PLANNING COMMISSION WORK SESSION AGENDA
Monday, May 23, 2022 - 6:00 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 Peggy Hawker, City Recorder at 541.574.0613, or p.hawker@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.

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1. CALL TO ORDER

Jim Patrick, Bill Branigan, Bob Berman, Jim Hanselman, Gary East, Braulio Escobar, Dustin Capri, and Greg Sutton.

2. NEW BUSINESS

2.A Review Results of Newport Housing Needs Projection Report

Memorandum.pdf
Newport Housing Needs Projection_v2.pdf
PPT_Newport HCA HPS PAC Meeting 2.pdf

3. UNFINISHED BUSINESS

3.A File No. 1-CP-17, Transportation System Plan Part I and II - Final Review.

Memorandum.pdf
1-CP-17 Transportation Element of the Comprehensive Plan - Part I.pdf
1-CP-17 Updated Transportation Goals and Policies - Part I.pdf
1-CP-17 NMC Titles XIII & XIV Transportation System Plan Amendments - Part II.pdf
1-CP-17 Newport TSP Executive Summary_Mar_022.pdf
1-CP-17 Newport TSP Complete Document_Feb_2022.pdf
1-CP-17 Tracking Sheet of Pending TSP Edits.pdf
BCD HB 2180 EV Parking Rulemaking.pdf
Angelo Planning Group Memorandum - 12.8.21.pdf
Engineering Staff Memo - TSP 052022.pdf

4. ADJOURNMENT

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: May 18, 2022

Re: Newport Housing Needs Projection Report

Enclosed is a draft copy of the Newport Housing Needs Projection Report, and PowerPoint presentation of the same, that ECONorthwest presented to the Housing Study Advisory Committee at its May 12th, 2022 meeting. The information is being provided to keep the full Commission and Commission Advisory Committee informed as the component pieces of the housing study are put together. Please take a moment to review the materials and identify topic areas or issues that you would like to discuss with the group. For the work session, I'll be prepared to walk through key elements of the analysis and will share any feedback that you have with ECONorthwest so that they can address it before the report is finalized.

Attachments

Newport Housing Needs Projection_v2

PowerPoint Presentation for 5/12/22 Advisory Committee Meeting

ECONorthwest
ECONOMICS · FINANCE · PLANNING

DATE: April 29, 2022
TO: Newport Project Advisory Committee
CC: Derrick Tokos
FROM: ECONorthwest, Beth Goodman, and Nicole Underwood
SUBJECT: Newport Housing Needs Projection

This memorandum presents information about housing development, demographic, and housing affordability data and trends that are important to understanding the dynamics of the Newport housing market. It includes the preliminary housing needs projections based on Portland State University's population forecasts. These trends and preliminary projections and are intended to provide a starting point for discussion about Newport's land and housing needs, as part of the Housing Capacity Analysis. The information presented in this memorandum combined with the Buildable Lands Inventory (to be presented in a future memorandum) form the basis of the Housing Capacity Analysis. The unmet needs identified in this memorandum and in discussion will also inform the development of the Housing Production Strategy.

At the May 12, 2022, Project Advisory Committee meeting, we will present key information from this memorandum and discuss the implications of this information for housing needs in Newport, considering the forecast of future housing growth and current (and future) housing needs beyond the forecast.

1. Historical and Recent Development Trends

Analysis of historical development trends in Newport provides insight into the functioning of the local housing market. The mix of housing types and densities, in particular, are key variables in forecasting the capacity of residential land to accommodate new housing and to forecast future land need. The specific steps are described in Task 2 of the DLCD *Planning for Residential Lands Workbook* as:

1. Determine the time period for which the data will be analyzed.
2. Identify types of housing to address (all needed housing types).
3. Evaluate permit/subdivision data to calculate the actual mix, average actual gross density, and average actual net density of all housing types.

This Housing Capacity Analysis examines changes in Newport's housing market from 2000 to 2019, as well as residential development from 2012 to 2021. We selected this period because (1) Newport last adopted its Housing Element in 2011; (2) the period provides information about Newport's housing market before and after the national housing market bubble's growth, deflation, and the more recent increase in housing costs; and (3) data about Newport's housing market during this period is readily available from sources such as the Census and the City building permit database.

For the purposes of this study, we grouped housing types based on (1) whether the structure is stand-alone or attached to another structure and (2) the number of dwelling units in each

structure. The housing types used in this analysis are consistent with needed housing types as defined in ORS 197.303:[1]

- **Single-family detached** includes single-family detached units, manufactured homes on lots and in mobile home parks, and accessory dwelling units. Single-family detached also includes cottage cluster housing.
- **Single-family attached** is all structures with a common wall where each dwelling unit occupies a separate lot, such as row houses or town houses.
- **Multifamily with 2 to 4 units** is attached structures such as duplexes, triplexes, and quadplexes.
- **Multifamily with 5 or more units** is attached structures with five or more units per structure.

In Newport, government-assisted housing (ORS 197.303[b]) and housing for farmworkers (ORS 197.303[e]) can be any of the housing types listed above. Analysis within this report discusses housing affordability at a variety of incomes, as required in ORS 197.303.

Data Used in This Analysis

Throughout this analysis (including the subsequent Chapter 4) we used data from multiple well-recognized and reliable data sources. One of the key sources for housing and household data is the U.S. Census. This report primarily uses data from three Census sources:[2]

- The **Decennial Census**, which is completed every ten years and is a survey of *all* households in the U.S. The Decennial Census does not collect more detailed household information, such as income, housing costs, housing characteristics, and other important household information.
- The **American Community Survey (ACS)**, which is completed every year and is a *sample* of households in the U.S. The ACS collects detailed information about households, including demographics (e.g., number of people, age distribution, ethnic or racial composition, country of origin, language spoken at home, and educational

[1] ORS 197.303 defines needed housing as "all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes."

[2] It is worth commenting on the methods used for the American Community Survey. The American Community Survey (ACS) is a national survey that uses continuous measurement methods. It uses a sample of about 3.54 million households to produce annually updated estimates for the same small areas (census tracts and block groups) formerly surveyed via the decennial census long-form sample. It is also important to keep in mind that all ACS data are estimates that are subject to sample variability. This variability is referred to as "sampling error" and is expressed as a band or "margin of error" (MOE) around the estimate.

This report uses Census and ACS data because, despite the inherent methodological limits, they represent the most thorough and accurate data available to assess housing needs. We consider these limitations in making interpretations of the data and have strived not to draw conclusions beyond the quality of the data.

attainment), household characteristics (e.g., household size and composition), housing characteristics (e.g., type of housing unit, year unit built, or number of bedrooms), housing costs (e.g., rent, mortgage, utility, and insurance), housing value, income, and other characteristics. The most up-to-date ACS data available for this report was for the 2015-2019 period.

- **Comprehensive Housing Affordability Strategy (CHAS**), which is custom tabulations of American Community Survey (ACS) data from the US Census Bureau for the US Department of Housing and Urban Development (HUD). CHAS data show the extent of housing problems and housing needs, particularly for low-income households. CHAS data are typically used by local governments as part of their consolidated planning work to plan how to spend HUD funds and for HUD to distribute grant funds. The most up-to-date CHAS data covers the 2014-2018 period, which is a year older than the most recent ACS data for the 2015-2019 period.
- **Property Radar,** which provides real estate sales data.

This report primarily uses data from the 2015-2019 ACS for Newport and comparison areas.[3] Where information is available and relevant, we report information from the 2000 and 2010 Decennial Census.[4] Among other data points, this report also includes data from Oregon's Housing and Community Services Department, the US Department of Housing and Urban Development, and the City of Newport.

The foundation of the Housing Capacity Analysis is the population forecast for Newport from the Oregon Population Forecast Program. The forecast is prepared by the Portland State University Population Research Center.

[3] Five-year 2020 ACS data was not available when this report was compiled.

[4] The 2020 Census was completed at the end of 2020. However, extenuating circumstances brought on by the COVID-19 pandemic has led to some challenges with the data. The 2020 Decennial Census data is more limited than usual as a result of the COVID-19 pandemic. Where appropriate, this report uses 2015-2019 ACS data, rather than 2020 Decennial Census data, for up-to-date information.

Trends in Housing Mix

This section provides an overview of changes in the mix of housing types in Newport and compares Newport to Lincoln County and to Oregon. These trends demonstrate the types of housing developed in Newport historically. Unless otherwise noted, this chapter uses data from the 2000 and 2010 Decennial Census and the 2015-2019 American Community Survey 5-Year Estimates.

This section shows the following trends in housing mix in Newport:

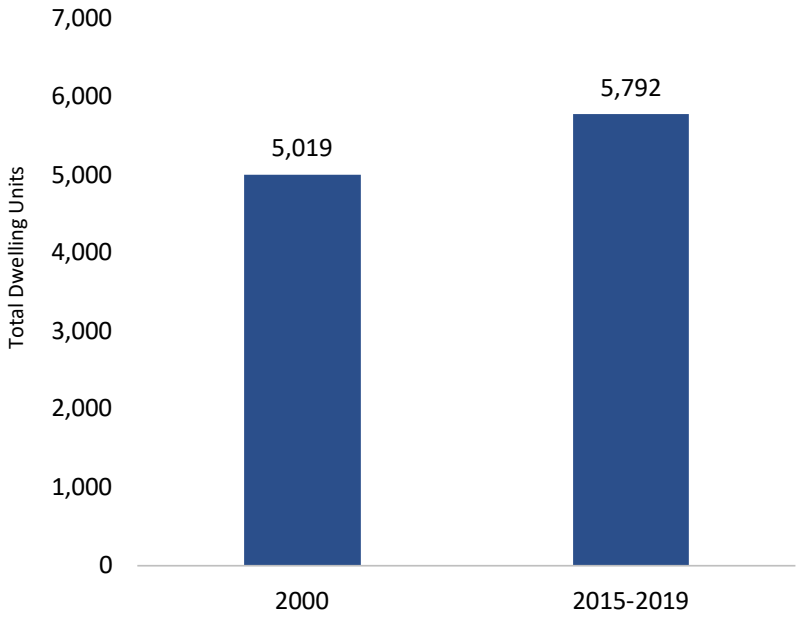
- **Newport's housing stock was predominantly single-family detached housing units.** Sixty-four percent of Newport's housing stock was single-family detached; 16% was multifamily (with five or more units per structure); 13% was duplexes, triplexes, or quadplexes; and 7% was single-family attached (e.g., town houses).
- **Since 2000, Newport's housing mix remained relatively static.** Newport's housing stock grew by about 15% (about 773 new units) between 2000 and the 2015-2019 period.
- **Single-family detached housing accounted for most of the new housing permitted in Newport between 2012 and 2021.** About 87% of new units permitted were for single-family units and 13% were for multifamily units.

Housing Mix

The total number of dwelling units in Newport increased by 15% from 2000 to 2015-2019.

Newport added 773 new dwelling units during this period.

Exhibit 1. Total Dwelling Units, Newport, 2000 and 2015-2019
Source: US Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2015-2019 ACS Table B25024.

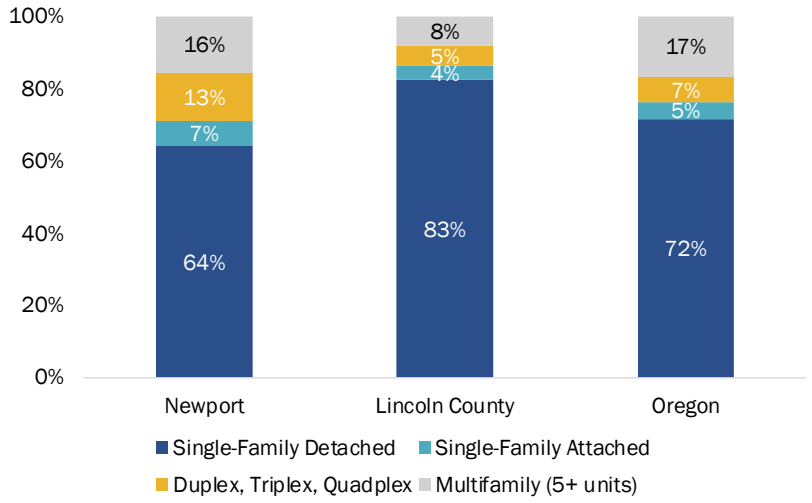


About 64% of Newport's housing stock was single-family detached housing.

Newport had a larger share of multifamily housing types than Lincoln County.

Exhibit 2. Housing Mix, Newport, Lincoln County, and Oregon, 2015-2019

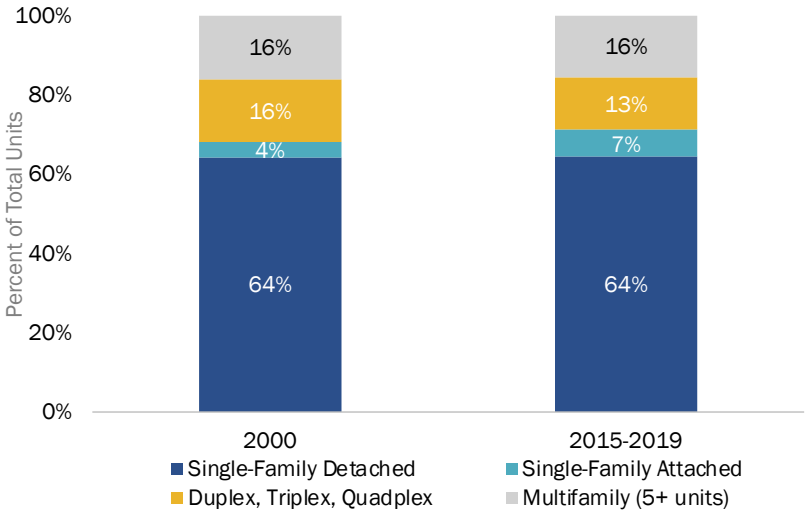
Source: US Census Bureau, 2015-2019 ACS Table B25024.



The mix of housing in Newport stayed relatively stable between 2000 and 2015-2019.

Exhibit 3. Change in Housing Mix, Newport, 2000 and 2015-2019

Source: US Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2015-2019 ACS Table B25024.

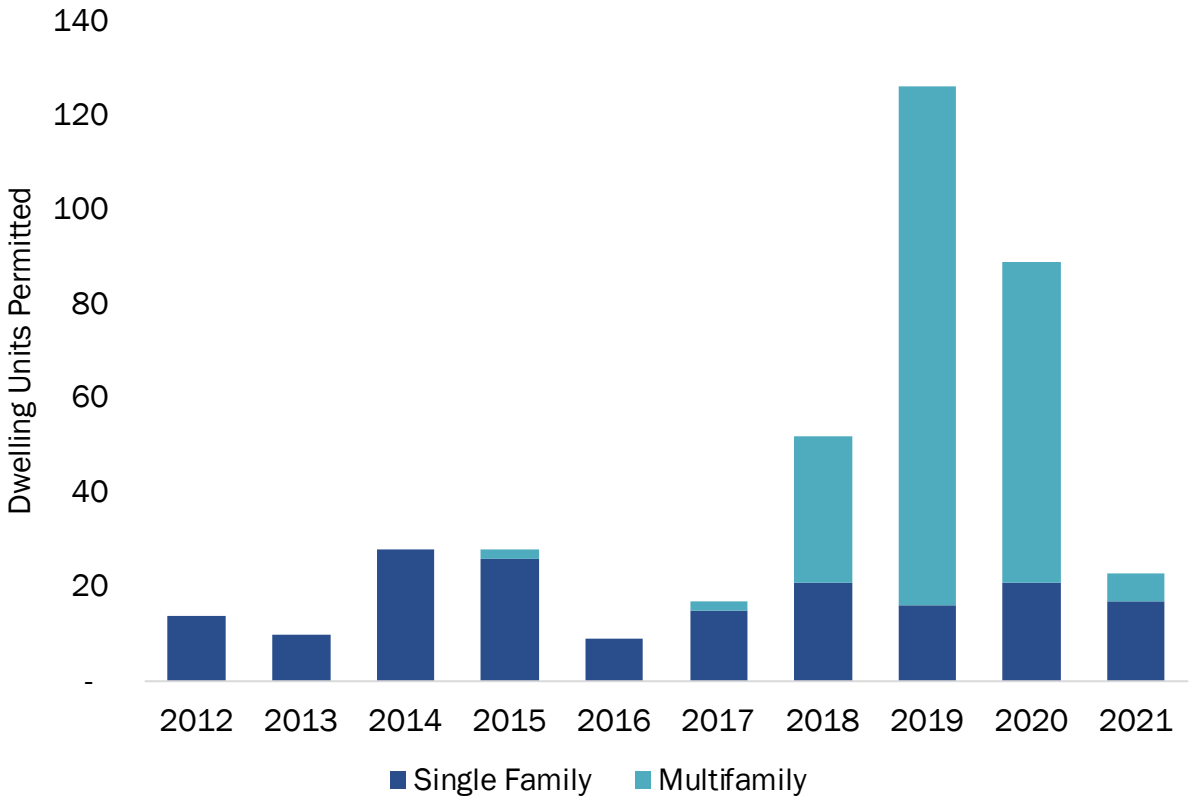


Building Permits

Over the 2012 to 2021 period, Newport issued permits for 396 dwelling units, with an annual average of 40 permits issued. Of the 396 permits, about 45% were for single-family units and 55% were for multifamily units.[5] Twenty-three of these permits or 6% were to replace an existing dwelling unit. The development of new multifamily housing since 2018 is a considerable departure from development trends between 2008 and 2017, a nearly 20-year period when nearly no multifamily housing was developed.[6]

Exhibit 4. Building Permits Issued for New Residential Construction by Type of Unit, Newport, 2012 through 2021

Source: City of Newport, Permit Database.



[5] This analysis does not differentiate between single-family detached and single-family attached units because Newport's building permit database combines them into one category: single family. Accessory dwelling units (ADUs) are also included in single family.

[6] The *Newport Housing Needs Analysis* (2011) documents building permit information for 2008 to 2010.

Trends in Tenure

Housing tenure describes whether a dwelling is owner or renter occupied. This section shows:

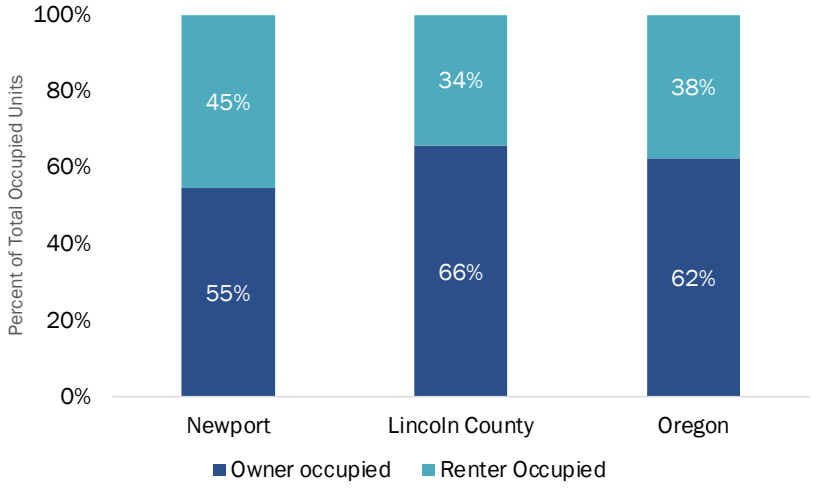
- **Homeownership rates in Newport were lower than Lincoln County's and Oregon's rates.** About 55% of Newport's households owned their home. In comparison, 66% of Lincoln County households and 62% of Oregon households were homeowners.
- **Homeownership rates in Newport increased slightly between 2000 and 2015-2019.** In 2000, 52% of Newport households were homeowners, compared to 55% in 2015-2019.
- **Most of Newport's homeowners (90%) lived in single-family detached housing, while more than half of renters (55%) lived in multifamily housing** (including units in duplexes, triplexes, quadplexes, and housing with five or more units per structure).
- **Whites were more frequently homeowners than Latino or POC households.**

The implications for the forecast of new housing are that Newport has a balance of opportunities for homeownership and for renting. Relatively few multifamily housing types (including duplexes) were owner occupied, which combined with information about housing affordability in Chapter 4 may suggest a need for homeownership opportunities for a wider range of housing types, such as townhouses, cottage housing, and duplexes, triplexes, and quadplexes.

Newport had a lower homeownership rate than Lincoln County and Oregon.

Exhibit 5. Tenure, Occupied Units, Newport, Lincoln County, and Oregon, 2015-2019

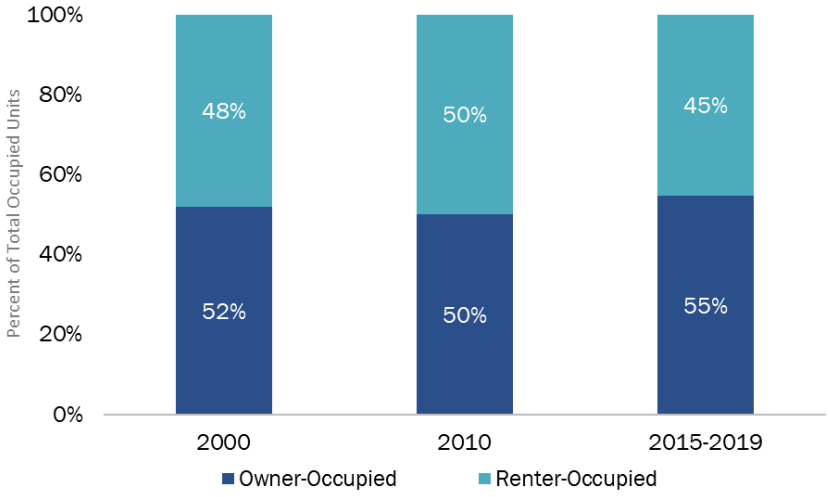
Source: US Census Bureau, 2015-2019 ACS 5-Year Estimates, Table B25003.



The homeownership rate in Newport increased by 3% from 2000 to 2015-2019.

Exhibit 6. Tenure, Occupied Units, Newport, 2000, 2010, 2015-2019

Source: US Census Bureau, 2000 Decennial Census SF1 Table H004, 2010 Decennial Census SF1 Table H4, 2015-2019 ACS Table B25003.



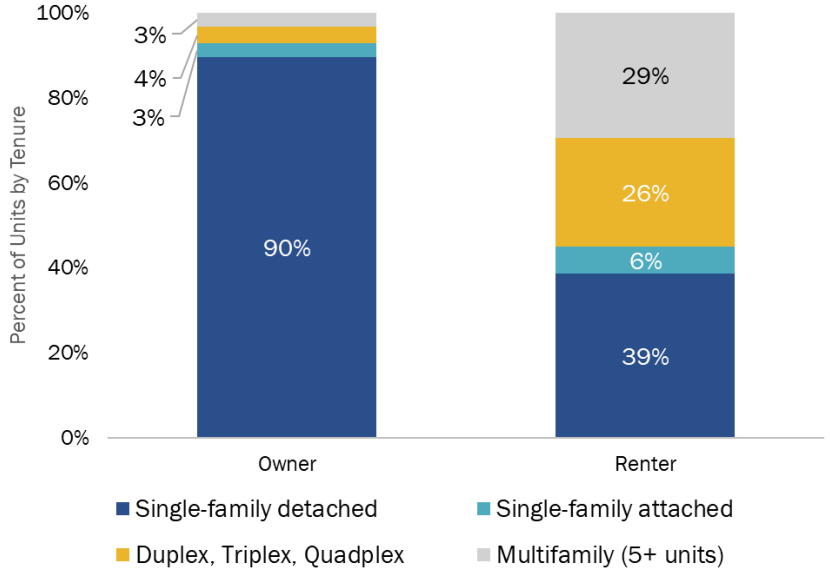
Nearly all of Newport's homeowners (90%) lived in single-family detached housing.

