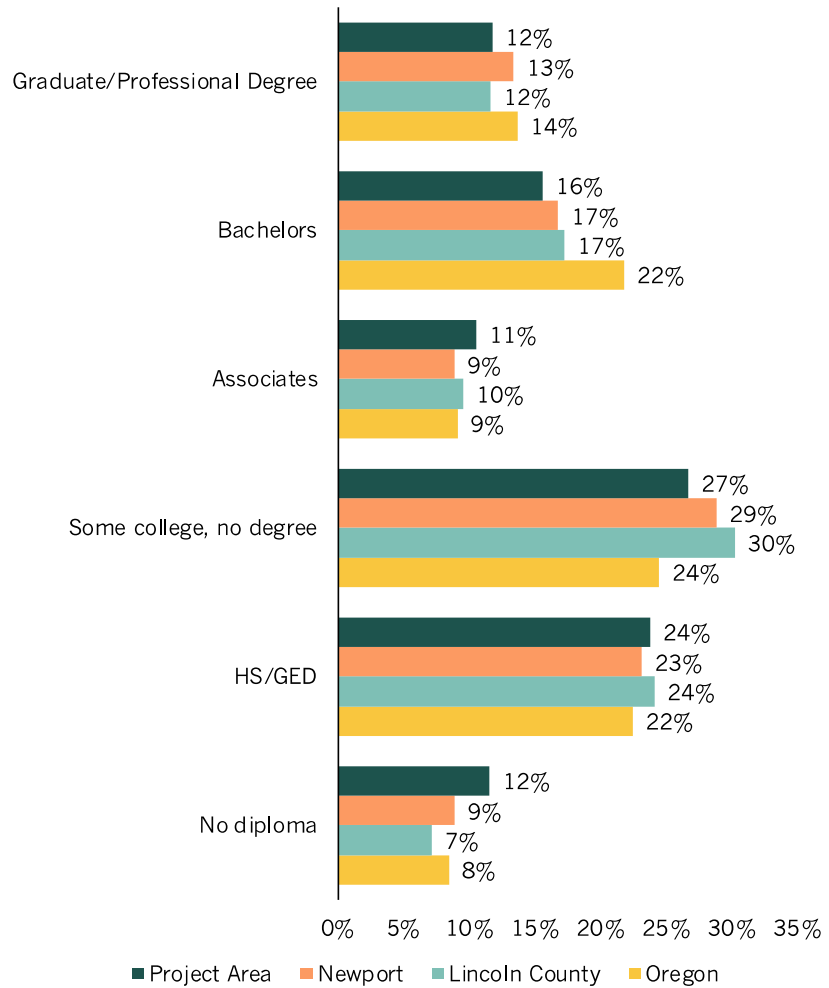
Source: 2018-2022 ACS 5-Year Estimates Table B19001



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

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

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



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



## Employment

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

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

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

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

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

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

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

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

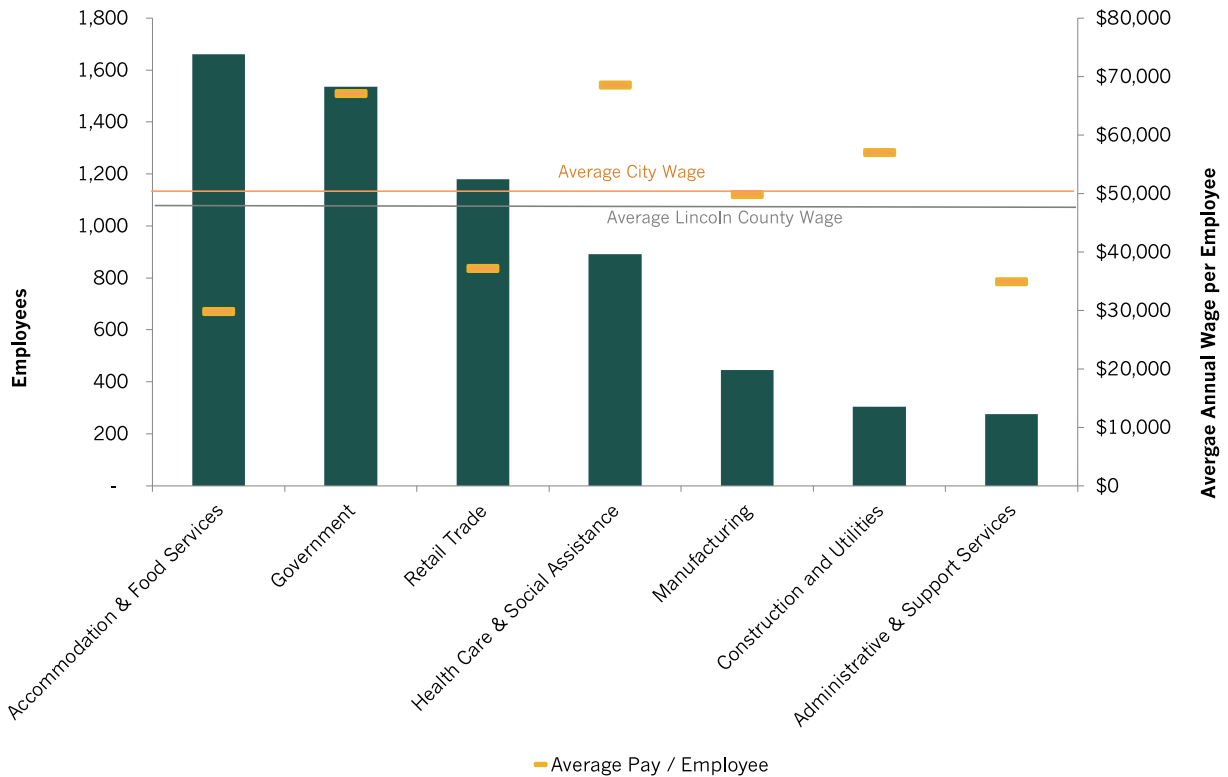
The five largest industries in Newport in 2022 were accommodation and food services, government, retail trade, healthcare and social assistance, and manufacturing. These industries together totaled 5,711 jobs or about 77 percent of covered employment.





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

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



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

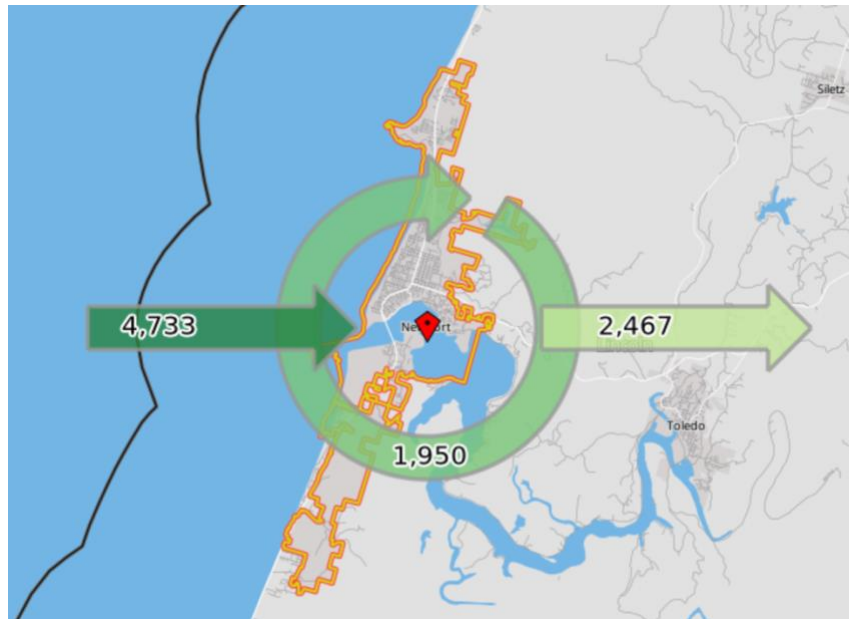


**About 6,700 people worked in Newport in 2021. Most of these people commuted into Newport for work.**

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

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

**Exhibit 31. Commuting Flows, Newport, 2021**



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

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

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

**Exhibit 32. Top Places Where Newport Workers Lived, 2021**



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

**About 44 percent of Newport residents work in Newport.**

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

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



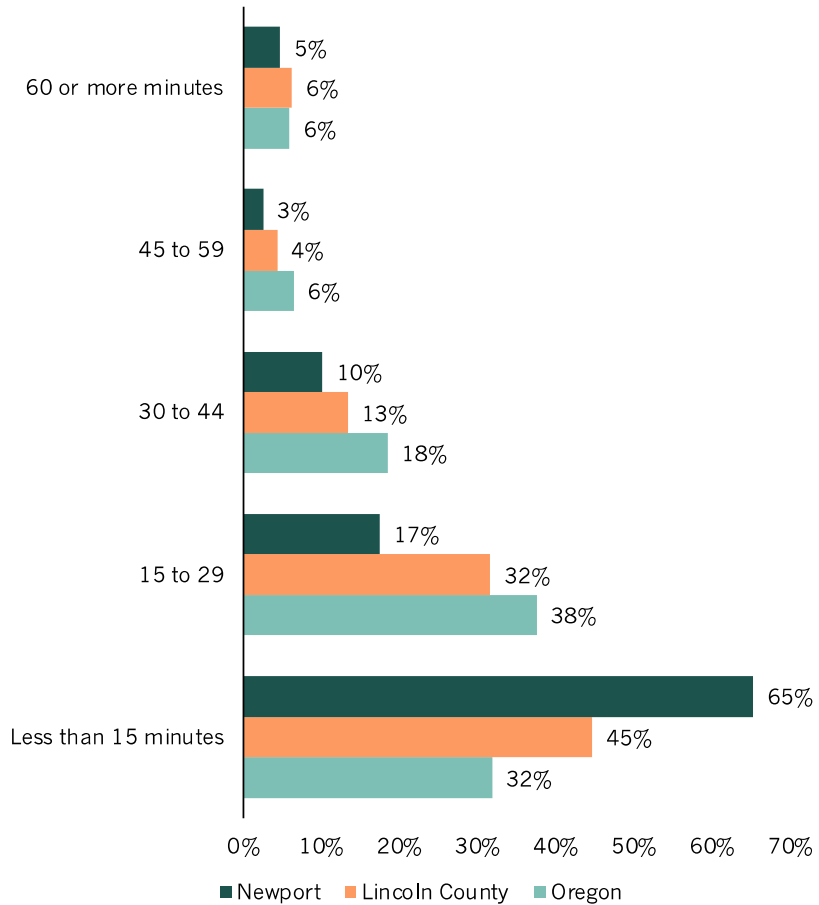
Source: US Census Bureau, Census On the Map. Note: This is an estimate of covered employment.



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

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

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



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

**Visitors**

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

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



A summary of demographic characteristics of Oregon Coast visitors is included below.<sup>5</sup>

### **Demographics**

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

### **Trip Purpose**

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

### **Trip Details**

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

---

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



## US 101 CIRCULATION OPTIONS

US 101 serves residents and visitors travelling along the Oregon Coast or within Newport. The highway, today, cuts through downtown Newport and creates a significant barrier for travel within the downtown core. High vehicle volumes on US 101 lead to significant congestion and delay on US 101 which limits access to existing local businesses and the hospital and fosters an auto-oriented downtown area. Limited existing right-of-way means that most of the roadway space is allocated to vehicle travel lanes with narrow sidewalks, narrow on-street parking, and no bicycle facilities. These characteristics limit economic development and tourism opportunities relative to other areas of the City.

Three circulation options were considered for US 101 as part of the TSP. The first option maintains the existing alignment of US 101 in downtown Newport but includes several streetscape alternatives to enhance the bicycle or pedestrian environment and increase business visibility. Two couplet options were also considered, either between SW Bayley Street and SW Angle Street or between SW Abbey Street and SW Angle Street. Both couplet options place northbound traffic on SW 9th Street while southbound traffic remains on the existing alignment of US 101. Converting US 101 to a couplet increases the total available right-of-way and allows wider sidewalks with protected bike facilities to be implemented along the corridor. These options also increase the total number of properties that front US 101 which may increase economic development opportunities for downtown Newport although extending the southern extent of the couplet to SW Bayley Street may reduce hospital access.

