



CITY CENTER REVITALIZATION PLANNING COMMITTEE AGENDA
Friday, October 25, 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.

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

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

1. WELCOME AND INTRODUCTIONS

2. ROLL CALL

3. APPROVAL OF MINUTES

3.A Approval of the City Center Revitalization Planning Committee Meeting Minutes of August 23, 2024.

[Draft City Center Revitalization Mtg Minutes 08-23-2024](#)

[08-23-2024 City Center Revitalization Planning Committee Meeting Video Link](#)

4. GAP ANALYSIS

5. STRATEGIES TO ADDRESS THE GAPS

6. PUBLIC OUTREACH #1

7. NEXT STEPS

8. 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 two (2) minutes per person.

9. ADJOURNMENT

HANDOUTS

Materials:

[Agenda - Meeting No. 3](#)

[Newport City Center Redevelopment Plan DRAFT Memo 4 \(Gap Analysis\)](#)

[2024-10-21 Newport CCRP CAC#3](#)

**City of Newport
Draft City Center Revitalization Planning Committee Minutes
August 23, 2024**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 2:00 P.M. Time End: 4:07 P.M.

ATTENDANCE LOG/ROLLCALL

COMMITTEE MEMBER	STAFF
Jack Weber	Derrick Tokos, Community Development Director
Wayne Patterson (absent)	Sherri Marineau, Community Development Dept.
Jim Patrick	Rob Murphy, Fire Chief (absent)
Luke Simonsen (absent)	Tom Sakaris, Fire Marshall (absent)
Christina Simonsen	Anna Iaukea, Urban Renewal Project Manger
Laurie Sanders	Jim Hencke, DEA
Dustin Capri (absent, excused)	David Berniker, UrbsWorks (by video)
Karen Rockwell (by video)	Brandy Steffen, JLA
Brett Estes (by video)	David Helton, ODOT (by video)
Rich Belloni	Emily Pica
Melony Heim	Nicole Underwood
Eric Hanneman (absent)	Ashley Balson
Rev. Judith Jones (absent, excused)	Cathey Rigby, Grant Manager
Dr. Ralph Breitenstein (by video)	John Fuller, Communication Specialist
Timothy Johnson	
Bob Berman	PUBLIC
Deb Jones (absent, excused)	David Berniker
Sofia Tamayo, (alternate for Deb Jones) (by video)	Jeff Bertuleit
Cynthia Jacobi	Lou Limbrunner
Robert Emond	

AGENDA ITEM	ACTIONS
<p>COMMITTEE MEMBER INTRODUCTIONS</p> <p>a. Roll Call</p>	<p>None.</p>
<p>APPROVAL OF MINUTES</p> <p>a. Meeting minutes of City Center Revitalization Planning Committee Meeting on June 28, 2024</p>	<p>Motion by Berman, seconded by Weber to approve the City Center Revitalization Planning Committee Meeting on June 28, 2024 as written. Motion carried unanimously in a voice vote.</p> <p>Berman noted the public outreach discussion was not included in this meeting and wanted it added.</p>
<p>EXISTING CONDITIONS</p>	<p>Mr. Helton reviewed the existing conditions and covered the TSP baseline for the US 101 couplets: Newport demographics; Newport’s employment; land</p>

	use patterns and opportunities; and transportation characteristics.
REAL ESTATE MARKET CONDITIONS AND TRENDS	Ms. Underwood covered real estate market conditions and trends, retail vacancy rates, and housing trends.
ASSETS, BARRIERS AND OPPORTUNITIES	<p>Ms. Picha reviewed the key opportunities and barriers in Newport. She covered the different focus areas in Newport, and the opportunities and barriers for development in focus areas.</p> <p>The Committee was given an opportunity to write down their thoughts on what the opportunities and barriers were for the focus areas. The consultants recorded feedback from the group.</p>
DESIRED OUTCOMES AND CRITERIA FOR US 101 TRANSPORTATION SOLUTIONS (CONTINUED DISCUSSION)	Discussion on the evaluation of 101 alternatives and the three main criterion considerations that includes enabling mixed-use development and walkability; how it supports economic vitality and business mix, and aligns with implementation and partnerships; and the different criterion between Alternative 1 and 2.
NEXT STEPS	None.
CITIZEN/PUBLIC COMMENT	<p>A Newport public member gave his thought on how slowing down traffic would create a bottle neck in Newport.</p> <p>Jeff Bertuleit, Newport, thought the city needed a parking plan. He didn't think anyone would want to put housing between two highways. Bertuleit referenced petition signatures he had from owners in the area who said they didn't want the couplet.</p> <p>Gary Layman, Newport, thought the city should use the city core area for improvements instead of the Deco District.</p> <p>Lou Limbrunner, Newport, wanted to know the city's plan on the two buildings on US 101 that were tore down, and suggested the city allow artists to put up murals at this location. He also questioned what strings would be attached to grants.</p>

Submitted by: _____

Sherri Marineau, Executive Assistant

August 23, 2024 - City Center Revitalization Planning Committee Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1318?view_id=48&redirect=true

NEWPORT CITY CENTER REVITALIZATION ADVISORY COMMITTEE



CAC MEETING #3 AGENDA

Date/Time: October 25, 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 Gap Analysis (i.e. gap between likely future development and goals/vision); Strategies for Addressing the Gaps; Materials and Approach to Public Event #1

Time	Topic	Person	Notes
2:00-2:05 pm	Introductions	Dustin Capri, Chair	<ul style="list-style-type: none"> Welcome the group Review the agenda Approve minutes/notes from the last meeting
2:05-2:55 pm	Gap Analysis	Jim Hencke, DEA	<ul style="list-style-type: none"> Review the gap analysis (Memo 4) Discussion
2:55-3:15 pm	Strategies to Address the Gaps	Jim Hencke, DEA	<ul style="list-style-type: none"> Review draft strategies (Memo 4) Discussion
3:15-3:45 pm	Public Outreach #1	Brandy Steffen, JLA	<ul style="list-style-type: none"> Review desired outcome and approach to connect with the community Discussion
3:45-3:50 pm	Next Steps	Dustin Capri, Chair	<ul style="list-style-type: none"> Next CAC meeting = Friday, December 13 from 2-4 pm to cover the results from Public Event #1; Plan and Code Amendments, Investments, and Incentives Needed to Address Gaps Public event on Saturday, 11/16 at the Newport Farmer's Market
3:50-4:00 pm	Public Comments	Brandy Steffen	<ul style="list-style-type: none"> Any people in attendance may have up to 2 minutes to speak; you will be muted at 2 minutes. We ask that only one representative from each organization speaks.



CITY CENTER REDEVELOPMENT PLAN GAP ANALYSIS

TASK 4.1: DRAFT MEMO #4 | OCTOBER 21, 2024

PREPARED FOR:
CITY OF NEWPORT, OREGON
PREPARED BY:



u r b s w o r k s



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1 INTRODUCTION

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

2 PROCESS

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

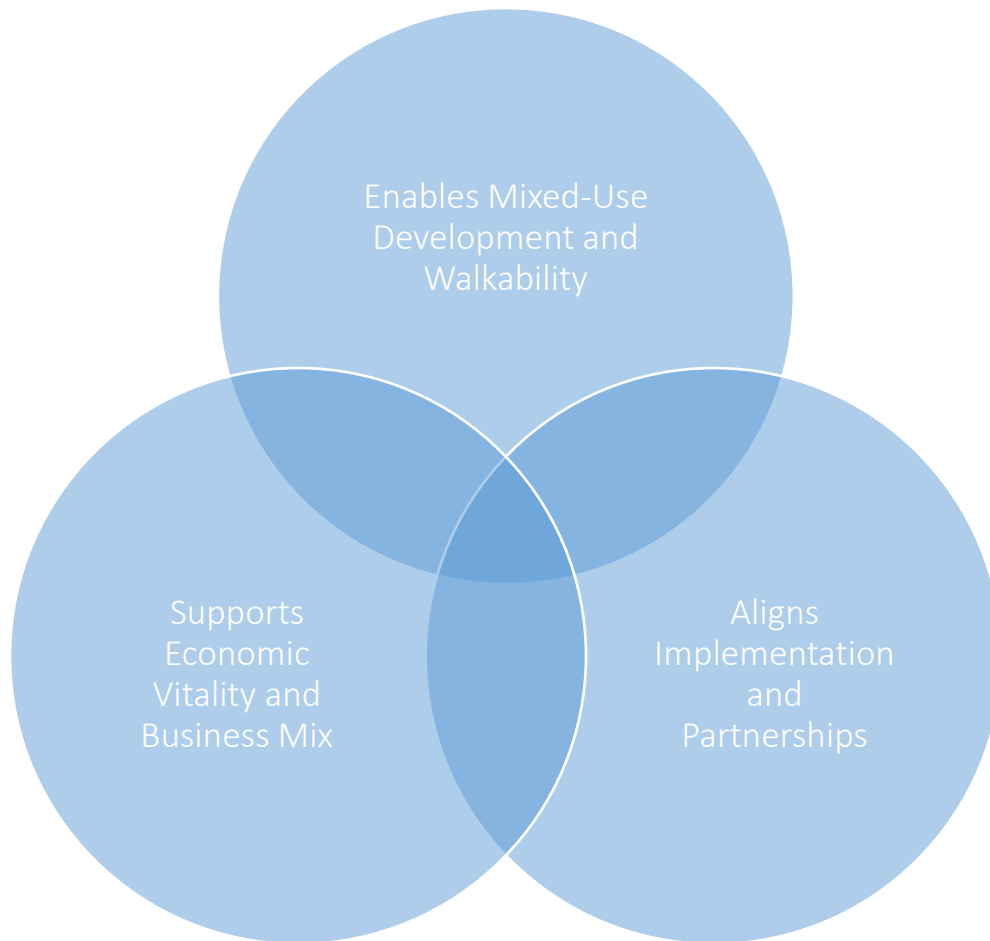
3 NCCRP VISION

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

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

3.1 GOALS AND OBJECTIVES

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



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

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

Goal 3: A clean, welcoming appearance.

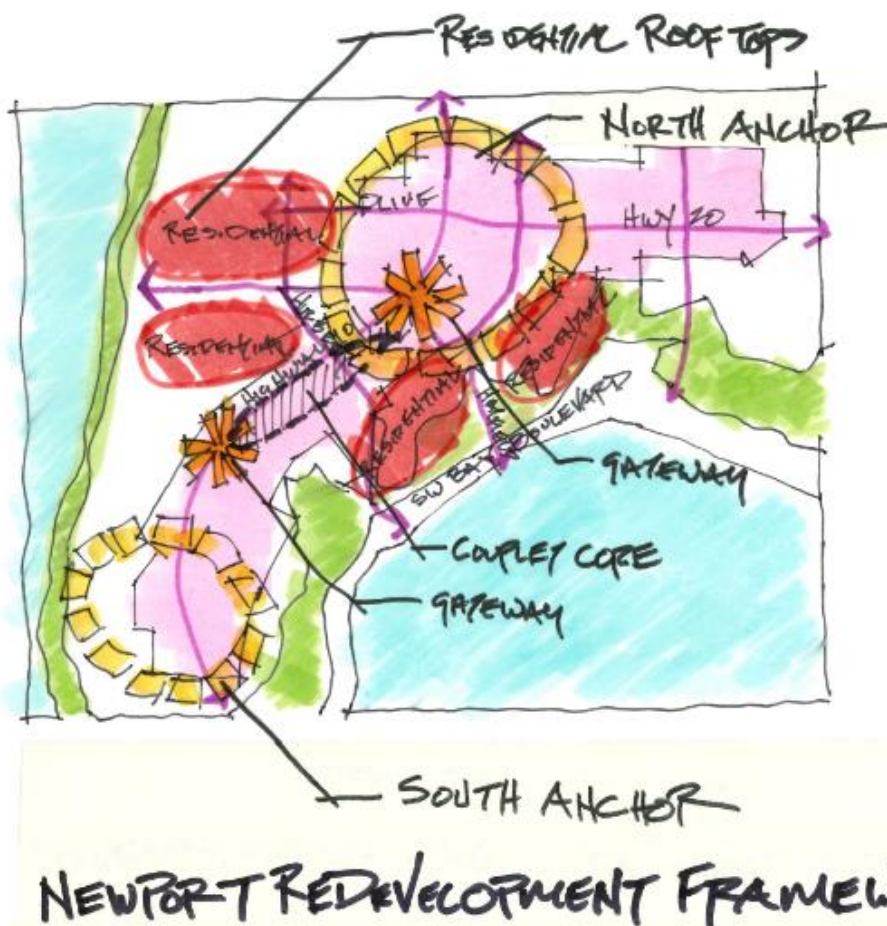
Goal 4: Planned property development and acquisition.

Goal 5: Targeted investment in infrastructure.

3.2 PLANNING / URBAN DESIGN CONTEXT

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

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



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

3.2.1 ODOT STANDARDS

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

The following information is extracted from the BUD.