In comparison, only 39% of Newport households that rent lived in single-family detached housing.

A quarter of renters lived in duplex, triplex, or quadplex housing, and nearly a third of renters lived in multifamily (5+ units) housing.

Exhibit 7. Housing Units by Type and Tenure, Newport, 2015-2019

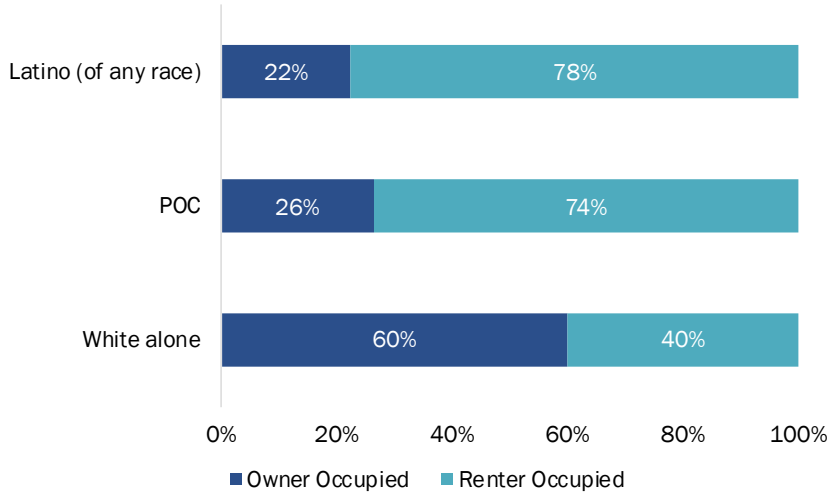
Source: US Census Bureau, 2015-2019 ACS Table B25032.



Latino and POC households were more likely to be renters than White, alone households.

While 60% of White alone households owned their homes, fewer than a quarter of POC and about one-fifth of Latinos were homeowners.

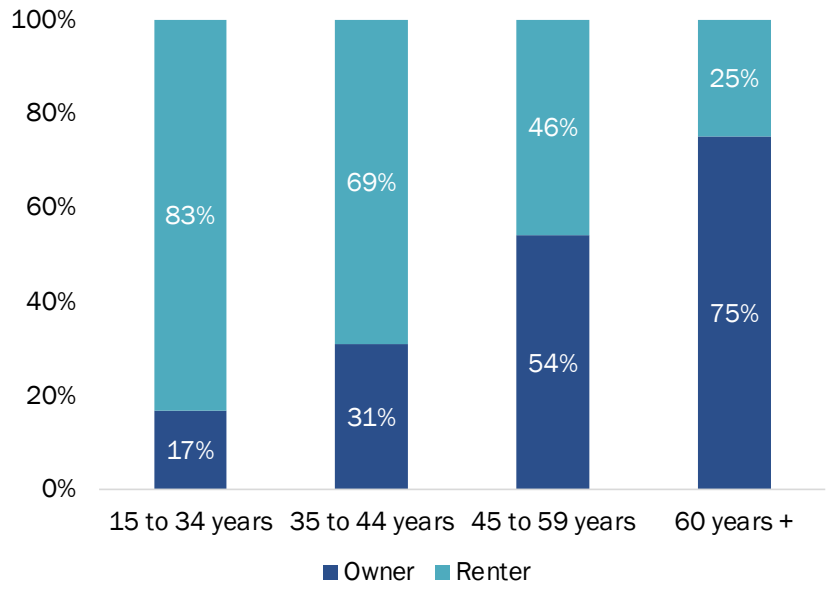
Exhibit 8. Tenure by Race and by Ethnicity, Newport, 2015-2019
Source: US Census Bureau, 2015-2019 ACS Table B25003A-I.



The homeownership rate in Newport increased with age.

In Newport, about 68% of householders 45 years or older owned their homes (2,255 homeowners vs 1,085 renters). This pattern is consistent with statewide trends in homeownership.

Exhibit 9. Tenure by Age of the Head of Household, Newport, 2015-2019
Source: US Census Bureau, 2015-2019 ACS Table B25007.



Vacancy Rates

Housing vacancy is a measure of housing that is available to prospective renters and buyers. It is also a measure of unutilized housing stock. The Census defines vacancy as "unoccupied housing units . . . determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The Census identified vacancy through an enumeration, separate from (but related to) the survey of households. Enumerators are obtained using information from property owners and managers, neighbors, rental agents, and others.

Housing vacancy is a measure of housing that is available to prospective renters and buyers. It is also a measure of unutilized housing stock. The Census defines vacancy as: "Unoccupied housing units…determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only."

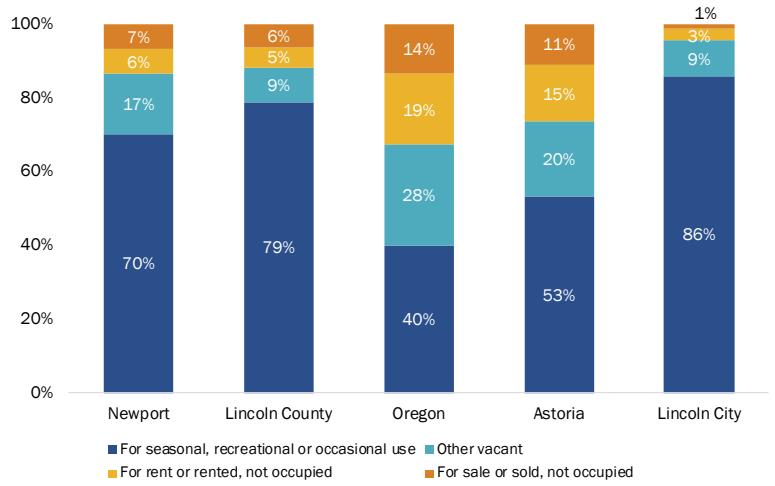
According to the 2015-2019 American Community Survey, the vacancy rate in Newport was 19.9%, compared to 32.4% for Lincoln County and 8.9% for Oregon. Most vacant housing in Newport was vacant for seasonal, recreational, or occasional use, which is consistent with vacancies in coastal communities, which have a larger share of second homes and short-term rentals.

About 2.6% of Newport's housing was vacant for rent or for sale in 2015-2019.

Newport had 1,155 vacant units in the 2015-2019 period or a nearly 20% vacancy rate.

Of the 1,155 vacant units 70% were for seasonal, recreational, or occasional use (e.g., short-term rentals or vacation homes). About 17% were classified as "other."[7]

Exhibit 10. Vacancy by Reason, Newport 2015-2019
Source: ACS 2015-2019 5 Year Estimates, Table B25004



[7] According to the Census, a housing unit is classified as "other vacant" when it does not fit into any other year-round vacant category. Common reasons a housing unit is labeled as "other vacant" includes when a unit is vacant for repairs or renovations, a unit is being held for settlement of an estate, owner does not want to rent or sell, unit is being used for storage, or the owner is elderly and living elsewhere. This category can also include foreclosed properties.

As of 2015-2019, about 70% of Newport's vacant dwelling units were vacant for seasonal, recreational, or occasional use (e.g., short-term rentals or vacation homes) compared to 47% in 2006-2010.

Exhibit 11. Vacancy for Seasonal, Recreational, or Occasional Use, Newport, 2000 and 2015-2019

Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H005[8], 2015-2019 ACS Table B25004.

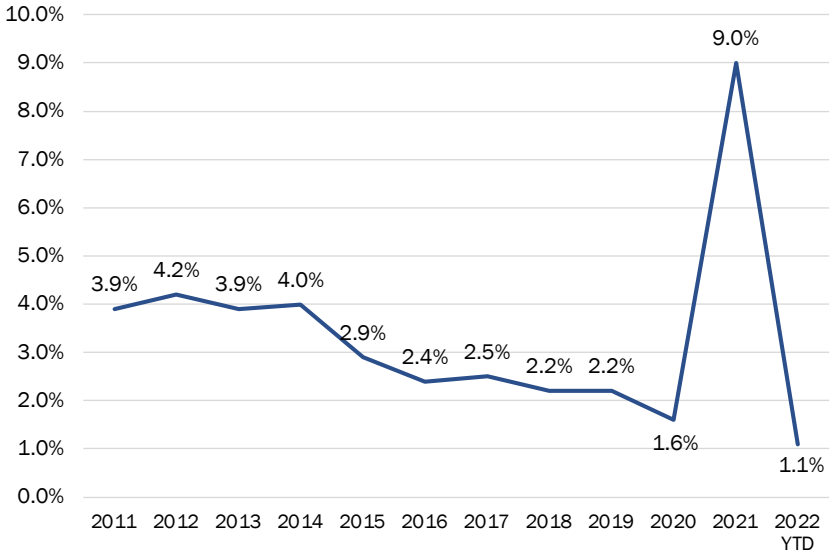
2006-2010	437 Units	47.4% Share of Vacant Dwelling Units
2015-2019	811 Units	70.2% Share of Vacant Dwelling Units

Newport's multifamily vacancy rate was 1.6% in 2020, down from 3.8% in 2010. In 2021 it spiked to 9.0% before coming back down to 1.1% at the beginning of 2022.

In 2020 and 2021, 176 multifamily units were completed. The increased vacancy rate in 2021 was likely the result of absorption of the new units.

Exhibit 12. Average Multifamily Vacancy Rate, Newport, 2011–2022 YTD

Source: CoStar. March 2022.



[8] Census Table SF1 H005 is reported in the 2000 Decennial Census, but not in the 2010 Decennial Census.

Government-Assisted Housing

Governmental agencies and nonprofit organizations offer a range of housing assistance to low and moderate-income households in renting or purchasing a home. There are 9 government-assisted housing developments in Newport with a total of 359 dwelling units.

Exhibit 13. Government-Assisted Housing, Newport, 2020

Source: Oregon Department of Health and Human Services, Affordable Housing Inventory in Oregon, July 2019
Note: City of Newport provided information on Surfview Village which was completed in 2020
Note: bedroom size data not available for Agate Heights Apts.

Development Name	Total Units	Unit Size					
		SRO	Studio	1-bd	2-bd	3-bd	4-bd
Agate Heights Apts	44	-	-	-	-	-	-
Big Creek Point Apts	47	-	-	41	6	-	-
Mariner Heights Apts	16	-	-	16	-	-	-
Newport North & South Apts	20	-	-	-	4	10	6
Ocean Spray Homes	28	-	8	16	2	2	-
Pinewood Manor	45	-	19	20	6	-	-
Surfview Village	110			24	42	44	
Salmon Run	40	-	-	-	22	18	-
Yaquina Breeze	9	-	-	9	-	-	-
Total	**359**	**-**	**27**	**126**	**82**	**74**	**6**

Just over a third (35%) of the 359 dwelling units are units with one-bedroom. About 162 of Newport's rent-restricted dwelling units (46%) were larger units with two-, three-, or four-bedrooms Newport had approximately 5,792 dwelling units in the 2015-2019 period. Rent-restricted units accounted for about 6% of Newport's total housing stock.

Exhibit 14. Government-Assisted Housing, Newport, 2020

Source: Oregon Department of Health and Human Services, Affordable Housing Inventory in Oregon, July 2019. City of Newport
Note: SRO means single-room occupancy.

	Unit Size							Total
	Unknown	SRO	Studio	1-bd	2-bd	3-bd	4-bd	
Rent-Restricted Units	44	-	27	126	82	74	6	359
Share of Total Units	12%	0%	8%	35%	23%	21%	2%	100%

Manufactured Homes

Manufactured homes provide a source of affordable housing in Newport. They provide a form of homeownership that can be made available to low and moderate-income households. Cities are required to plan for manufactured homes—both on lots and in parks (ORS 197.475-492).

Generally, manufactured homes in parks are owned by the occupants who pay rent for the space. Monthly housing costs are typically lower for a homeowner in a manufactured home park for several reasons, including the fact that property taxes levied on the value of the land are paid by the property owner, rather than the manufactured homeowner. The value of the manufactured home generally does not appreciate in the way a conventional home would, however. Manufactured homeowners in parks are also subject to the mercy of the property owner in terms of rent rates and increases. It is generally not within the means of a manufactured homeowner to relocate to another manufactured home to escape rent increases. Homeowners living in a park is desirable to some because it can provide a more secure community with on-site managers and amenities, such as laundry and recreation facilities.

OAR 197.480(4) requires cities to inventory the mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high-density residential development. Exhibit 15 presents the inventory of mobile and manufactured home parks within Newport as of 2021.

Newport has 5 manufactured home parks within its UGB. Within these parks, there are a total of 294 spaces.

Exhibit 15. Inventory of Mobile/Manufactured Home Parks, Newport UGB, 2021

Source: Oregon Manufactured Dwelling Park Directory.

Name	Location	Type	Total Spaces	Vacant Spaces	Comprehensive Plan Designation
Longview Hills Manufactured Housing Community - LNC0011	450 NE 58th St	55+	176	2	Low Density Residential
Mulkey's Trailer Park - LNC0012	145 NW 6th St	55+	16	2	Commercial
Surfside Community - LNC0023	392 NW 3rd St	55+	33	4	High Density Residential
Harbor Village RV and Mobile Home Park	923 SE Bay Blvd.	55+	53	Unknown	Commercial/High Density Residential
Surf Sounds Court Mobile Home Park	4263 S Coast Hwy	55+	16	0	Industrial
Total			**294**	**8**	

Student Housing

Note to reviewers: This section will include information about existing students and future housing plans.

2. Demographic and Other Factors Affecting Residential Development in Newport

Demographic trends are important for a thorough understanding of the dynamics of the Newport housing market. Newport exists in a regional economy; trends in the region impact the local housing market. This chapter documents demographic, socioeconomic, and other trends relevant to Newport at the national, state, and regional levels.

Demographic trends provide a context for growth in a region; factors such as age, income, migration, and other trends show how communities have grown and how they will shape future growth. To provide context, we compare Newport to Lincoln County and Oregon. We also compare Newport to nearby cities where appropriate. Characteristics such as age and ethnicity are indicators of how the population has grown in the past and provide insight into factors that may affect future growth.

A recommended approach to conducting a housing capacity analysis is described in *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, the Department of Land Conservation and Development's guidebook on local housing needs studies. As described in the Workbook, the specific steps in the Housing Capacity Analysis are:

1. Project the number of new housing units needed in the next 20 years.
2. Identify relevant national, state, and local demographic and economic trends and factors that may affect the 20-year projection of structure type mix.
3. Describe the demographic characteristics of the population and, if possible, the housing trends that relate to demand for different types of housing.
4. Determine the types of housing that are likely to be affordable to the projected households based on household income.
5. Determine the needed housing mix and density ranges for each plan designation and the average needed net density for all structure types.
6. Estimate the number of additional needed units by structure type.

This chapter presents data to address steps 2, 3, and 4 in this list. Chapter 5 presents data to address steps 1, 5, and 6 in this list.

Demographic and Socioeconomic Factors Affecting Housing Choice[9]

Analysts typically describe housing demand as the preferences for different types of housing (e.g., single-family detached or apartment) and the ability to pay for that housing (the ability to exercise those preferences in a housing market by purchasing or renting housing; in other words, income, or wealth).

Many demographic and socioeconomic variables affect housing choice. However, the literature about housing markets finds that age of the householder, size of the household, and income are most strongly correlated with housing choice.

- **Age of householder** is the age of the person identified (in the Census) as the head of household. Households make different housing choices at different stages of life. This chapter discusses generational trends, such as housing preferences of baby boomers (people born from about 1946 to 1964), millennials (people born from about 1980 to 2000), and Generation Z (people born after 1997).
- **Size of household** is the number of people living in the household. Younger and older people are more likely to live in single-person households. People in their middle years are more likely to live in multi-person households (often with children).
- **Household income** is probably the most important determinant of housing choice. Income is strongly related to the type of housing a household chooses (e.g., single-family detached housing, duplexes, or buildings with more than five units) and to household tenure (e.g., rent, or own).

This chapter focuses on these factors, presenting data that suggests how changes to these factors may affect housing need in Newport over the next 20 years.

National Trends[10]

This summary on national housing trends builds on previous work by ECONorthwest as well as Urban Land Institute (ULI) reports, conclusions from *The State of the Nation's Housing* report from the Joint Center for Housing Studies of Harvard University, and other research cited in this section. *The State of the Nation's Housing* report (2021) summarizes the national housing outlook as follows:

> Even as the US economy continues to recover, the inequalities amplified by the COVID-19 pandemic remain front and center. Households that weathered the crisis without financial distress are snapping up the limited supply of homes for sale, pushing up prices and further excluding less affluent buyers from homeownership.

[9] The research in this chapter is based on numerous articles and sources of information about housing and adapted to Newport's unique circumstances from prior housing capacity analysis conducted by ECONorthwest.

[10] These trends are based on information from (1) the Joint Center for Housing Studies of Harvard University's publication "The State of the Nation's Housing 2020," (2) Urban Land Institute, "2021 Emerging Trends in Real Estate," and (3) the US Census.

At the same time, millions of households that lost income during the shutdowns are behind on their housing payments and on the brink of eviction or foreclosure. A disproportionately large share of these at-risk households are renters with low incomes and people of color. While policymakers have taken bold steps to prop up consumers and the economy, additional government support will be necessary to ensure that all households benefit from the expanding economy.

The domestic housing market sees many, interlocking challenges remaining as the world transitions from the COVID-19 pandemic. An extremely limited inventory of entry-level homes make housing unaffordable for many Americans, especially younger Americans. However, the conditions for homebuying are ripe for many Americans, resulting in strong demand in the market and increasing home sales prices to record levels. Furthermore, the costs of labor and materials to build new homes increased steeply. While current amount of new housing starts is robust, newly built homes will not make up the shortfall in residential housing in the near-term, especially for single-family homes. The challenges and trends shaping the housing market are summarized below.

- **A continued bounce back in residential construction was led by an increase in single-family and multifamily housing starts.** After a sharp comeback in summer 2020 led by single-family construction, single-family housing starts fell below a 700,000-unit annual rate in April 2020 due to the COVID-19 pandemic. Following that dip, housing starts nearly doubled to a high of 1,315,000 new housing units in December 2020—marking it as the strongest month for single-family homebuilding in over 13 years—with a consistent annual rate of production since then ranging from 1,061,000 to 1,255,000 units; most recently hitting 1,215,000 in February 2022. Multifamily unit starts followed similar trends, reaching a 33-year high in January 2020 of more than half a million buildings with 5 units or more, then hitting a 6-year low in April 2020 of a quarter million. Since that low, multifamily starts have increased 47%, reaching 501,000 units in February 2022.
- **Strong construction numbers did not alleviate the shortage of existing homes for sale.** Inventories fell from 3.0 months in December 2019 to just under 2 months in December 2020, well below what is considered balanced (six months), with lower-cost and moderate-cost homes experiencing the tightest inventories. While *The State of the Nation's Housing* report cited the COVID-19 pandemic as sharing some blame for these tight conditions, the larger cause was the result of underproduction of new homes since mid-2000s. Restrictive land use regulations, the cost and availability of labor, and the cost of building materials were also cited as constraints on residential development.
- **Homeownership rates slowly, but consistently, increased.** After years of decline, the national homeownership rate increased slightly from 64.4% in 2018 to 65.5% in late 2021. Trends suggest the recent homeownership increases are among householders of all age groups, with households under age 35 making up the largest proportions of this increase. About 88% of net new growth (2013 to 2019) was among households with incomes of $150,000 or more. Significant disparities also still exist between households of color and white households, with the Black-white homeownership gap was 28.1

percentage points in early 2021 and the Hispanic-white gap at 23.8 percentage points, though this latter percentage was a 1.8 percentage point decrease from 2019.

- **Housing affordability.** Despite a recent downward trend, 37.1 million American households spent more than 30% of their income on housing in 2019, which is 5.6 million more households than in 2001. Renter households experienced cost burden at more than double the rate of homeowners (46% versus 21%) with the number of cost-burdened renters exceeding cost-burdened homeowners by 3.7 million in 2019. Affordability challenges were mostly likely to affect households with low incomes as three-fifths of renters and nearly half of homeowners earning less than $25,000 were reported to be severely cost-burdened in 2019, as well as one in sixth renters and one in eight homeowners earning between $25,000 and $49,999. Households under the age of 25 and over the age of 85 had the highest rates of housing cost burden, as well as households of color.
- **Long-term growth and housing demand.** The Joint Center for Housing Studies forecasts that, nationally, demand for new homes could total as many as 10 million units between 2018 and 2028 if current low immigration levels continue. Much of the demand will come from baby boomers, millennials, Generation Z,[11] and immigrants. The Urban Land Institute cites an increased acceptance of working from home as increasing demand in more suburban or rural environments over closer-in markets.
- **Growth in rehabilitation market.**[12] Aging housing stock and poor housing conditions are growing concerns for jurisdictions across the United States. With the median age of the US housing stock rising to 41 years in 2019 from 34 years in 2009, Americans are spending more than $400 billion per year on residential renovations and repairs. As housing rehabilitation becomes the go-to solution to address housing conditions, the home remodeling market has grown nearly $20 million in 2017, topping out at $433 billion in 2021.

  Despite trends showing growth in the rehabilitation market, rising construction costs and complex regulatory requirements pose barriers to rehabilitation. Lower-income households (who are more likely to live in older housing than higher-income households) or households on fixed incomes may defer maintenance for years due to limited financial means, escalating rehabilitation costs. At a certain point, the cost of improvements may outweigh the value of the structure, which may necessitate new responses such as demolition or redevelopment. Regardless, there is a rising urgency with the aging housing stock particularly regarding increased disaster events caused by climate change. In 2019 spending on disaster repairs hit a record high of 10% of total

[11] According to the Pew Research Center, millennials were born between the years of 1981 to 1996 and Generation Z were born between 1997 and 2012 (inclusive). Read more about generations and their definitions here: http://www.pewresearch.org/fact-tank/2018/03/01/defining-generations-where-millennials-end-and-post-millennials-begin/.

[12] These findings are copied from the Joint Center for Housing Studies. (2021). Improving America's Housing, Harvard University. Retrieved from: https://www.jchs.harvard.edu/sites/default/files/Harvard_JCHS_Improving_Americas_Housing_2019.pdf

rehabilitation spending and 2020 saw a record number of billion-dollar climate-related disasters.