Each circulation option was evaluated both quantitatively and qualitatively for their impact on pedestrian travel, bicycle travel, vehicle operations, hospital access, economic redevelopment opportunities, streetscape opportunities, and cost. These options were also presented to the public at a series of online open houses and advisory committee meetings to gauge acceptance of the desired approach to circulation for US 101. Through the evaluation process, two primary options emerged, including the US 101 short couplet between SW Abbey Street and SW Angle Street, seen below in Figure 37, and an enhanced two-way version of US 101, shown in Figure 38. An evaluation of these two alternatives is provided in Table 9. These evaluation criteria were derived to measure performance of the alternatives against the primary objectives of the Northside Urban Renewal Area for the Commercial Core, and to tie the economic development potential to how the funds will be potentially leveraged.

As shown in Table 9, the US 101 short couplet option scored higher under each criterion and emerged as the preferred alternative, although neither option has been eliminated from further consideration. Constructing a couplet on US 101 between SW Abbey Street and SW Angle Street better manages traffic volumes on US 101 while also improving the bicycle and pedestrian environment and supporting economic development. Converting US 101 to one-way will address the existing delay and congestion issues at US 101/SW Hubert Street and can better utilize the existing right-of-way, allowing for both wider sidewalks and protected bicycle facilities along the highway. However, the couplet option will impact some existing properties, as seen in Figure 37. Although the two-way option on US 101 is the less expensive of the circulation options, it is also likely to be less effective at addressing the identified needs, as shown in Table 9. A summary of the full evaluation for each US 101 circulation option is included in the Appendix.

FIGURE 37: US 101 SHORT COUPLET CIRCULATION OPTION

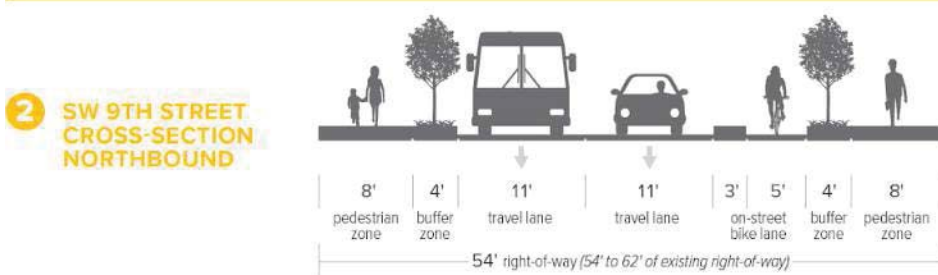
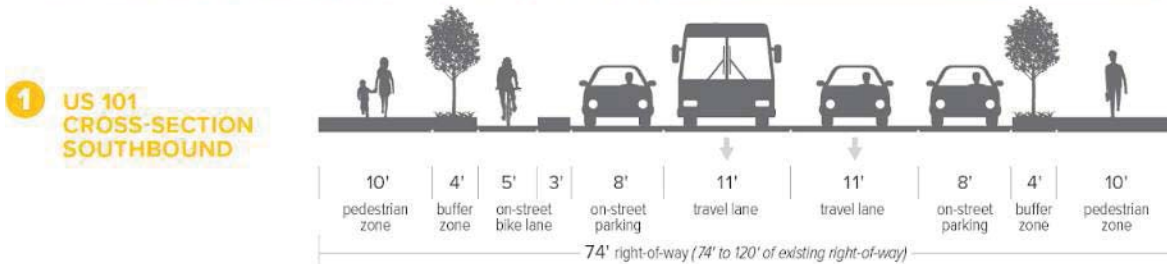
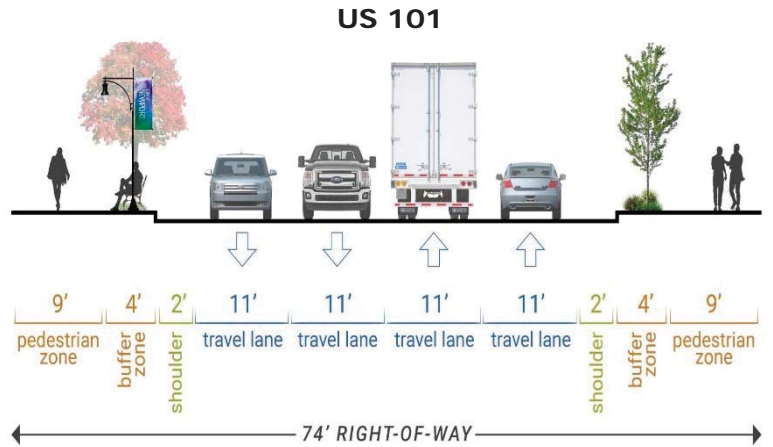
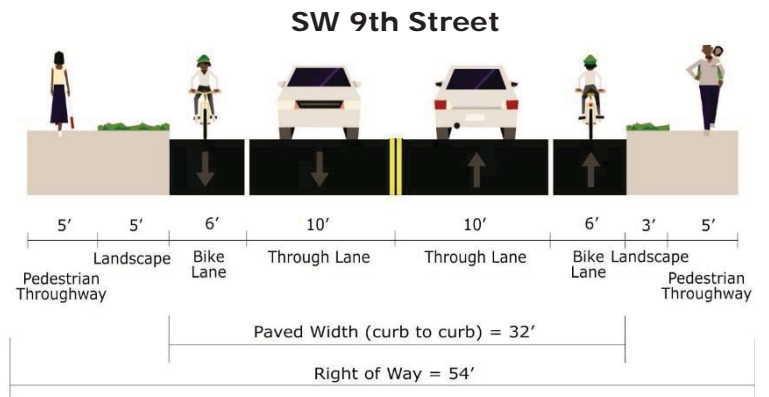


FIGURE 38: US 101 TWO-WAY CIRCULATION OPTION



**US 101 Four Lane: Wider Sidewalk Option**

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



**SW 9th Street Bikeway**

- Remove parking, reduce lane width and add bike lanes

TABLE 9: EVALUATION OF THE US 101 ALTERNATIVES

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



CRITERION		ALTERNATIVE 1: 2-WAY US 101 (BIKE LANES ON SW 9 <sup>TH</sup> ST)	ALTERNATIVE 2: SHORT COUPLET (SW ABBEY AND ANGLE ST)
Enables Mixed-Use Development and Walkability			
1	Enables housing mix	● Traffic volume on SW 9 <sup>th</sup> Street remains static; difficult to promote housing or mixed-use on US 101 due to high vehicle volume and limited separation from travel lanes, no bike facilities or parking	● Concentrates investment in existing most active US 101 area; adds new opportunities on SW 9 <sup>th</sup> Street; wider sidewalks and addition of bike lanes creates opportunities for residential over retail mixed-use
2	Enhances access and visibility	● Less multimodal	● New transportation pattern facilitates multimodal access and offers new orientation opportunities; more use of 9 <sup>th</sup> distributes traffic more broadly
3	Increases ped safety and walkability	● Modest widening of pedestrian areas; new buffer zones; and narrower road crossing distances result in improved pedestrian safety and walkability	● Significant widening of pedestrian areas; new buffer zones; addition of bike lanes promotes usage; fewer potential ped/vehicle conflicts with one-way traffic
4	Allows wayfinding options	● Some additional signage possible	● Wider sidewalks / simplified travel directions very supportive of new signage
5	Allows for plaza, park, community spaces	○ Less multimodal	● Wider sidewalks / new organization allows for new opportunities; focal N / S ends
6	Features positively / benefits most users	● Less multimodal	● Multiple modes
Supports Economic Vitality and Business Mix			
7	Promotes redevelopment	● Less multimodal	● Multiple modes
8	Allows strategic property development and investment	● Less multimodal	● New transportation pattern facilitates new development opportunities
9	Attractive to diverse business types	○ Less multimodal	● More traffic/ additional focus on SW 9 <sup>th</sup> Street
10	Enhances visibility and access to businesses	● Less multimodal	● More traffic / additional focus on SW 9 <sup>th</sup> Street
11	Manages parking	○ On-street parking removed from both US 101 and 9 <sup>th</sup> Street; likely necessitates purchase of property for surface lot(s)	● On-street parking retained on US 101 but removed on 9 <sup>th</sup> Street; some additional off-street parking might be needed
Aligns Implementation and Partnerships			
12	Multiple potential funding options	● Less multimodal	● Multimodal focus facilitates transportation grant funding
13	Relative cost	● \$7.4 million (local, state, federal)	○ \$11.7 million (local, state, federal)
14	Avoids disruption of existing businesses	● Both US 101 and 9 <sup>th</sup> Street would be disrupted	● Both US 101 and 9 <sup>th</sup> Street would be disrupted

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

# NEWPORT CITY CENTER REVITALIZATION PUBLIC INVOLVEMENT PLAN

The format and information in this Public Involvement Plan (PIP) follows the Oregon Department of Transportation (ODOT) Equitable Community Engagement Guide. The Guide is organized around a series of questions for project teams that are intended to ensure that public involvement activities seek engagement from a broad range of the affected communities, including communities that have been traditionally underserved in the development of public policy and projects. Questions in the Equitable Community Engagement Guide provide the framework for this PIP.

The Statement of Work for the Newport City Center Revitalization Plan project identifies public involvement activities for development of the Plan. This PIP provides strategies to ensure that these activities result in equitable engagement. This PIP will be updated periodically throughout the project to reflect new information, changing events in the community, and other feedback. An event plan will be developed before each outreach activity to provide logistical support and guidance to the team implementing the outreach efforts.

## CONTENTS

Contents .....	1
Purpose & Outcomes .....	5
What is the purpose of this project or program? .....	5
What is the purpose of the community activity? .....	5
What outcomes need to be met for this project to be successful?.....	5
What is the project timeline?.....	5
Citizen Advisory Committee (CAC) .....	6
Public Events .....	7
Targeted Outreach Interviews and Events .....	7
Planning Commission / City Council Meetings .....	8
Project Website.....	8
Population.....	9

When considering community impact, what are the specific geographic boundaries of the project area? ..... 9

What virtual elements should be considered for outreach to specific communities? ..... 9

What input is needed from community members for project outcomes to be successful? ..... 10

What investments is the project team making to ensure community inclusion will happen beyond this project? ..... 10

    Equitable Engagement Compensation Program and Policy (EECP) ..... 10

Social Equity Index Map ..... 11

    What does the map detail about your project area? ..... 11

    What Community Based Organizations do we already know about that exist in this project area and which populations do they serve? ..... 12

    What role do you want engaged populations to play in the engagement process? ..... 12

Team Readiness ..... 13

Social Equity Lens Questions ..... 13

    How will historically excluded communities be informed, consulted, or involved? What methods or tools are you using for engagement? ..... 13

    How does this project address the needs expressed by historically excluded communities? What are the benefits and burdens to those communities? ..... 13

    Does this affect a high social equity index area? If so, is there an opportunity to address economic or health disparities this community experiences? ..... 13

    Is there an opportunity in your work to increase safety and/or access for historically excluded communities that are not directly addressed by the project’s purpose? ..... 14

Before Project Begins ..... 14

    How have you taken the answers from the Social Equity Lens and implemented them within your team and consultant’s work? ..... 14

    Were CBOs included in the planning of engagement with impacted areas populations? If not, how will they be engaged? ..... 14

    When, where, and how will you share with the community the project timeline and at which points they will be involved in the planning and decision making process? ..... 14

    Who will help you build trust with community members? What is the plan? ..... 15

During Project Process ..... 15

    Does this engagement activity include the diversity of the population in this project area at both the planning and outreach table? ..... 15

How are you ensuring the information collected from this project team’s work is documented and shared outside of this team, in order to reduce silos and fragmentation of information within your office or department? ..... 15

How does your team plan to address and respond to harms done in the past, specifically when asked directly about those harms? ..... 15

Identify Community Stakeholders..... 16

    Primary Stakeholders ..... 16

        Who may benefit from the project decisions or outcome? ..... 16

        Who may be burdened or negatively affected by the decisions or outcomes associated with the project? ..... 16

        List who in this community may be least informed and most informed, vocal, or actively involved in the project process? Use the information as a starting point to identify community-based organization gaps..... 16

        What barriers may prevent stakeholders from participating? (Technology, timing, access, etc.) How do we alleviate these barriers?..... 17

    Secondary Stakeholders ..... 17

        What agencies, departments, community-based organizations, mobilizing organizations, or nontraditional partners are already organizing around the project or program we are addressing? ..... 17

        What community-based organizations, groups, or individuals do marginalized groups respect and trust in the project/program area?..... 17

        How does this engagement project align with other past or present ODOT initiatives? ..... 18

    Key Stakeholders ..... 18

        What is the political or legal landscape around the project at ODOT and how can we adjust? ..... 18