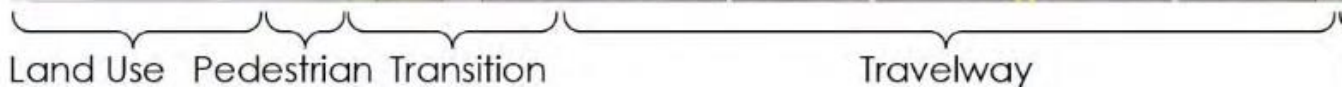
Traditional Downtown/Central Business District (CBD): These are areas with the highest development and building heights in an urban area. Typically, a few square blocks, buildings have mixed land uses, are built up to the roadway, and are within a well-connected roadway network. To best serve all users,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

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

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

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

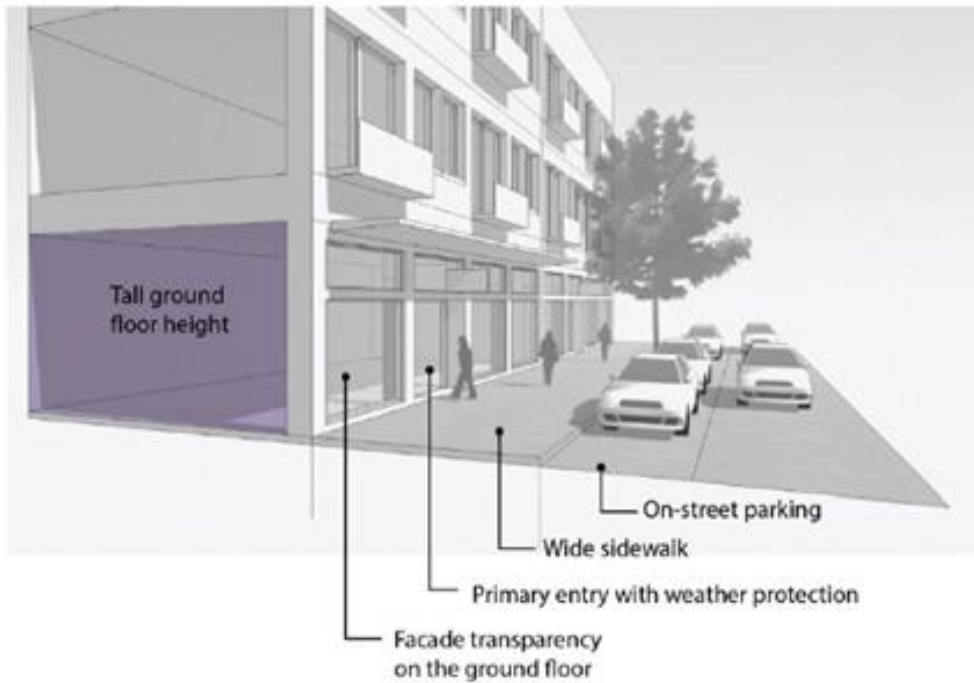
Cross Section Illustration of Streetscape Realms (source: BUD, Figure 3-1)



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

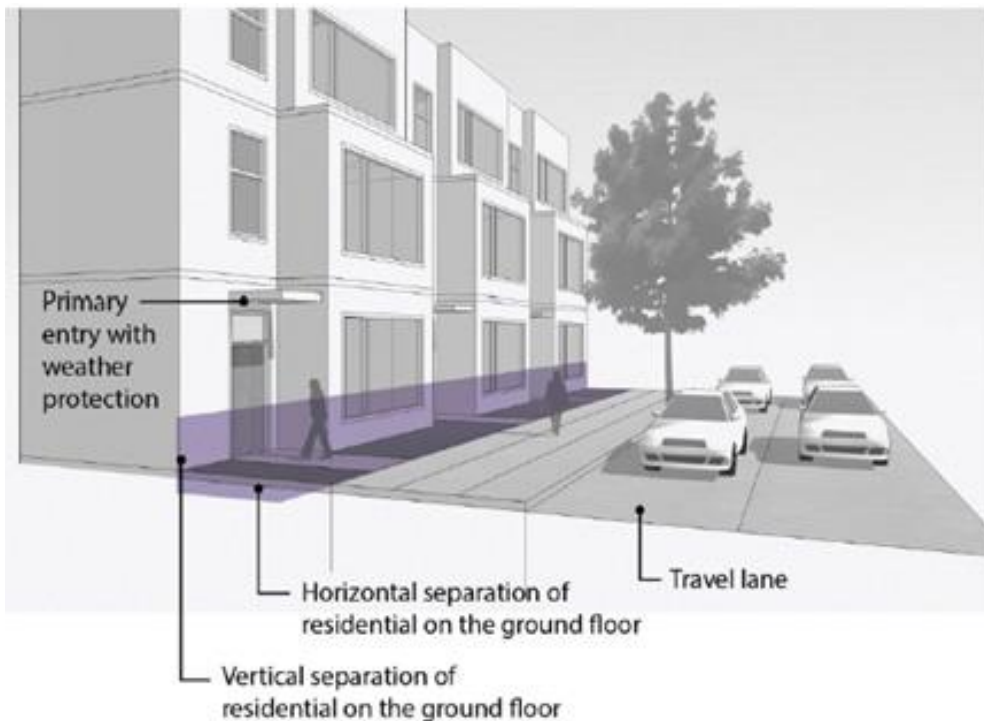
3.2.2 BEST PRACTICES

MIXED USE FRONTAGES (source: Urbsworks)



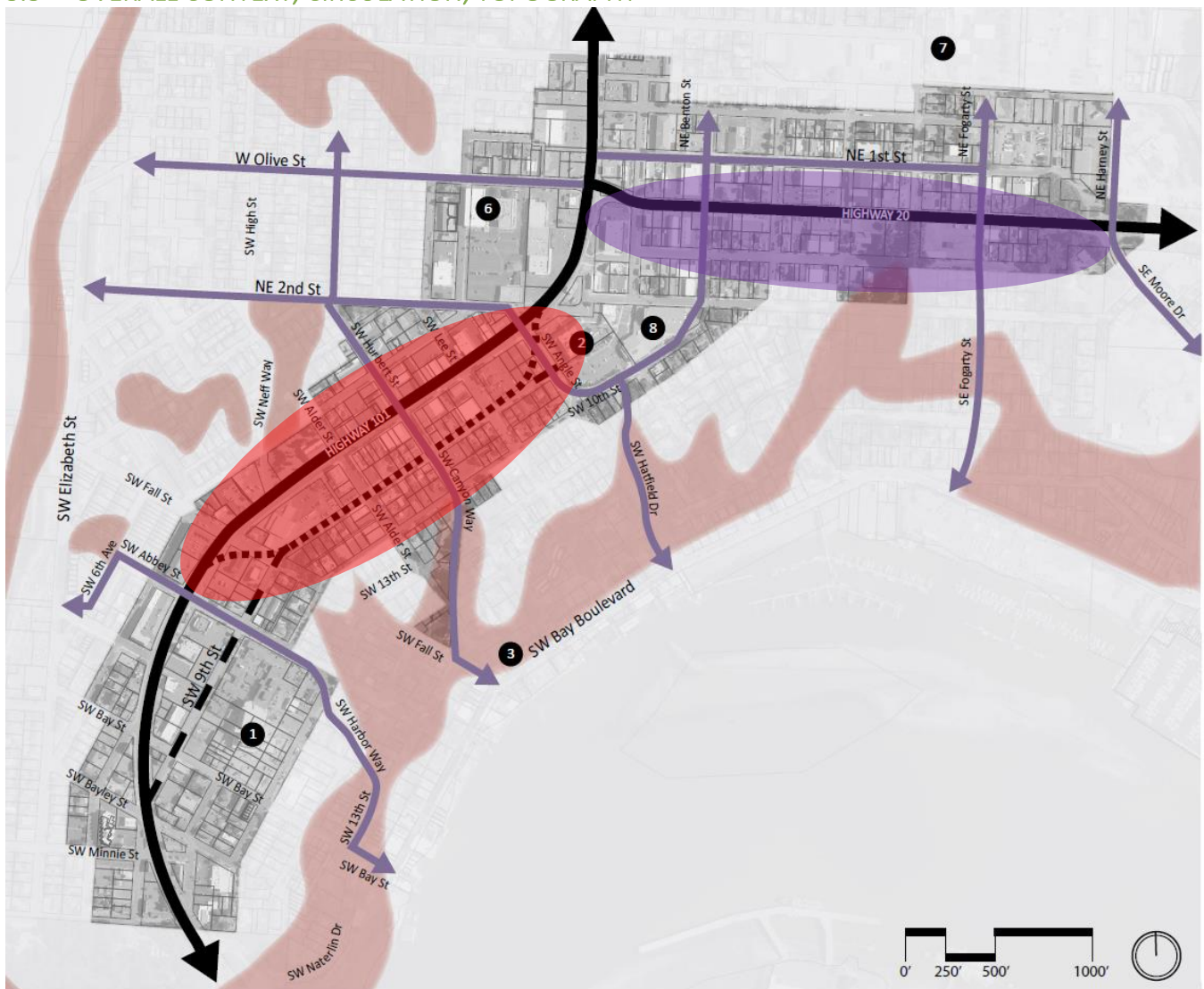
Uses in the Transition Realm related to enriching the pedestrian environment, such as bulb outs (curb extensions), extra furnishings, street trees, local business support (merchandising, café seating), benches for residents, etc.) are going to be critical for accommodating the livability aspects of the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

MULTI-FAMILY RESIDENTIAL FRONTAGES (source: Urbsworks)



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

3.3 OVERALL CONTEXT, CIRCULATION, TOPOGRAPHY



LEGEND

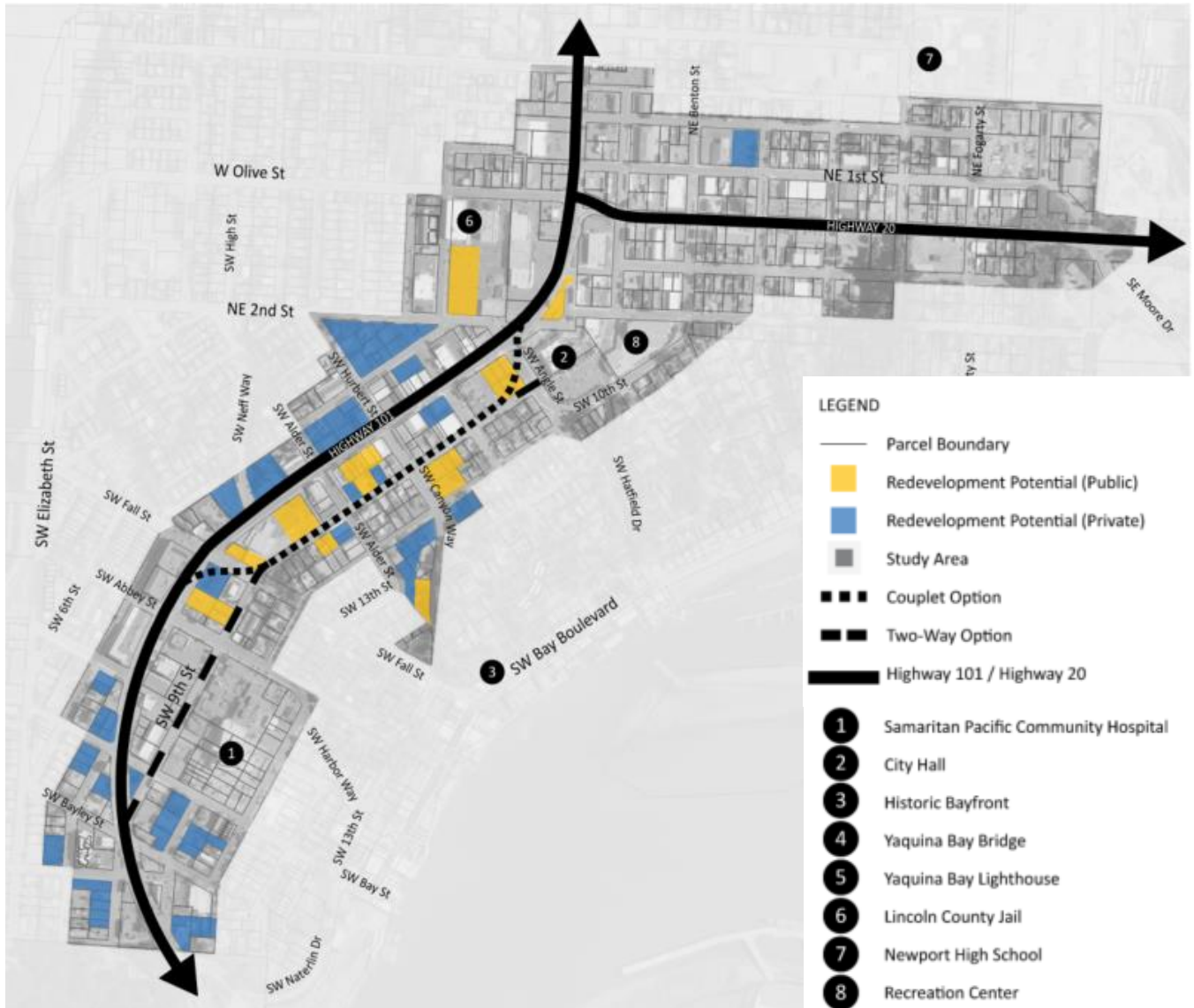
- Key Routes
- Steep Slopes
- Parcel Boundary
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101 / Highway 2
- Central Business District
- Urban Mix

LEGEND

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

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

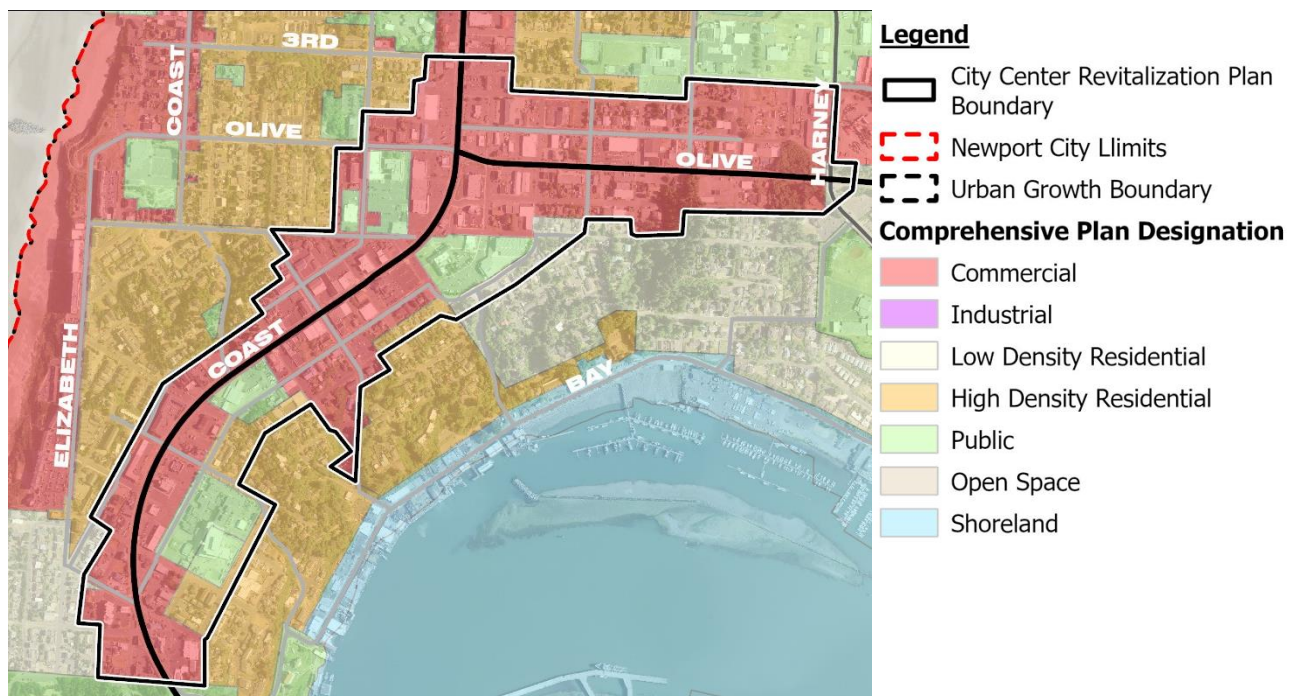
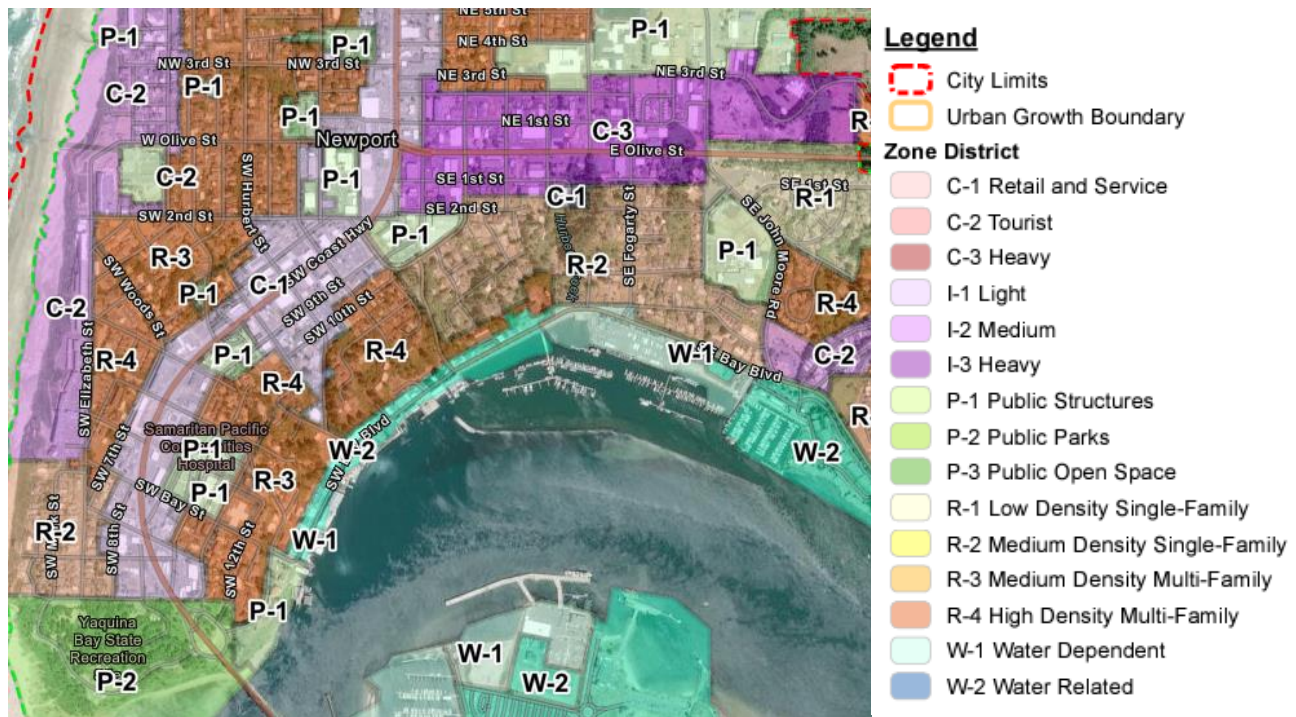
3.4 OVERALL REDEVELOPMENT POTENTIAL