- **Declining residential mobility.**[13] Residential mobility rates have declined steadily since 1980. Nearly one in five Americans moved every year in the 1980s, compared to one in ten Americans between 2018 and 2019. While residential mobility took a further dip in the initial stages of the COVID-19 pandemic, soon conditions emerged that encouraged homebuying, such as historically low mortgage rates, moves toward and the ensuing normalization of working from home, and a growing number of first-time Millennial buyers. Due to such conditions, existing home sales rose by more than 20% year over year from September 2020 through January 2021. These optimal buying conditions have created competition that puts an additional squeeze on the nationwide housing shortage, likely further dampening residential mobility.
- Other reasons for decline in residential mobility include factors such as demographic, housing affordability, and labor-related changes. For instance, as baby boomers and millennials age, mobility rates are expected to fall, as people typically move less as they age. Harvard University's Research Brief (2020) also suggests that increasing housing costs could be preventing people from moving if they are priced out of desired neighborhoods or if they prefer to stay in current housing as prices rise around them. Other factors that may impact mobility include the rise in dual-income households (which complicates job-related moves), the rise in work-from-home options, and the decline in company-funded relocations. While decline in mobility rates span all generations, they are greatest among young adults and renters, two of the more traditionally mobile groups.
- **Changes in housing preference.** Housing preference will be affected by changes in demographics, most notably the aging of baby boomers, housing demand from millennials and Generation Z, and growth of immigrants.
    - *Baby boomers.* In 2020, the oldest members of this generation were in their seventies and the youngest were in their fifties. The continued aging of the baby boomer generation will affect the housing market. In particular, baby boomers will influence housing preference and homeownership trends. Preferences (and needs) will vary for boomers moving through their sixties, seventies, and eighties (and beyond). They will require a range of housing opportunities. For example, "aging baby boomers are increasingly renters-by-choice, [preferring] walkable, high-energy, culturally evolved communities."[14] Many seniors are also moving to planned retirement destinations earlier than expected, as they experience the benefits of work-from-home trends (accelerated by COVID-19). Additionally, the supply of caregivers is decreasing as people in this cohort move from giving care to needing care, making more inclusive, community-based, congregate settings more important. Senior

[13] Frost, R. (2020). "Are Americans stuck in place? Declining residential mobility in the US." Joint Center for Housing Studies of Harvard University's Research Brief.

[14] Urban Land Institute. Emerging Trends in Real Estate, United States and Canada. 2019.

households earning different incomes may make distinctive housing choices. For instance, low-income seniors may not have the financial resources to live out their years in a nursing home and may instead choose to downsize to smaller, more affordable units. Seniors living in proximity to relatives may also choose to live in multigenerational households.

Research shows that "older people in western countries prefer to live in their own familiar environment as long as possible," but aging in place does not only mean growing old in their own homes.[15] A broader definition exists, which explains that aging in place means "remaining in the current community and living in the residence of one's choice."[16] Some boomers are likely to stay in their home as long as they are able, and some will prefer to move into other housing products, such as multifamily housing or age-restricted housing developments, before they move into to a dependent-living facility or into a familial home. Moreover, "the aging of the US population, [including] the continued growth in the percentage of single-person households, and the demand for a wider range of housing choices in communities across the country is fueling interest in new forms of residential development, including tiny houses."[17]

- *Millennials.* Over the last several decades, young adults have increasingly lived in multigenerational housing—more so than older demographics.[18] However, as millennials move into their early to mid-thirties, postponement of family formation is ending, and millennials are more frequently becoming homeowners, frequently of detached, single-family homes.

  At the beginning of the 2007–2009 recession, millennials only started forming their own households. The number of millennials homeowners have seen an uptick over the past few years. While the overall U.S. homeownership rate slowly decreased from 2009 to 2019, the millennial homeownership rate increased from 33% in 2009 to 43% in 2019, with 6% of that growth since 2016. The age group of 35 years old and younger accounted for about 15% of the annual household growth in 2019, up from about 10% in 2018. Older millennials (those age 35-44) also accounted for a growing share of growth in homeownership.[19] However, racial disparities also exist in millennial homeownership rates, with Non-Hispanic White homeowners accounting for 53%, Hispanic homeowners for 35%, and Black homeowners for 21%.[20]

[15] Vanleerberghe, Patricia, et al. (2017). The quality of life of older people aging in place: a literature review.

[16] *Ibid.*

[17] American Planning Association. Making Space for Tiny Houses, Quick Notes.

[18] According to the Pew Research Center, in 1980, just 11% of adults aged 25 to 34 lived in a multigenerational family household, and by 2008, 20% did (82% change). Comparatively, 17% of adults aged 65 and older lived in a multigenerational family household, and by 2008, 20% did (18% change).

[19] The Joint Center for Housing Studies of Harvard University's publication "The State of the Nation's Housing 2021"

[20] "Millennials and Housing: Homeownership Demographic Research." Freddie Mac Single-Family, 2021. https://sf.freddiemac.com/content/_assets/resources/pdf/fact-sheet/millennial-playbook_millennials-and-housing.pdf.

As this generation continues to progress into their homebuying years, they will seek out affordable, modest-sized homes. This will prove challenging as the market for entry-level single-family homes has remained stagnant. Although construction of smaller homes (< 1,800 sq. ft.) increased in 2019, it only represented 24% of single-family units.

Millennials' average wealth may remain far below boomers and Gen Xers, and student loan debt will continue to hinder consumer behavior and affect retirement savings. As of 2022, millennials comprised 43% of home buyers, while Gen Xers comprised 22% and boomers 29%.[21] "By the year 2061, it is estimated that $59 trillion will be passed down from boomers to their beneficiaries," presenting new opportunities for millennials (as well as Gen Xers).[22]

- *Generation Z.* In 2020, the oldest members of Generation Z were in their early twenties and the youngest in their early childhood years. By 2040, Generation Z will be between 20 and 40 years old. While they are more racially and ethnically diverse than previous generations, when it comes to key social and policy issues, they look very much like millennials. Generation Z enters adulthood with a strong economy and record-low unemployment, despite the uncertainties of the long-term impacts of COVID-19 Pandemic.[23]

  Gen Z individuals have only just started entering the housing market in the past few years, and with a maximum age range of 23 as of 2022, this age cohort is the smallest so far in terms of home buyers and sellers, accounting for 2% of each type. While researchers do not yet know how Generation Z will behave in adulthood, many expect they will follow patterns of previous generations.[24] A segment is expected to move to urban areas for reasons similar to previous cohorts (namely, the benefits that employment, housing, and entertainment options bring when they are in proximity). However, this cohort is smaller than millennials (67 million vs. 72 million), which may lead to slowing real estate demand in city centers.

- *Immigrants.* Research on foreign-born populations shows that immigrants, more than native-born populations, prefer to live in multigenerational housing. Still, immigration and increased homeownership among minorities could also play a key role in accelerating household growth over the next 10 years. Current Population

[21] National Association of Realtors. (2020). 2020 Home Buyers and Sellers Generational Trends Report, March 2020. Retrieved from: https://www.nar.realtor/research-and-statistics/research-reports/home-buyer-and-seller-generational-trends

[22] PNC. (n.d.). Ready or Not, Here Comes the Great Wealth Transfer. Retrieved from: https://www.pnc.com/en/about-pnc/topics/pnc-pov/economy/wealth-transfer.html

[23] Parker, K. & Igielnik, R. (2020). On the cusp of adulthood and facing an uncertain future: what we know about gen Z so far. Pew Research Center. Retrieved from: https://www.pewsocialtrends.org/essay/on-the-cusp-of-adulthood-and-facing-an-uncertain-future-what-we-know-about-gen-z-so-far/

[24] "2021 Home Buyers and Sellers Generational Trends Report." National Association of Realtors, 2021. https://www.nar.realtor/sites/default/files/documents/2021-home-buyers-and-sellers-generational-trends-03-16-2021.pdf.

Survey estimates indicate that the number of foreign-born households rose by nearly 400,000 annually between 2001 and 2007, and they accounted for nearly 30% of overall household growth. Beginning in 2008, the influx of immigrants was staunched by the effects of the Great Recession. After a period of declines, the foreign-born population again began contributing to household growth, despite decline in immigration rates in 2019. The Census Bureau's estimates of net immigration in 2021 indicate that just 247,000 immigrants moved to the United States from abroad, down from a previous high of 1,049,000 between 2015-2016.[25] As noted in *The State of the Nation's Housing* 2020 report, "because the majority of immigrants do not immediately form their own households upon arrival in the country, the drag on household growth from lower immigration only becomes apparent over time."

- *Diversity.* The growing diversity of American households will have a large impact on the domestic housing markets. Over the coming decade, minorities will make up a larger share of young households and constitute an important source of demand for both rental housing and small homes. The growing gap in homeownership rates between whites and Blacks, as well as the larger share of minority households that are cost burdened, warrants consideration. White households had a 74.4% homeownership rate in 2021 compared to a 43.1% rate for Black households[26]. This 30-percentage point gap is the largest disparity since 1983. Although homeownership rates are increasing for some minorities, Black and Hispanic households are more likely to have suffered disproportionate impacts of the pandemic and forced sales could negatively impact homeownership rates. This, combined with systemic discrimination in the housing and mortgage markets and lower incomes relative to white households, leads to higher rates of cost burden for some groups of people. For example, of renters in arrears, Black renters account for 29% and Hispanic renters for 21%, compared to white renters at 11%. Additionally, for low-income renters earning less than $25,000, Hispanic and Black renters faced higher cost burden rates (86 and 8 %respectively) than white renters at 80%. For low-income homeowners, 72% of Hispanics, 74% of Blacks and 84% of Asians faced cost burdens, compared to 68% of white households. As noted in *The State of the Nation's Housing (2020)* report, "the impacts of the pandemic have shed light on the growing racial and income disparities in the nation between the nation's haves and have-nots are the legacy of decades of discriminatory practices in the housing market and in the broader economy."

- **Changes in housing characteristics.** The US Census Bureau's Characteristics of New Housing Report (2020) presents data that show trends in the characteristics of new

[25] Jason Schachter, Pete Borsella, and Anthony Knapp (US Census, December 21, 2021), https://www.census.gov/library/stories/2021/12/net-international-migration-at-lowest-levels-in-decades.html.

[26] "Federal Reserve Economic Data: Fred: St. Louis Fed," Federal Reserve Economic Data (Federal Reserve Bank of St. Louis), accessed April 18, 2022, https://fred.stlouisfed.org/.

housing for the nation, state, and local areas. Several long-term trends in the characteristics of housing are evident from the New Housing Report:[27]

- *Larger single-family units on smaller lots.* Between 2000 and 2020, the median size of new single-family dwellings increased by nearly 10% nationally, from 2,057 sq. ft. to 2,261 sq. ft., and 14% in the western region from 2,014 sq. ft. in 1999 to 2,242 2,279 sq. ft. in 2020. Moreover, the percentage of new units smaller than 1,400 sq. ft. nationally decreased by a half, from 14% in 2000 to 7% in 2020. The percentage of units greater than 3,000 sq. ft. increased from 18% in 2000 to 23% of new single-family homes completed in 2020. In addition to larger homes, a move toward smaller lot sizes was seen nationally. Between 2010 and 2020, the percentage of lots less than 7,000 sq. ft. increased from 25.5% to 34.8% of lots.

  Based on national study about home buying preferences that differ by race/ethnicity, African American home buyers wanted a median unit size of 2,664 sq. ft. compared to 2,347 sq. ft. for Hispanic buyers, 2,280 sq. ft. for Asian buyers, and 2,197 sq. ft. for white buyers.[28] This same study found that minorities were less likely to want large lots.

- *Larger multifamily units.* Between 2000 and 2020, the median size of new multifamily dwelling units increased by 4.6% nationally. In the western region, the median size increased by 3.6%. Nationally, the percentage of new multifamily units with more than 1,200 sq. ft. increased from 29.5% in 2000 to 32.8% in 2020 and increased from 23.3% to 25.2% in the western region.

- *Household amenities.* Across the United States since 2013, an increasing number of new units had air-conditioning (fluctuating year by year at over 90% for both new single-family and multifamily units). In 2000, 93% of new single-family houses had two or more bathrooms, compared to 96.8% in 2020. The share of new multifamily units with two or more bathrooms decreased from 55% of new multifamily units to 42.6%. As of 2020, 92% of new single-family houses in the United States had garages for one or more vehicles (from 88% in 2000). Additionally, if work-from-home dynamics remain a more permanent option, then there may be rising demand for different housing amenities such as more space for home offices or larger yards for recreation.

- *Shared amenities*. Housing with shared amenities grew in popularity, as it may improve space efficiencies and reduce per-unit costs/maintenance costs. Single-room occupancies (SROs),[29] cottage clusters, cohousing developments, and multifamily products are common housing types that take advantage of this trend. Shared

[27] US Census Bureau, Highlights of Annual 2020 Characteristics of New Housing. Retrieved from: https://www.census.gov/construction/chars/highlights.html

[28] Quint, Rose. (April 2014). *What Home Buyers Really Want: Ethnic Preferences.* National Association of Home Builders.

[29] Single-room occupancies are residential properties with multiple single-room dwelling units occupied by a single individual. From: US Department of Housing and Urban Development. (2001). *Understanding SRO*. Retrieved from: https://www.hudexchange.info/resources/documents/Understanding-SRO.pdf

amenities may take many forms and include shared bathrooms, kitchens, other home appliances (e.g., laundry facilities, outdoor grills), security systems, outdoor areas (e.g., green spaces, pathways, gardens, rooftop lounges), fitness rooms, swimming pools, tennis courts, and free parking.[30]

State Trends

In August 2019, the State of Oregon passed statewide legislation—Oregon House Bill 2001 and 2003. **House Bill 2001 (HB2001)** required many Oregon communities to accommodate middle housing within single-family neighborhoods. "Medium cities"—those with 10,000 to 25,000 residents outside the Portland metro area—are required to allow duplexes on each lot or parcel where a single-family home is allowed. "Large cities"—those with over 25,000 residents and nearly all jurisdictions in the Portland metro urban growth boundary (UGB)—must meet the same duplex requirement, in addition to allowing single-family homes and triplexes, fourplexes, town homes, and cottage clusters in all areas that are zoned for residential use. Note that the middle housing types (other than duplexes) do not have to be allowed on *every* lot or parcel that allows single-family homes, which means that larger cities maintain some discretion.

Middle housing is generally built at a similar scale as single-family homes but at higher residential densities. It provides a range of housing choices at different price points within a community.

House Bill 2003 (HB2003) envisions reforming Oregon's housing planning system from a singular focus (on ensuring adequate available land) to a more comprehensive approach that also achieves these critical goals: (1) support and enable the construction of sufficient units to accommodate current populations and projected household growth and (2) reduce geographic disparities in access to housing (especially affordable and publicly supported housing). In that, HB 2003 required the development of a methodology for projecting *regional* housing need and required allocating that need to local jurisdictions. It also expanded local government responsibilities for planning to meet housing need by requiring cities to develop and adopt housing production strategies.

Oregon developed its *2021-2025 Consolidated Plan*, which includes a detailed housing needs analysis as well as strategies for addressing housing needs statewide. The plan concluded that the "state's performance in accomplishing past goals has been very strong, and project areas of focus remain consistent with the current needs identified in this new five-year plan. Tenant based rental assistance, in particular, has demonstrated strong demand, as has the ongoing need for rental units (including those newly developed) which meet fair market rent standards, and community facilities. The unusual events during 2020—the COVID-19 pandemic and historical wildfire activity—tilt current needs and priorities toward housing stability efforts, as well as

[30] Urbsworks. (n.d.). Housing Choices Guidebook: A Visual Guide to Compact Housing Types in Northwest Oregon. Retrieved from: https://www.oregon.gov/lcd/Publications/Housing-Choices-Booklet_DIGITAL.pdf

Saiz, Albert and Salazar, Arianna. (n.d.). Real Trends: The Future of Real Estate in the United States. Center for Real Estate, Urban Economics Lab.

community health care projects and access to telehealth services." It identified the following top needs in its Needs Assessment:[31]

- The most common housing problem in Oregon is cost burden. Nearly 390,000 households pay more than 30% of their incomes in housing costs, up by 7% since the last five-year Consolidated Plan. Renters are more likely to be cost burdened. About 27% of Oregon renters households were found to be severely cost burdened. This proportion increased significantly from 2000 (19%) and disproportionate falls on persons of color in the state: more than 50% of households with persons of color are cost burdened compared to 34% of white households.
- Cost burden largely affects those with lower incomes—especially extremely low and very low-income renters, who have cost burden rates of 70 and 76%, respectively.
- According to Oregon's Statewide Housing Plan for 2019-2023, more than 85,000 units affordable to extremely low-income households (making less than 30% AMI) are needed to meet demand and more than 26,000 units affordable to moderate income households, making 50% to 80% AMI are needed to meet demand. This is down from the previous gap of 102,500 units in the 2016-2021 Plan.

By income range and special need, the estimated needs of Oregon households include the following:

- Extremely low-income families—those earning incomes below the poverty level—total nearly 182,000 households in Oregon. Those with unmet housing needs will grow by 10,000 over the next five years.
- Low-income families—those earning incomes between the poverty level and the median income—total 261,000 in Oregon. Their needs will grow by much less (8,300 additional households) over the next five years.
- Elderly households (62+) total nearly 905,381 and live in 526,675 households. Of these households, 23% have unmet housing needs. Those with unmet housing needs are expected to grow by 7,000 households by 2025. Many of these needs will take the form of home accessibility modifications, home repairs, and home health care, as seniors make up a large share of residents who live alone and who have disabilities. Frail elderly (defined as an elderly person who requires assistance with three or more activities of daily living) total 61,518 residents.
- Oregon residents with disabilities total 581,000 and occupy 428,000 households. By 2025, these households with needs will grow by nearly 12,000.
- More than 300,000 persons in Oregon struggled with substance abuse challenges before the COVID-19 pandemic occurred, and these needs have grown during the pandemic.

[31] These conclusions are copied directly from the report, Oregon's 2021–2025 Consolidated Plan. Retrieved from: https://www.oregon.gov/ohcs/development/Documents/conplan/2021-2025%20Action%20Plan/State-of-Oregon-2021-2025-Consolidated-Plan-Final-with-appendices.pdf.

Oregonians who have ever had mental health challenges total 757,000 with 172,000 having serious mental health challenges.

- Approximately 178,000 residents 18 and older in Oregon have experienced some type of domestic violence, dating violence, sexual assault and/or stalking by an intimate partner in the previous year. In the most severe cases, these victims must leave their homes—an estimated 4,200 residents who are victims of domestic violence in Oregon require housing services each year.
- Nearly 16,000 people were identified as experiencing homelessness in Oregon in 2019, an increase of 13% since 2017. Two in three are unsheltered.
- Nearly 17,000 households live in substandard housing, based on Census surveys of housing units lacking complete plumbing or kitchen facilities. The number of households in substandard housing decreased by 4% compared to the 2021-2025 plan.
- Approximately 29,000 households live in units that are either overcrowded or severely overcrowded. The number of households in overcrowded conditions increased by 19% since the last plan. For housing to be considered affordable, a household should pay up to one-third of their income toward rent, leaving money left over for food, utilities, transportation, medicine, and other necessities.

As part of the Consolidated Plan's Stakeholder perspective, activities to address urgent housing needs selected by the greatest number of respondents were:

- Housing activities that result in more rental units for households with income below 60% of AMI and households with incomes between 60% and 80% of AMI; emergency shelters for people who are homeless; and transitional housing for people moving out of homelessness;
- Repurposing vacant buildings for affordable housing; and
- Affordable and accessible housing for people with disabilities.
- In 2022, minimum wage in Oregon[32] was $12.75, compared to $14.00 in the Portland metro and $12.00 for nonurban counties.

Oregon developed its *Statewide Housing Plan 2019-2023* in 2019.[33] The Plan identified six housing priorities to address in communities across the state over the 2019 to 2023 period (summarized below). In January 2022, Oregon Housing and Community Services (OHCS)

[32] The 2016 Oregon Legislature, Senate Bill 1532, established a series of annual minimum wage rate increases beginning July 1, 2016, through July 1, 2022. Retrieved from: https://www.oregon.gov/boli/whd/omw/pages/minimum-wage-rate-summary.aspx

[33] This section uses many direct excerpts from the OHCS Statewide Housing Plan 2019-2023. Oregon Statewide Housing Plan. https://www.oregon.gov/ohcs/Documents/swhp/SWHP-Report-Y1-Summary.pdf

released a summary of their progress.[34] The following section includes summaries and excerpts from their status report:

- **Equity and Racial Justice.** *Advance equity and racial justice by identifying and addressing institutional and systemic barriers that have created and perpetuated patterns of disparity in housing and economic prosperity.*

  OHCS continued it built relationships, tools, and connections to further its equity and racial justice focus. OHCS continued to gather and update Culturally Specific Organization (CSO) list, tracking funding received by CSOs. OHCS developed customized tools for equity and racial analysis and got ready to start equity and inclusion straining for OHCS staff and committee chairs

- **Homelessness.** *Build a coordinated and concerted statewide effort to prevent and end homelessness, with a focus on ending unsheltered homelessness of Oregon's children and veterans.*

  The Homeless Services Section (HSS) made progress in demonstrating increased Housing Stability with 26,940 households paid out via the Orgon Emergency Rental Assistance Program. Additional staffing and funding ($100 million) were secured to build a program of eviction prevention. OHCS developed a dashboard to provide transparency into processing, equity, and capacity issues related to homelessness. OHCS executed grant agreements with HSS providers to deliver strategic housing stability services for those that have not been able to access supports. Work is ongoing to enter more partnerships with new investments in eviction prevention.

- **Permanent Supportive Housing.** *Invest in permanent supportive housing (PSH), a proven strategy to reduce chronic homelessness and reduce barriers to housing stability.*

  OHCS funded and/or created 915 of their 1,000 PSH-unit targets. In addition, 416 of the 916 supportive home units were funded with PSH resource. Other accomplishments were developing a compliance and monitoring plan for PSH, distribution of service funds, outreach to partners to ensure PSH resource information is reaching tribal and rural partners, and a hiring staff to support the PSH program.

- **Affordable Rental Housing.** *Work to close the affordable rental housing gap and reduce housing cost burden for low-income Oregonians.*

  OHCS funded and/or created 18,329 affordable rental homes of their 25,000-home target. OHCS developed internal tools such as a reporting matrix for analysis of sub-contracts and an incorporated Compliance Policy and conducted community outreach with a tribal housing workgroup rules committee. OHCS also conducted a survey to get initial feedback on key program topics and projected changes, along with additional outreach on related issues.

[34] This section uses many direct excerpts from the OHCS Statewide Housing Plan, Year 3 Quarter 1 Update September 2021 Report to HSC. Oregon Statewide Housing Plan, Status Reports.https://www.oregon.gov/ohcs/Documents/swhp/01-07-2022-JAN-SWHP-Quarterly-Summary.pdf

- **Homeownership.** *Provide more low and moderate-income Oregonians with the tools to successfully achieve and maintain homeownership, particularly in communities of color.*

  OHCS assisted 1,187 households in becoming successful homeowners, part of its target to assist a total of 6,500 homes. OHCS made strides in double the number of homeowners of colors in its homeownership programs. OHCS launched new programs to support homeownership, including lending programs. To align programs with the needs of communities of color, OHCS developed relationships with underrepresented organizations, maintained addressing the needs of Communities of Color as a focus in its programmatic frameworks, and regularly shared and encouraged training opportunities with its team.