        What is the political or legal landscape around the project in this community (specifically concerning community leaders and elected officials)?..... 18

        Which community leaders or media should we connect with prior to engaging with the general community?..... 19

Determine Level of Engagement..... 20

Engagement Methods & Develop Communication Plan ..... 21

    Engagement Methods ..... 21

    Communication Plan ..... 23

Design Data Collection Plan.....24

    Research.....24

        Who is this information for?.....24

        What information is needed to move the project or program forward equitably?.....24

        What information already exists? .....24

    Collect .....24

        What new information can be provided by stakeholders?.....24

        What questions will be asked of stakeholders? .....25

        How will the information be collected from stakeholders? .....25

    Analyze .....25

        How will data collected from stakeholders be analyzed?.....25

        Who will be responsible for analyzing the data?.....25

        How will analyzed data be reviewed by stakeholders? .....25

        Who will be responsible for sending analyzed data to stakeholders for review? And how will adjustments be made?.....25

Engagement Evaluation.....26

Social Equity Index Information.....27

Environmental Justice Screen Information .....28

School Information .....35

Census Information.....36

**Table 1: Project Team Members**

<b>ROLE</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
<b>City Project Manager</b>	Derrick Tokos	541-574-0626	d.tokos@newportoregon.gov
<b>ODOT Project Manager</b>	David Helton	541-726-2545	David.I.Helton@odot.state.or.us
<b>Consultant Project Manager (DEA)</b>	James Hencke	503-223-6663	jahe@deainc.com
<b>Consultant Public Involvement Lead (JLA)</b>	Brandy Steffan	503-235-5881	brandy.steffen@jla.us.com

## PURPOSE & OUTCOMES

### What is the purpose of this project or program?

The Newport City Center Revitalization Plan will develop a set of land use policies and regulations, with financial incentives, to support reinvestment in the City of Newport's city center. The Project will identify transportation solutions that complement proposed land use policies to promote mixed use development to create a live-work environment where residents have convenient access to employment and essential services.

Many of the properties in the Project Area are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings. In 2015, the City established an urban renewal district to generate funding to revitalize the City Center area. The City has also partnered with ODOT on a city-wide Transportation System Plan (TSP) update (adopted August 2022) to identify ways the transportation system can be redefined to catalyze economic development and provide infrastructure needed to support additional density.

The 2022 TSP identified two alternatives for improving transportation facilities within the Project Area along US 101. This Project will identify which of those alternatives, or variations of the alternatives, will best support Project objectives.

### What is the purpose of the community activity?

The community outreach will help the project team, and ultimately the Newport City Council make a decision about what issues to address in the project, including which option to select for Highway 101 and which policies to implement in the city center.

### What outcomes need to be met for this project to be successful?

The Newport City Center Revitalization Plan seeks to encourage development and redevelopment in the Project Area to create a vibrant urban center. The NCCRP seeks to achieve this objective by:

- Refining the two TSP options for realigning US 101 through City Center and identifying the option that best supports desired development patterns.
- Developing amendments to the City's Comprehensive Plan and development code to encourage desired development patterns.
- Identifying public investments/incentives needed to encourage desired development and improve livability.

### What is the project timeline?

Figure 1 shows the planned schedule for the Newport City Center Revitalization Plan project.

Figure 1: Project Timeline

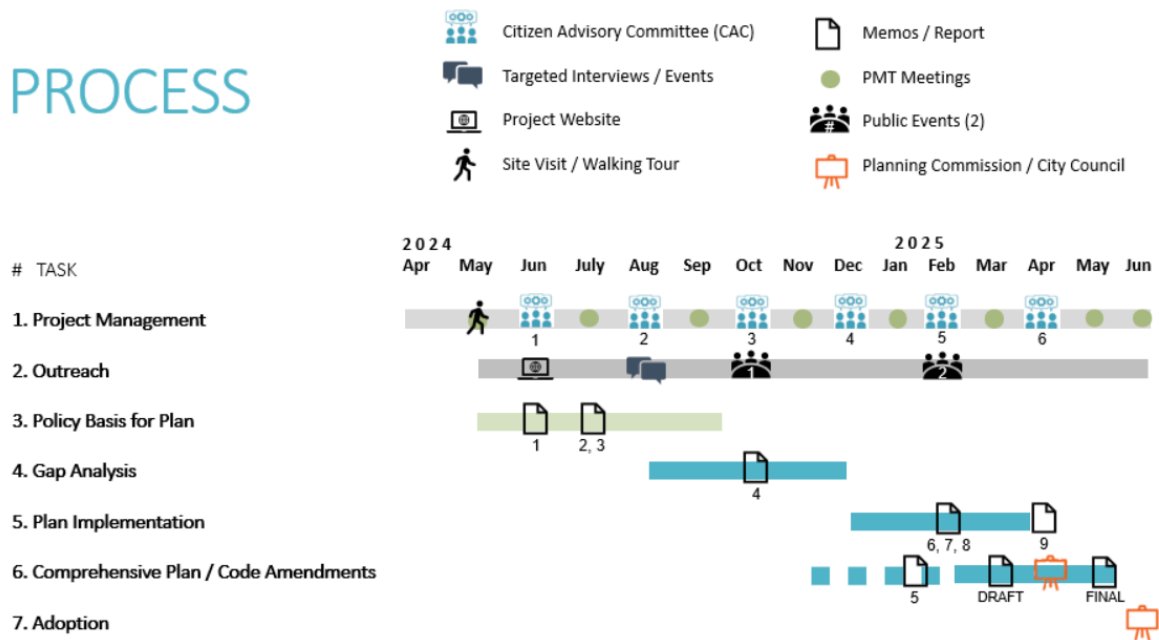


Figure 1 shows community activities in the Newport City Center Revitalization Plan project, including Citizen Advisory Committee (CAC) meetings, Public Events, Targeted Interviews and Events, and Planning Commission / City Council meetings. In addition, a Project Website will be developed for the project. The following sections describe the purpose and format of community activities in the project:

### Citizen Advisory Committee (CAC)

The CAC is composed of project partners invited to participate by the City. The CAC includes people who are topic area experts in the type of development City is seeking to attract, and representatives of public agencies, community organizations, and parties that may be affected by the project. Table 2 shows the makeup of the CAC.

Table 2: Community Advisory Committee Roster

Name	Stakeholder Group
Rich Belloni	Lincoln County School District
Bob Berman	Planning Commission
Ralph Breitenstein	Pacific Communities Health District
Dustin Capri	Architect, Engineer, or Design Professional
Robert Emond	City Council (alternate)
Brett Estes	Dept. of Land Conservation and Development
Eric Hanneman	Farmers Market Representative
Melony Heim	Lending Institution
Cynthia Jacobi	City Council (primary)

Timothy Johnson	Lincoln County
Judith Jones	Faith Based Organization
Deb Jones	Centro De Ayuda
Rob Murphy	Emergency Services (primary)
Jim Patrick	Area Resident
Wayne Patterson	Local Business Representative
Karen Rockwell	Multi-Family Housing Developer
Tom Sakaris	Emergency Services (alternate)
Laurie Sanders	General Public
Christina/Luke Simonsen	Local Business Representative
Jack Weber	General Public

The CAC will meet periodically throughout the project to review Project deliverables and provide advice on issues relevant to the project. Figure 1 shows the expected timing for the CAC meetings as of June 2024, but this schedule may change based on the availability of project deliverables scheduled for review.

## **Public Events**

Public Events are opportunities to engage with a large audience of people at key times in the development of the Newport City Center Revitalization Plan. Public Events are intended to educate participants as well as to receive input from participants on key elements of the Plan. The City will advertise Public Events and reach out to community groups and individuals to seek broad participation in the events. The project includes two Public Events:

Public Event #1 will be a Stakeholder Workshop designed to facilitate an interactive scenario exercise to explore how transportation and development can be aligned in the Project Area. The exercise will be structured to help refine and consolidate ideas for a preferred scenario(s) based on feedback and feasibility considerations. The content of Public Event #1 will be based on Project Memoranda #1 (Plan Goals and Objectives), #2 (Existing Conditions), #3 (Market Analysis), and #4 (Gap Analysis).

Public Event #2 will be an Open House where the Consultant will present a summary of proposed policies and investments for the City to use to achieve the goals and objectives in Memorandum #1. The Open House will have a variety of ways for participants to provide input on proposed policies and investments.

## **Targeted Outreach Interviews and Events**

Targeted Outreach Interviews and Events are intended to seek input from individuals and groups that are traditionally underrepresented in the development of public policies and capital improvement projects. The project includes up to ten Targeted Outreach Interviews with individuals or small groups. Participants in Targeted Outreach Interviews will be identified by the City in consultation with the Project team and CAC. Targeted Outreach Interviews are expected



to be around thirty minutes each and will be conducted by the consultant team over phone or video conference.

The project also includes two Targeted Outreach Events including one event in Spanish. The timing and format for the Targeted Outreach Events will be determined by the project team. The City will advertise Targeted Outreach Events and reach out to community groups and individuals to seek participation from traditionally underrepresented populations in the events.

### **Planning Commission / City Council Meetings**

The project includes 3 Work Sessions with the Newport Planning Commission and City Council. Work Sessions are intended to inform Planning Commissioners and City Councilors on key aspects of the project and to allow Commissioners and Councils to ask questions and provide input to the project team.

- Work Session #1 will focus on goals and objectives in Memorandum #1 and the results of the gap analysis in Memorandum #4.
- Work Session #2 will focus on a summary of Comprehensive Plan and Development Code amendment concepts from Memorandum #5, proposed public investments from Draft Memorandum #6, incentives and public/private partnerships from Draft Memorandum #7, and future transportation conditions described in Draft Memorandum #8.
- Work Session #3 will focus on specific Comprehensive Plan and Development Code amendments in Draft Memorandum #9.
- City shall arrange and conduct Planning Commission and City Council Public Hearings to consider adoption of the Draft Newport Central City Revitalization Plan.

### **Project Website**

A Project Website will be developed by the consultant to provide an overview of the project, a project timeline, project-related announcements including public involvement activities, project memoranda and related documents, and an opportunity to provide input to the project team.

## POPULATION

### When considering community impact, what are the specific geographic boundaries of the project area?

Figure 2 shows the Project Area for the Newport City Center Revitalization Plan project.

**Figure 2: Project Area**



While the focus of the project will be the Project Area shown in Figure 2, the project will consider impacts to the broader transportation system in Newport and will consider public input on any potential impact resulting from the project regardless of where those impact may occur.

### What virtual elements should be considered for outreach to specific communities?

The project will provide all memoranda and related materials on the project website, there will be online surveys and online open houses. Additionally, printed materials and physical copies of

materials will be distributed within the community to allow all community members to participate virtually and in-person. Outreach methods will include:

- **Mailed postcard** - City shall print and distribute postcards for each public event.
- **Other advertising** – Distribute public event information through City social media accounts, advertising in printed City utility bills, and other means.
- **Online Survey** and **Online Open House** to collect input from the community. Printed copies of these collection points will also be provided to key locations including City Hall and the Senior Center.

## **What input is needed from community members for project outcomes to be successful?**

The project team will work with the CAC and gather community input to establish and prioritize goals and objectives for the project. The team will seek community input throughout the project to inform the process and help the City make informed recommendations that reflect the community’s goals. Additionally, the public will be able to review the final draft of the plan and provide testimony during a public hearing on the final draft of the Newport City Center Revitalization Plan.

## **What investments is the project team making to ensure community inclusion will happen beyond this project?**

The project will consider opportunities to build relationships between the City, ODOT, and community members that will continue after the project is complete. The Newport City Center Revitalization Plan is a long-range plan that will guide future actions by the City to implement the plan through the adoption of City policies and funding of capital improvement projects. These future City actions will be subject to public input and will require decisions by the Newport City Council.