Based on tax assessor data and a site visit, the consultant team drafted an initial Redevelopment Potential exhibit (see above) highlighting both public and private parcels that may be ripe for change. The purpose of the exhibit is for quantification purposes, allowing for both transportation impact and real estate market analysis. The rough acreages of ‘redevelopment potential’ for the two alternatives is roughly the same—5.79 public acres and 11.79 private acres, 3.29% and 6.69% of the study area, respectively (the exception being the couplet may require small area across parcels on both the north and south ends). This initial exhibit is fully expected to be revised based on continued Citizen Advisory Committee (CAC), citizen, and stakeholder input.

3.5 COMPREHENSIVE PLAN / ZONING COMPATIBILITY

Existing Zoning and Comprehensive Plan designations generally support the NCCRP vision.

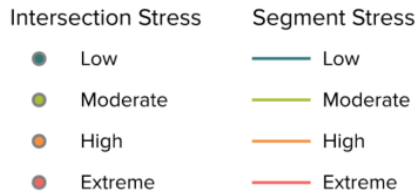
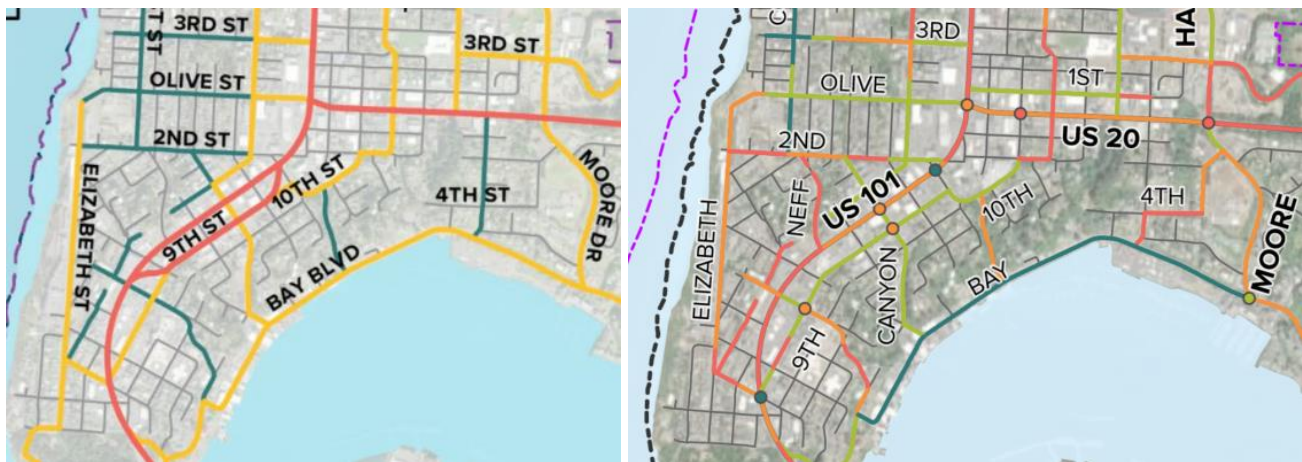


4 DESCRIPTION OF ALTERNATIVES

Two alternatives have been developed for the NCCRP:

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

The Newport TSP shows baseline conditions for transportation stress and household and employment growth.



Household Growth



Employment Growth



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

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

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

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

GOALS / OBJECTIVES ASSESSMENT

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

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

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

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

US 20 / US 101 Intersection

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

IMPEDIMENTS ASSESSMENT

- **Real Estate Market:** Total study area household growth projected to be in the range of 200 to 400.
- **Public Facilities:** NEEDS CONFIRMATION FROM CITY.
- **TSP:** Compliant.

5.1 TWO-WAY HIGHWAY 101 DEVELOPMENT OPPORTUNITIES



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

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

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



5.2 TWO-WAY HIGHWAY 101 SKETCH PLAN




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

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

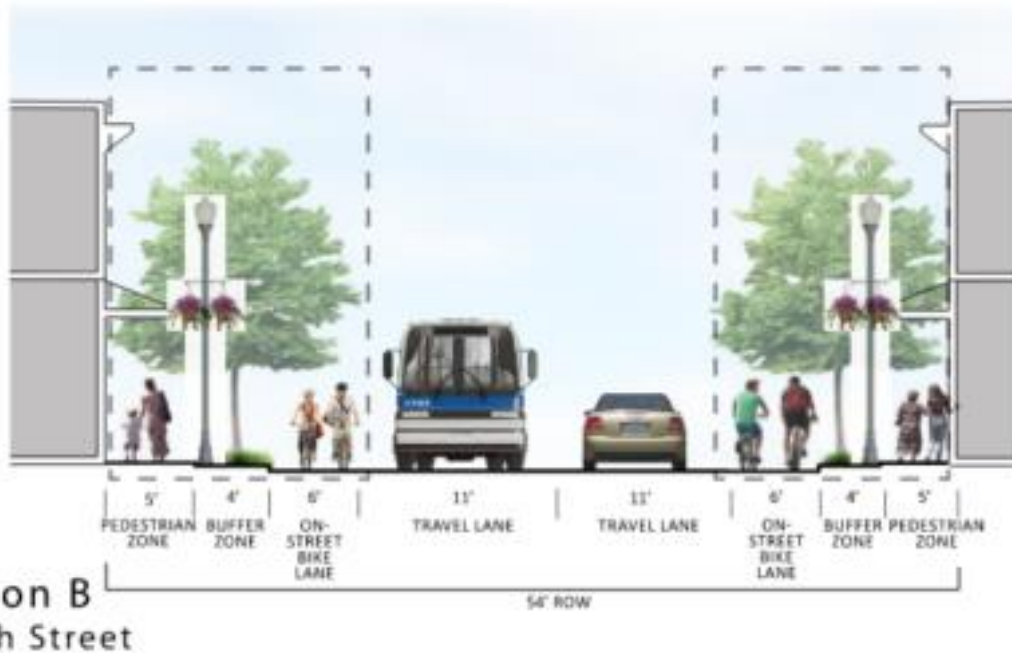
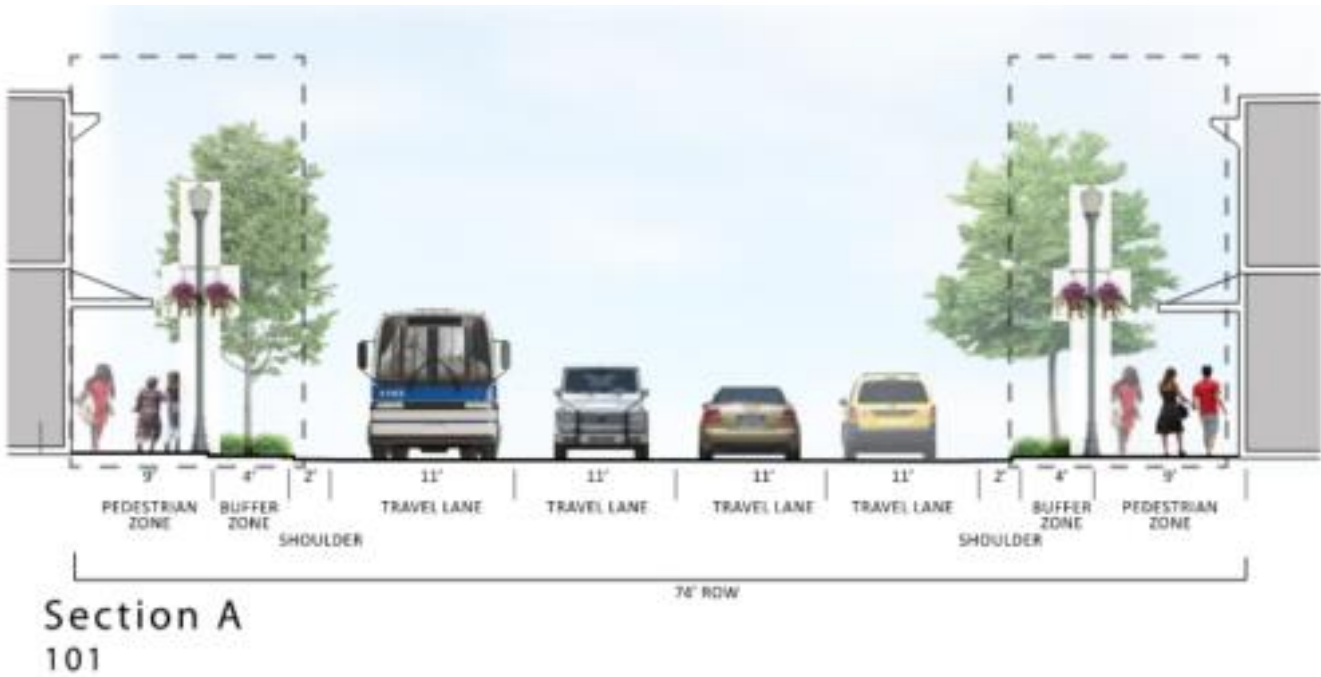
LEGEND

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

LEGEND

-  1 City Hall

5.3 TWO-WAY HIGHWAY 101 STREET SECTIONS



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

6 HIGHWAY 101 / SW 9TH STREET COUPLET ALTERNATIVE

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

GOALS / OBJECTIVES ASSESSMENT

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

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

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

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

US 20 / US 101 Intersection

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

IMPEDIMENTS ASSESSMENT

- **Real Estate Market:** Total study area household growth projected to be in the range of 200 to 400.
- **Public Facilities:** NEEDS CONFIRMATION BY CITY.
- **TSP:** Compliant.

6.1 HIGHWAY 101 / SW 9TH STREET COUPLET DEVELOPMENT OPPORTUNITIES



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

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

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

LEGEND

- Parcel Boundary
- Redevelopment Potential (Public)
- Redevelopment Potential (Private)
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101 / Highway 20
- Key Routes
- Retail Frontage Improvement

LEGEND

- 1 City Hall

6.2 HIGHWAY 101 / SW 9TH STREET COUPLET SKETCH PLAN



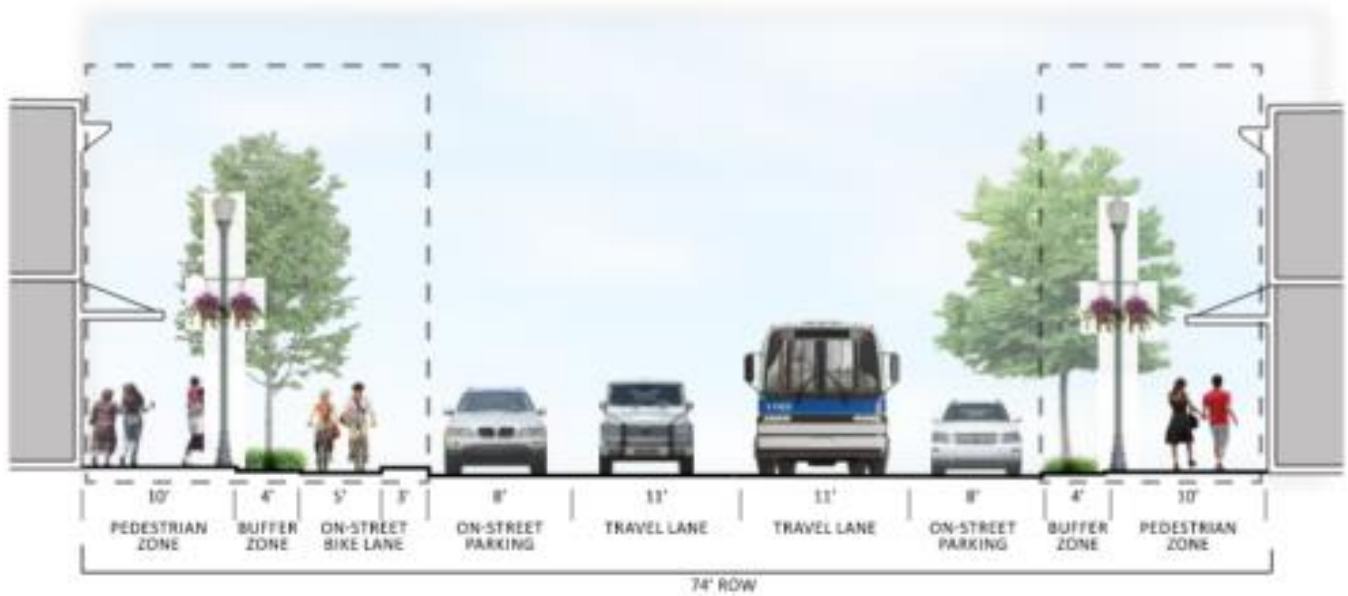
See Street Sections
(following page)