- **Rural Communities.** *Change the way OHCS does business in small towns and rural communities to be responsive to the unique housing and service needs and unlock the opportunities for housing development.*

  OHCS focused on developing a better understanding of rural community needs and increasing rural capacity to build more affordable housing. OHCS hired a program manager for rural communities and delivered funding for multiple direct awards, increased funding for CSOs, and updated its Land Acquisition Program to include new funding amounts and set asides. OHCS funded and/or created 2,158 units in rural communities out of a total of 2,543 units in the 5-year goal, or 85% of its target.

Regional and Local Demographic Trends May Affect Housing Need in Newport

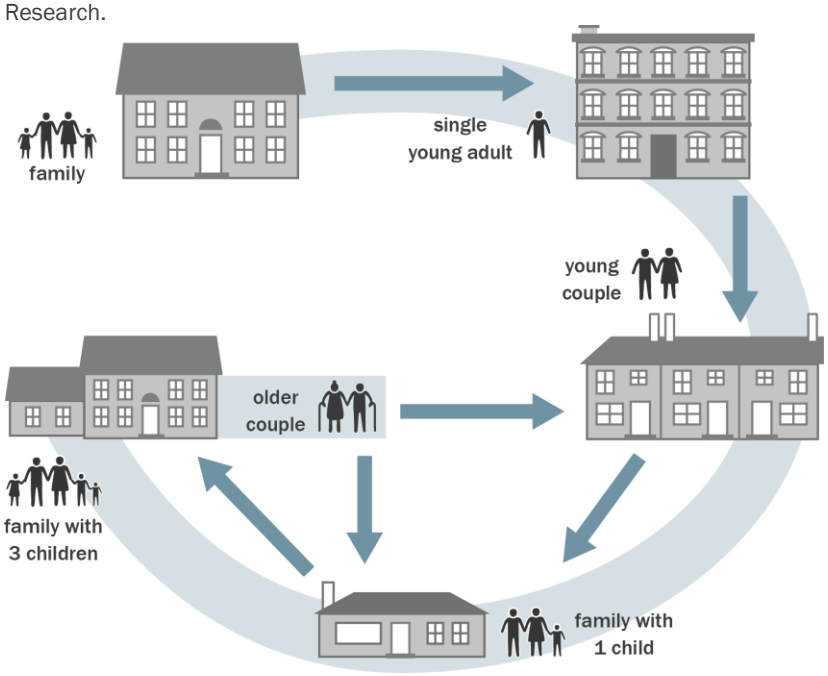
Demographic trends that might affect the key assumptions used in the baseline analysis of housing need are (1) the aging population, (2) changes in household size and composition, and (3) increases in diversity.

An individual's housing needs change throughout their life, with changes in income, family composition, and age. The types of housing needed by a 20-year-old college student differ from the needs of a 40-year-old parent with children, or an 80-year-old single adult. As Newport's population ages, different types of housing will be needed to accommodate older residents. The housing characteristics by age data below reveal this cycle in action in Newport.

Housing needs and preferences change in predictable ways over time, such as with changes in marital status and size of family.

Families of different sizes need different types of housing.

Exhibit 16. Effect of Demographic Changes on Housing Need
Source: ECONorthwest, adapted from Clark, William A.V. and Frans M. Dieleman. 1996. Households and Housing. New Brunswick, NJ: Center for Urban Policy Research.



Growing Population

Newport's population growth will drive future demand for housing in the city over the planning period. Exhibit 17 shows that Newport's population grew by 11% between 2000 and 2021. Newport added 1,059 new residents, at an average annual growth rate of 0.5%. Between 2000 and 2021, Newport grew at a similar rate to Lincoln County, and at a slower rate than Oregon.

Exhibit 17. Population, Newport (city limits), Lincoln County, Oregon, 2000, 2010, 2021

Source: US Decennial Census 2000 and 2010, and Portland State University, Population Research Center.

				Change 2000 to 2021		
	2000	2010	2021	Number	Percent	AAGR
Newport	9,532	9,989	10,591	1,059	11%	0.5%
Lincoln County	44,479	46,034	50,903	6,424	14%	0.6%
Oregon	3,421,399	3,831,074	4,266,560	845,161	25%	1.1%

The population forecast in Exhibit 18 is Newport's official population forecast, from the Oregon Population Forecast Program. Newport must use this forecast as the basis for forecasting housing growth over the 2022 to 2042 period.

Newport's population within its UGB is projected to grow by about 250 people between 2022 and 2042, at an average annual growth rate of 0.1%.[35]

Exhibit 18. Forecast of Population Growth, Newport UGB, 2022 to 2042

Source: Oregon Population Forecast Program, Portland State University, Population Research Center, June 2021.

12,098	12,346	248	2% increase
Residents in 2022	Residents in 2042	New Residents 2022 to 2042	0.1% AAGR

Note: This section will include information about expected student growth and potential growth for student housing.

[35] This forecast of population growth is based on Newport UGB's official population forecast from the Oregon Population Forecast Program. ECONorthwest extrapolated the population forecast for 2020 (to 2022) and 2040 (to 2042) based on the methodology specified by DLCD.

Aging Population

This section shows two key characteristics of Newport's population, with implications for future housing demand in Newport:

- **Newport's senior population grew between 2000 and 2019 and is expected to continue to increase.** By 2040, people 60 years and older are expected to account for 42% of the population in Lincoln County. As Newport's senior population grows, it will have increasing demand for housing that is suitable for elderly residents.

  The impact of growth in seniors in Newport will depend, in part, on whether older people already living in Newport continue to reside there as they retire. National surveys show that, in general, most retirees prefer to age in place by continuing to live in their current home and community as long as possible.[36] In addition, Newport is attractive to retirees who want to live in a coastal community with amenities such as restaurants.

  Growth in the number of seniors will result in demand for housing types specific to seniors, such as small and easy-to-maintain dwellings, assisted-living facilities, or age-restricted developments. Senior households will make a variety of housing choices, including remaining in their homes as long as they are able, downsizing to smaller single-family homes (detached and attached) or multifamily units, or moving into group housing (such as assisted-living facilities or nursing homes) as their health declines. The challenges aging seniors face in continuing to live in their community include changes in health-care needs, loss of mobility, the difficulty of home maintenance, financial concerns, and increases in property taxes.[37]

- **Newport has a slightly larger proportion of younger people than Lincoln County but less than Oregon.** About 20% of Newport's population is under 20 years old, compared to 18% of Lincoln County and 23% of Oregon. The forecast for population growth in Lincoln County shows the share of people under 20 years old decreasing from 18% of the population in the 2015-2019 period to 16% of the population by 2040.

  People roughly aged 20 to 40 are referred to as the millennial generation and account for the largest share of population in Oregon. By 2040, they will be about 40 to 60 years of age and Generation Z will be between 25 and 40 years old. The forecast for Lincoln County shows that the Lincoln County's population between the ages of 20 to 60 is forecast to grow by 14% while maintaining a similar share of the total population as in 2015-2019.

  Newport's ability to retain and attract people in this age group will depend, in large part, on whether the city has opportunities for housing that both appeals to and is affordable to millennials and Generation Z, as well as jobs that allow younger people to live and work in Newport.

[36] A survey conducted by the AARP indicates that 90% of people 50 years and older want to stay in their current home and community as they age. See http://www.aarp.org/research.

[37] "Aging in Place: A toolkit for Local Governments" by M. Scott Ball.

In the near-term, millennials and Generation Z may increase demand for rental units. Research suggests that millennials' housing preferences may be like baby boomers, with a preference for smaller, less-costly units. Surveys about housing preference suggest that millennials want affordable single-family homes in areas that offer transportation alternatives to cars, such as suburbs or small cities with walkable neighborhoods.[38] Recent growth in homeownership among millennials proves that millennials prefer to become homeowners, with the millennial homeownership rate increased from 33% in 2009 to 43% in 2019.[39] While researchers do not yet know how Generation Z will behave in adulthood, many expect they will follow patterns of previous generations.[40]

A survey of people living in the Portland region shows that millennials prefer single-family detached housing. The survey finds that housing price is the most important factor in choosing housing for younger residents.[41] The survey results suggest millennials are more likely than other groups to prefer housing in an urban neighborhood or town center. While this survey is for the Portland region, it shows similar results to national surveys and studies about housing preference for millennials.

If the number of millennials and Generation Z grow in Newport, it will result in increased demand for both affordable single-family detached housing (such as small single-family detached units like cottages), as well as increased demand for affordable town houses and multifamily housing. Growth in this population will result in increased demand for both ownership and rental opportunities, with an emphasis on housing that is comparatively affordable. There is potential for attracting new residents to housing in Newport's commercial areas, especially if the housing is relatively affordable and located in proximity to services.

[38] The American Planning Association, "Investing in Place; Two generations' view on the future of communities." 2014.
"Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows," Transportation for America.
"Survey Says: Home Trends and Buyer Preferences," National Association of Home Builders International Builders

[39] "Millennials and Housing: Homeownership Demographic Research." Freddie Mac Single-Family, 2021. https://sf.freddiemac.com/content/_assets/resources/pdf/fact-sheet/millennial-playbook_millennials-and-housing.pdf.

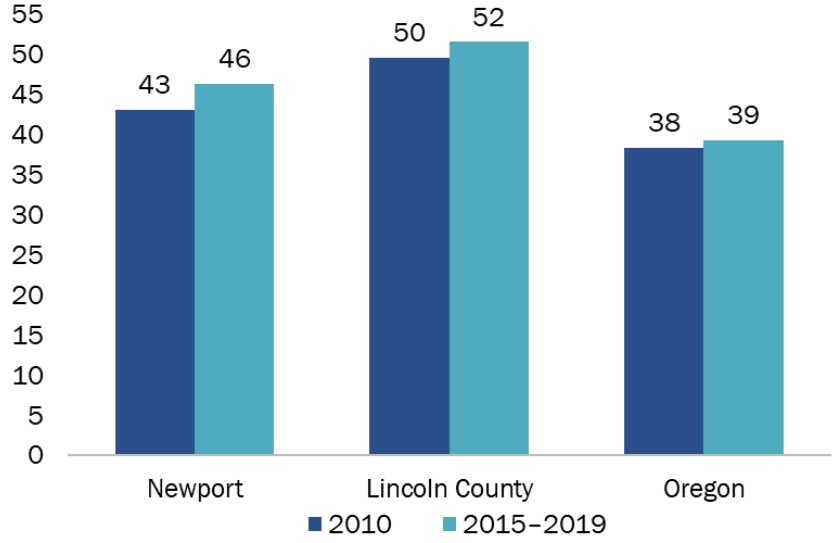
[40] "2021 Home Buyers and Sellers Generational Trends Report." National Association of Realtors, 2021. https://www.nar.realtor/sites/default/files/documents/2021-home-buyers-and-sellers-generational-trends-03-16-2021.pdf.

[41] Davis, Hibbits, & Midghal Research, "Metro Residential Preference Survey," May 2014.

From 2000 to 2015-2019, Newport's median age increased at a faster rate than both Lincoln County and Oregon.

Exhibit 19. Median Age, Newport, Lincoln County, and Oregon, 2000 to 2015–2019

Source: US Census Bureau, 2000 Decennial Census Table B01002, 2015–2019 ACS, Table B01002.

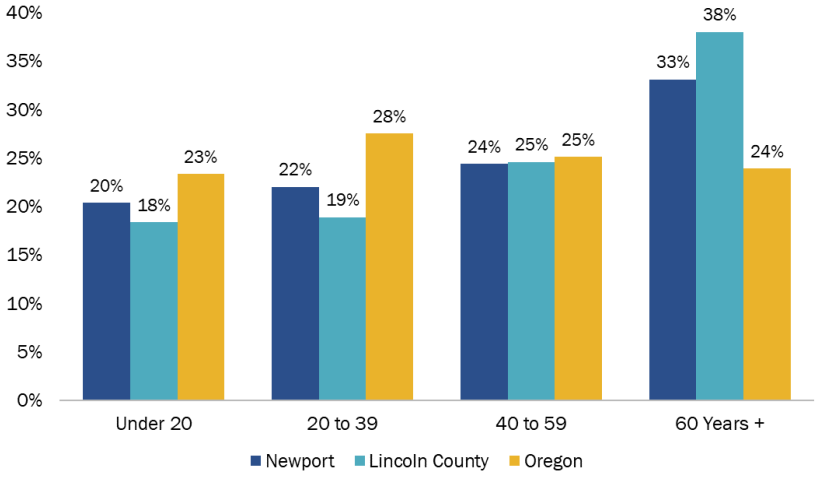


In the 2015-2019 period, about 46% of Newport's residents were between the ages of 20 and 59 years.

Newport had a smaller share of people over the age of 60 than Lincoln County but a greater share than Oregon.

Exhibit 20. Population Distribution by Age, Newport, Lincoln County, and Oregon, 2015–2019

Source: US Census Bureau, 2015–2019 ACS, Table B01001.

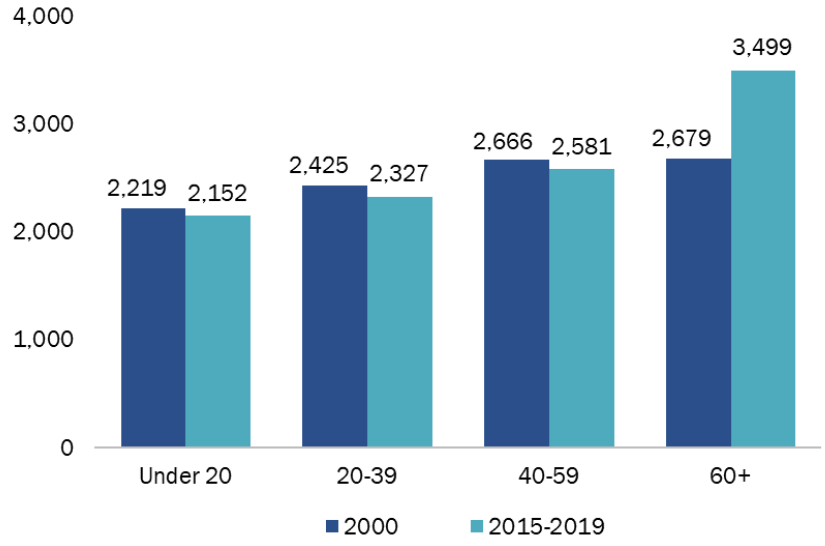


Between 2000 and 2015-2019, all age groups in Newport decreased in size except for those aged 60 and older.

The largest increase in residents were those aged 60 and older, with growth of 820 people.

Exhibit 21. Population Growth by Age, Newport, 2000, 2015–2019

Source: US Census Bureau, 2000 Decennial Census Table P012 and 2015–2019 ACS, Table B01001.



By 2040, Lincoln County's population over the age of 60 is forecast to grow 19%.

This is consistent with historical change in population by age group since 2000.

Exhibit 22. Forecast for Population Growth by Age Group, Lincoln County, 2020 to 2040

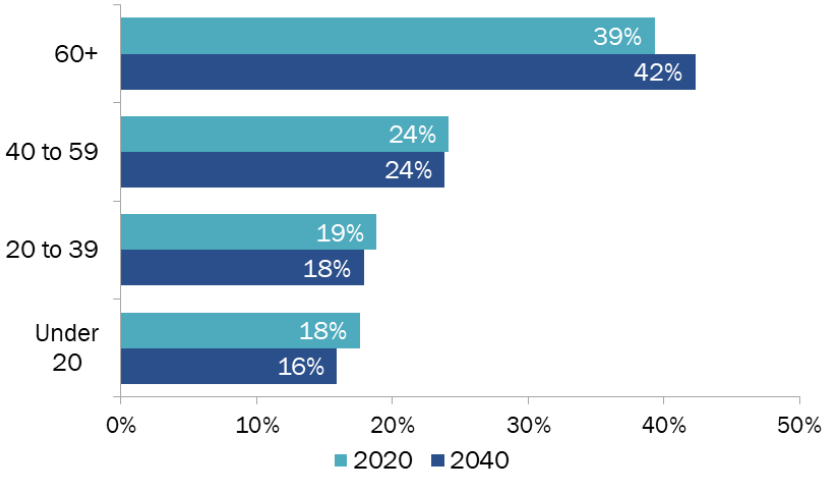
Source: PSU Population Research Center, Lincoln County Forecast, June 2021

Under 20	20-39 Yrs	40-59 Yrs	60+ Yrs
0%	5%	9%	19%
-10 People	466 People	1,075 People	3,593 People

By 2040, it is forecasted that Lincoln County residents aged 60 and older will make up 42% of the county's total population, a 3% increase in the size of this age group.

Exhibit 23. Population Growth by Age Group, Lincoln County, 2020 and 2040

Source: PSU Population Research Center, Lincoln County Forecast, June 2021.



Increased Ethnic Diversity

The number of residents that identified as Latino increased in Newport by 621 people, from 1,525 people in 2010 to 2,146 people in the 2015-2019 period. The US Census Bureau forecasts that at the national level, the Latino population will continue growing faster than most other non-Latino populations between 2020 and 2040. The Census forecasts that the Latino population will increase 93%, from 2016 to 2060, and foreign-born Latino populations will increase by about 40% in that same time.[42]

Continued growth in the Latino population will affect Newport's housing needs in a variety of ways. Growth in first and, to a lesser extent, second and third-generation Latino immigrants will increase demand for larger dwelling units to accommodate the, on average, larger household sizes for these households. In that, Latino households are twice likely to include multigenerational households than the general populace.[43] As Latino households change over generations, household size typically decreases, and housing needs become like housing needs for all households.

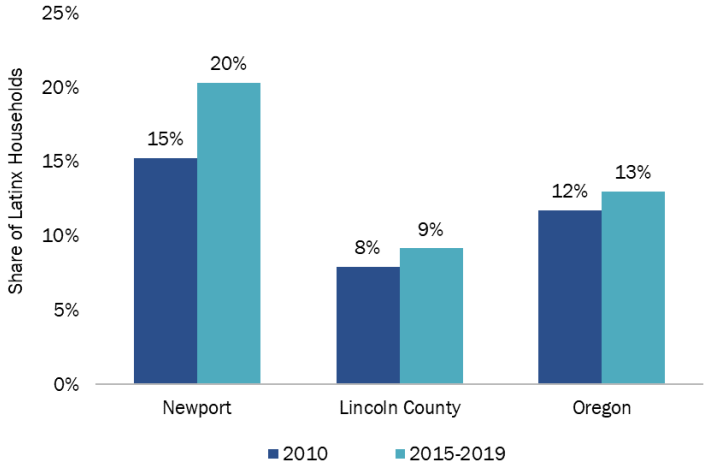
According to the *State of Hispanic Homeownership* report from the National Association of Hispanic Real Estate Professionals, the Latino population accounted for 29.2% of the nation's new household formation between 2017 and 2021.[44] The rate of homeownership for Latino households increased from 45.6% in 2015 to 48.4% in 2021. Latino homeownership growth has remained steady over the last decade and is at its highest rate since 2009.

The share of Newport's households that identified as Latino increased between 2000 and 2015–2019 at a faster rate than both the county and the state.

Newport was more ethnically diverse than both Lincoln County and Oregon in the 2015–2019 period.

Exhibit 24. Latino Population as a Percent of the Total Population, Newport, Lincoln County, Oregon, 2000 and 2015–2019

Source: US Census Bureau, 2000 Decennial Census Table P008, 2015–2019 ACS Table B03002.



[42] US Census Bureau, *Demographic Turning Points for the United States: Population Projections for 2020 to 2060.*

[43] Pew Research Center. (2013). *Second-Generation Americans: A Portrait of the Adult Children of Immigrants*.

National Association of Hispanic Real Estate Professionals (2021). *2021 State of Hispanic Homeownership Report*.

[44] National Association of Hispanic Real Estate Professionals (2021). *2021 State of Hispanic Homeownership Report*.

Race and Ethnicity

Understanding the race and ethnicity characteristics[45] in Newport is important for understanding housing needs because people of color often face discrimination when looking for housing.

In the 2015–2019 period, Newport was more racially diverse than Lincoln County and Oregon.

Exhibit 25. Population by Race as a Percent of Total Population, Newport, Lincoln County, Oregon, 2015–2019

Source: US Census Bureau, 2015–2019 ACS Table B02001.

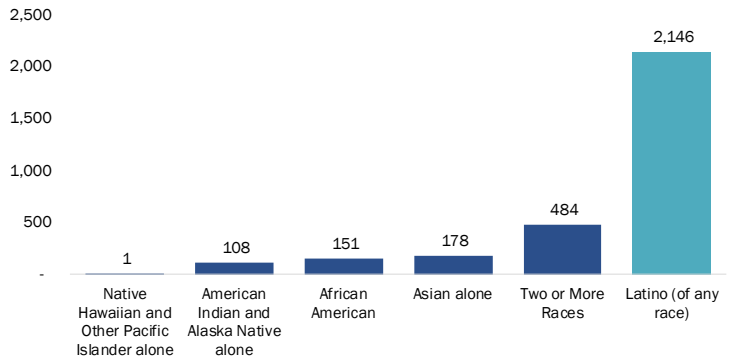
	Newport	Lincoln Co.	Oregon
White Alone	71%	82%	76%
Two or More Races	5%	4%	5%
Some Other Race Alone	0%	0%	0%
Asian Alone	2%	1%	4%
American Indian and Alaska Native Alone	1%	2%	1%
Black or African American Alone	1%	0%	2%
Native Hawaiian and Other Pacific Islander Alone	0%	0%	0%

In Newport, about 992 people identified as a race other than White Alone and over 2,100 people identified as Latino (of any race).

Not shown in the exhibit are the 7,491 people identifying as White in Newport.

Exhibit 26. Number of People by Race and Ethnicity, People of Color, Newport, 2015-2019

Source: US Census Bureau, 2015-2019 ACS, Table B03002.
Note: Some Other Race Alone removed as there were 0 people who identified as such in Newport.



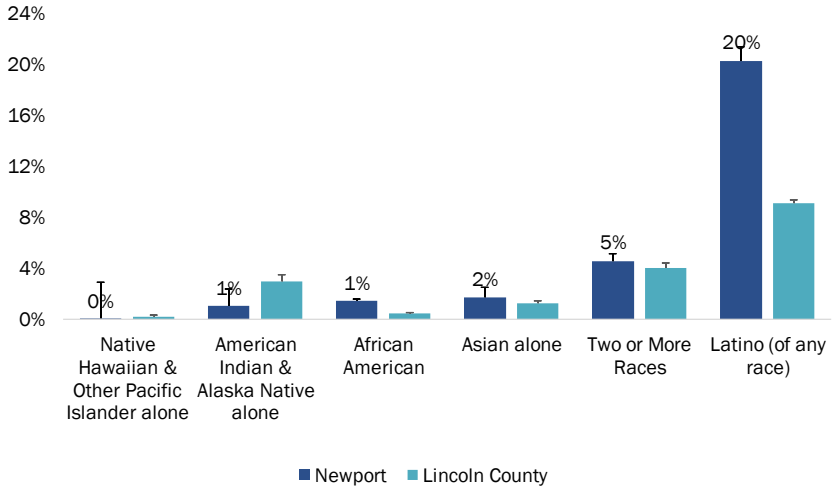
[45] The U.S. Census Bureau considers race and ethnicity as two distinct concepts. Latino is an ethnicity and not a race, meaning individuals who identify as Latino may be of any race.