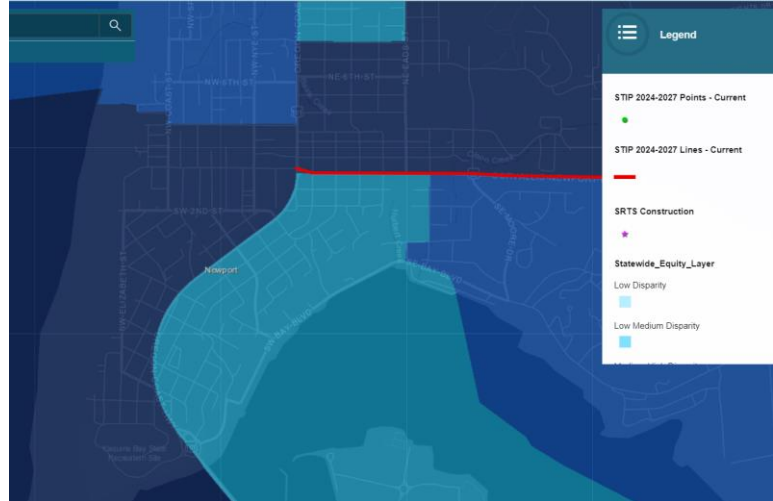
## **Equitable Engagement Compensation Program and Policy (EECP)**

The ODOT Equitable Engagement Compensation Program and Policy (EECP) allows ODOT to pay Oregonians who provide feedback about ODOT-funded projects or initiatives. The EECP builds equitable pathways for Oregonians who are otherwise excluded from participation due to financial constraints. The EECP allows incentive and stipend payments to individuals and contracting for engagement services from Community-Based Organizations (CBOs) which are non-profit 501(c)(3) organizations that work with underrepresented populations. The Newport City Center Revitalization Plan project does not qualify for EECP incentive or stipend payments to individuals because it uses federal funds which cannot be used for incentive or stipend payments. The project does qualify for contracting with CBOs for engagement services, however there are no CBOs in the project area that are currently prequalified for a Community

Engagement Contract. In lieu of EECPP payments through ODOT, The City of Newport has agreed to pay for incentives or thank you gifts for public participation including but not limited to gift cards, bus passes, meals, refreshments, etc.

### Social Equity Index Map **Figure 3: Social Equity Index Map for Newport**

ODOT has developed a Social Equity Index Map that combines selected demographic characteristics to create an index of the relative social and economic well-being of residents (Figure 3). The Social Equity Index uses US Census data at the Block Group level that includes measures of age, race, language proficiency, poverty, and motor vehicle ownership.



### What does the map detail about your project area?

The Social Equity Index Map shows three Census Block Groups in the Project Area: north of US 20, west of US 101, and south of US 20 and east of US 101. Table 3 shows key characteristics of these block groups that were used to develop the Social Equity Index.

**Table 3: Demographic characteristics of Census Block Groups in Project Area**

	North of US 20	West of US 101	South of US 20 east of US 101
<b>Disparity Category</b>	High Disparity	High Disparity	Low Medium Disparity
<b>Total Population</b>	905	1,042	928
<b>Non-White Population</b>	52%	41%	16%
<b>Limited English Household</b>	8%	5%	0%
<b>Youth Population</b>	34%	10%	3%
<b>Disability Household</b>	22%	16%	9%
<b>Median Income</b>	\$49,615	\$50,250	\$66,146
<b>Poverty Rate (200% FPL)<sup>1</sup></b>	57%	41%	25%
<b>Zero Vehicle Household</b>	3%	11%	5%
<b>Workers commuting by Transit</b>	0%	0%	0%
<b>Workers commuting by Walk</b>	4%	15%	5%
<b>Workers commuting by Bike</b>	0%	0%	2%

<sup>1</sup> Poverty rate is considered to be 200% of the Federal Poverty Level (FPL), <https://www.census.gov/topics/income-poverty/poverty/guidance.html>

*Source: U.S. Census Bureau, American Community Survey.*

Table 3 shows that two of the Block Groups in the Project Area are categorized as High Disparity, while the Block Group south of US 20 and east of US 101 is categorized as having Low Medium Disparity. The High Disparity categorization is primarily driven by relatively higher shares of people who are non-white, youth, disabled, or who live in lower income households. The Block Group west of US 101 is notable for having a relatively high share of zero vehicle households and workers who commute by walking.

### **What Community Based Organizations do we already know about that exist in this project area and which populations do they serve?**

Community-Based Organizations (CBOs) are non-profit 501(c)(3) organizations that work with underrepresented populations. The project team will work with CBOs to encourage participation in the project by members of underrepresented populations. CBOs that work in the project area include the following:

- Centro de Ayuda: non-profit at St. Stephen Episcopal Church serves Spanish-speakers
- Olalla Center/Arcoíris Cultural is a cultural center that serves underserved Latinx, Guatemalan and Indigenous Mesoamerican populations
- Lincoln County School District serving youth
- Farmers Market Representative serves low-income populations through SNAP/WIC funds
- City of Newport 60+ Activity Center serves seniors and elderly
- Lincoln County Newport Health Center offers walk in services for low-income parents, providing healthcare and food assistance/WIC
- Food Share of Lincoln County serves low-income people
- Newport Food Pantry serves low-income people
- The Salvation Army Newport Worship and Family Services Center serves low-income people and youth
- Samaritan House serves people without homes
- Community Services Consortium serves people without homes
- My Sisters' Place serves youth and victims of domestic violence
- Newport Community Shelter and Resource Center serves people without homes

### **What role do you want engaged populations to play in the engagement process?**

During this project, we will seek to engage through regular meetings with the Community Advisory Committee, as well as collecting input and feedback from the entirety of the community through public events, targeted interviews, and targeted outreach events.

## TEAM READINESS

### Social Equity Lens Questions

#### How will historically excluded communities be informed, consulted, or involved? What methods or tools are you using for engagement?

The team will inform and consult with Spanish speaking and other Title VI communities by:

- Providing a Spanish interpreter at public event meetings
- Translating key project information into Spanish for the website and to be distributed by mail or handouts during events.
- Connecting with local CBOs to reach low-income, houseless, youth, elderly, and non-English speakers.
- Contacting representatives of the Confederated Tribes of Grand Ronde and the Confederated Tribes of Siletz to inform them about the project and invite them to participate.

#### How does this project address the needs expressed by historically excluded communities? What are the benefits and burdens to those communities?

This project aims to address several issues and needs addressed by historically excluded communities including:

- Housing – Community members have expressed a need for more affordable and accessible housing for low-income and working class households. This area is within walking distance of the elementary, middle and high schools, as well as jobs and daily needs.
- Jobs/economic development – There are ongoing needs for jobs and opportunities for economic development within the city.
- Transportation options – This project would provide safer options for people traveling by bus, walking, biking, or using mobility devices in the city center.
- Community gathering places – The project will seek to establish a place or places for community gatherings such as the Newport Farmer’s Market and other events.

#### Does this affect a high social equity index area? If so, is there an opportunity to address economic or health disparities this community experiences?

The project area includes two Census Block Groups that are classified as having High Disparity in the ODOT Social Equity Map. See previous question about the Social Equity Map for more information.

**Is there an opportunity in your work to increase safety and/or access for historically excluded communities that are not directly addressed by the project’s purpose?**

The purpose of the Newport City Center Revitalization Plan project includes improving safety and access in the city center for all community members, including members of historically excluded communities. The project will seek input from members of historically excluded communities and will respond to this input to the extent possible within the scope of the project.

**Before Project Begins**

**How have you taken the answers from the Social Equity Lens and implemented them within your team and consultant’s work?**

Yes, answers from the Social Equity Lens were used to develop this public involvement plan.

**Were CBOs included in the planning of engagement with impacted areas populations? If not, how will they be engaged?**

The project team will conduct interviews with several of the CBOs and stakeholders listed above to solicit their input on the project as well as to seek engagement with members of the communities they work with.

**When, where, and how will you share with the community the project timeline and at which points they will be involved in the planning and decision making process?**

The timeline will be shared at multiple events intended to involve the community in the planning and decision making process:

- Community Advisory Committee – planning and decision making; comprised of community members and there are public comment opportunities at each meeting. The CAC will make a recommendation to City Council.
- Stakeholder Interviews – planning; comprised of CBOs and other key stakeholders.
- Project website – throughout the project. Comments will be collected via the website.
- Public Event 1: Stakeholder Workshop – planning; the community will be asked to help fine tune the options and provide feedback to the technical team, CAC, and city staff.
- Public Event 2: Open House– planning; the community will be asked to help fine tune the options and provide feedback to the technical team, CAC, and city staff.
- City Council Public Hearing – decision making; the community will have the opportunity to provide testimony before City Council makes a final decision.

**Who will help you build trust with community members? What is the plan?**

The project team will rely on the CAC members to help build trust with the community. Additionally, the stakeholders interviewed will be asked to connect the team with additional community members. City of Newport staff will also continue to build and strengthen relationships and trust with community members.

**During Project Process**

**Does this engagement activity include the diversity of the population in this project area at both the planning and outreach table?**

**Table 4: Engagement Activities for Diverse Populations**

<b>ENGAGEMENT ACTIVITY</b>	<b>DIVERSE POPULATION</b>
Community Advisory Committee	Age, ability, income, geographic representation
Stakeholder Interviews	Age, race/ethnicity, ability, language, income, geographic representation
Project website	Language
Public Event 1: Stakeholder Workshop	<i>To be determined</i>
Public Event 2: Open House	<i>To be determined</i>
City Council Public Hearing	<i>To be determined</i>

**How are you ensuring the information collected from this project team’s work is documented and shared outside of this team, in order to reduce silos and fragmentation of information within your office or department?**

A summary from each outreach activity will be developed and shared with the project team, as well as the general public on the website and with the CAC members.

**How does your team plan to address and respond to harms done in the past, specifically when asked directly about those harms?**

The project will seek engagement from members of historically excluded communities. If issues related to past harms to those communities are raised (from ODOT, City of Newport, and other government jurisdictions), the project team will seek to address those harms to the extent possible within the scope of the project.



## IDENTIFY COMMUNITY STAKEHOLDERS

### Primary Stakeholders

#### Who may benefit from the project decisions or outcome?

- Local Downtown businesses may benefit in the long term from transportation infrastructure improvements around their businesses. They may also be burdened in the short term by large construction projects impeding access to their businesses.
- Developers may benefit from transportation improvements leading to higher property values and increased desire to relocate to the area.
- Residents and visitors to Newport will benefit from a revitalized city center that offers more opportunities for living, shopping, recreating, and gathering.
- The City of Newport and State of Oregon will benefit from increased residential density, mixed-use development, and multi-modal transportation improvements that will reduce demand for expansion of the City's Urban Growth Boundary and reliance on automobiles for travel.

#### Who may be burdened or negatively affected by the decisions or outcomes associated with the project?

Those who live and work in the area may be burdened in the short-term by construction projects taking place nearby. They may also be burdened in the long-term by being priced out of their homes and storefronts unless there are policies/code or intentional planning that helps reduce the impacts of gentrification.

#### List who in this community may be least informed and most informed, vocal, or actively involved in the project process? Use the information as a starting point to identify community-based organization gaps.

- **Least informed, vocal, or involved:** Residents that are not fluent in English, who lack trust or belief in government processes, are low-income or unhoused, or don't have reliable access to internet.
- **Most informed, vocal, and actively involved:** Those with the most interest in property values and resources to participate (wealthy residents, retirees, business owners, vacation homeowners, developers).

## **What barriers may prevent stakeholders from participating? (Technology, timing, access, etc.) How do we alleviate these barriers?**

Barriers to participation in the project include a lack of fluency in English, lack of access to or ability to use technology, and limited income. Measures to help overcome these barriers include the following:

- **Language:** Translations into Spanish on the website and Spanish interpreters at public events
- **Technology:** Provide information in print and post information in community locations including the Library, Faith-based Organizations (including Centro de Ayuda), food pantry or housing shelter locations that might have computer access, City Hall, Senior Center.
- **Income:** The City of Newport has agreed to pay for incentives or thank you gifts for public participation including but not limited to gift cards, bus passes, meals, refreshments, etc. The project team will work with CBOs and members of historically excluded communities to identify opportunities to use incentives to increase participation in the project.