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

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



6.3 HIGHWAY 101 / SW 9TH STREET COUPLET STREET SECTIONS



Section A
101 South

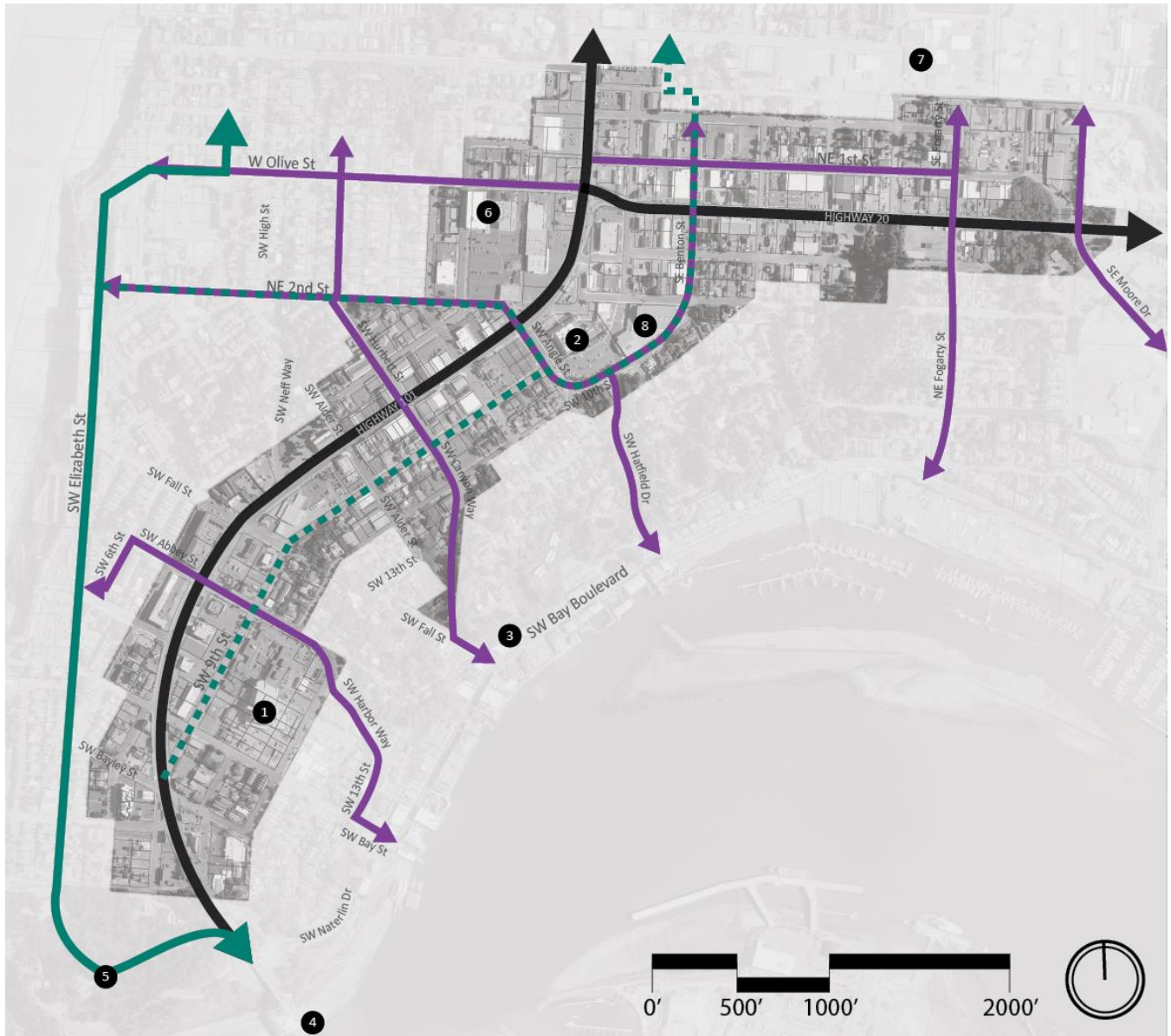


Section B
SW 9th Street North

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

7 BICYCLE ROUTES

7.1 TWO-WAY HIGHWAY 101 ALTERNATIVE



LEGEND

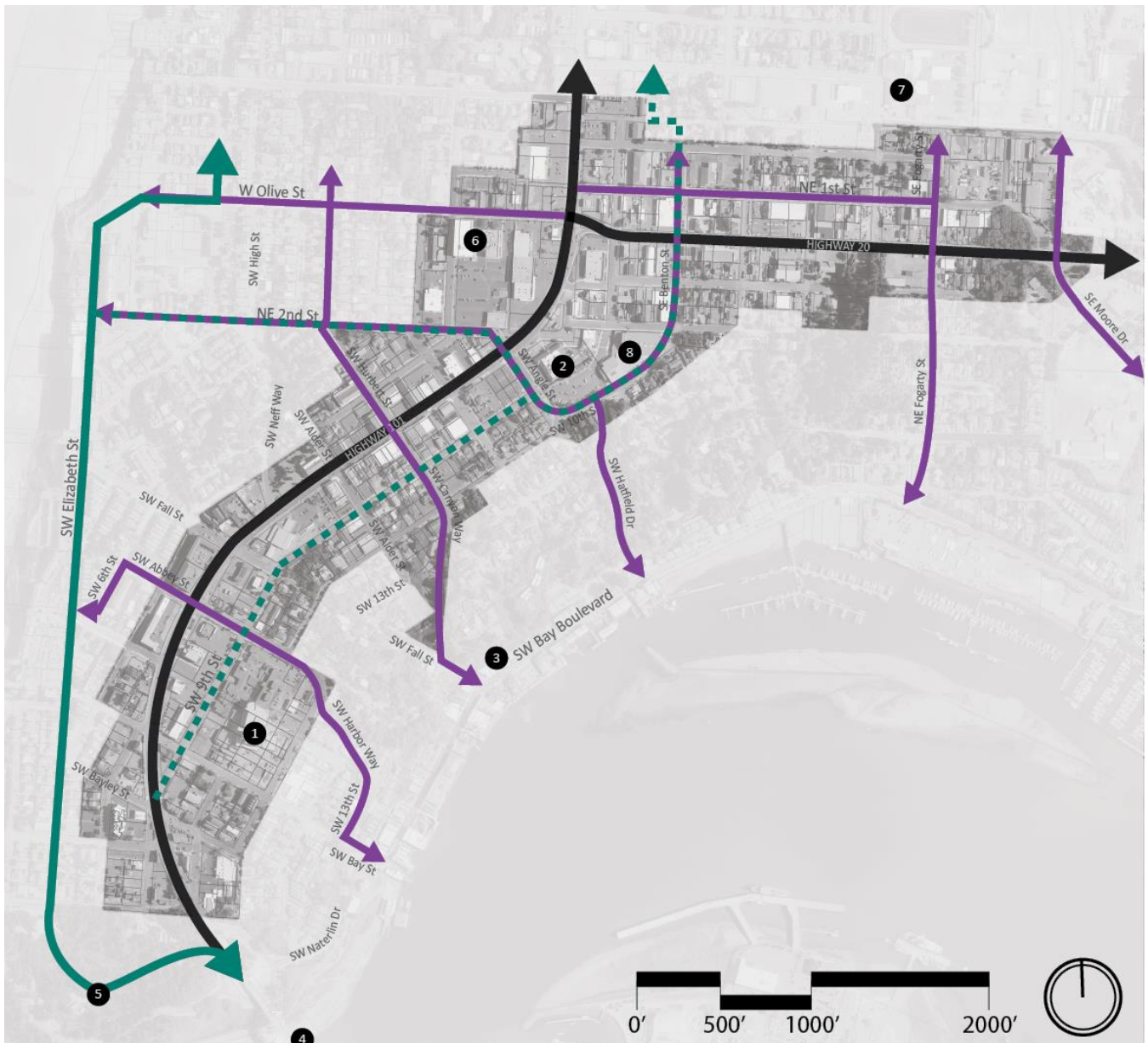
- 1 Samaritan Pacific Community Hospital
- 2 City Hall
- 3 Historic Bayfront
- 4 Yaquina Bay Bridge
- 5 Yaquina Bay Lighthouse
- 6 Lincoln County Jail
- 7 Newport High School
- 8 Recreation Center

LEGEND

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

This exhibit diagrams how bicycle circulation primarily uses SW 9th Street to connect to key routes in the study area (such as 10th, Angle, Benton, etc.).

7.2 HIGHWAY 101 / SW 9TH STREET COUPLET ALTERNATIVE



LEGEND

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

LEGEND

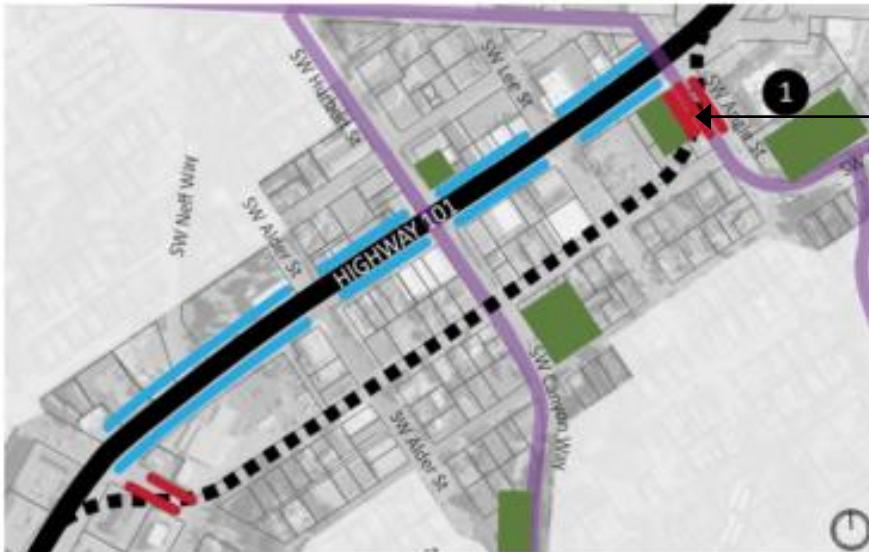
- Existing Bike Connections
- Proposed Bike Connections
- Key Routes
- Parcel Boundary
- Study Area
- Highway 101 / Highway 20

8 PARKING IMPACTS

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



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



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

Parking : Couplet Option



Parking : Two-Way Option

LEGEND

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

LEGEND

- 1 City Hall

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

*BETWEEN ALDER ST TO SW ANGLE ST

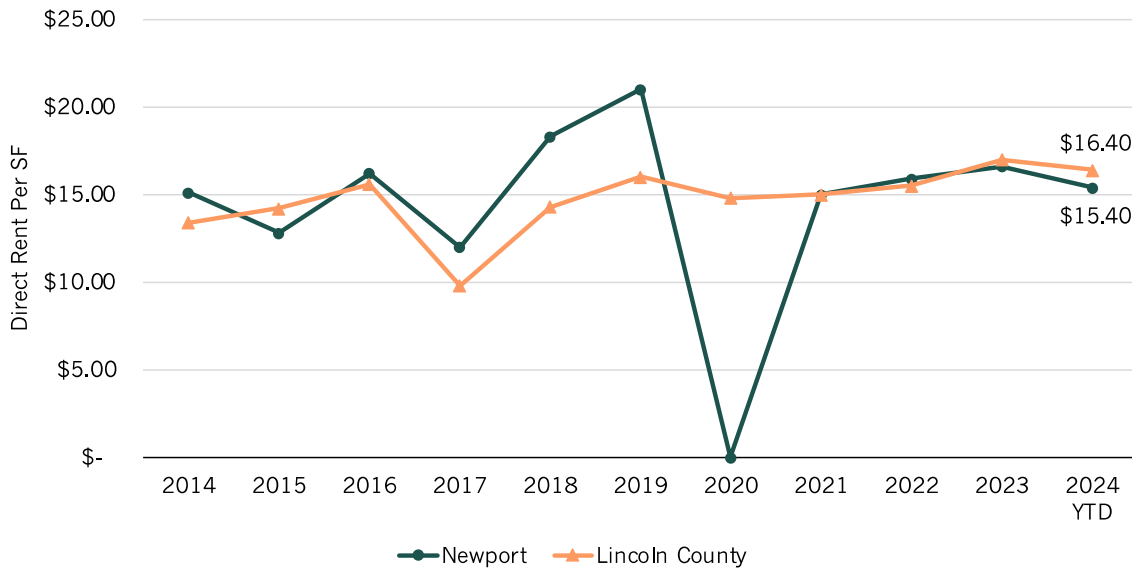
Both Alternatives maintain similar side street parking numbers. Between the two Alternatives, the Couplet maintains approximately more on-street parking spaces on Highway 101. As currently envisioned, the Two-Way Highway 101 Alternative relies heavily on off-street parking and the on-street parking on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

9 MARKET TRENDS

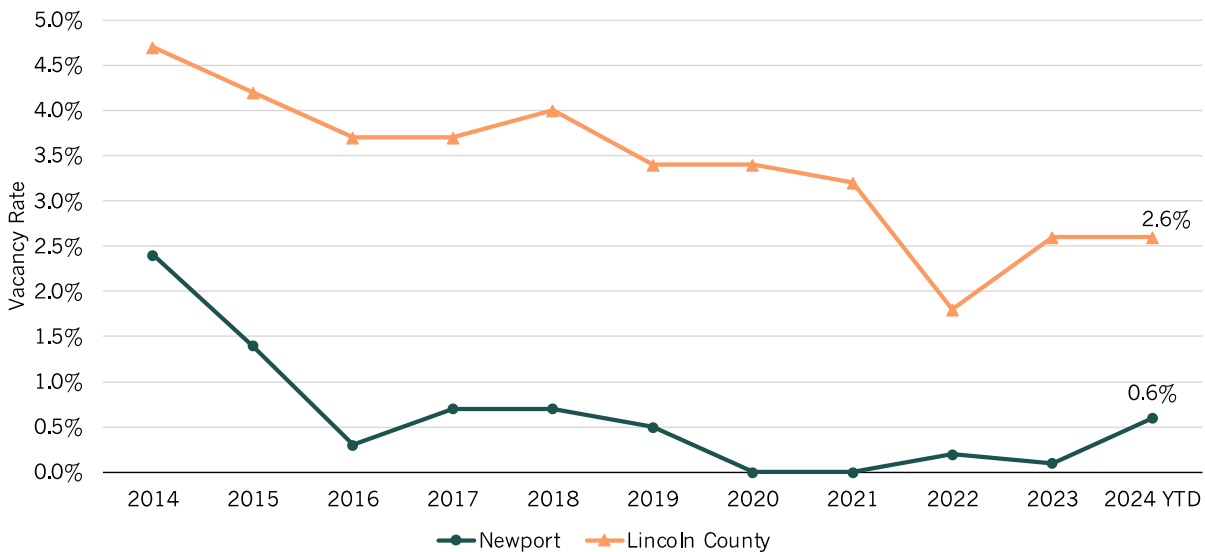
9.1 KEY OFFICE AND RETAIL MARKET TRENDS IN NEWPORT