Residents who identified as Latino (of any race) account for 20% of Newport's population. The largest racial group in Newport were Two or More Races, who account for 5% of Newport's population.

Not shown in the exhibit, is about 71% of Newport's population and 82% of the Lincoln County's population identifying as White.

Exhibit 27. Population Distribution by Race and Ethnicity, People of Color, Newport, 2015-2019

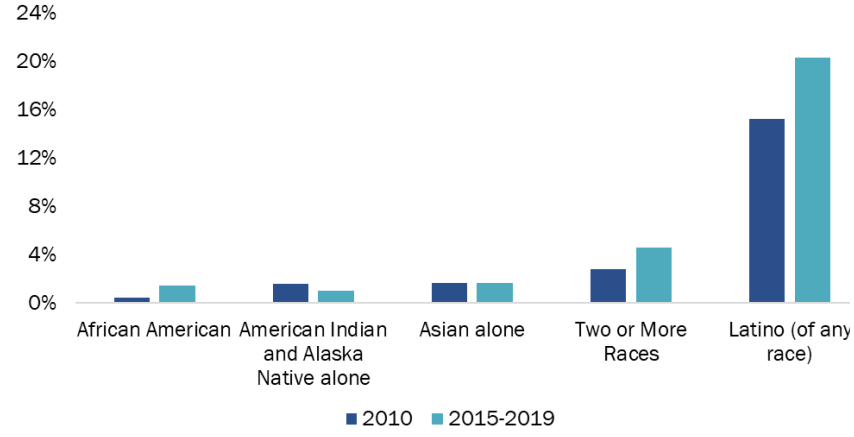
Source: U.S. Census Bureau, 2000 Decennial Census Table B01002, 2015-2019 ACS, Table B01002. Black bars denote the potential upper and lower bound of the estimate using the margin of error reported by the Census.



The share of Newport's households that identified as Latino (of any race) increased by 5% between 2010 and 2019 from 1,525 people to 2,146 people, consistent with regional trends.

Exhibit 28. Change in Population by Race and Ethnicity (People of Color) as a Percent of the Total Population, Newport, 2000 and 2015–2019

Source: U.S. Census Bureau, 2000 Decennial Census Table P008, 2015–2019 ACS Table B03002.



Household Size and Composition

Newport has a larger share of one-person households than Lincoln County or Oregon. On average, Newport's households are smaller than Oregon's households, possibly because of the larger share of population aged 60 years and older (who are more likely to live in 1- or 2-person households).

Newport's average household size was smaller than Lincoln County's and Oregon's.

Exhibit 29. Average Household Size, Newport, Lincoln County, Oregon, 2015-2019

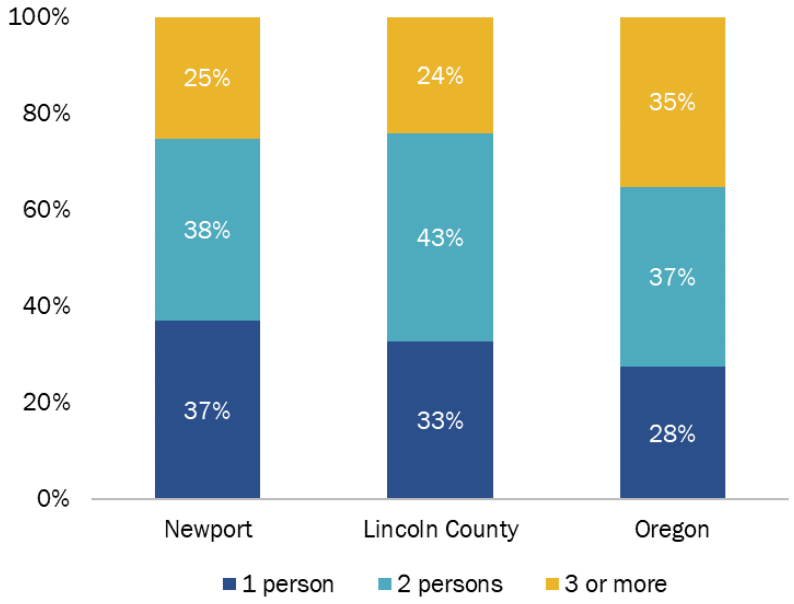
Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B25010.

2.21 Persons	2.25 Persons	2.51 Persons
Newport	Lincoln County	Oregon

About 75% of Newport's households were one and two-person households.

Exhibit 30. Household Size, Newport, Lincoln County, Oregon, 2015-2019

Source: US Census Bureau, 2014-2018 ACS 5-Year Estimate, Table B25010.

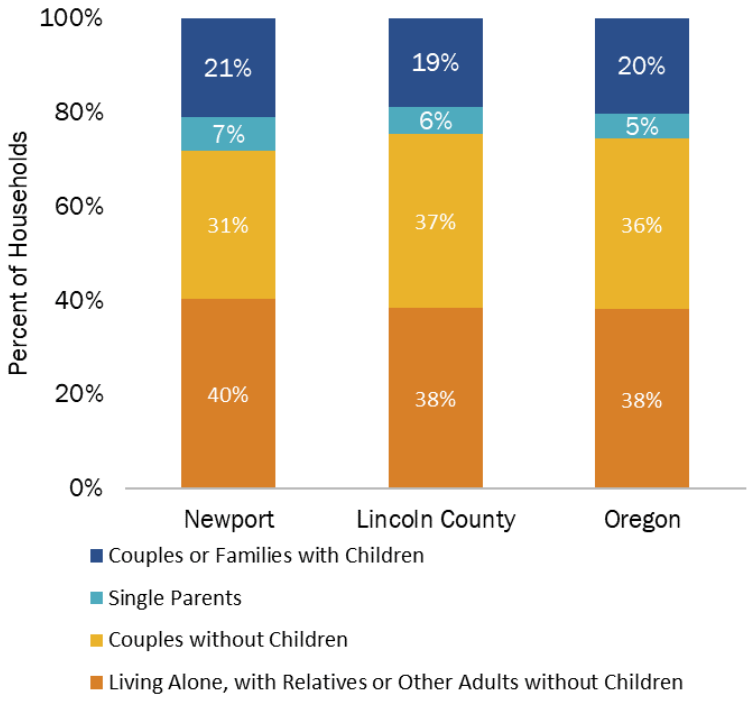


Newport had a slightly larger share of households with children than Lincoln County and Oregon.

About 28% of Newport households have children, compared with 25% of Lincoln County households and 25% of Oregon households.

Exhibit 31. Household Composition, Newport, Lincoln County, Oregon, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table DP02.



Income of Newport Residents

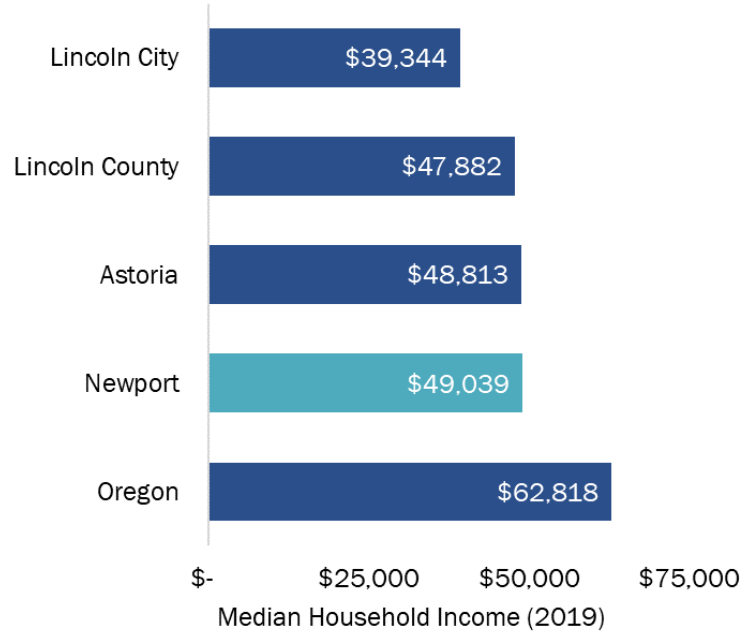
Income is a key determinant in housing choice and households' ability to afford housing. Newport's median household income was about 80% of the State average. Adjusted for inflation, Newport's household income increased by 1% since 2000, like statewide trends. The slight increase in household income (adjusted for inflation) occurred at a time when housing prices in Newport (and the whole region) increased substantially.

Newport's median household income was 80% of the state average.

Newport's income was about $13,780 below the statewide median household income.

Exhibit 32. Median Household Income, Newport, Lincoln County, Oregon, Comparison Cities, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B25119.

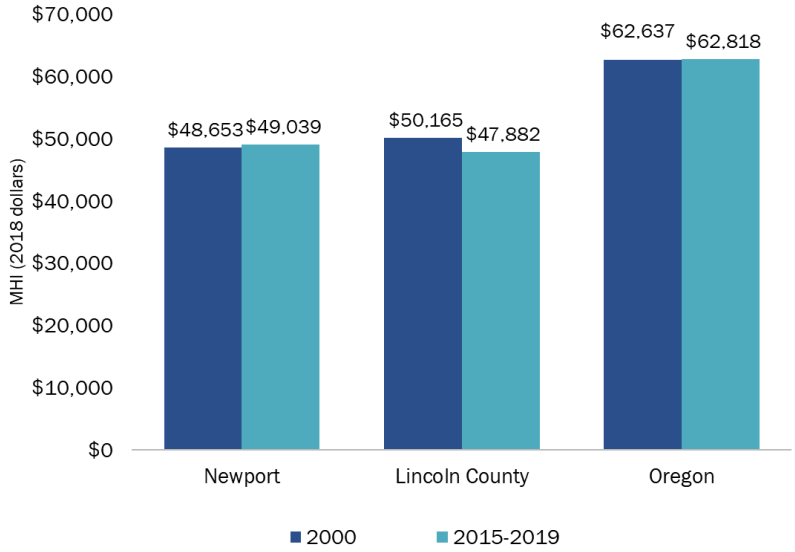


After adjusting for inflation, Newport's median household income increased by 1% from 2000 to 2015-2019.

In contrast, Lincoln County's household income decreased by 5%, while Oregon's median household income remained static.

Exhibit 33. Change in Median Household Income, Newport, Lincoln County, Oregon, 2000 to 2015-2019, Inflation-Adjusted

Source: US Census Bureau, 2000 Decennial Census, Table HCT012; 2015-2019 ACS 5-Year Estimate, Table B25119.

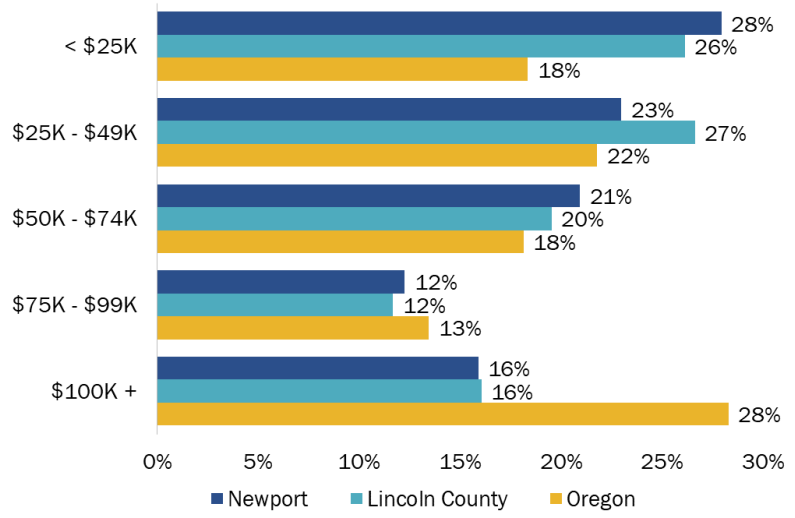


About half of all households in Newport (51%) earned less than $50,000, compared to 53% of Lincoln County households and 40% of Oregon households.

Newport has a similar share of households earning more than $75,000 as Lincoln County, but less than Oregon.

Exhibit 34. Household Income, Newport, Lincoln County, Oregon, 2015-2019

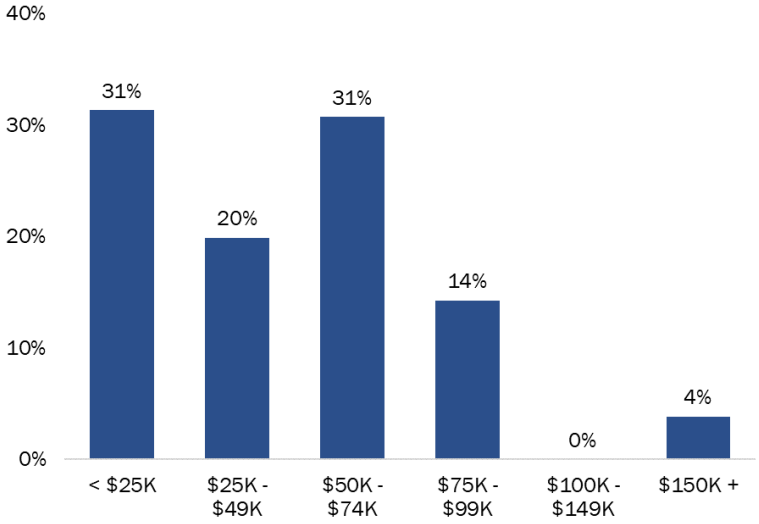
Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B19001.



Just over half of Latino households earned less than $50,000 per year similar to the city wide average.

Exhibit 35. Household Income by Latino Head of Household, Newport, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B19001I.

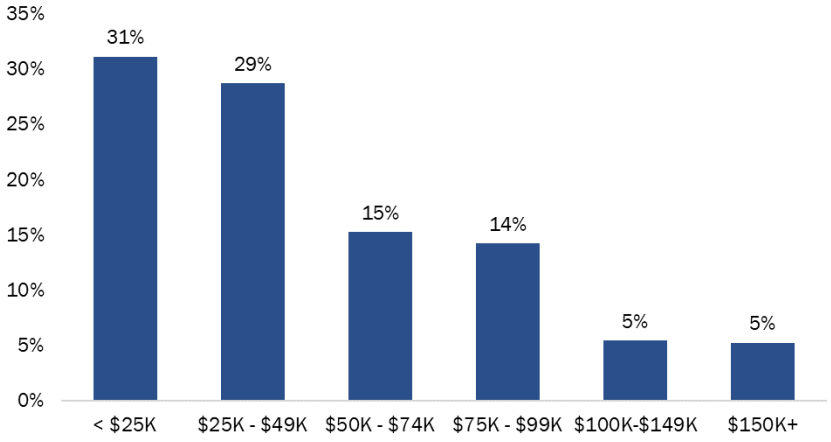


Senior households were more likely to have incomes at or below the city average.

Sixty percent of households with a head of household aged 65 or older earned less than $50,000 per year, compared to the citywide average of 51% of households.

Exhibit 36. Household Income by Age of Householder (Aged 65 Years and Older), Newport, 2015-2019

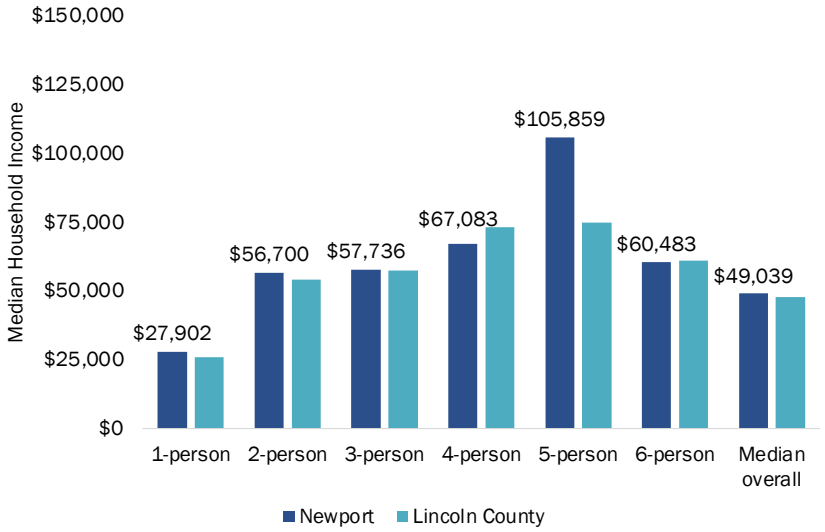
Source: US Census Bureau, 2014-2018 ACS 5-Year Estimate, Table B19037. Note: Median Family Income for Lincoln County was $57,400 (US Department of Housing and Urban Development).



Median household incomes tend to increase with average household sizes, peaking with households with five people.

Exhibit 37. Median Household Income by Household Size, Newport, 2015-2019

Source: U.S. Census Bureau, 2015-2019 ACS 5-year estimate, Table B19019
Note: Exhibit 37 displays median household income for households in Newport, with Lincoln County information providing additional context.



Commuting Trends

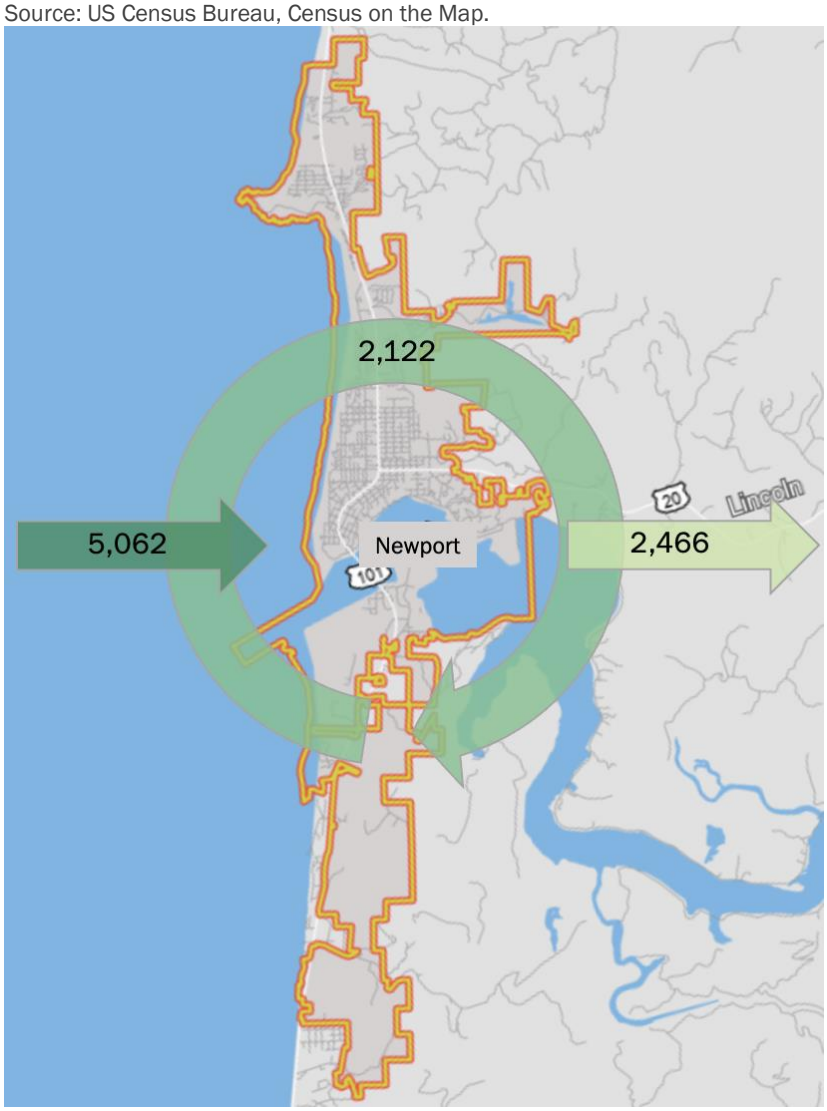
Newport is part of the interconnected economy of the mid-coastal area in Oregon. Of the more than 7,184 people who worked in Newport, 70% of workers commuted into Newport from other areas, most notably from Toledo, Lincoln City, Waldport, Corvallis, and Portland. Almost 2,500 residents of Newport commuted out of the city for work, many of them to Portland, Salem, Corvallis, and Toledo.

About 7,184 people worked in Newport. Most of these people commuted into Newport for work.

About 2,122 people lived and worked in Newport, accounting for 30% of jobs in Newport.

About 2,466 people lived in Newport but commuted outside of the city for work.

Exhibit 38. Commuting Flows, Newport, 2019
Source: US Census Bureau, Census on the Map.



About 30% of people who worked at businesses located in Newport also lived in Newport.

The remainder commuted from Toledo and other parts of the Coast and Western Oregon.

Exhibit 39. Places where Workers at Businesses in Newport Lived, 2019

Source: US Census Bureau, Census on the Map.

30%	8%	4%	2%	2%	2%
Newport	Toledo	Lincoln City	Waldport	Corvallis	Portland

About 46% of Newport residents worked in Newport.

Exhibit 40. Places where Newport Residents Were Employed, 2019

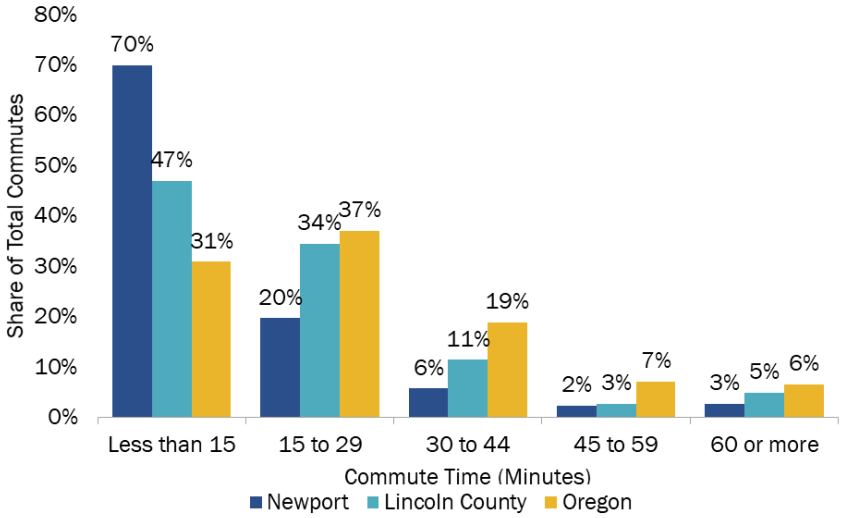
Source: US Census Bureau, Census On the Map.