## **Secondary Stakeholders**

### **What agencies, departments, community-based organizations, mobilizing organizations, or nontraditional partners are already organizing around the project or program we are addressing?**

- Lincoln County
- Lincoln County School District
- Fire and Emergency Service Providers
- Local Business and Agency Representatives
- Faith Based Organizations
- Mixed-Use or Multi-Family Housing Developers
- Lending Institutions
- Architect or Engineering Design Professionals
- Oregon Department of Land Conservation and Development
- Newport Farmers Market

### **What community-based organizations, groups, or individuals do marginalized groups respect and trust in the project/program area?**

- Centro de Ayuda: non-profit at St. Stephen Episcopal Church serves Spanish-speakers
- Olalla Center/Arcoíris Cultural is a cultural center that serves underserved Latinx, Guatemalan and Indigenous Mesoamerican populations
- Lincoln County School District serving youth

- Farmers Market Representative serves low-income populations through SNAP/WIC funds
- City of Newport 60+ Activity Center serves seniors and elderly
- Lincoln County Newport Health Center offers walk in services for low-income parents, providing healthcare and food assistance/WIC
- Food Share of Lincoln County serves low-income people
- Newport Food Pantry serves low-income people
- The Salvation Army Newport Worship and Family Services Center serves low-income people and youth
- Samaritan House serves people without homes
- Community Services Consortium serves people without homes
- My Sisters' Place serves youth and victims of domestic violence
- Newport Community Shelter and Resource Center serves people without homes

### **How does this engagement project align with other past or present ODOT initiatives?**

Alternatives for improvement of US 101 in the project area were identified in Newport's 2022 Transportation System Plan (TSP). This project will analyze those alternatives and determine a preferred alternative for inclusion in the City's TSP.

## **Key Stakeholders**

### **What is the political or legal landscape around the project at ODOT and how can we adjust?**

ODOT was involved in development of the City's TSP adopted in 2022, and there is support from ODOT to ensure that the results of the TSP related to US 101 and US 20 moves forward, which will take place as part of this project. Alternatives for improvement to US 101 are controversial, with many questions about how they would impact operation of the highway. In addition, as part of the state highway system, US 101 and US 20 are subject to ODOT standards and policies regarding their design and operation. For these reasons, it is crucial that the project team seek input and consultation from subject matter experts at ODOT to help inform the response to public concerns about proposed changes to the highways and to ensure that the proposals conform to ODOT standards and policies.

### **What is the political or legal landscape around the project in this community (specifically concerning community leaders and elected officials)?**

There is support from elected officials and community leaders to improve the storefronts and economic prosperity of the city center. Alternatives for improvement to US 101 are controversial, with many questions about how the alternatives could impact the surrounding neighborhoods

and business districts. To address these concerns, the project will focus on how alternatives for US 101 relate to existing and future land use in the highway corridor, in the context of the community's vision for the future of the project area.

### **Which community leaders or media should we connect with prior to engaging with the general community?**

Public engagement in the project is being coordinated by staff at the City of Newport in consultation with the CAC and project team. Early outreach to the general community will include consultation with the CACs and representatives of CBOs identified in this report. Public engagement opportunities will be brought to the attention of local media including the following:

- Lincoln County Leader
- Oregon Coast Today
- Oregon Coast Visitors Association
- Yachats News (incl. Lincoln County)
- Social media (does the City have a Facebook page?)

## DETERMINE LEVEL OF ENGAGEMENT

The International Association for Public Participation has developed a Spectrum of Public Participation to help practitioners determine the level of engagement they are seeking from the public. The Spectrum of Public Participation is shown in Table 5. In this project, the primary level of engagement is to consult with the public to obtain feedback on issues and proposals considered in development of the Newport City Center Revitalization Plan. For some aspects of the project the level of engagement may rise to having the public involved in aspects of decision-making around development of alternatives and selection of preferred alternatives. The Newport City Council will make the final determination about the content of the Newport City Center Revitalization Plan in the adoption process.

**Table 5: Spectrum of Public Participation**

	<b>PROMISE TO THE PUBLIC</b>	<b>WHAT IT MEANS</b>	<b>WHAT IT LOOKS LIKE IN PRACTICE</b>
<b>Inform</b>	Share information, listen for understanding, and answer questions for clarity.	Providing communities with balanced information to assist in understanding issues, opportunities, alternatives, and potential solutions.	Announcement of project or programs with information on dates, websites or surveys.
<b>Consult</b>	Two-way communication to obtain feedback on existing issues, projects, processes, or ideas.	Informing communities of issues or decisions that need to be made, obtain their feedback, and report back on how their input helped shape decisions.	Collect and use feedback from key informants, staff, and community residents to project plans.
<b>Involve</b>	Partner in each aspect of decision-making, including development of alternatives and identification of preferred solutions.	Establishing shared decision-making roles with community and committing to work together to identify issues, joint projects, and solutions.	Partner with CBOs, to produce the Community Needs Assessment.
<b>Collaborate</b>	Place final decision-making in the control of the community.	Guiding and providing sufficient resources to communities, so they can lead the development and implementation of strategies, projects, and public policies.	CBOs determine how to allocate funds from the ODOT budget through participatory budgeting.
<b>Empower</b>	Support the priorities and ideas identified and led by the community.	When invited to partner, ODOT will support community identified public health or city issues, plans, strategies, and public policies based on availability of ODOT resources and capacity.	NA

# ENGAGEMENT METHODS & DEVELOP COMMUNICATION PLAN

## Engagement Methods

Table 6 shows the engagement methods that will be used in the Newport City Center Revitalization Plan project, timing for each method, who is primarily responsible for the engagement, and notes about the level of engagement being sought with each method.

**Table 6: Engagement Methods in the Newport City Center Revitalization Plan Project**

ENGAGEMENT METHODS	TIMING	TEAM MEMBER	LEVEL OF ENGAGEMENT; NOTES
<b>Interested parties list</b>	<b>Start:</b> June 2024 <b>Update:</b> ongoing	City	INFORM; contact community, record all comments and responses collected  Sign-in sheets from events will be used to update this list.
<b>Project website</b>	<b>Start:</b> June/July 2024 <b>Update:</b> ongoing; before/after events	JLA	INFORM; create/host website and content; include Spanish-language landing page with content in Spanish
<b>Social media posts – existing accounts</b>	<b>Start:</b> June/July 2024 <b>Update:</b> ongoing; before/after events	City	INFORM; encourage people to visit website/attend event
<b>Community Billboard Posting (Library, Rec Center, etc.)</b>	<b>Start:</b> June/July 2024 <b>Update:</b> ongoing; before events	City	INFORM; encourage people to visit website/attend event
<b>Community Advisory Committee (CAC)</b>	<b>Start:</b> June 2024 <b>Update:</b> Aug, Oct, Dec 2024, Feb 2025 <b>Finish:</b> Apr 2025	JLA City	INVOLVE; make recommendations to City Council  JLA – for 6 90-minute meetings develop agendas; list of action items/next steps; facilitate City – schedule; host; email packet; take meeting minutes; schedule Zoom option;
<b>Stakeholder interviews</b>	<b>Start:</b> July 2024 <b>Finish:</b> Aug/Sep 2024	JLA City	CONSULT JLA – 10 interviews 30 min each phone/virtual meeting; develop interview questions; 3 page summary of all interviews City – provide list of interviewees
<b>Targeted Outreach Events</b>	<b>Start:</b> July 2024 <b>Finish:</b> Aug/Sep 2024	JLA	INVOLVE; two 2-hour events (in-person) for under-represented groups; one in Spanish; event plan; prep meeting; summary of comments

*Newport City Center Revitalization Plan – Public Involvement Plan*

<b>News releases</b>	<b>Start:</b> Oct 2024	City	INFORM; encourage people to visit website/attend event
<b>Utility Bills</b>	<b>Start:</b> Oct 2024	City	INFORM; encourage people to visit website/attend event
<b>Postcard</b>	<b>Start:</b> Oct 2024	JLA City	INFORM; encourage people to visit website/attend event JLA – develop postcard in English and Spanish City – print and mail
<b>Fact sheet</b>	<b>Start:</b> Oct 2024	City	INFORM; encourage people to visit website/attend event
<b>Stakeholder Workshop</b>	<b>Start:</b> late Oct 2024	JLA	INVOLVE; event plan for in-person event; facilitate event including interactive scenario exercise; develop materials in English and Spanish; summary
<b>Survey 1</b>	<b>Start:</b> Oct <b>Finish:</b> Nov	JLA	INVOLVE; develop 15 question survey in English and Spanish; feedback will be included in Stakeholder Workshop summary
<b>Online open house 1</b>	<b>Start:</b> Oct <b>Finish:</b> Nov	JLA	INVOLVE; develop way for the public to view materials and survey, plus provide comments online in English and Spanish for two weeks; feedback will be included in Stakeholder Workshop summary
<b>News releases</b>	<b>Start:</b> Feb 2025	City	INFORM; encourage people to visit website/attend event
<b>Utility Bills</b>	<b>Start:</b> Feb 2025	City	INFORM; encourage people to visit website/attend event
<b>Postcard</b>	<b>Start:</b> Feb 2025	JLA City	INFORM; encourage people to visit website/attend event JLA – develop postcard City – print and mail
<b>Fact sheet</b>	<b>Start:</b> Feb 2025	City	INFORM; encourage people to visit website/attend event
<b>Open house</b>	<b>Start:</b> late Feb 2025	Staff assigned to create/maintain	INVOLVE; share draft plan with the community to collect feedback. Develop event plan for in-person event; facilitate event; develop materials in English and Spanish; summary
<b>Survey 2</b>	<b>Start:</b> Feb 2025 <b>Finish:</b> Mar 2025	JLA	INVOLVE; develop 15 question survey in English and Spanish; feedback will be included in open house summary
<b>Online open house 2</b>	<b>Start:</b> Feb 2025 <b>Finish:</b> Mar 2025	JLA	INVOLVE; develop way for the public to view materials and survey, plus provide comments online in English and Spanish for two weeks; feedback will be included in open house summary
<b>Planning Commission Public Hearing</b>	<b>Start:</b> Apr 2025	City	CONSULT - Gather input that will answer project questions, help decision-makers
<b>City Council Public Hearing</b>	<b>Start:</b> Jun 2025	City	CONSULT - Gather input that will answer project questions, help decision-makers

## **Communication Plan**

Project communications will be tailored to reach specific audiences depending on the engagement method, project timing, and content. Constant and consistent communication is important throughout the project. At the onset of the project the goal of communication is to inform stakeholders and get them interested in participating in the project. During the project, the goal communication to provide updates on the project and to engage participants in development and evaluation of alternative improvements and policies. At the end of the project the goal of communication is to describe the preferred alternatives that are being considered for adoption in the Newport City Center Revitalization Plan.



# DESIGN DATA COLLECTION PLAN

## Research

### Who is this information for?

- ODOT, City of Newport and Project Team
- Stakeholders and general public
- CAC members
- City Council

### What information is needed to move the project or program forward equitably?

- Contextual community knowledge and history.
- Property ownership, use, building type, and zoning.
- Travel conditions for all modes – automobile, freight, bicycle, transit, and walking.
- Market conditions for development and redevelopment in the project area.
- Laws, regulations, policies, and standards pertaining to the establishment of zoning and development codes and design and operation of transportation facilities.

### What information already exists?

See Appendix A

## Collect

### What new information can be provided by stakeholders?

#### During Stakeholder Interviews

- Vision for future development and activities in the project area.
- Issues of concern related to proposed policies and projects in the Newport City Center Revitalization Plan.
- Insights into market conditions for development and redevelopment in the project area related to the stakeholder's area of expertise.

#### During Public Event #1

- Feedback on Draft Memoranda #1, #2, #3 and #4.
- Opinions on aspects of proposed land use and transportation alternatives to help refine and consolidate ideas for a preferred alternative(s).

#### During Public Event #2

- Feedback on the proposed policies and investments for the City to use to achieve the goals

and objectives in Revised Memorandum #1.

### **What questions will be asked of stakeholders?**

The exact questions will be determined later based on the audience for the engagement activity and project content under consideration.

### **How will the information be collected from stakeholders?**

- Survey/Questionnaires
- Key informant interviews
- Ranking/Voting
- Brainstorming
- Online/In-Person Open House and workshop
- CAC meetings

## **Analyze**

### **How will data collected from stakeholders be analyzed?**

JLA shall maintain a compilation of public comments received through the Project Website, from City, and at Public Events. JLA will provide summaries of community engagement events and summaries of feedback received through events and surveys.

### **Who will be responsible for analyzing the data?**

JLA will analyze the data gathered through public engagement efforts, which will be reviewed by the technical team, ODOT and City of Newport Staff. The public and CAC will also review the data gathered from public engagement and will be able to provide comments on the accuracy of the materials. Data from research conducted for the project will be analyzed by subject matter experts on the project team.

### **How will analyzed data be reviewed by stakeholders?**

Stakeholders will review analysis conducted for the project during CAC meetings, Public Events (Workshop and Open House), and on the website.

### **Who will be responsible for sending analyzed data to stakeholders for review? And how will adjustments be made?**

JLA will send all engagement data and summaries to the technical team, City of Newport, and ODOT. Analysis conducted for the project will be summarized in project memoranda and meeting materials that will be posted on the project website. The City of Newport will send project memoranda and presentation materials to the CAC via email before each CAC meeting. Project memoranda and presentation materials will be available at public events held for the project.