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

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



Average Commercial Vacancy Rate, 2014 to 2024 YTD

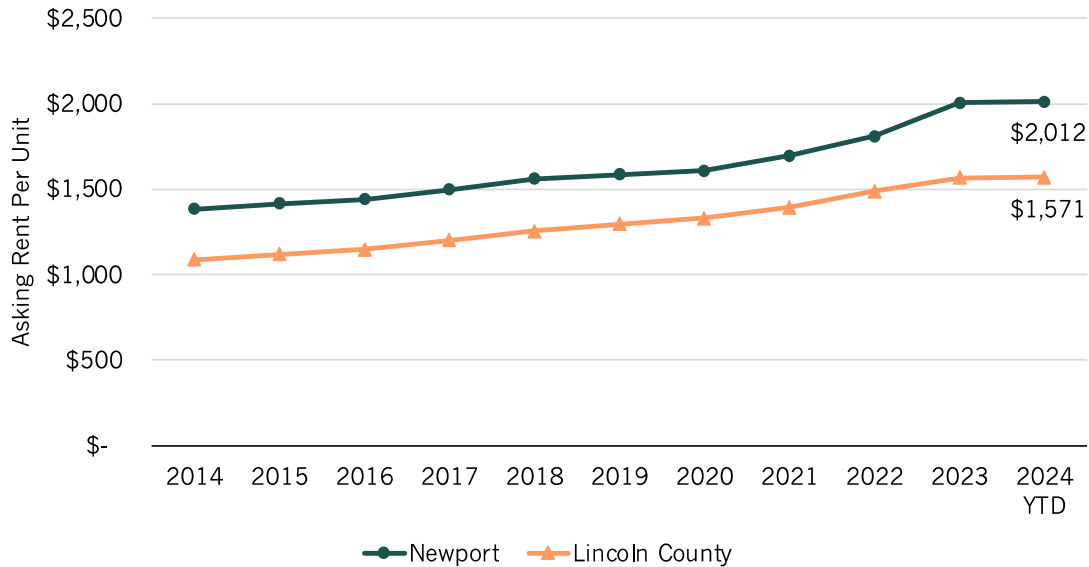


Source: CoStar, pulled July 2024

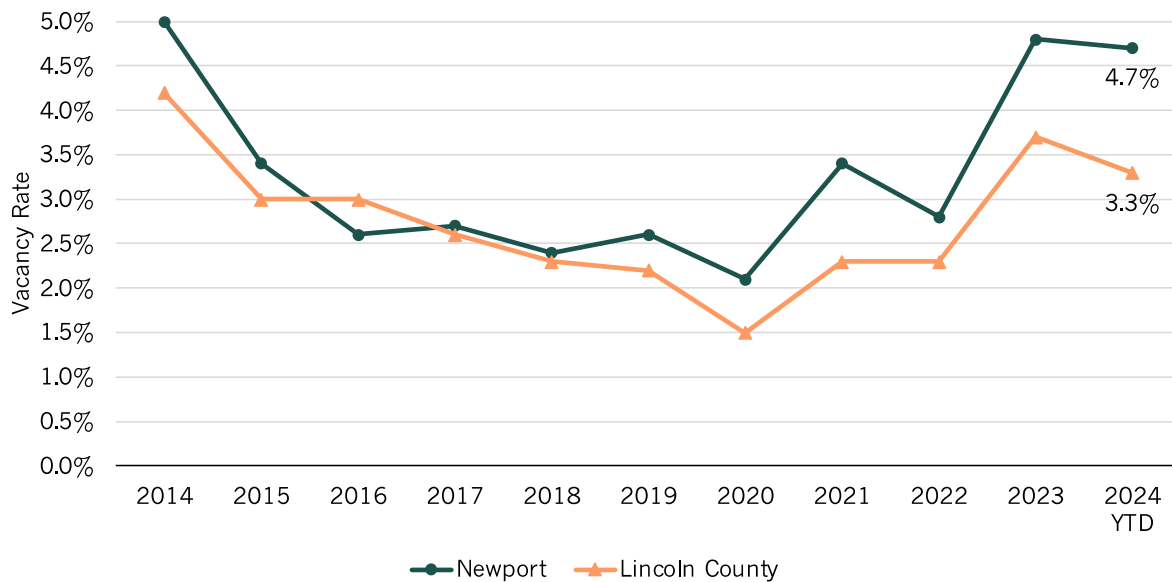
9.2 KEY HOUSING MARKET TRENDS IN NEWPORT

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

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



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



Source: CoStar, pulled July 2024

10 ALTERNATIVES EVALUATION

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

Criterion	Alternative 1: 2-Way US 101 (Bike Lanes on SW 9 th St)	Alternative 2: Short Couplet (SW Abbey and Angle St)
ENABLES MIXED-USE DEVELOPMENT AND WALKABILITY		
1 ENABLES HOUSING MIX	<p style="text-align: center;">●</p> <p>TRAFFIC VOLUME ON SW 9TH STREET REMAINS STATIC; DIFFICULT TO PROMOTE HOUSING OR MIXED-USE ON US 101 DUE TO HIGH VEHICLE VOLUME AND LIMITED SEPARATION FROM TRAVEL LANES, NO BIKE FACILITIES OR PARKING</p>	<p 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>
2 ENHANCES ACCESS AND VISIBILITY	<p style="text-align: center;">●</p> <p>LESS MULTIMODAL</p>	<p style="text-align: center;">●</p> <p>NEW TRANSPORTATION PATTERN FACILITATES MULTIMODAL ACCESS AND OFFERS NEW ORIENTATION OPPORTUNITIES; MORE USE OF 9TH DISTRIBUTES TRAFFIC MORE BROADLY</p>
3 INCREASES PED SAFETY AND WALKABILITY	<p style="text-align: center;">●</p> <p>MODEST WIDENING OF PEDESTRIAN AREAS; NEW BUFFER ZONES; AND NARROWER ROAD CROSSING DISTANCES RESULT IN IMPROVED PEDESTRIAN SAFETY AND WALKABILITY</p>	<p style="text-align: center;">●</p> <p>SIGNIFICANT WIDENING OF PEDESTRIAN AREAS; NEW BUFFER ZONES; ADDITION OF BIKE LANES PROMOTES USAGE; TRAFFIC CALMING POSSIBLE</p>
4 ALLOWS WAYFINDING OPTIONS	<p style="text-align: center;">●</p> <p>SOME ADDITIONAL SIGNAGE POSSIBLE</p>	<p style="text-align: center;">●</p> <p>WIDER SIDEWALKS / SIMPLIFIED TRAVEL DIRECTIONS VERY SUPPORTIVE OF NEW SIGNAGE</p>
5 ALLOWS FOR PLAZA, PARK, COMMUNITY SPACES	<p style="text-align: center;">○</p> <p>LESS MULTIMODAL</p>	<p style="text-align: center;">●</p> <p>WIDER SIDEWALKS / NEW ORGANIZATION ALLOWS FOR NEW OPPORTUNITIES; FOCAL N / S ENDS</p>
6 FEATURES POSITIVELY / BENEFITS MOST USERS	<p style="text-align: center;">●</p> <p>LESS MULTIMODAL</p>	<p style="text-align: center;">●</p> <p>MULTIPLE MODES</p>

Criterion		Alternative 1: 2-Way US 101 (Bike Lanes on SW 9 th St)	Alternative 2: Short Couplet (SW Abbey and Angle St)
Supports Economic Vitality and Business Mix			
7	Promotes redevelopment	● Less multimodal	● Multiple modes
8	Allows strategic property development and investment	● Less multimodal	● New transportation pattern facilitates new development opportunities
9	Attractive to diverse business types	○ Less multimodal	● More traffic/ additional focus on SW 9 th Street
10	Enhances visibility and access to businesses	● Less multimodal	● More traffic / additional focus on SW 9 th Street
11	Manages parking	○ On-street parking removed from both US 101 and 9 th Street; likely necessitates purchase of property for surface lot(s)	● On-street parking retained on US 101 but removed on 9 th Street; some additional off-street parking might be needed.
Aligns Implementation and Partnerships			
12	Multiple potential funding options	● Less multimodal	● Multimodal focus facilitates transportation grant funding
13	Relative cost	● Slightly less; both US 101 and 9 th Street would be disrupted	○ Both US 101 and 9 th Street would be disrupted
14	Avoids disruption of existing businesses	● Both US 101 and 9 th Street would be disrupted	● Both US 101 and 9 th Street would be disrupted

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

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

11 IMPLEMENTATION STRATEGY (OUTLINE)

11.1 GENERAL BARRIERS FOR STUDY AREA REDEVELOPMENT

- 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

Highway 101 Corridor

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

Highway 20 Corridor

- Uncertain market appetite
- Incomplete pedestrian infrastructure

11.2 POTENTIAL MEASURES

11.2.1 US 101

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

Support and expand local business district along US 101

- Develop a branding/identity for US 101 Corridor focused on attracting local visitors
- Develop serving amenities (for 101 and US 20 – playgrounds, plazas, public art, wayfinding, etc.
- Explore tenant and storefront improvement programs for existing buildings in the retail core
- Identify permanent home for Farmer’s Market
- Avoid displacement of existing businesses / consider social services relationships

Pursue housing development in the US 101 Core

- Evaluate partnerships to attract affordable, workforce, senior, and family-friendly housing in this amenity-rich area

Implement streetscape enhancements

- Early wins with URA money and state grants?
- Phasing for UR improvements
- Coordination with ODOT
- Funding for road improvements
- Implementation/Phasing

11.2.2 US 20

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

Improve safety for pedestrians/cyclists

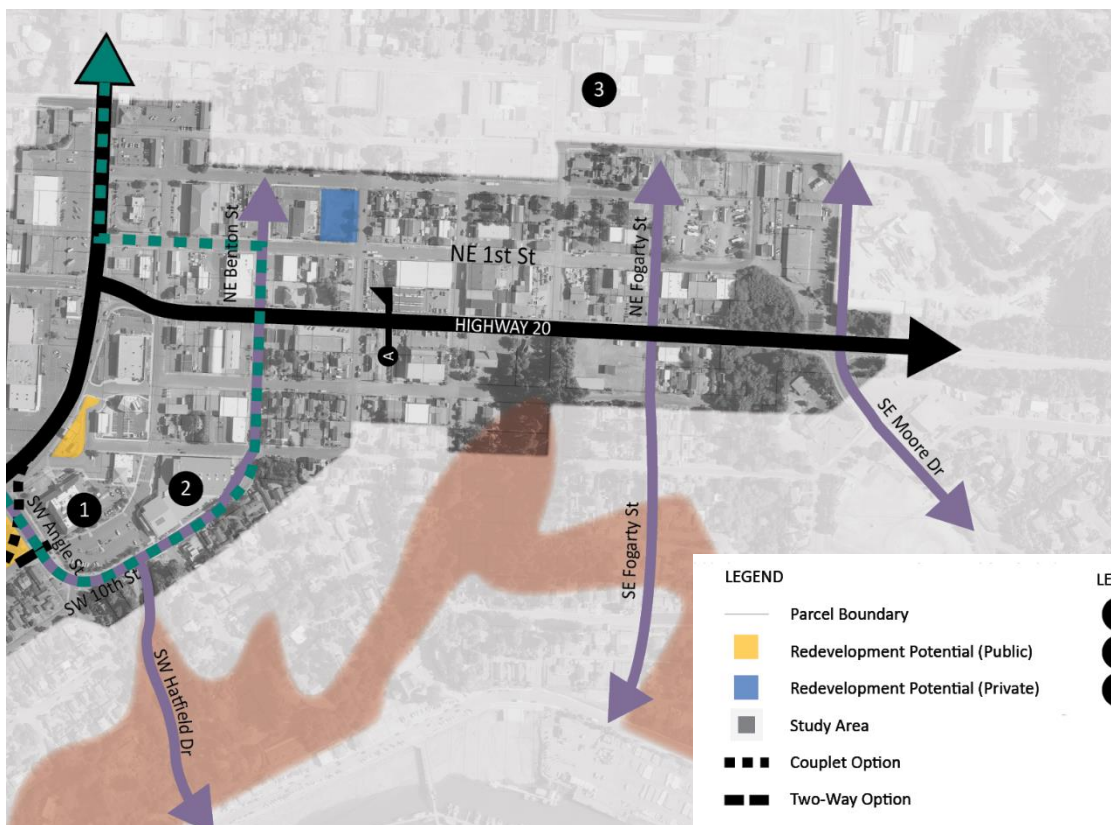
- Safe routes to schools connections

Support flex industrial/manufacturing that can mesh with other land uses

- Rehab buildings for small scale commercial/industrial

Remove Barriers to housing along US 20 Corridor

- Conduct additional site due diligence
- Evaluate rezoning
- Explore partnerships to develop housing along parallel streets near high school.
- Pursue development w a range of partners



LEGEND	LEGEND
Parcel Boundary	City Hall
Redevelopment Potential (Public)	Recreation Center
Redevelopment Potential (Private)	Newport High School
Study Area	
Couplet Option	
Two-Way Option	
Highway 101 / Highway 20	
Existing Bike Connections	
Proposed Bike Connections	
Key Routes	
Steep Slopes	

12 FUNDING SOURCES

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

12.1 EXISTING FUNDING SOURCES

12.1.1 Urban Renewal

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

12.2 POTENTIAL FUNDING SOURCES

Federal:

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

State Funding Sources:

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

Private or Foundation Support:

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

12.3 GRANT RESEARCH

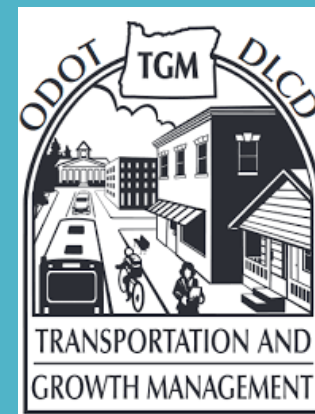
Because currently available funding sources are limited, grants are likely to play an important role in project implementation. Grant monies are not typically included in funding forecasts because they are too project-specific and uncertain to predict. However, if the City is successful in receiving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

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

Newport City Center Revitalization Plan

CAC Meeting #3

October 25, 2024



DAVID EVANS
AND ASSOCIATES INC.