46%	7%	4%	4%	4%
Newport	Portland	Salem	Corvallis	Toledo

Almost three-quarters of Newport residents (70%) had a commute time that took less than 15 minutes.

Exhibit 41. Commute Time by Place of Residence, Newport, Lincoln County, Oregon, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B08303.



Populations with Special Needs

People Experiencing Homelessness

Gathering reliable data from individuals experiencing homelessness is difficult precisely because they are unstably housed. People can cycle in an out of homelessness and move around communities and shelters. Moreover, the definition of homelessness can vary between communities. Individuals and families temporarily living with relatives or friends are insecurely housed, but they are often neglected from homelessness data. Even if an individual is identified as lacking sufficient housing, they may be reluctant to share information. The COVID-19 pandemic further exacerbated these challenges. As a result, information about people experiencing homelessness in Newport is not readily available and this section presents information about people experiencing homelessness in Lincoln County.

According to HUD's 2021 Annual Homeless Assessment Report (AHAR), across the United States, the number of people experiencing *sheltered* homelessness has been decreasing since 2015, but the drop between 2020 and 2021 was steeper than in recent years.[46] It is likely that some of this decline is due to COVID-related precautions that resulted in fewer beds available (due to the need to have more space between beds). Other factors include people being unwilling to use shelter beds due to health risks as well as eviction moratoria and stimulus payments which may have prevented people from needing emergency shelter.

Pandemic-related disruptions to *unsheltered* homelessness counts made it difficult to determine if this population is increasing or decreasing in communities. Many communities chose not to conduct unsheltered PIT counts due to the risk of increasing COVID-19 transmission. While the communities that conducted unsheltered counts seem to indicate that this population did not increase, trends on unsheltered homelessness are known for only half of communities.

This section uses the following sources of information:

Point-in-Time (PIT) Count: The PIT count is a snapshot of individuals experiencing homelessness on a single night in a community. It records the number and characteristics (e.g., race, age, veteran status) of people who live in emergency shelters, transitional housing, rapid rehousing, Safe Havens, or PSH—as well as recording those who are unsheltered. HUD requires that communities and Continuums of Care (CoC) perform the PIT count during the last ten days of January on an annual basis for sheltered people and on a biennial basis for unsheltered people. Though the PIT count is not a comprehensive survey, it serves as a measure of homelessness at a given point of time and is used for policy and funding decisions.

McKinney Vento Data: The McKinney Vento Homeless Assistance Act authorized, among other programs, the Education for Homeless Children and Youth (EHCY) Program to support the academic progress of children and youths experiencing homelessness. The US Department of Education works with state coordinators and local liaisons to collect performance data on students experiencing homelessness. The data records the number of school-aged children who live in shelters or hotels/motels and those who are doubled up, unsheltered, or unaccompanied. This is a broader definition of homelessness than that used in the PIT.

Although these sources of information are known to undercount people experiencing homelessness, they are consistently available for counties in Oregon.

[46] The U.S. Department of Housing and Urban Development (2021). The 2021 Annual Homeless Assessment Report (AHAR) to Congress. Office of Community Planning and Development.

The Oregon Statewide Homelessness Estimates 2021 report from the Oregon Housing and Community Services presented two counts in their report – estimated and reported counts. The estimated counts were developed to address concerns that data limitations imposed by the COVID-19 pandemic resulted in an undercount.[47] This report uses the estimated count.

Lincoln County's Point-in-Time Homeless count increased between 2017 and 2021.

Exhibit 42. Number of Persons Homeless, Lincoln County, Point-in-Time Count, 2017, 2019, and 2021

Source: Oregon Housing and Community Services and Annual Homeless Assessment Report (AHAR) data.
Note: OHCS reported two counts in 2021 – estimated and reported counts. This report uses the estimated counts.

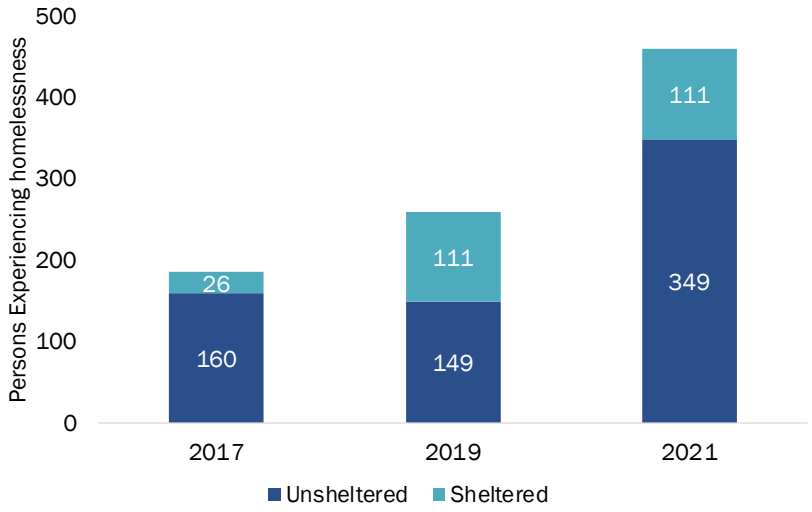
186 Persons	260 Persons	460 Persons
2017	2019	2021

In 2021, an estimated 460 people experienced homelessness in Lincoln County, the majority of which were unsheltered.

Oregon Housing and Community Services presented two counts in 2021 – estimated and reported counts. The estimated counts were developed to address concerns that data limitations imposed by the COVID-19 pandemic resulted in an undercount. This report uses the estimated count.

Exhibit 43. Number of Persons Homeless by Living Situation, Lincoln County, Point-in-Time Count, 2017, 2019, and 2021

Source: Oregon Housing and Community Services and Annual Homeless Assessment Report (AHAR) data.
Note: OHCS reported two counts in 2021 – estimated and reported counts. This report uses the estimated counts.



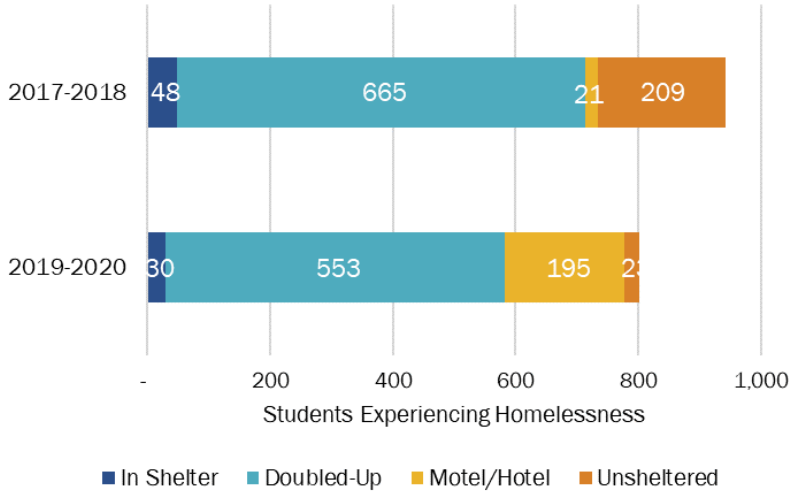
[47] The *reported* count for sheltered homelessness is what was collected/reported while the *estimated* count is the largest sheltered count reported during 2019-2021 in Josephine County. For unsheltered, the 2021 PIT count is not available for all counties, so the report modeled it by adding the predicted 2019-2021 change, determined through analysis of past trends and other homelessness data, to the 2019 PIT count.

From the 2018-19 school year to the 2019-20 school year, student homelessness decreased by 15% (142 students), from 943 students to 801 students.

Of the 801 students in 2019-20 experiencing homelessness, 112 were unaccompanied.

Exhibit 44. Students Homeless by Living Situation, Lincoln County School District, 2018-2019 and 2019-2020

Source: McKinney Vento, Homeless Student Data.



Based on the Oregon's Regional Housing Capacity Analysis, Newport will need about 314 housing units to accommodate people experiencing homelessness in the 2020-2040 period.

Exhibit 45. Estimate of Future Housing Need for People Experiencing Homelessness, Newport, 2020 to 2040

Source: From the Report *Implementing a Regional Housing Capacity Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.

314 Dwelling Units	16 Dwelling Units
New Units Needed for People Experiencing Homelessness (2020-2040)	Annual Average

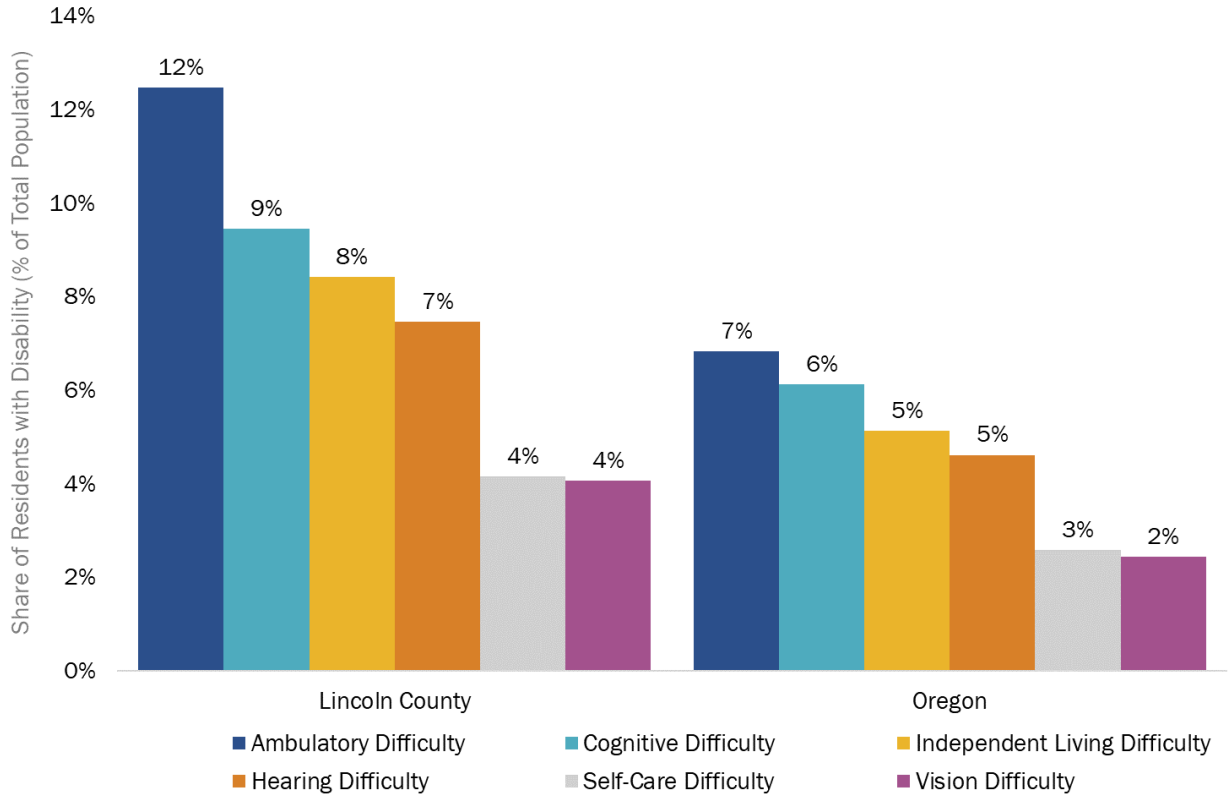
People with Disabilities

Exhibit 46 presents data on the share of residents living with disabilities in Lincoln County and Oregon.[48] Persons with disabilities often require housing accommodations such as single-story homes or ground floor dwelling units, unit entrances with no steps, wheel-in showers, widened doorways, and other accessibility features. Limited supply of these housing options poses additional barriers to housing access for these groups.

Unfortunately, the sample size for Newport is too small to have accurate disabilities data, so instead Exhibit 46 shows Lincoln County and Oregon disability data. Nearly a quarter of Lincoln County's population has one or more disabilities (about 11,298 people). It is reasonable to assume that Newport's share of population with disabilities is more similar to Lincoln County than Oregon's. That suggests that Newport has a larger share of households with all types of disabilities than the state average.

Exhibit 46. Persons Living with a Disability by Type and as a Percent of Total Population Lincoln County, Oregon, 2019

Source: US Census Bureau 2019 ACS, Table K201803.



[48] Data was not available for Newport city.

Regional and Local Trends Affecting Affordability in Newport

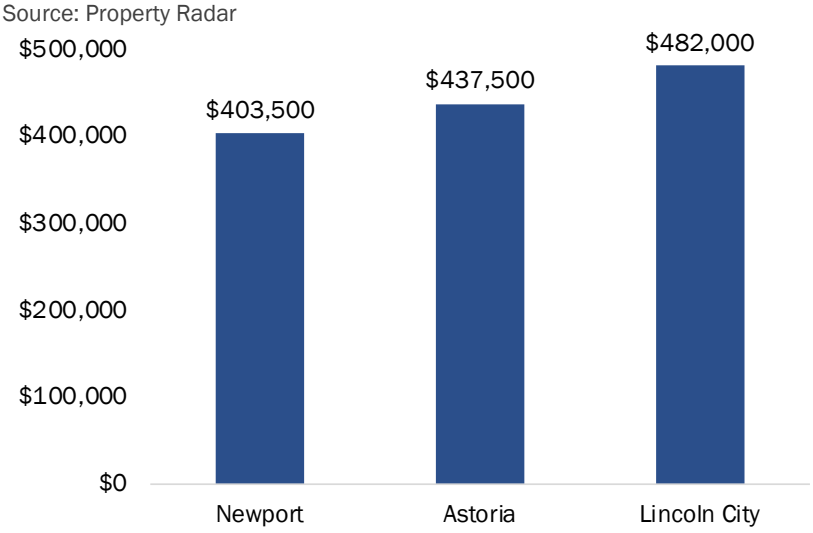
This section describes changes in sales prices, rents, and housing affordability in Newport, compared to other geographies in the region. Newport's median home sales price was about $403,500 in December 2021.

Changes in Housing Costs

Newport's median home sales price was less than both Astoria's and Lincoln City's in December 2021.

Exhibit 47. Median Home Sales Price, Newport and Comparison Cities, December 2021

Source: Property Radar



Newport's median home sales price was generally in line with other comparison coastal cities.

Between December of 2016 to December of 2021, the median sales price in Newport increased by $198,000 (96%) from $205,500 to $403,500

Exhibit 48. Median Sales Price, Newport and Comparison Cities, Dec 2016 through Dec 2021

Source: Property Radar

Note: We omitted the median sales in Newport for April 2019, which was an outlier of $895,000.

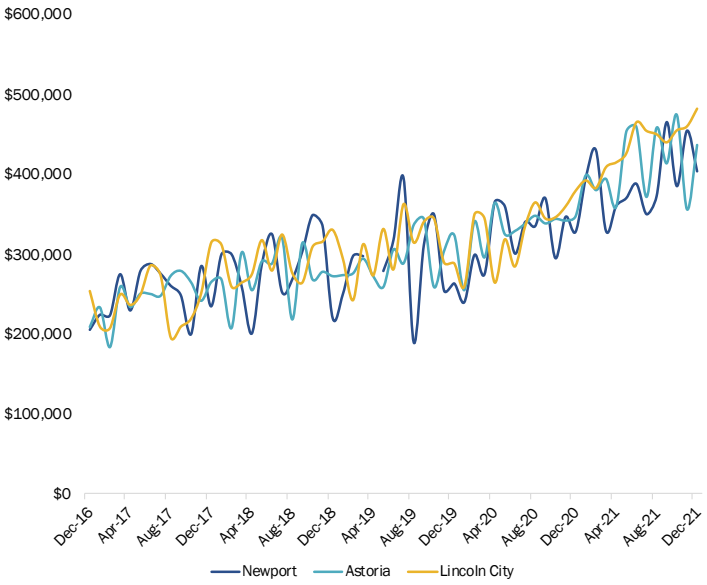
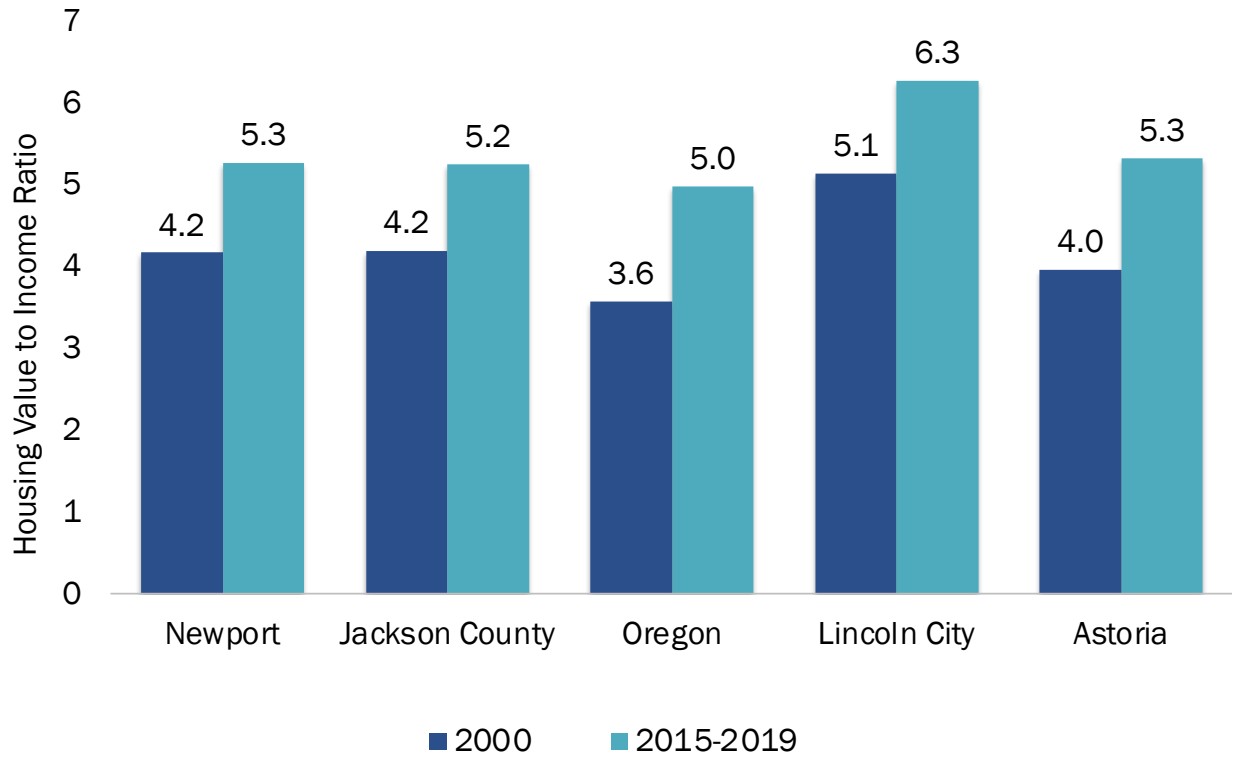


Exhibit 49 shows that, since 2000, housing costs in Newport increased faster than incomes. The household-reported median value of a house in Newport was 4.2 times the median household income in 2000 and 5.3 times the median household income in the 2015-2019 period.

Exhibit 49. Ratio of Median Housing Value to Median Household Income, Newport, Lincoln County, Oregon, and Comparison Cities, 2000 to 2015-2019[49]

Source: US Census Bureau, 2000 Decennial Census (Table HCT012, H085); 2015-2019 ACS (Table B19013, B25077).



[49] This ratio compares the median value of housing in Newport (and other places) to the median household income. Inflation-adjusted median owner values in Newport increased from $202,715 in 2000 to $258,000 in 2015-2019. Over the same period, inflation-adjusted median income increased from $48,653 to $49,039.

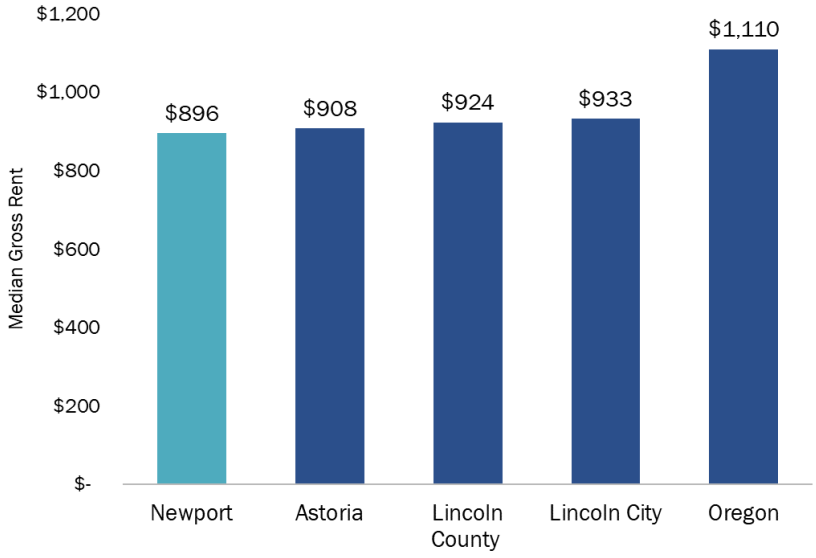
Rental Costs

Median rental costs in Newport were lower than Lincoln County and the state. The charts below show gross rent (which includes the cost of rent plus utilities) based on Census data.

The median gross rent in Newport was $896 in the 2015-2019 period.

Exhibit 50. Median Gross Rent, Newport, Lincoln County, Oregon, and Comparison Cities, 2015-2019

Source: US Census Bureau, 2015-2019 ACS 5-Year Estimate, Table B25064.

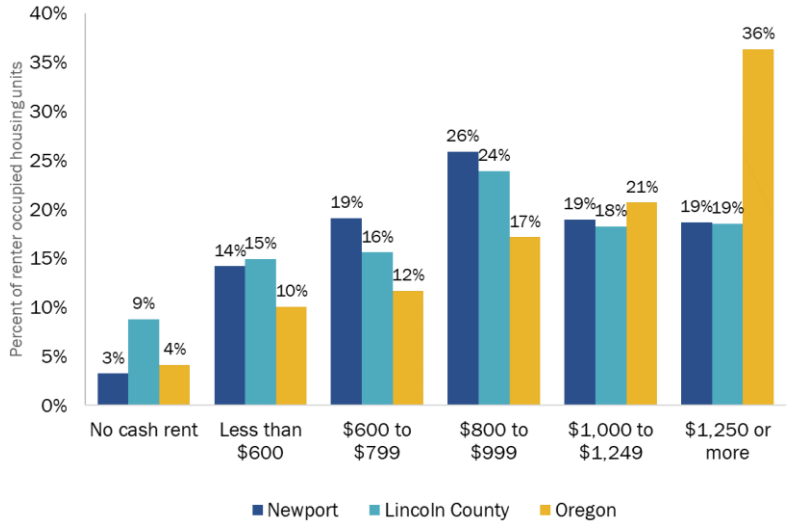


About 62% of renters in Newport paid less than $1,000 per month, compared to 63% of renters in Lincoln County and 43% of renters in Oregon.

About 19% of Newport's renters paid $1,250 or more in gross rent per month, a similar share to Lincoln County but far lower than that of the state.