## **ENGAGEMENT EVALUATION**

After each outreach event, JLA will create a summary of the data collected to be shared back with the project team, decision-makers, stakeholders, CAC members, and the wider community. The summaries will include the following:

- Engagement goals
- Participant demographics (to the extent known)
- Summary of what was heard from participants.

The project team will periodically evaluate the results of outreach efforts and make adjustments as necessary to help ensure the project is receiving engagement from a broad range of community members.

# APPENDIX A – DEMOGRAPHIC INFORMATION

## SOCIAL EQUITY INDEX INFORMATION

[https://rpubs.com/ODOT\\_Research/ODOT\\_SEI\\_2023](https://rpubs.com/ODOT_Research/ODOT_SEI_2023)

As a part of recognizing Social Equity as a core priority, the agency developed the Social Equity Index (SEI) to help agency staff and leadership understand where communities of concern are located throughout Oregon. Using U.S. Census data at the block group level, the SEI aims to be a decision support tool that helps to target agency resources in a way that reduces social disparities related to transportation resource allocation.

Compared to Oregon, there is a lower share of population in Census block groups with Low Disparity (0% compared to 30% statewide) and a higher share of population in block groups with Medium/High Disparity (46% compared to 22% statewide). Newport also has a slightly higher share of population in block groups with High Disparity (23% compared to 19% statewide).

In the project area, block groups north of US 20 and west of US 101 are classified as having High Disparity. The block group south of US 20 and east of US 101 is classified as having Low/Medium Disparity.<sup>2</sup>

Research tells us that age, ability, income, language, and race/ethnicity are predictors in the United States for resilience in the face of disaster as well as access to health, transportation, education, housing, and wealth. Additionally, those who experience said disparity have little to no input around how they experience it or what would be most helpful in solution making. So, we use the most recent block group data from the American Community Survey to share the degree to which Oregonians are likely experiencing disparities and as such less than excellence in service, access, investments. The ODOT Social Equity Map is a tool to assist in applying a social equity lens to our work and provide the information necessary for Oregonians to hold us accountable to prioritizing equity.

---

<sup>2</sup> <https://www.arcgis.com/apps/View/index.html?appid=bbd3d9861fcd40ffa4085d457e4361a7>

## ENVIRONMENTAL JUSTICE SCREEN INFORMATION

The ODOT FACS STIP application available at <https://gis.odot.state.or.us/FacsStip/> provides a screening tool to identify population characteristics that are indicative of potential environmental justice impacts. Environmental justice impacts occur when traditionally underserved or excluded populations are disproportionately affected by adverse environmental conditions. An environmental justice screen for all of Newport identified the following environmental justice characteristics:

- Traffic proximity:
  - 90-95 percentile in northern project area
  - 80-90 percentile in southwest Newport (outside of project area)
- Presence of lead paint: 80-90th percentile in northern project area and southwest Newport (outside of project area)
- Low Income: northern project area and Newport Heights
- Unemployment rate: 95-100th percentile in northwest Newport (Nye - Agate Beach) (possibly due to high number of vacation homes)
- Population with less than high school education: 80-90th percentile in northern project area and in Newport Heights
- Population over age of 64: 95-100 percentile in southern project area and 90-95th percentile north of northern project area |
- Low Life expectancy: 80-90th percentile in southern project area |
- Rate of Heart Disease: 80-90th percentile in southern project area
- Rate of Cancer: 90-95 percentile in southern project area
- Persons with disabilities: 80-90th percentile in northern project area and surrounding areas to the north and west outside of project area

The following maps show the results of the Environmental Justice screen for the portion of Newport that includes the project area.