urbsworks

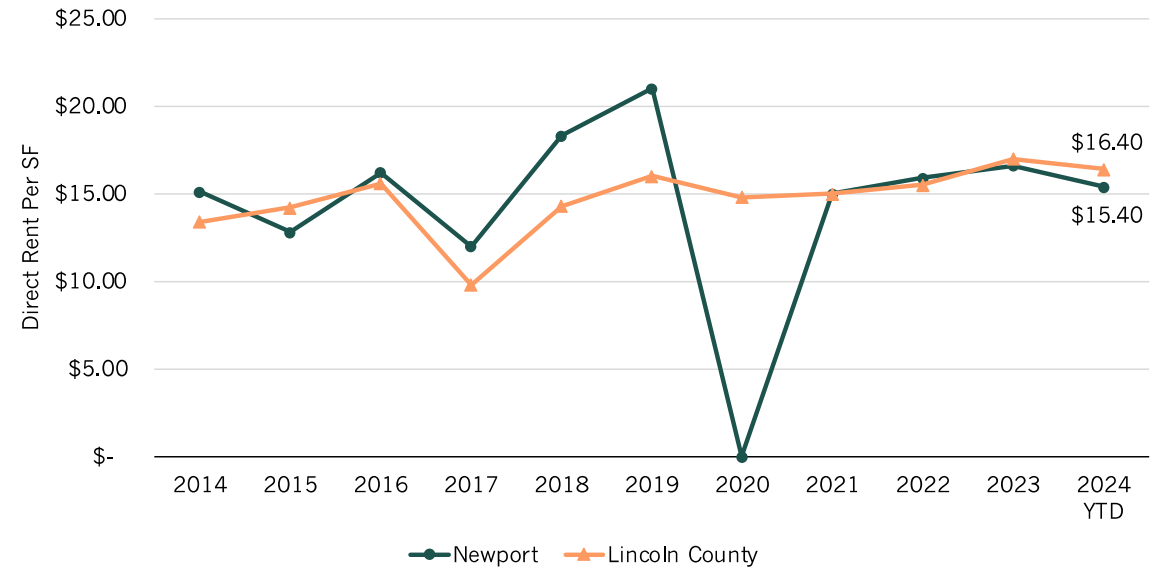
ECOnorthwest

MARKET TRENDS (from CAC#2)

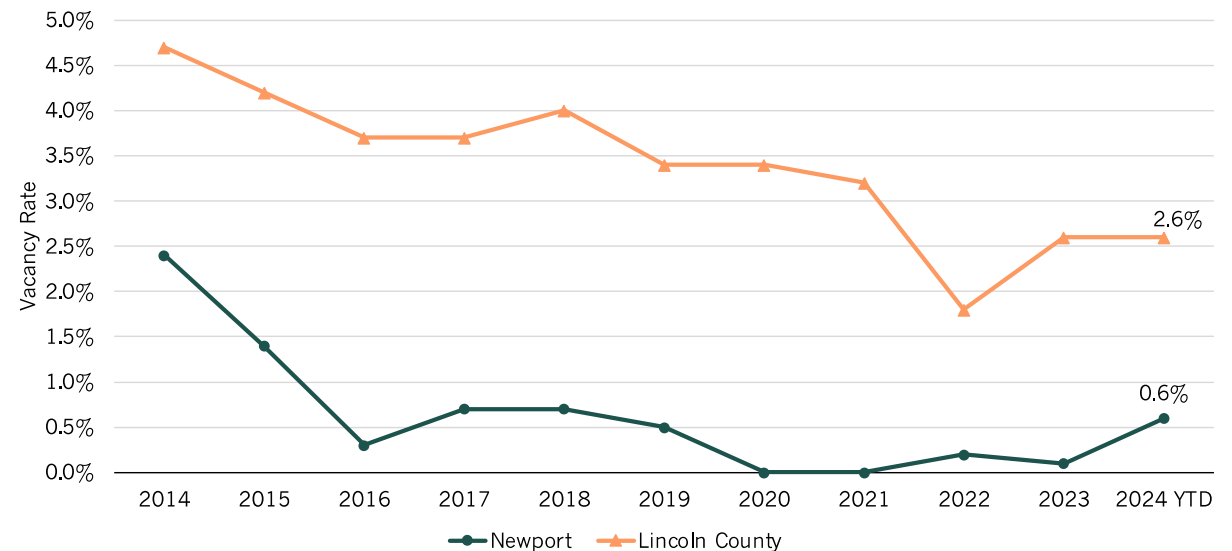
KEY OFFICE AND RETAIL MARKET TRENDS IN NEWPORT

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- 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

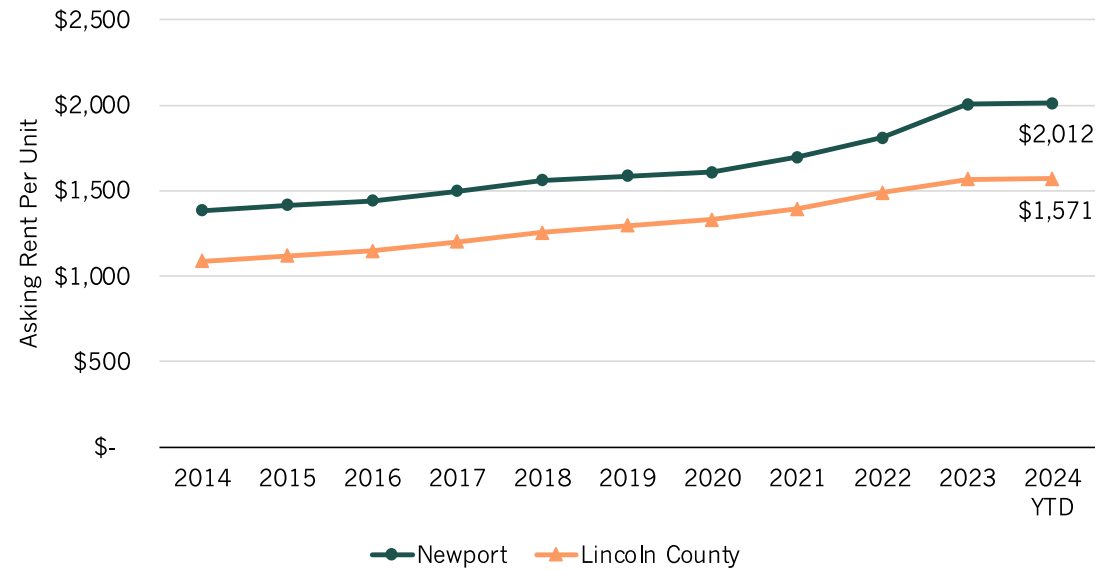


Source: CoStar, pulled July 2024

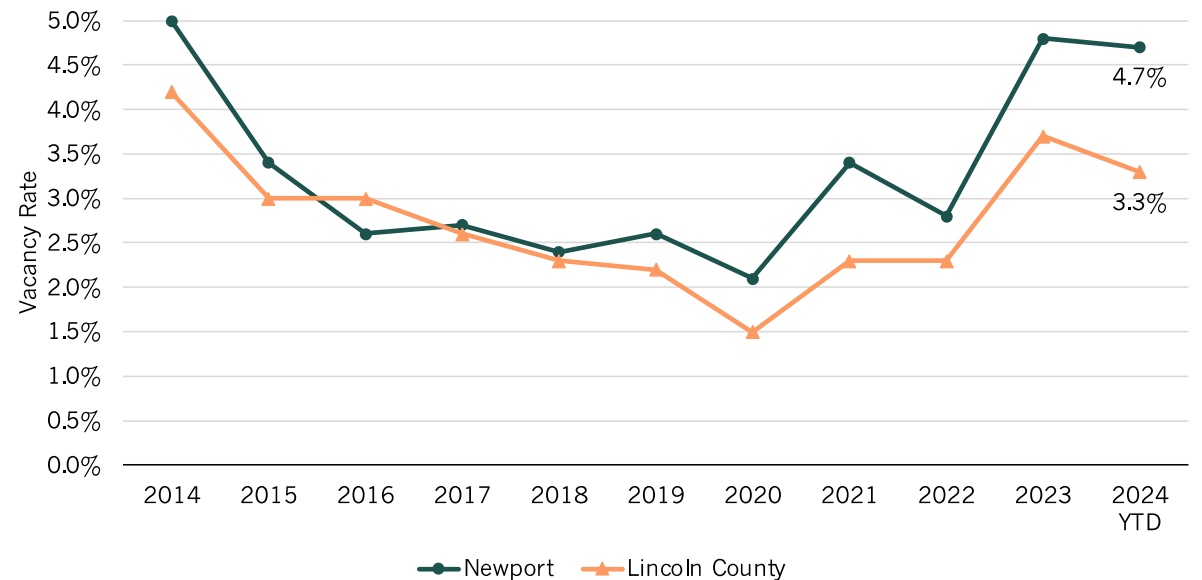
KEY HOUSING MARKET TRENDS IN NEWPORT

- 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

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

Highway 101

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

Highway 20

- Uncertain market appetite
- Incomplete pedestrian infrastructure

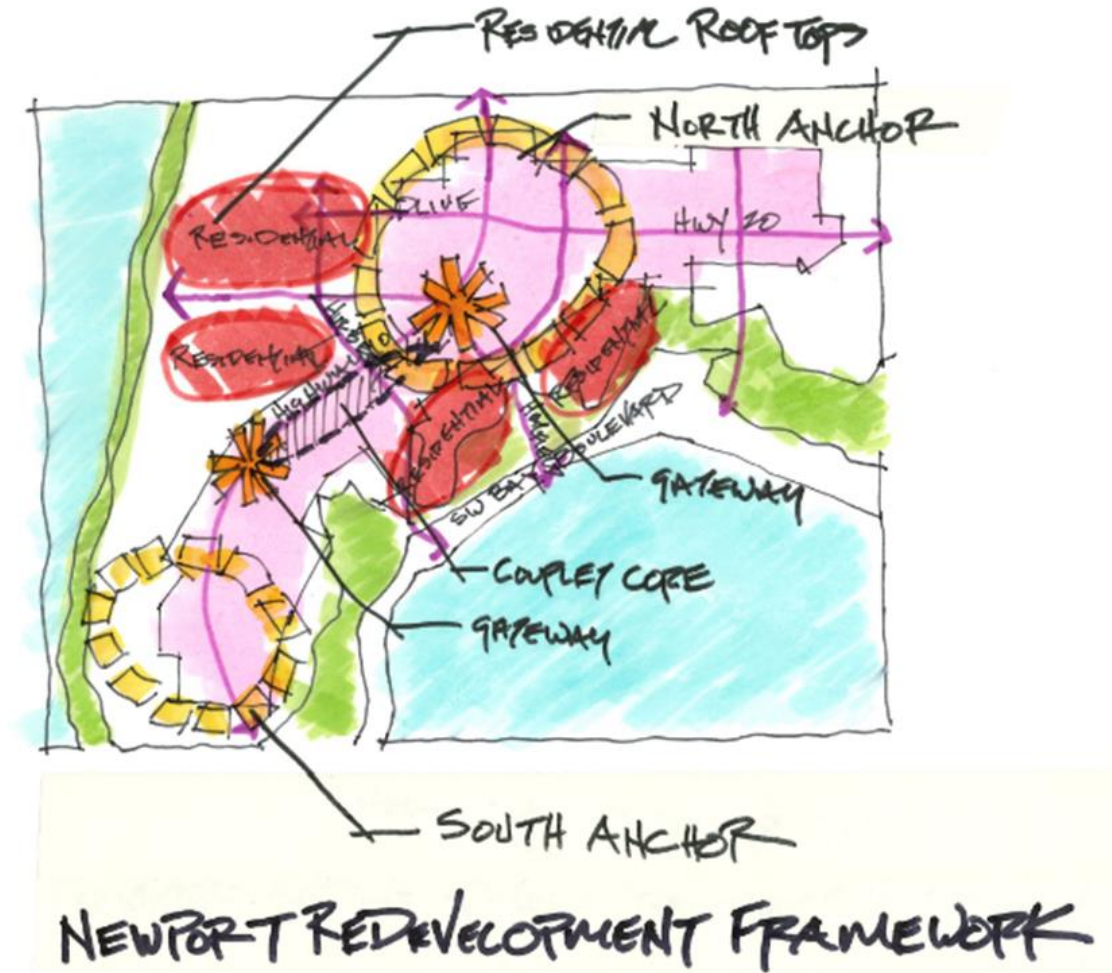
What could redevelopment of
City Center mean for Newport?

Vision

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

Goals

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



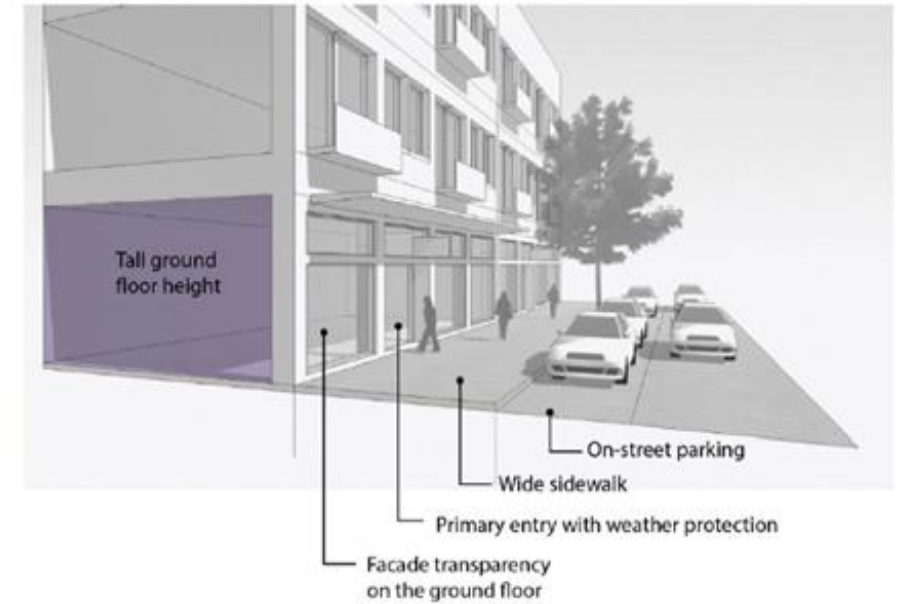
ODOT STANDARDS AND URBAN DESIGN BEST PRACTICES



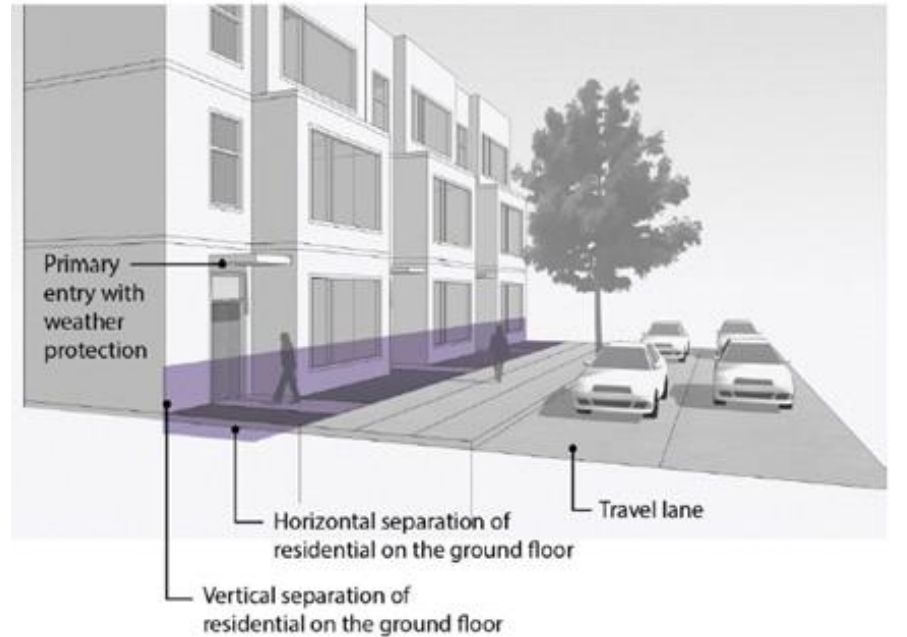
Land Use Pedestrian Transition Travelway