Exhibit 51. Gross Rent, Newport, Lincoln County, and Oregon, 2015-2019

Source: US Census Bureau, 2015-2019 ACS Table B25063.

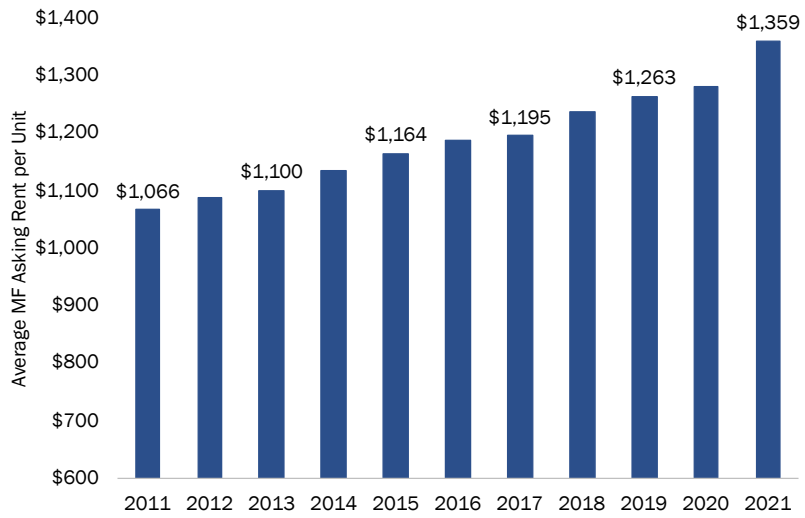


The average asking price per multifamily unit in Newport has increased steadily over the past decade.

Between 2011 and 2021, Newport's average multifamily asking rent increased by about $293, from $1,066 per month to $1,359 per month.

Exhibit 52. Average Multifamily Asking Rent per Unit, Newport, 2011 through 2021

Source: CoStar.

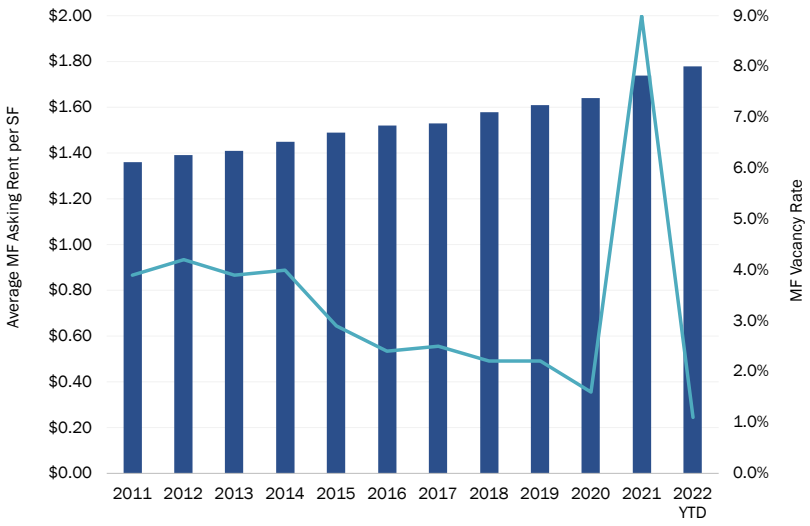


In 2021, Newport's average multifamily asking rent was $1.78 per square foot at the beginning of 2022, up from $1.36 per square foot in 2011.

In 2020 and 2021, 176 multifamily units were completed. The increased vacancy rate in 2021 was likely the result of absorption of the new units.

Exhibit 53. Average Multifamily Asking Rent per Square Foot and Average Multifamily Vacancy Rate, Newport, 2011 through 2022 YTD

Source: CoStar. March 2022



Housing Affordability

A typical standard used to determine housing affordability is that a household should pay no more than a certain percentage of household income for housing, including payments and interest or rent, utilities, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30% of their income on housing experience "cost burden" and households paying more than 50% of their income on housing experience "severe cost burden." Using cost burden as an indicator is one method of determining how well a city is meeting the Goal 10 requirement to provide housing that is affordable to all households in a community.

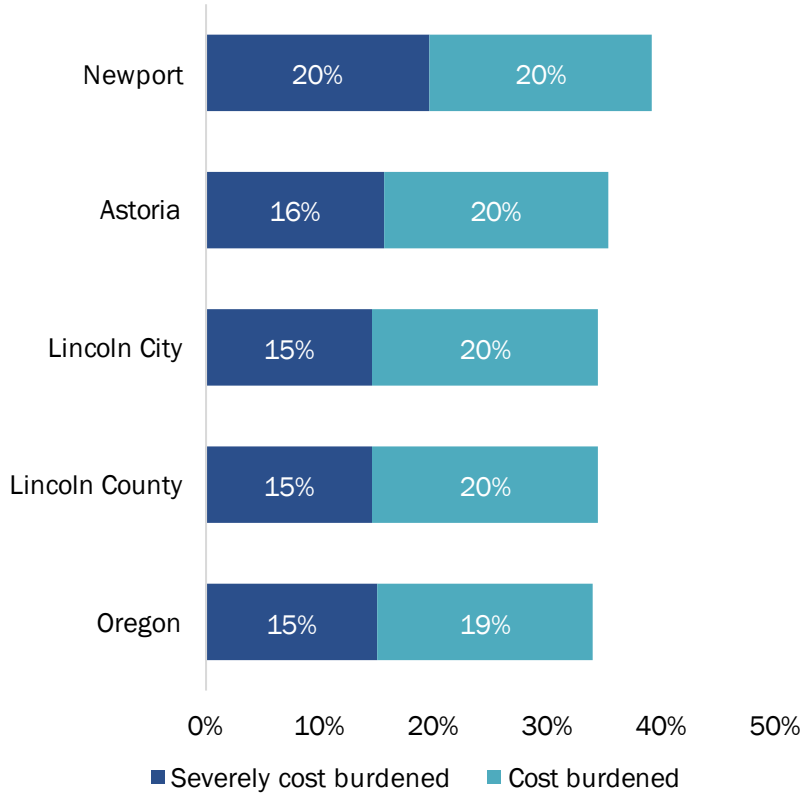
About 40% of Newport's households were cost burdened in the 2016-2020 period and 20% were severely cost burdened. In this period, about 53% of renter households were cost burdened or severely cost burdened, compared with 28% of homeowners. Overall, a larger share of households in Newport experienced cost burden, compared to households in Lincoln County and Oregon.

Overall, about 40% of all households in Newport were cost burdened.

Newport had a higher share of cost-burdened households than Lincoln County and the state.

Exhibit 54. Housing Cost Burden, Newport, Lincoln County, Oregon, Other Comparison Cities, 2016-2020

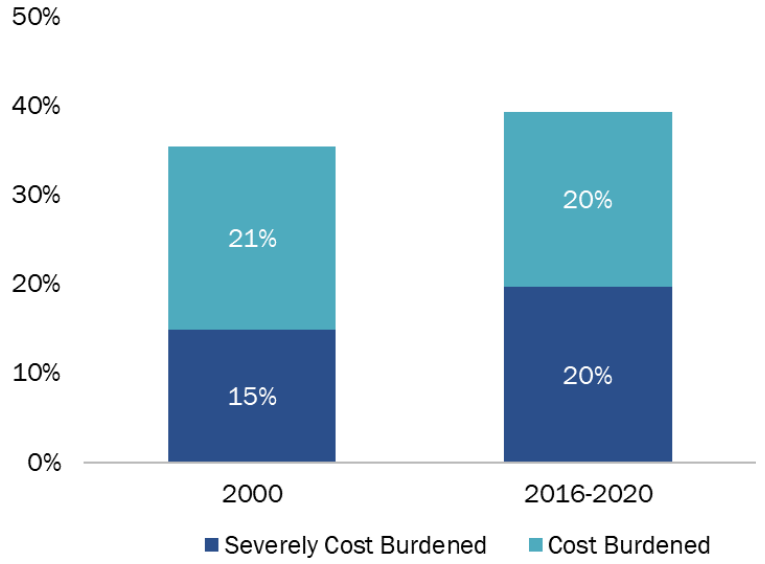
Source: US Census Bureau, 2016-2020 ACS Tables B25091 and B25070.



From 2000 to the 2016-2020 period, the share of cost-burdened households grew by 4% in Newport.

Exhibit 55. Change in Housing Cost Burden, Newport, 2000 to 2016-2020

Source: US Census Bureau, 2000 Decennial Census, Tables H069 and H094 and 2016-2020 ACS Tables B25091 and B25070.



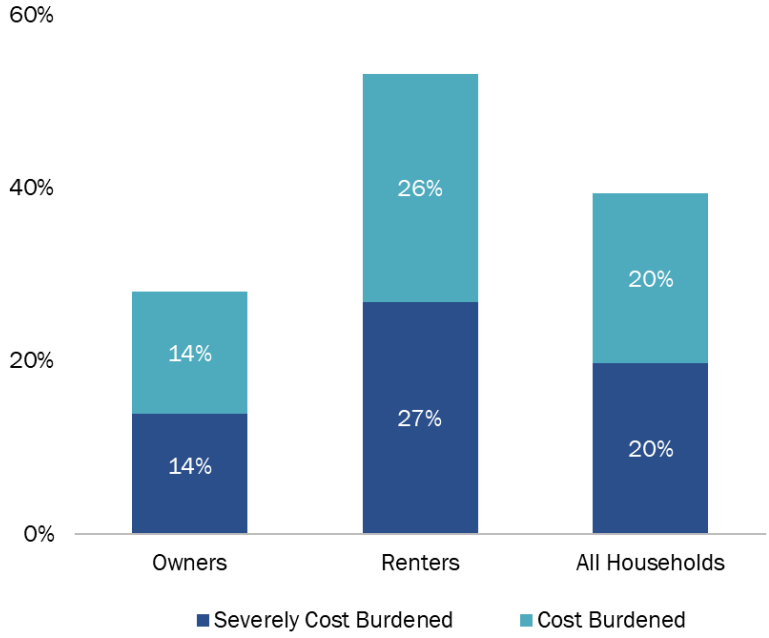
Renters are much more likely to be cost burdened than homeowners.

In the 2016-2020 period, about 53% of Newport's renters were cost burdened or severely cost burdened, compared to 28% of homeowners.

About 27% of Newport's renters were severely cost burdened (meaning they paid more than 50% of their income on housing costs).

Exhibit 56. Housing Cost Burden by Tenure, Newport, 2016-2020

Source: US Census Bureau, 2016-2020 ACS Tables B25091 and B25070.

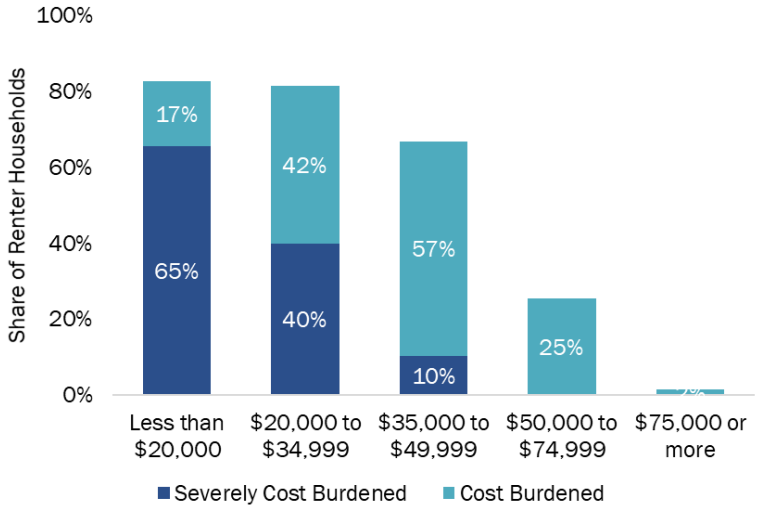


Cost burden is highest for the households with the lowest incomes.

Most households earning less than $35k were cost burdened.

Exhibit 57. Cost-Burdened Renter Households, by Household Income, Newport, 2016-2020

Source: US Census Bureau, 2016-2020 ACS Table B25074.



About 49% of POC households were cost burdened or severely cost burdened compared to 41% of White households.

About 26% of POC households were severely cost burdened, spending 50% or more of their gross income on housing.

Exhibit 58. Cost Burdened Households by Race and Ethnicity, Newport, 2014-2018

Source: CHAS Table 9. 2014-2018.

Note: POC category includes Hispanic or Latino (all races)

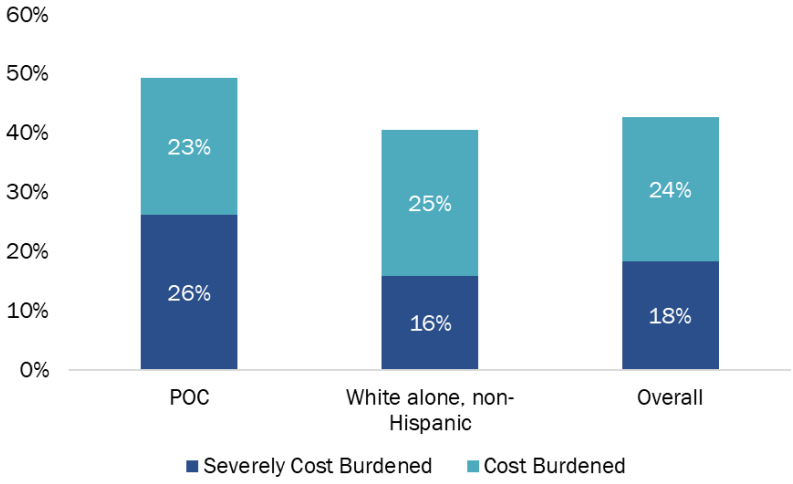


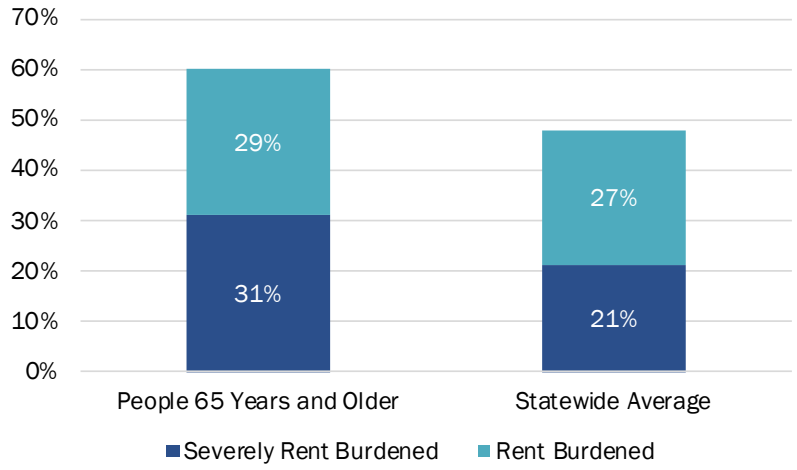
Exhibit 59 through Exhibit 61 show cost burden in Oregon for renter households for seniors, people of color, and people with disabilities.[50] This information is not readily available for a city with a population as small as Newport, which is why we present statewide information. These exhibits show that these groups experience cost burden at higher rates than the overall statewide average.

Renters 65 years of age and older were disproportionately rent burdened compared to the state average.

About 60% of renters aged 65 years and older were rent burdened, compared with the statewide average of 48% of renters.

Exhibit 59. Cost-Burdened Renter Households, for People 65 Years of Age and Older, Oregon, 2018

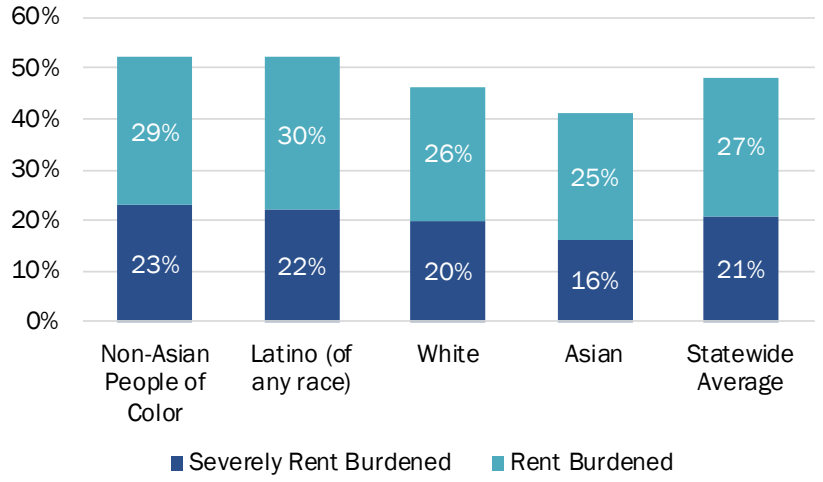
Source: US Census, 2018 ACS 1-Year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.



Compared to the average renter household in Oregon, those that identified as a non-Asian person of color or as Latino were disproportionately rent burdened.

Exhibit 60. Cost-Burdened Renter Households, by Race and Ethnicity, Oregon, 2018

Source: US Census, 2018 ACS 1-Year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.

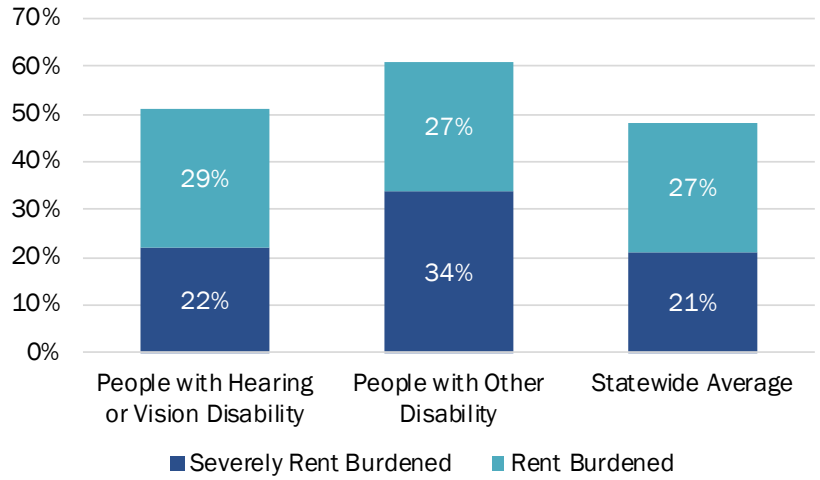


[50] From the report *Implementing a Regional Housing Needs Analysis Methodology in Oregon*, prepared for Oregon Housing and Community Services by ECONorthwest, March 2021.

Renters with a disability in Oregon were disproportionately cost burdened.

Exhibit 61. Cost-Burdened Renter Households, for People with Disabilities, Oregon, 2018

Source: US Census, 2018 ACS 1-Year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.



While cost burden is a common measure of housing affordability, it does have some limitations. Two important limitations are:

- A household is defined as cost burdened if the housing costs exceed 30% of their income, regardless of actual income. The remaining 70% of income is expected to be spent on nondiscretionary expenses, such as food or medical care, and on discretionary expenses. Households with higher incomes may be able to pay more than 30% of their income on housing without impacting the household's ability to pay for necessary nondiscretionary expenses.
- Cost burden compares income to housing costs and does not account for accumulated wealth. As a result, the estimate of how much a household can afford to pay for housing does not include the impact of a household's accumulated wealth. For example, a household of retired people may have relatively low income but may have accumulated assets (such as profits from selling another house) that allow them to purchase a house that would be considered unaffordable to them based on the cost-burden indicator.
- Cost burden does not account for debts, such as college loans, credit card debt, or other debts. As a result, households with high levels of debt may be less able to pay up to 30% of their income for housing costs.

Another way of exploring the issue of financial need is to review housing affordability at varying levels of household income.

Fair Market Rent for a 2-bedroom apartment in Lincoln County is $1,040.

Exhibit 62. HUD Fair Market Rent (FMR) by Unit Type, Lincoln County, 2021
Source: US Department of Housing and Urban Development.

$686	$835	$1,040	$1,488	$1,801
Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom

A household must earn at least $20.00 per hour to afford a two-bedroom unit at Fair Market Rent ($1,040) in Lincoln County.

Exhibit 63. Affordable Housing Wage, Lincoln County, 2021
Source: US Department of Housing and Urban Development; Oregon Bureau of Labor and Industries.

$20.00 per hour
Affordable housing wage for two-bedroom unit in Lincoln County

The Median Family Income (MFI) in Lincoln County in 2021 was $57,400 for a household of four people. MFI is a standard used (and defined) by US Department of Housing and Urban Development on a county-by-county basis. It is used to estimate affordable rental costs for income-restricted housing based on household size. A household earning Lincoln County's MFI ($57,400) can afford a monthly rent of about $1,440 or a home roughly valued between $201,000 and $230,000. As Exhibit 65 shows, about 33% of Newport's households have an income less than $28,700 (50% or less of MFI) and cannot afford a two-bedroom apartment at Lincoln County's Fair Market Rent (FMR) of $1,040.

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

To afford the median home sales price of $403,500, a household would need to earn about $107,000 or 186% of MFI. About 12% of Newport's households have income sufficient to afford this median home sales price.

Exhibit 64. Financially Attainable Housing, by Median Family Income (MFI) for Lincoln County ($57,400) 2021

Source: US Department of Housing and Urban Development, Lincoln County, 2021. Oregon Employment Department.