Figure 4: Persons with Disabilities

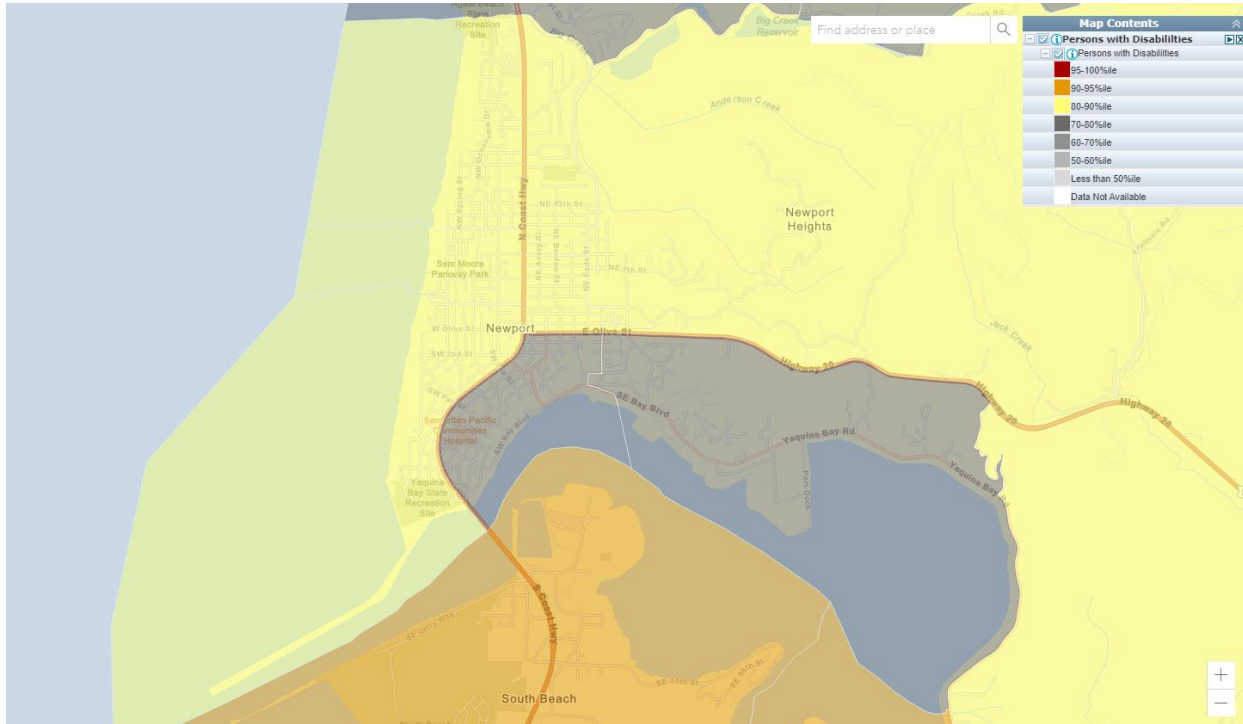


Figure 5: Traffic Proximity

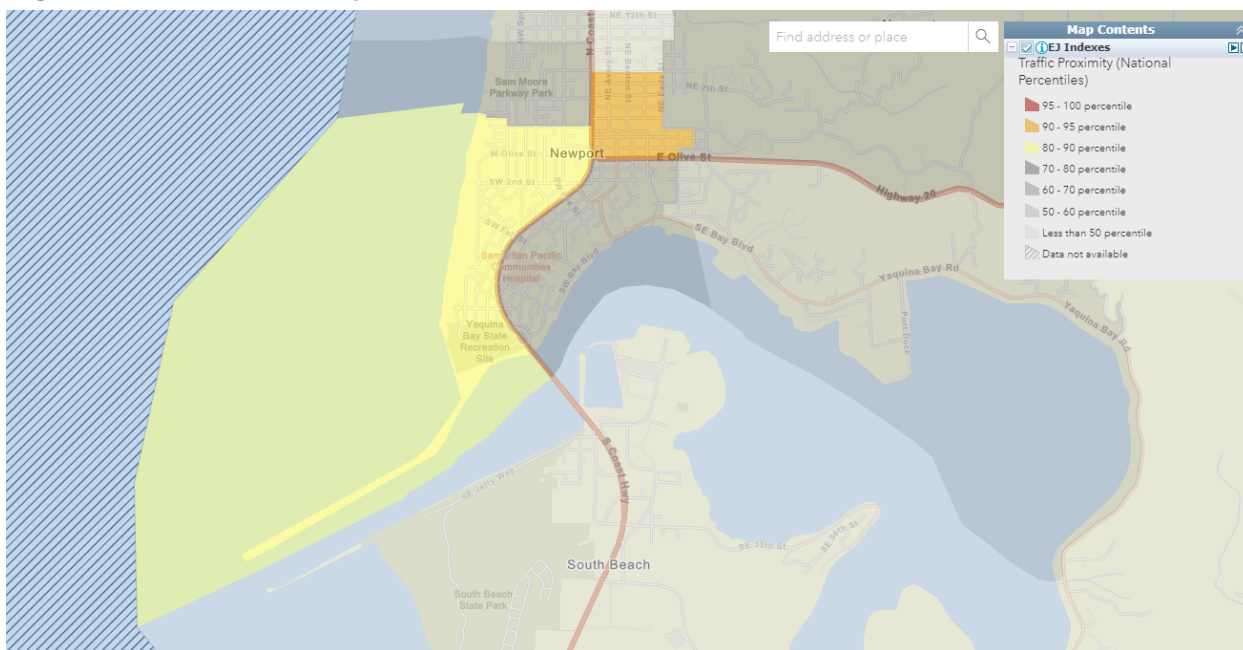


Figure 6: Unemployment Rate

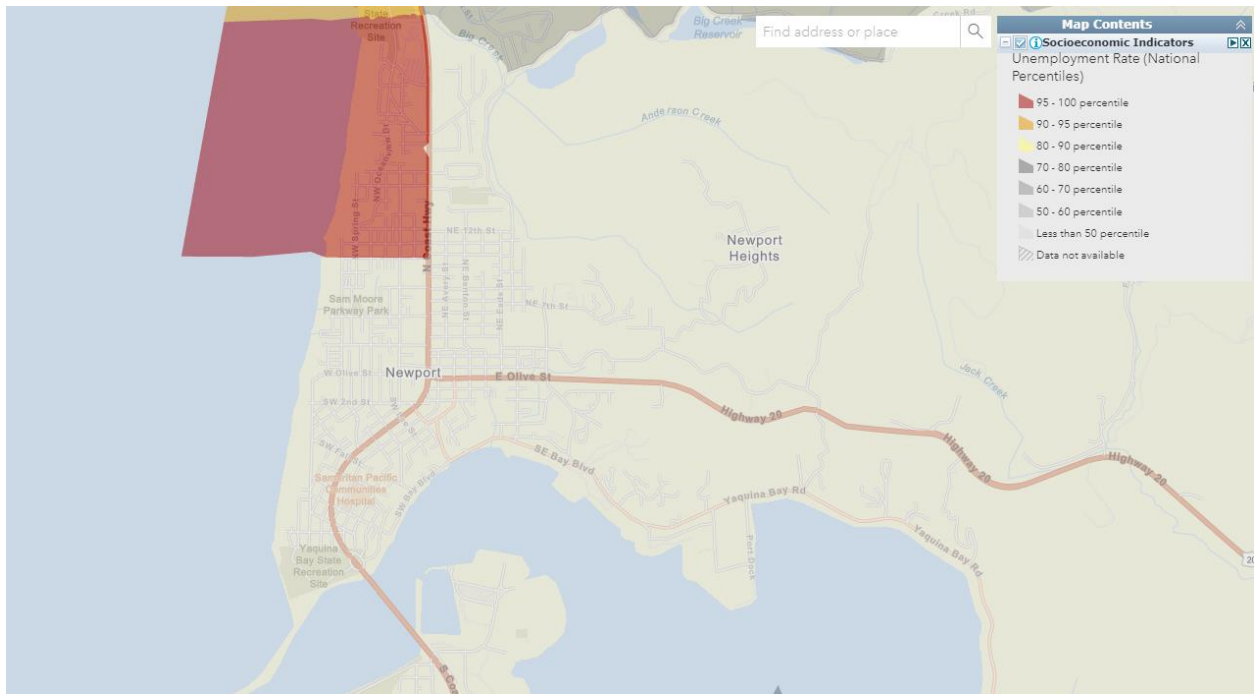


Figure 7: Population with Less than High School Education

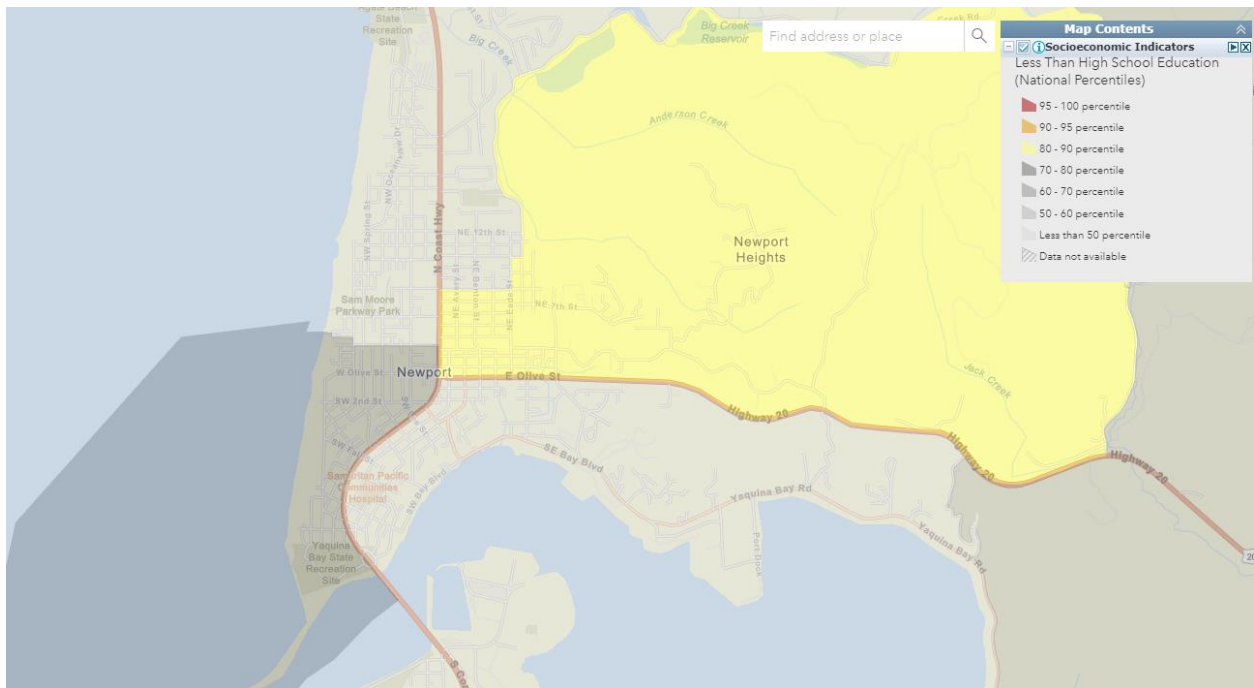


Figure 8: Low Income

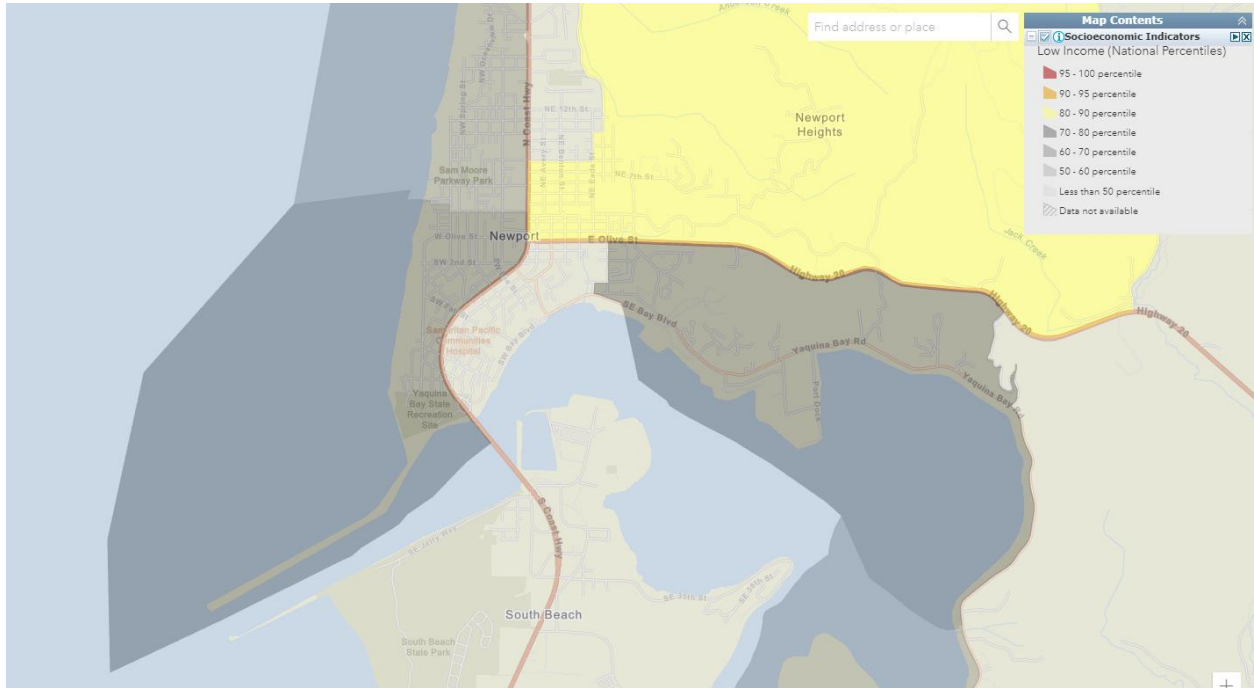


Figure 9: Population Over the age of 64

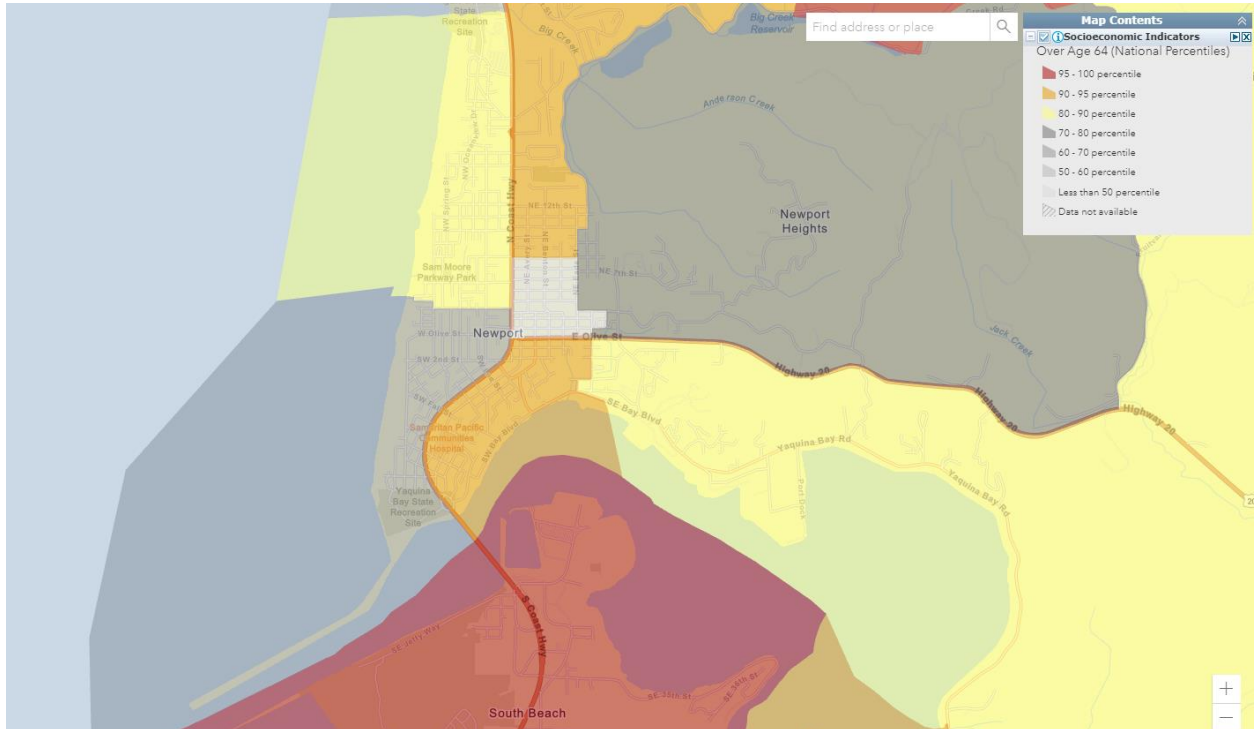




Figure 10: Low Life Expectancy

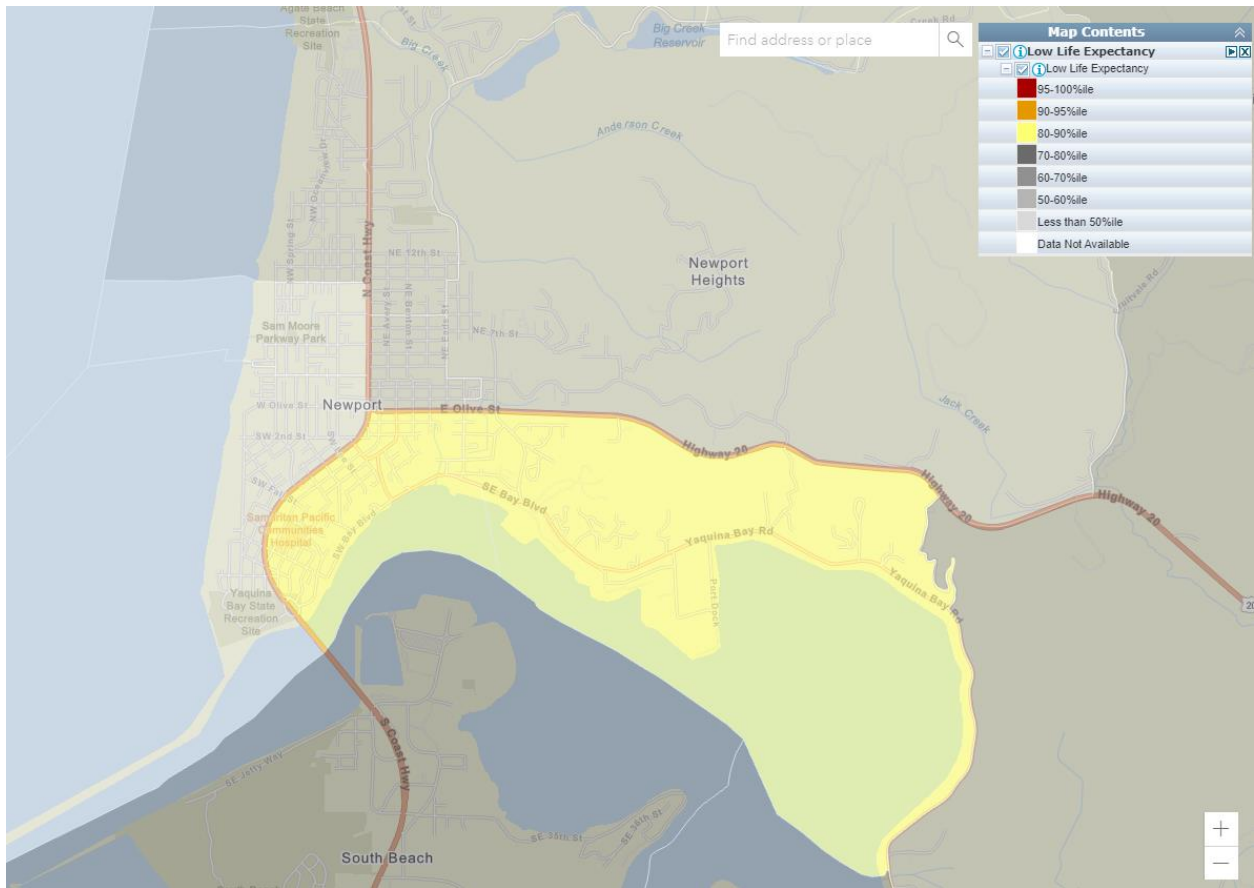


Figure 11: Lead Paint Exposure



Figure 12: Rates of Cancer

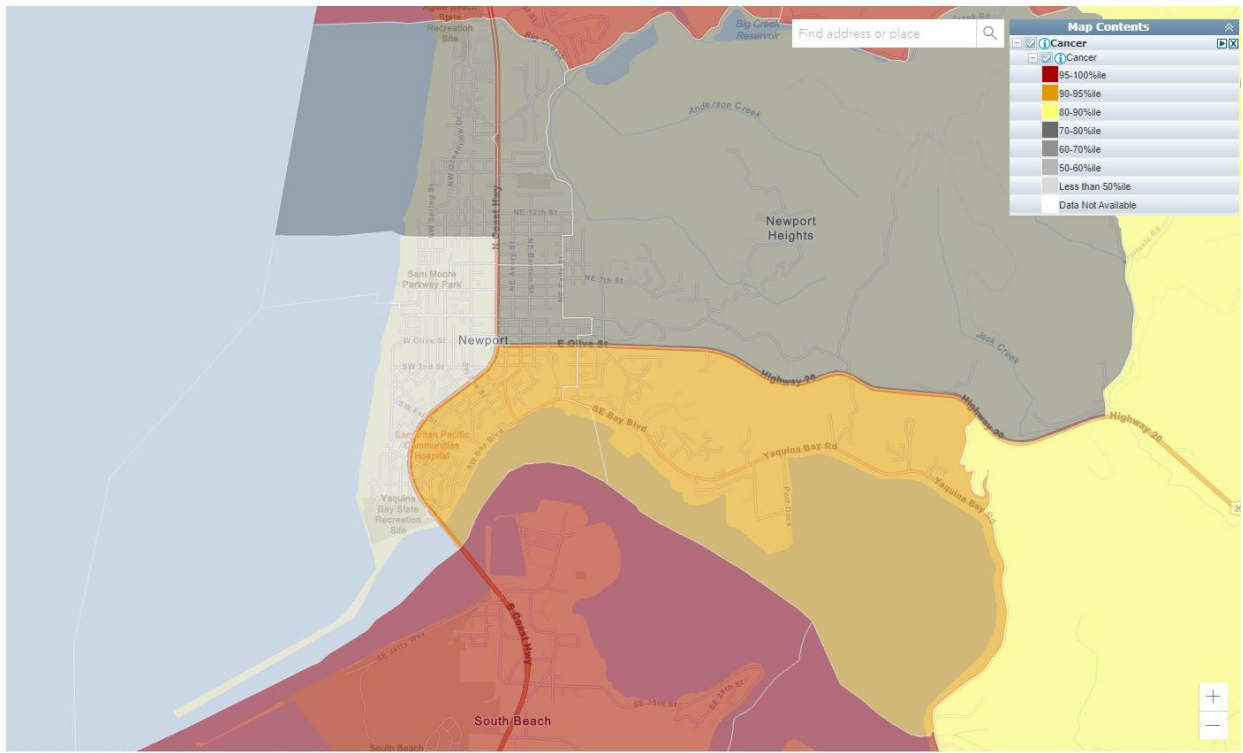


Figure 13: Rates of Heart Disease

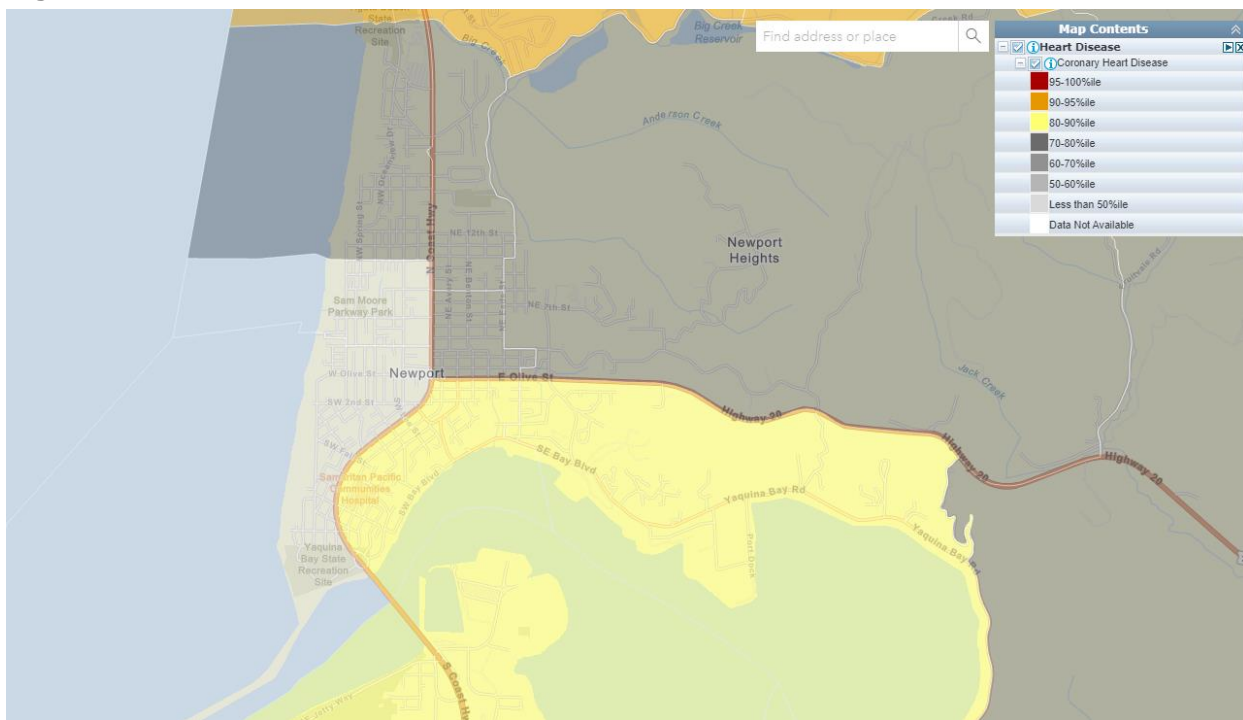
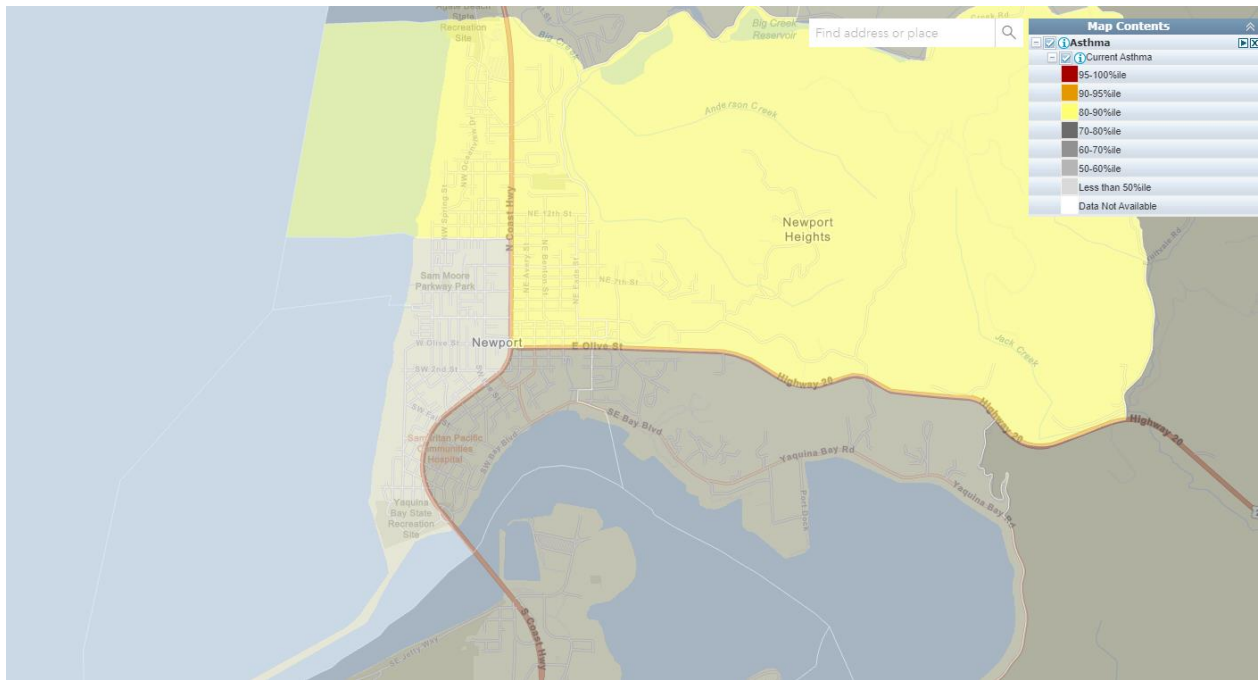


Figure 14: Rates of Asthma



## SCHOOL INFORMATION

School demographic information was gathered from the Oregon Department of Education through their Statewide Annual Report Card system. This data was collected to inform the project team about current demographic information of families living in Newport, since school data is updated based on actual counts annually.

<https://www.ode.state.or.us/data/ReportCard/Reports/Index?id=2097>

**Table 7: Demographic Information for Newport Schools, 2022-2023**

	Yaquina View (K-2)	Sam Case (3-5)	Newport Middle (6-8)	Newport High (9-12)	Newport Averages	District Averages (Lincoln County)	State Average
<b>American Indian/Alaska Native</b>	2%	1%	1%	1%	1%	4%	1%
<b>Asian American</b>	1%	1%	1%	1%	1%	1%	4%
<b>Black/African American</b>	2%	1%	1%	<1%	1%	1%	2%
<b>Hispanic/Latino</b>	34%	40%	38%	33%	36%	24%	25%
<b>Multiracial</b>	8%	9%	8%	8%	8%	9%	7%
<b>Native Hawaiian/Pacific Islander</b>	1%	0%	<1%	<1%	<1%	<1%	<1%
<b>White</b>	52%	48%	50%	56%	52%	61%	59%
<b>Ever English Learners</b>	26%	30%	27%	22%	26%	14%	10.8%
<b>Languages Spoken</b>	6	9	12	12	9.75	30	333
<b>Students with Disabilities</b>	12%	14%	14%	16%	14%	16%	14.5%
<b>Free/Reduced Price Lunch***</b>	>95%	>95%	>95%	>95%	>95%	>95%	49.2%*

Source: <https://www.ode.state.or.us/data/reportcard/ReportList.aspx>

Note: \*(last available data 2019-2020)