BLUEPRINT FOR URBAN DESIGN (BUD)

MIXED USE FRONTAGES










MULTI-FAMILY FRONTAGES



GENERAL CONTEXT, KEY ROUTES, STEEP SLOPES

LEGEND

-  Key Routes
-  Steep Slopes
-  Parcel Boundary
-  Study Area
-  Couplet Option
-  Two-Way Option
-  Highway 101 / Highway 20








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



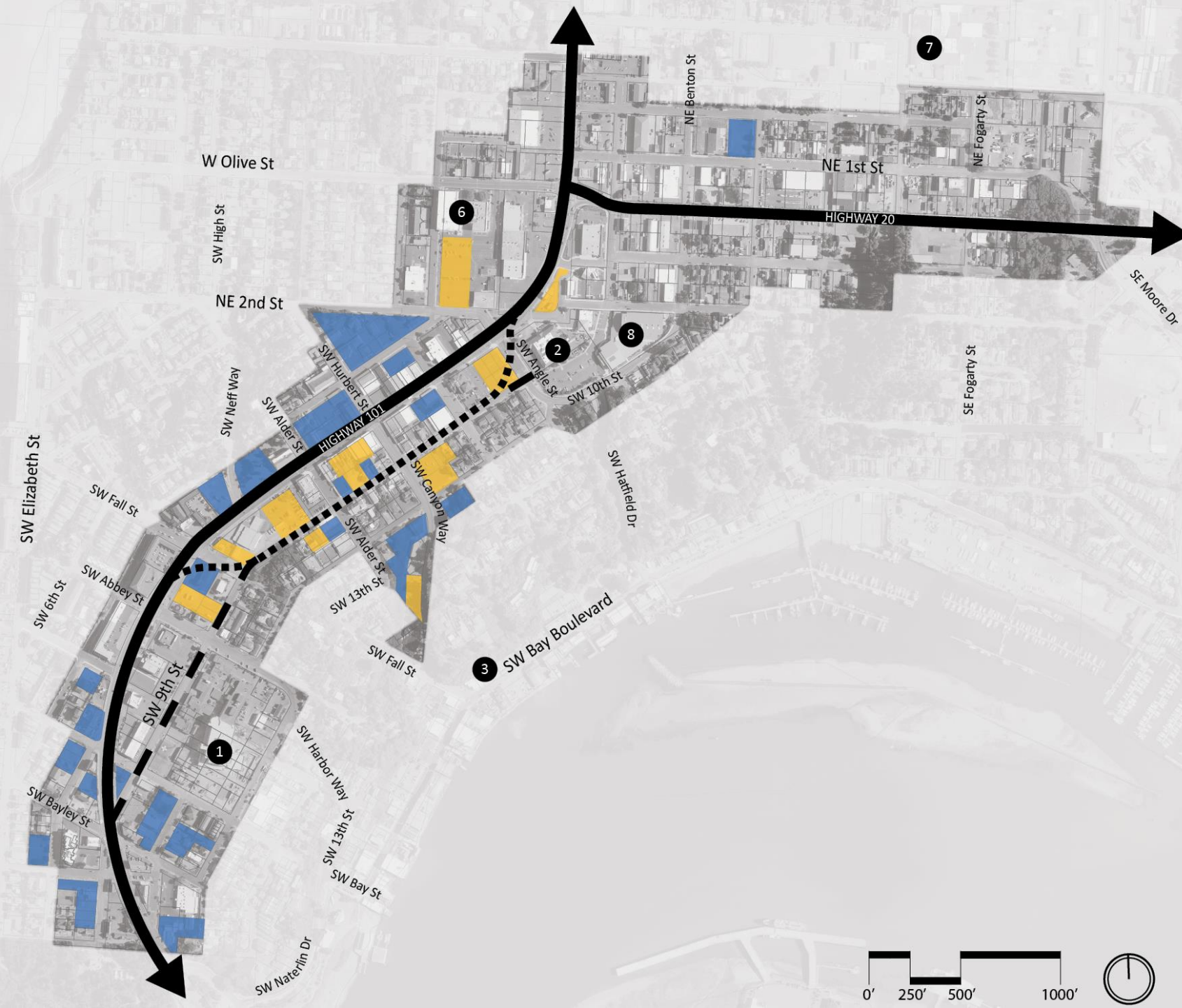
REDEVELOPMENT OPPORTUNITIES

OVERALL REDEVELOPMENT POTENTIAL

LEGEND

-  Parcel Boundary
-  Redevelopment Potential (Public)
-  Redevelopment Potential (Private)
-  Study Area
-  Couplet Option
-  Two-Way Option
-  Highway 101 / Highway 20

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











ALTERNATIVE 1

ALTERNATIVE 1 TWO-WAY HIGHWAY 101 BIKES ON SW 9TH STREET



LEGEND

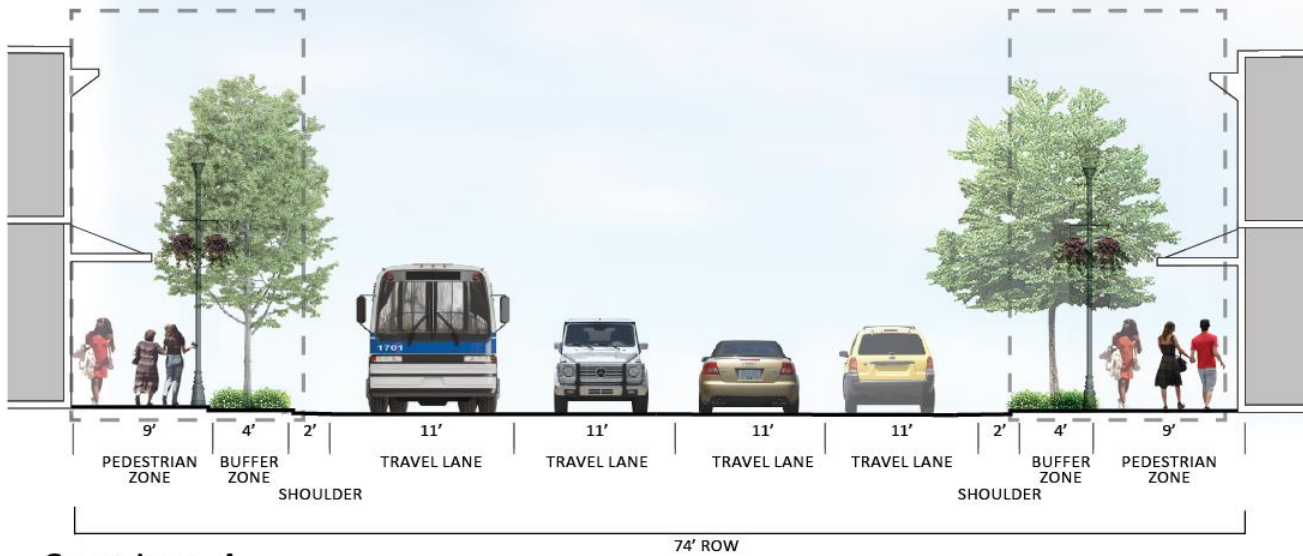
-  Parcel Boundary
-  Redevelopment Potential (Public)
-  Redevelopment Potential (Private)
-  Study Area
-  Couplet Option
-  Two-Way Option
-  Highway 101 / Highway 20
-  Key Routes
-  Potential Retail Frontage

ALTERNATIVE 1 TWO-WAY HIGHWAY 101 BIKES ON SW 9TH STREET



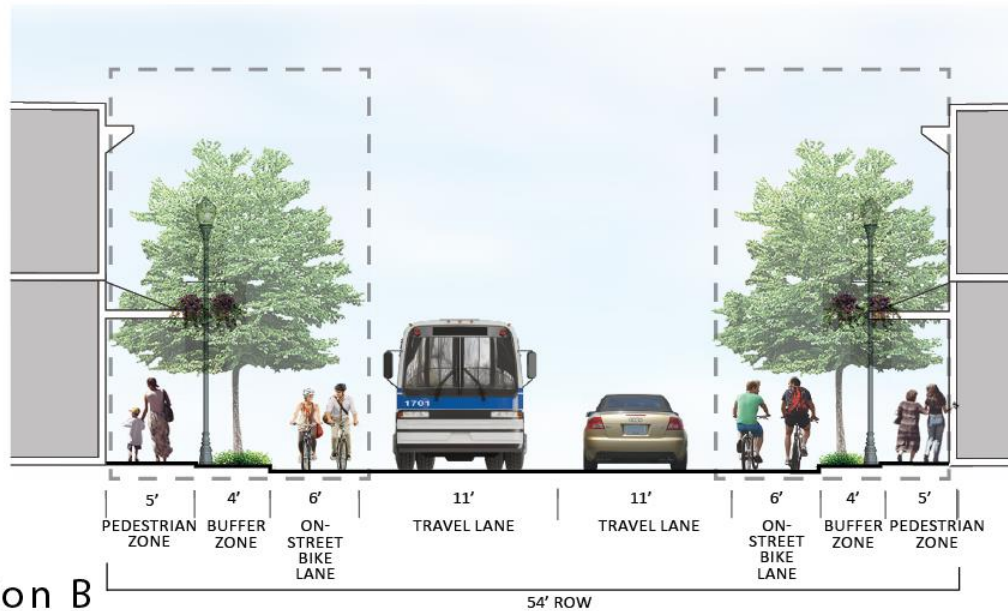
LEGEND

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



Section A
101

ALTERNATIVE 1
TWO-WAY HIGHWAY 101
BIKES ON SW 9TH STREET

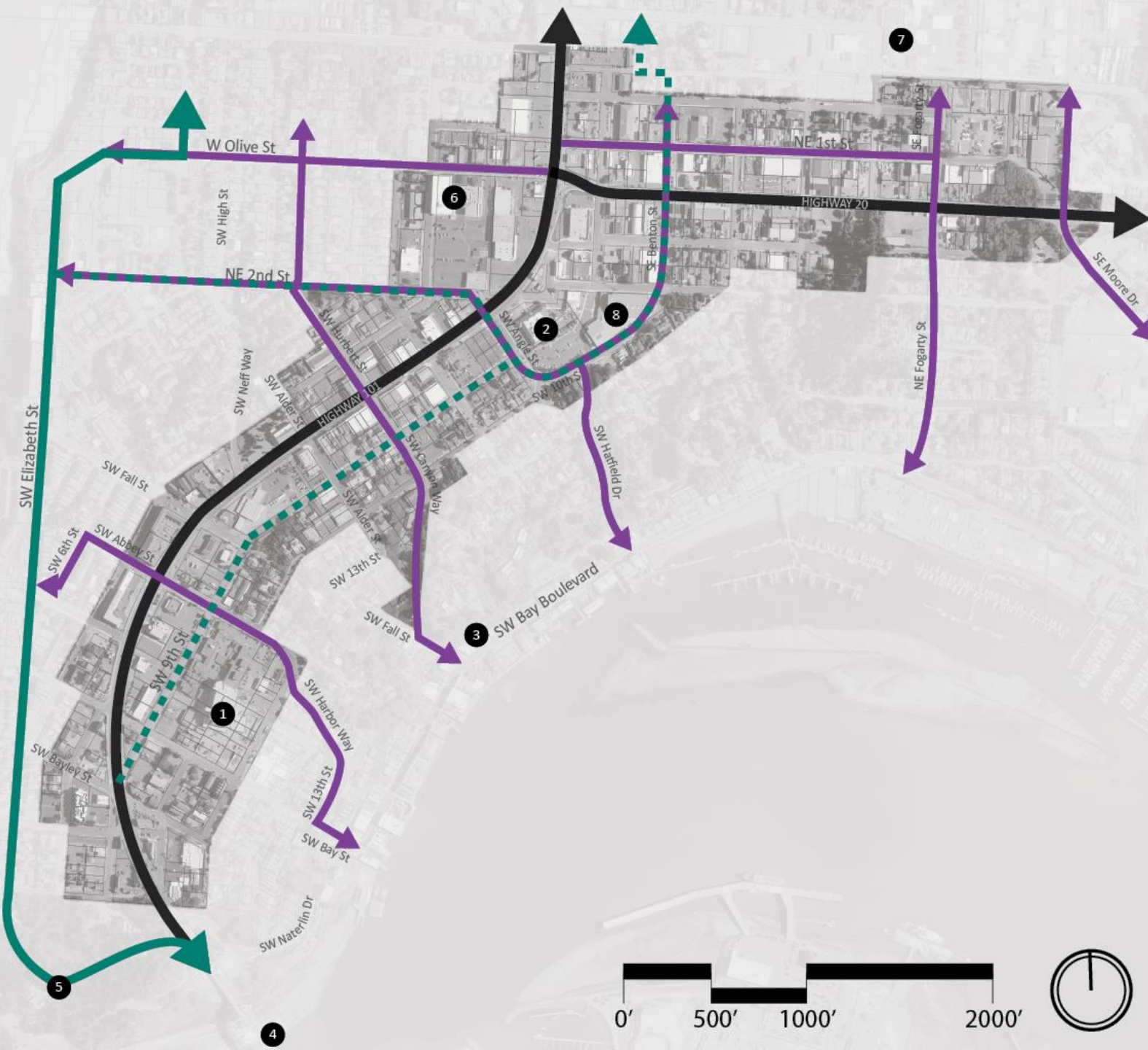


Section B
SW 9th Street







BIKE ROUTING

TWO-WAY HIGHWAY 101

BIKE LANES ON SW 9TH STREET



LEGEND

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

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

ALTERNATIVE 2

ALTERNATIVE 2 HIGHWAY 101 / SW 9TH STREET COUPLET



LEGEND

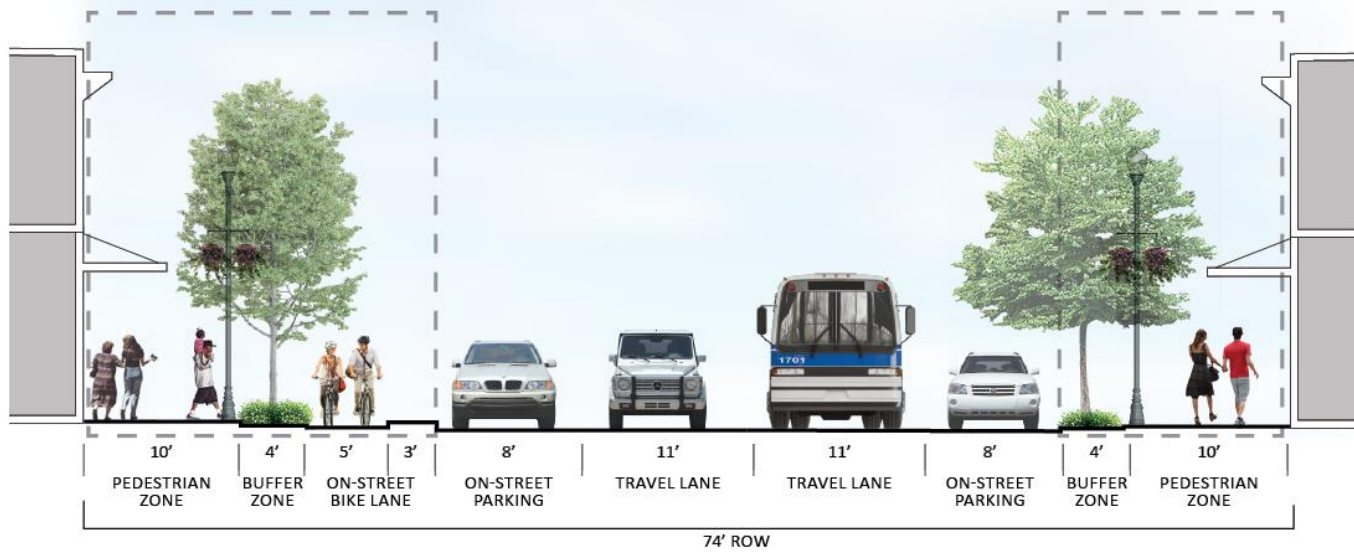
- Parcel Boundary
- Redevelopment Potential (Public)
- Redevelopment Potential (Private)
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101 / Highway 20
- Key Routes
- Potential Retail Frontage