## CENSUS INFORMATION

Source:	Census 2022 5-year ACS S2001, DP05, S1501, DP02, S1901, B16001	
	City of Newport	Oregon Average
Per Capita Income	\$33,541	\$41,805
Total Hispanic Population	16.0%	14.4%
Non-Hispanic - White Alone	76.4%	71.6%
Non-Hispanic - Black Alone	0.5%	1.8%
Non-Hispanic – American Indian Alone	0.5%	0.7%
Non-Hispanic – Asian Alone	1.7%	4.5%
Non-Hispanic – Pacific Islander Alone	0.0%	0.4%
Non-Hispanic – Other Race Alone	0.0%	0.6%
Non-Hispanic – Two or More Races Alone	5.0%	6.0%
Age 0-17	16.4%	19.6%
Age 65+	28.7%	19.3%
Less than 9th Grade - Educational Attainment (over 25 years old)	3.7%	3.6%
No high school diploma - Educational Attainment (over 25 years old)	5.2%	4.8%
Bachelor’s Degree or more - Educational Attainment (over 25 years old)	30.2%	36.3%
Linguistically Isolated Households** – Speak Spanish	4.5%	3.4%
Linguistically Isolated Households** – Speak Other Indo-European Languages	0.1%	0.7%
Linguistically Isolated Households** – Speak Asian-Pacific Island Languages	0.6%	0.7%
Linguistically Isolated Households** – Speak Other Languages	0.1%	0.2%
Households by Household Income <\$15,000 (extremely low-income)	9.0%	3.3%
Households by Household Income \$15,000-\$25,000 (low-income/working poor)	3.6%	5.5%
Households by Household Income \$25,000-\$50,000	36.7%	30.9%
Households by Household Income \$50,000-\$75,000	24.8%	24%
Households by Household Income \$75,000+	25.9%	36.2%
Population by language spoken at home (over age 5)	Spanish (13%); Tagalog (.2% of population, but 80% of Tagalog speakers in Newport speak English less than “very well”).	

*Newport City Center Revitalization Plan – Public Involvement Plan*

Source	Census 2022 5 Year ACS S1810, DP02
Veterans	10.4%
Foreign born	6.8%
Disability	<b>20.9%</b>
Hearing difficulty	5.2%
Vision difficulty	4.2%
Cognitive difficulty	8.9%
Ambulatory difficulty	11.7%
Self-care difficulty	3.9%
Independent living difficulty	11.0%

\*\* Households in which no one 14 or over speaks English “very well” or speaks English only.

\*\*\* Students qualify for free or reduced-price lunches if their caregivers earn