ALTERNATIVE 2 HIGHWAY 101 / SW 9TH STREET COUPLET



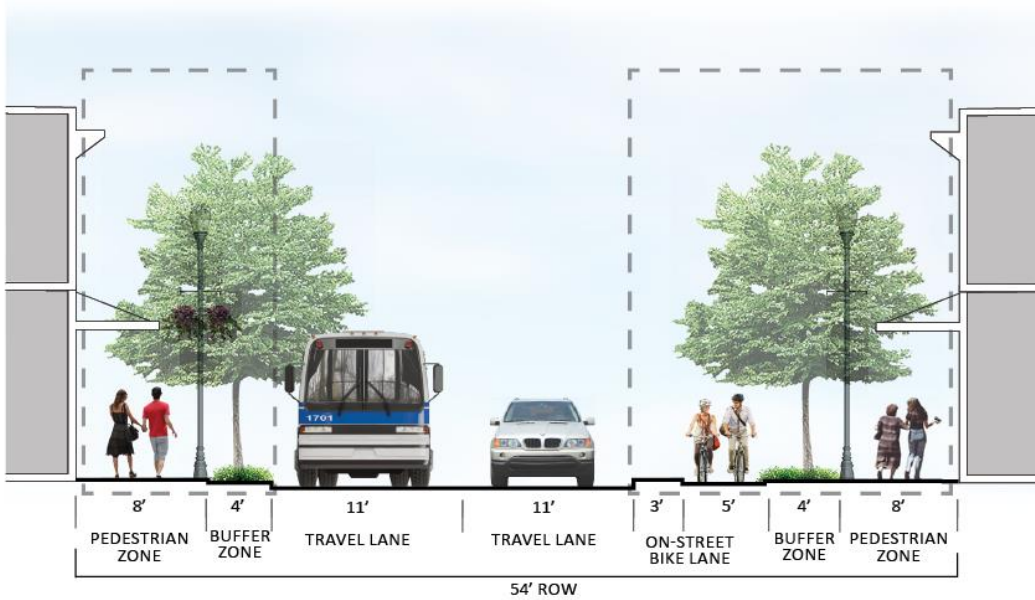
LEGEND

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



Section A
101 South







ALTERNATIVE 2
HIGHWAY 101 / SW 9TH
STREET COUPLET











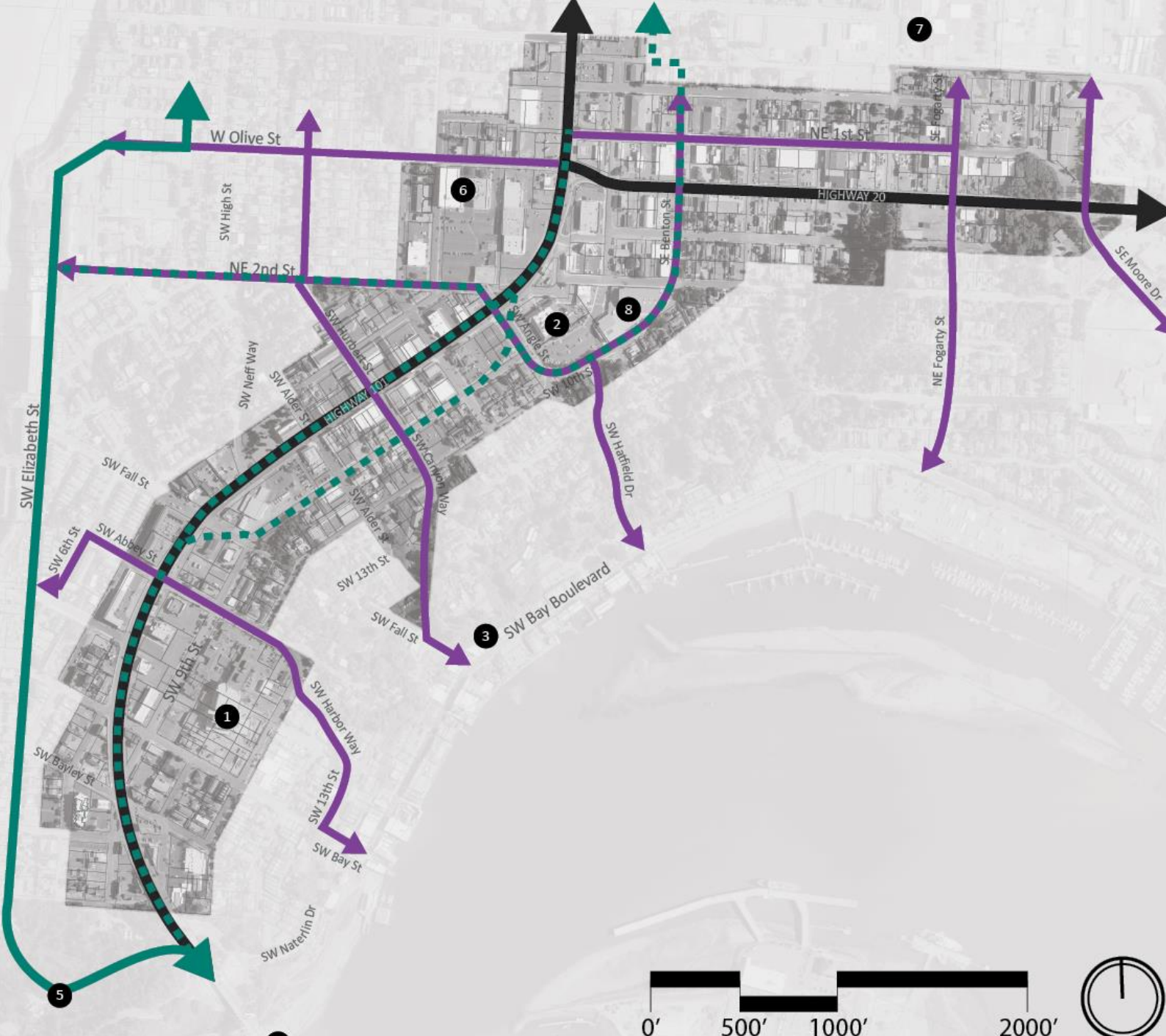
Section B
SW 9th Street North

BIKE ROUTING HIGHWAY 101 / SW 9TH STREET COUPLET

LEGEND

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

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-  8 Recreation Center



PARKING



Existing Parking

(Fig 1, p. 6 of Newport Parking Management Plan, 2018)



TWO-WAY HWY 101 and PARKING



LEGEND

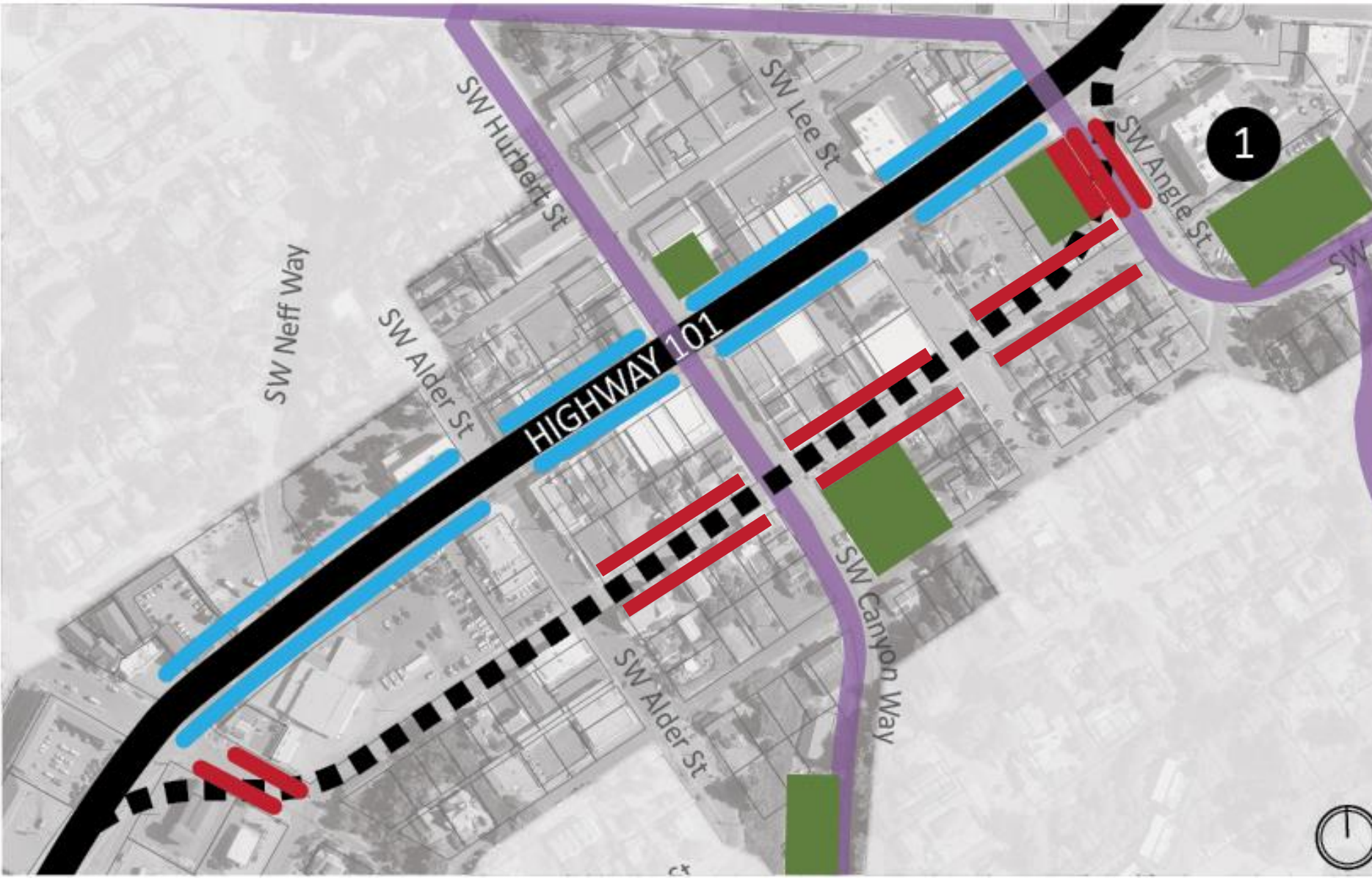
- Parcel Boundary
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101
- On-Street Parking Remains
- On-Street Parking Removed
- Parking Lot
- Key Routes

LEGEND

- 1 City Hall



COUPLET and PARKING



LEGEND

- Parcel Boundary
- Study Area
- Couplet Option
- Two-Way Option
- Highway 101
- On-Street Parking Remains
- On-Street Parking Removed
- Parking Lot
- Key Routes

LEGEND

- 1 City Hall

PARKING IMPACT COMPARISON

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

* BETWEEN ALDER ST TO SW ANGLE ST

IMPLEMENTATION

Highway 101 Corridor

Goal: Create a focal downtown - like other Cities - with unique “flavors” (Nye Beach, Bayfront, South Beach, Agate Beach).

Support / expand local business district along US 101

- Develop branding / identity focused on attracting local visitors
- Develop serving amenities (playgrounds, plazas, public art, wayfinding, etc.)
- Explore tenant / storefront improvement programs for existing buildings
- Identify permanent home for Farmer’s Market
- Avoid displacement of existing businesses / consider social services relationships

Pursue housing development in City Center

- Evaluate partnerships to attract affordable, workforce, senior, and family-friendly housing

Implement streetscape enhancements

- Early wins with URA money / state grants
- Phasing UR improvements
- Coordination with ODOT
- Funding for road improvements
- Phasing

Highway 20 Corridor

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

Improve safety for pedestrians/cyclists

- Safe routes to schools connections

Support flex industrial/manufacturing that can mesh with other land uses

- Rehab buildings for small scale commercial/industrial

Remove Barriers to housing along US 20 Corridor

- Conduct additional site due diligence
- Evaluate rezoning
- Explore partnerships to develop housing along parallel streets near high school.
- Pursue development w a range of partners



EVALUATION

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

Criterion	Alternative 1: 2-Way US 101 (Bike Lanes on SW 9 th St)	Alternative 2: Short Couplet (SW Abbey and Angle St)
SUPPORTS ECONOMIC VITALITY AND BUSINESS MIX		
7 Promotes redevelopment	● Less multimodal	● Multiple modes
8 Allows strategic property development and investment	● Less multimodal	● New transportation pattern facilitates new development opportunities
9 Attractive to diverse business types	○ Less multimodal	● More traffic/ additional focus on SW 9 th Street
10 Enhances visibility and access to businesses	● Less multimodal	● More traffic / additional focus on SW 9 th Street
11 Manages parking	○ On-street parking removed from both US 101 and 9 th Street; likely necessitates purchase of property for surface lot(s)	● On-street parking retained on US 101 but removed on 9 th Street; some additional off-street parking might be needed.
ALIGNS IMPLEMENTATION AND PARTNERSHIPS		
12 Multiple potential funding options	● Less multimodal	● Multimodal focus facilitates transportation grant funding
13 Relative cost	● Slightly less; both US 101 and 9 th Street would be disrupted	○ Both US 101 and 9 th Street would be disrupted
14 Avoids disruption of existing businesses	● Both US 101 and 9 th Street would be disrupted	● Both US 101 and 9 th Street would be disrupted

The Couplet's extra pedestrian space and distributed on-street parking stand out to the consultant team.

DISCUSSION