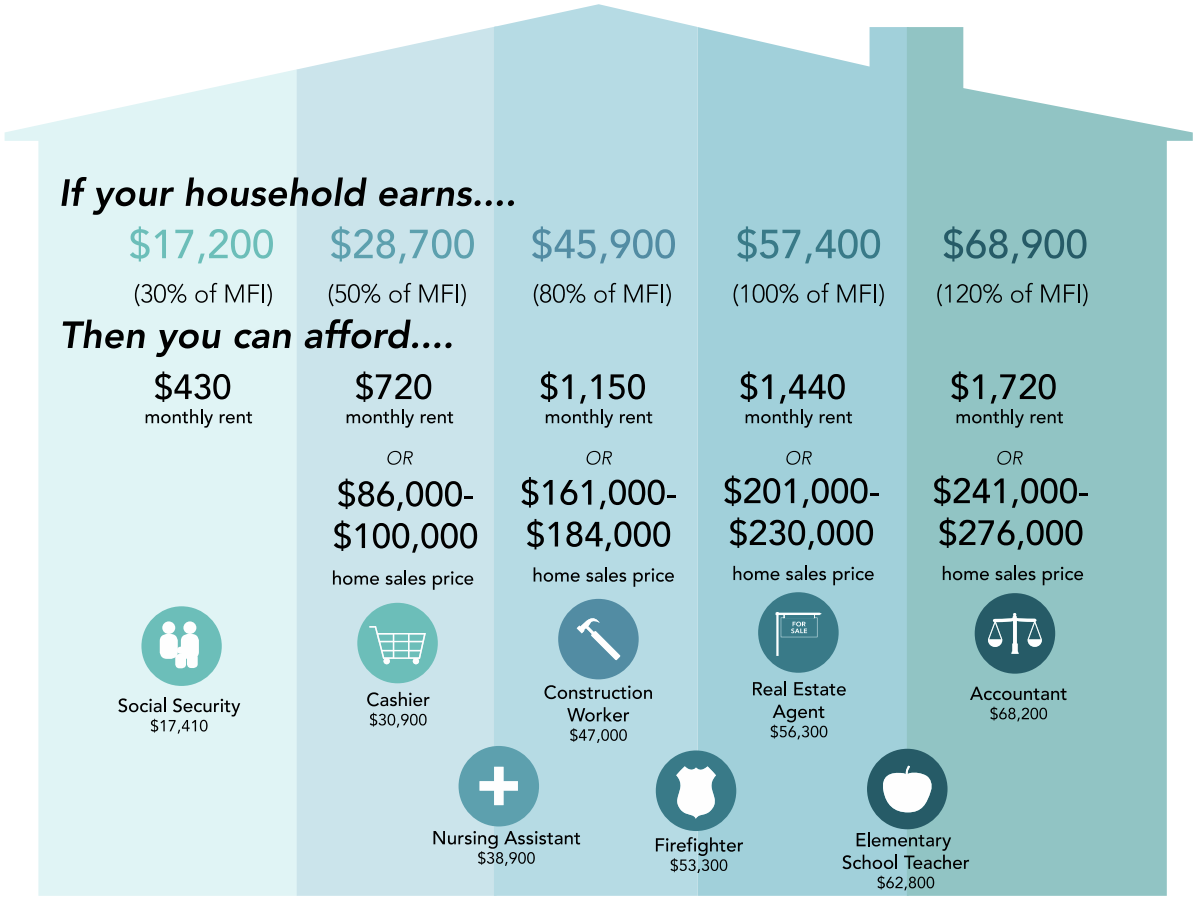


Exhibit 65 shows that 33% of Newport's households are extremely low or very low income, with incomes below $28,700 (below 50% of MFI). These households can afford monthly rent of $720 or less, which is below the HUD Fair Market Rent of $1,040 and below the average market rent of $1,360. Private housing developers generally cannot build housing affordable to households in these income groups because the rents are too low to pay for the cost of development. Newly built housing for households with these incomes is generally income-restricted affordable housing, built with government subsidy.

About 15% of households in Newport are low income, with incomes between $29,000 and $46,000 (50%-80% of MFI). These households can afford rents of $720 to $1,150. The lowest-income households in this group cannot afford the HUD Fair Market Rent of $1,040 for a two-bedroom apartment. None in this income group can afford the average market rent of $1,360. Private housing developers generally cannot build housing affordable to households in this income group because the rents are too low to pay for the cost of development. Newly built housing for households in this income group is less commonly built and generally has some form of government subsidy to make the development financially feasible.

About 18% of Newport's households are middle income (with incomes between $46,000 and $69,000) and 33% are high income (with incomes above $69,000). Most of these households can afford rental housing in Newport, and some can afford the cost of homeownership (generally households with incomes above $69,000). Private housing developers can build most types of housing affordable to these income groups without government subsidy.

Exhibit 65. Share of Households by Median Family Income (MFI) for Lincoln County, Newport, 2019
Source: US Department of HUD, Lincoln County, 2021. US Census Bureau, 2015-2019 ACS Table B19001.

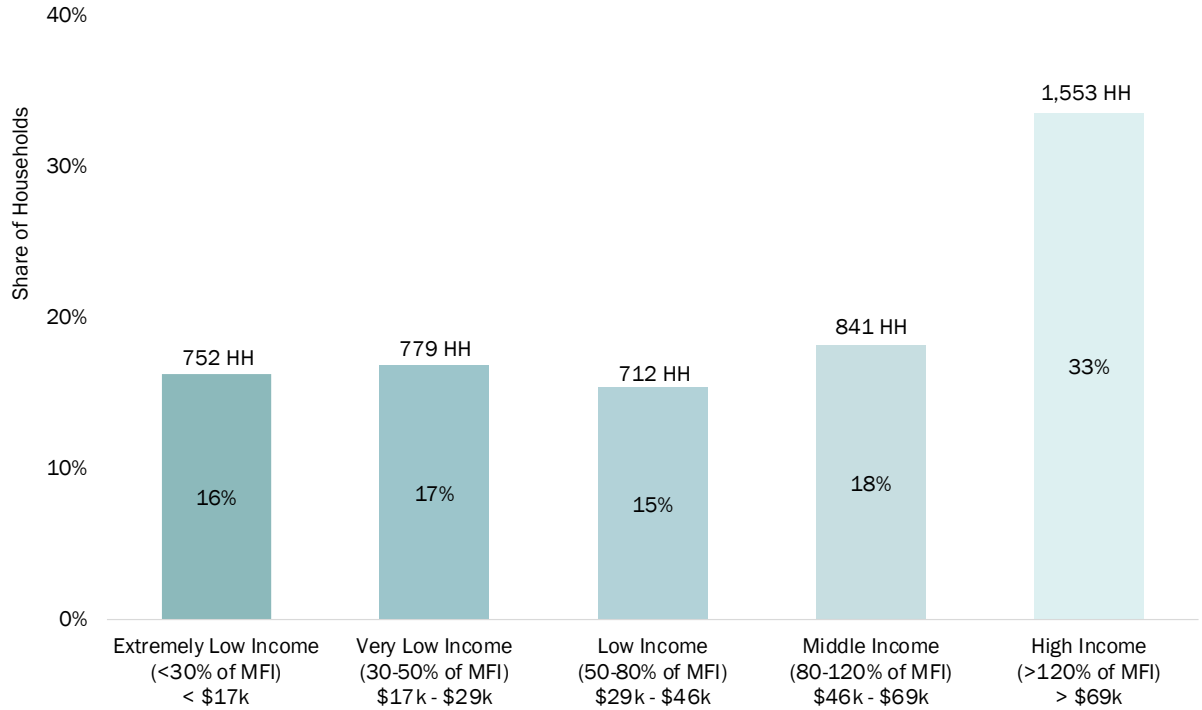


Exhibit 66 compares the number of households by income category with the number of units affordable to those households in Newport. Newport currently has a deficit of 664 housing units for households earning 0-50% of the MFI (less than $28,700 per year) and of 258 units for households earning 50-80% of the MFI ($28,700 to $45,921 per year), resulting in cost burden of these households. This indicates a deficit of more affordable housing types (such as government-subsidized housing, existing lower-cost apartments, and manufactured housing).

In contrast, some households in Newport are renting or buying down, which means that they are occupying units affordable to lower-income households. About 116 households earning 50-80% of the MFI ($28,700 to $45,920 per year) and 753 earning more than 80% of the MFI (more than $45,921 per year) are renting or buying down. These households could afford more costly housing but either choose to live in less costly housing or cannot find higher-cost housing that meets their needs.

Exhibit 66. Unit Affordability by Household Income, Newport, 2014-2018
Source: CHAS, 2014-2018, Table 18.

		Household Income			
Unit Affordability		0-50% MFI $0 to $28,700	50-80% MFI $28,701 to $45,920	80% MFI $45,921 +	Total
0-50% (Monthly housing costs of $29,000 or less)		378	116	193	687 *Renting/
50-80% (Monthly housing costs of $29,000-$46,000)	Cost	384	340	560	1,284 Buying Down*
+80% (Monthly housing costs of $46,000 or more)	Burdened	280	258	2,047	2,585

Summary of the Factors Affecting Newport's Housing Needs

The purpose of the analysis thus far has been to provide background on the kinds of factors that influence housing choice. While the number and interrelationships among these factors ensure that generalizations about housing choice are difficult to make and prone to inaccuracies, it is a crucial step to informing the types of housing that will be needed in the future.

There is no question that age affects housing type and tenure. Mobility is substantially higher for people aged 20 to 34. People in that age group will also have, on average, less income than people who are older, and they are less likely to have children. These factors mean that younger households are much more likely to be renters, and renters are more likely to be in multifamily housing.

The data illustrates what more detailed research has shown and what most people understand intuitively: life cycle and housing choice interact in ways that are predictable in the aggregate, age of the household head is correlated with household size and income, household size and age of household head affect housing preferences, and income affects the ability of a household to afford a preferred housing type. The connection between socioeconomic and demographic factors and housing choice is often described informally by giving names to households with certain combinations of characteristics: the "traditional family," the "never-marrieds," the "dinks" (dual income, no kids), and the "empty nesters."[51] Thus, simply looking at the long wave of demographic trends can provide good information for estimating future housing demand.

Still, one is ultimately left with the need to make a qualitative assessment of the future housing market. The following is a discussion of how demographic and housing trends are likely to affect housing in Newport over the next 20 years:

- **Growth in housing will be driven by growth in population.** Between 2000 and 2021, Newport's population grew by 1,059 people (11%). The population in Newport's UGB is forecasted to grow from 12,098 to 12,346, an increase of 248 people (2%) between 2022 and 2042.[52]
- **Housing affordability is a growing challenge in Newport.** Housing affordability is a challenge in most coastal communities in Oregon, and Newport is affected by these regional trends. Housing prices continue to increase faster than incomes in Newport and Lincoln County, which is consistent with state and national challenges. About 29% of Newport's housing stock is multifamily housing and nearly half of renter households are cost burdened (49%). Newport's key challenge over the next 20 years is providing opportunities for the development of relatively affordable housing of all types, such as lower-cost single-family housing, town homes, cottage housing, duplexes, triplexes, quadplexes, market-rate multifamily housing, and government-subsidized affordable

[51] See *Planning for Residential Growth: A Workbook for Oregon's Urban Areas* (June 1997).

[52] This forecast is based on Lincoln County's certified population estimate and official forecast from the Oregon Population Forecast Program for the 2022 to 2042 period, shown in Exhibit 18.

housing. Recent development trends show that substantially more multifamily housing has been built in Newport between 2018 and 2021 than in the preceding decade.

- **Without continued changes in housing policy, on average, future housing will look a lot like past housing.** That is the assumption that underlies any trend forecast, and one that is important when trying to address demand for new housing.

  The City's residential policies can impact the amount of change in Newport's housing market, to some degree. Newport adopted policies that support development of more multifamily housing, including income-restricted affordable housing in recent years. These changes begin to address the city's unmet housing needs. Newport will consider opportunities for additional policy changes in development of the *Housing Production Strategy* report.

- **If the future differs from the past, it is likely to move in the direction, on average, of smaller units and more diverse housing types.** Most of the evidence suggests that the bulk of the change will be in the direction of smaller average house and lot sizes for single-family housing. This includes providing opportunities for the development of smaller single-family detached homes, accessory dwelling units, cottage housing, town homes, duplexes through quad-plexes, and multifamily housing. However, the continued impact of the COVID-19 pandemic may trigger a reversal of these trends, if more working-aged persons transition to permanent work-from-home situations.

  Key demographic and economic trends that will affect Newport's future housing needs are (1) the aging of baby boomers, (2) the aging of millennials and Generation Z, and (3) the continued growth in the Hispanic and Latino population.

  - *The baby boomer's population is continuing to age.* Household sizes decrease as this population ages. Most baby boomers are expected to remain in their homes as long as possible, downsizing or moving when illness or other issues cause them to move. Demand for specialized senior housing, such as age-restricted housing or housing in a continuum of care from independent living to nursing home care, may grow in Newport.

  - *Millennials and Generation Z will continue to form households and make a variety of housing choices.* As millennials and Generation Z age, generally speaking, their household sizes will increase, and their homeownership rates will peak by about age 55. Between 2022 and 2042, millennials and Generation Z will be a key driver in demand for housing for families with children. The ability to attract millennials and Generation Z will depend on the City's availability of renter and ownership housing that is large enough to accommodate families while still being relatively affordable. Homeownership is becoming increasingly common among millennials but financial barriers to homeownership remain for some millennials and Generation Z, resulting in need to rent housing, even if they prefer to become homeowners. Housing preferences for Generation Z are not yet known, but are expected to be similar to millennials, with the result that they will also need affordable housing, both for rental and later in life for ownership. Some millennials and Generation Z households

will occupy housing that is currently occupied but becomes available over the planning period, such as housing that is currently owned or occupied by baby boomers. The need for housing large enough for families may be partially accommodated by these existing units.

- *Hispanic and Latino population will continue to grow.* Hispanic and Latino population growth will be an important driver in growth of housing demand, both for owner and renter-occupied housing. Growth in the Hispanic and Latino population will drive demand for housing for families with children. Given the lower income for Hispanic and Latino households, especially first-generation immigrants, growth in this group will also drive demand for affordable housing, both for ownership and renting.

In summary, an aging population; increasing housing costs; housing affordability concerns for millennials, Generation Z, and Latino populations; and other variables are factors that support the need for smaller and less expensive units and a broader array of housing choices.

3. Housing Need in Newport

Projected New Housing Units Needed in the Next 20 Years

The results of the Housing Capacity Analysis are based on (1) the official population forecast for growth in Newport over the 20-year planning period, (2) information about Newport's housing market relative to Lincoln County, Oregon, and nearby cities, and (3) the demographic composition of Newport's existing population and expected long-term changes in the demographics of Lincoln County.

Forecast for Housing Growth

This section describes the key assumptions and presents an estimate of new housing units needed in Newport between 2022 and 2042. The key assumptions are based on the best available data and may rely on safe harbor provisions, when available.[53]

- **Population.** A 20-year population forecast (in this instance, 2022 to 2042) is the foundation for estimating needed new dwelling units. Newport's UGB is projected to grow from 12,098 persons in 2022 to 12,346 persons in 2042, an increase of 248 people.[54]
- **Household Size.** OAR 660-024 established a safe harbor assumption for average household size—which is the figure from the latest Decennial Census at the time of the analysis. According to the 2015-2019 American Community Survey, the average household size in Newport was 2.21 people. **Thus, for the 2022 to 2042 period, we assume an average household size of 2.21 persons.**
- **Vacancy Rate.** The Census defines vacancy as "unoccupied housing units [that] are considered vacant. Vacancy status is determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The 2010 Census identified vacancy through an enumeration, separate from (but related to) the survey of households. The Census determines vacancy status and other characteristics of vacant units by enumerators obtaining information from property owners and managers, neighbors, rental agents, and others.

  Vacancy rates are cyclical and represent the lag between demand and the market's response to demand for additional dwelling units. Vacancy rates for rental and multifamily units are typically higher than those for owner-occupied and single-family dwelling units.

[53] A safe harbor is an assumption that a city can use in a housing capacity analysis that the State has said will satisfy the requirements of Goal 14. OAR 660-024 defines a safe harbor as "an optional course of action that a local government may use to satisfy a requirement of Goal 14. Use of a safe harbor prescribed in this division will satisfy the requirement for which it is prescribed. A safe harbor is not the only way, or necessarily the preferred way, to comply with a requirement and it is not intended to interpret the requirement for any purpose other than applying a safe harbor within this division."

[54] This forecast is based on Newport UGB's official forecast from the Oregon Population Forecast Program for the 2022 to 2042 period.

According to the 2015-2019 American Community Survey, Newport's vacancy rate was 19.9%. To establish a more accurate housing need forecast that does not include second homes and units used for vacation rentals or infrequently, we removed seasonal, recreational, and occasional use category from the calculation of vacancy rate. **For the 2022 to 2042 period, we assume a vacancy rate of 2.6%.**

Newport will have demand for 115 new dwelling units over the 20-year period, with an annual average of 6 dwelling units.

Exhibit 67. Forecast of Demand for New Dwelling Units, Newport UGB, 2022 to 2042
Source: Calculations by ECONorthwest.

Variable	New Dwelling Units (2022-2042)
Change in persons	248
Average household size	2.21
New occupied DU	112
times Vacancy rate	2.6%
equals Vacant dwelling units	3
Total new dwelling units (2022-2042)	**115**
Annual average of new dwelling units	**6**

Note to reviewers: Later in the report and project, we will discuss how student housing will affect demand for new housing in Newport.

Housing Units Needed Over the Next 20 Years

Exhibit 67 presents a forecast of new housing in Newport's UGB for the 2022 to 2042 period. This section determines the needed mix and density for the development of new housing developed over this 20-year period in Newport.

Over the next 20 years, the need for new housing developed in Newport will generally include a wider range of housing types and housing that is more affordable. This conclusion is based on the following information, found in Chapter 3 and 4:

- Newport's existing housing mix is predominately single-family detached but more multifamily has been permitted (and developed) in recent years. In the 2015-2019 period, 64% of Newport's housing was single-family detached, 7% was single-family attached, 13% was multifamily housing (with two to four units per structure), and 16% was multifamily housing (with five or more units per structure). Between 2012 and 2021, Newport issued building permits for 396 units, of which 45% were single-family units (both single-family detached and attached), 55% were multifamily of all types.
- Demographic changes across Newport suggest increases in demand for single-family attached housing and multifamily housing. The key demographic and socioeconomic trends that will affect Newport's future housing needs are an aging population, increasing housing costs, housing affordability concerns for millennials, Generation Z,

and Latino populations. The implications of these trends are increased demand from smaller, older (often single person) households and increased demand for affordable housing for families, both for ownership and rent.

- Newport's median household income was $49,039, nearly $14,000 less than the state's median income. Since 2000, housing costs in Newport increased faster than incomes, with inflation-adjusted incomes growing by 1% since 2000. In comparison, housing sales prices increased by 96% since December 2016 and average asking rents for multifamily housing increasing by 27% since 2011. The median value of a house in Newport was 4.2 times the median household income in 2000 and 5.3 times the median household income in the 2015-2019 period.
- About 40% of Newport's households are cost burdened (paying 30% or more of their household income on housing costs). About 53% of Newport's **renters** are cost burdened (27% severely cost burdened) and about 28% of Newport's **homeowners** are cost burdened (14% severely cost burdened). Cost-burden rates in Newport are slightly higher than those in Lincoln County.
- Newport needs more affordable housing types for renters. To afford the average asking rent of $1,360, a household would need to earn about $54,400 or 95% of MFI. About 54% of Newport's households earn less than $54,000 and cannot afford these rents. In addition, about 16% of Newport's households have incomes of less than $17,220 (30% of MFI) and are at risk of becoming homeless.
- Newport needs more affordable housing types for homeowners. Housing sales prices increased in Newport over the last five years. Between December 2016 and December 2021, the median sales price in Newport increased by $198,000 (96%).

  A household earning 100% of Newport's median family income ($57,400) could afford a home valued between about $201,000 and $230,000, which is less than Newport's median home sales price of $403,500. A household can start to afford median home sales prices in Newport at about 186% of Newport's median family income. About 12% of Newport's households have income sufficient to afford this median home sales price.

These factors suggest that Newport needs a broader range of housing types with a wider range of price points than are currently available in Newport's housing stock. This includes providing opportunity for the development of housing types across the affordability spectrum, such as single-family detached housing (e.g., small-lot single-family detached units, cottages, accessory dwelling units, and "traditional" single-family homes), town houses, duplexes, triplexes, quadplexes, and multifamily buildings with five or more units.

Exhibit 68 shows the forecast of needed housing in the Newport UGB during the 2022 to 2042 period. The projection is based on the following assumptions:

- Newport's official forecast for population growth shows that the city will add 248 people over the 20-year period. Exhibit 67 shows that the new population will result in the need for 115 new dwelling units over the 20-year period.

- The assumptions about the mix of housing (based on the discussion above) in Exhibit 68 are as follows. This represents Newport's needed housing mix:
  - **About 50% of new housing will be single-family detached**, a category which includes manufactured housing. About 64% of Newport's housing was single-family detached in the 2015-2019 period.
  - **About 10% of new housing will be single-family attached.** About 7% of Newport's housing was single-family attached in the 205-2019 period.
  - **About 15% of new housing will be duplexes, triplexes, and quadplexes.** About 13% of Newport's housing was duplex, triplex, and quadplex housing in the 2015-2019 period.
  - **About 25% of new housing will be multifamily housing (with five or more units per structure)**. About 16% of Newport's housing was multifamily housing (with five or more units per structure) in the 2015-2019 period.

Newport will have demand for 115 new dwelling units over the 20-year period, 50% of which will be single-family detached housing.

Exhibit 68. Forecast of Demand for New Dwelling Units, Newport UGB, 2022 to 2042
Source: Calculations by ECONorthwest.

Variable	Preliminary Housing Mix
Needed new dwelling units (2022-2042)	**115**
Dwelling units by structure type	
Single-family detached	
Percent single-family detached DU	50%
Total new single-family detached DU	58
Single-family attached	
Percent single-family attached DU	10%
Total new single-family attached DU	12
Duplex, Triplex, Quadplex	
Percent duplex, triplex, quadplex	15%
Total new duplex, triplex, quadplex	17
Multifamily (5+ units)	
Percent multifamily (5+ units)	25%
Total new multifamily (5+ units)	29
Total new dwelling units (2022-2042)	**115**

Newport Housing Capacity Analysis
Project Advisory Committee Meeting #2

May 12, 2022

ECONorthwest

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PAC Meeting Dates and Topics

HAC	Date	Topic(s)
PAC 2	May 12	Housing need and forecast
PAC 3	June 8	Buildable lands inventory
PAC 4	Jul 21	Constructability assessment
PAC 5	Aug 25	Residential land needs
PAC 6	Oct 13	Housing measures and introduce the Housing Production Strategy
PAC 7	Jan 12	Identify additional potential housing strategies
PAC 8	Feb 16	Refine and narrow housing strategies
PAC 9	Mar 30	Finalize housing strategies

Newport Housing Conversation Guide

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Planned Engagement

Completed:

- Project Advisory Committee (2)

Planned:

- Public Events (3)
- Interviews (12)
- Newport Housing Conversations
- Project Advisory Committee (7)
- Planning Commission and City Council (2)

Key Stakeholders

- Community members and housing consumers
  - Underrepresented community members
- Developers
  - Affordable housing and market-rate housing
- Service providers
- Elected and appointed officials

Purpose: Engage the community in a conversation about housing in an environment that is comfortable for those participating

Potential Participants

- Renters
- Low-income households
- Hispanic/Latino residents and other racial and ethnic minorities
- Immigrant and refugee communities
- Veterans
- People with disabilities
- Seniors
- Agricultural workers
- Formerly and currently homeless people
- People who work at businesses in Newport but live in other communities

Proposed Discussion Questions

- Why did you choose to live in Newport?
- Does Newport offer housing that meets your needs and the needs of those in your community? Why or why not?
- What barriers have you faced when trying to rent or buy housing in Newport?
- Can you describe your preferred housing type?
- What is most important to you about the location of your housing?
- What do you wish you could change about the location of your current housing?

Proposed Discussion Questions

- What ideas do you have for ways that the City can:
  - Help preserve existing housing?
  - Promote the development of new housing?
  - Help ensure that housing is affordable to people of different groups?
- Do you know of anyone that could help increase the supply of affordable housing, either on their own or in collaboration with the City?

Do you have any concerns with the structure of the guide?

Are there any changes to the discussion questions you recommend?

Housing Market and Housing Needs

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Types of Housing: Owner- & Renter-Occupied

Single-Family Detached

Single-family detached
Manufactured and mobile homes
Cottage Housing


Multifamily (2 to 4 units per structure)

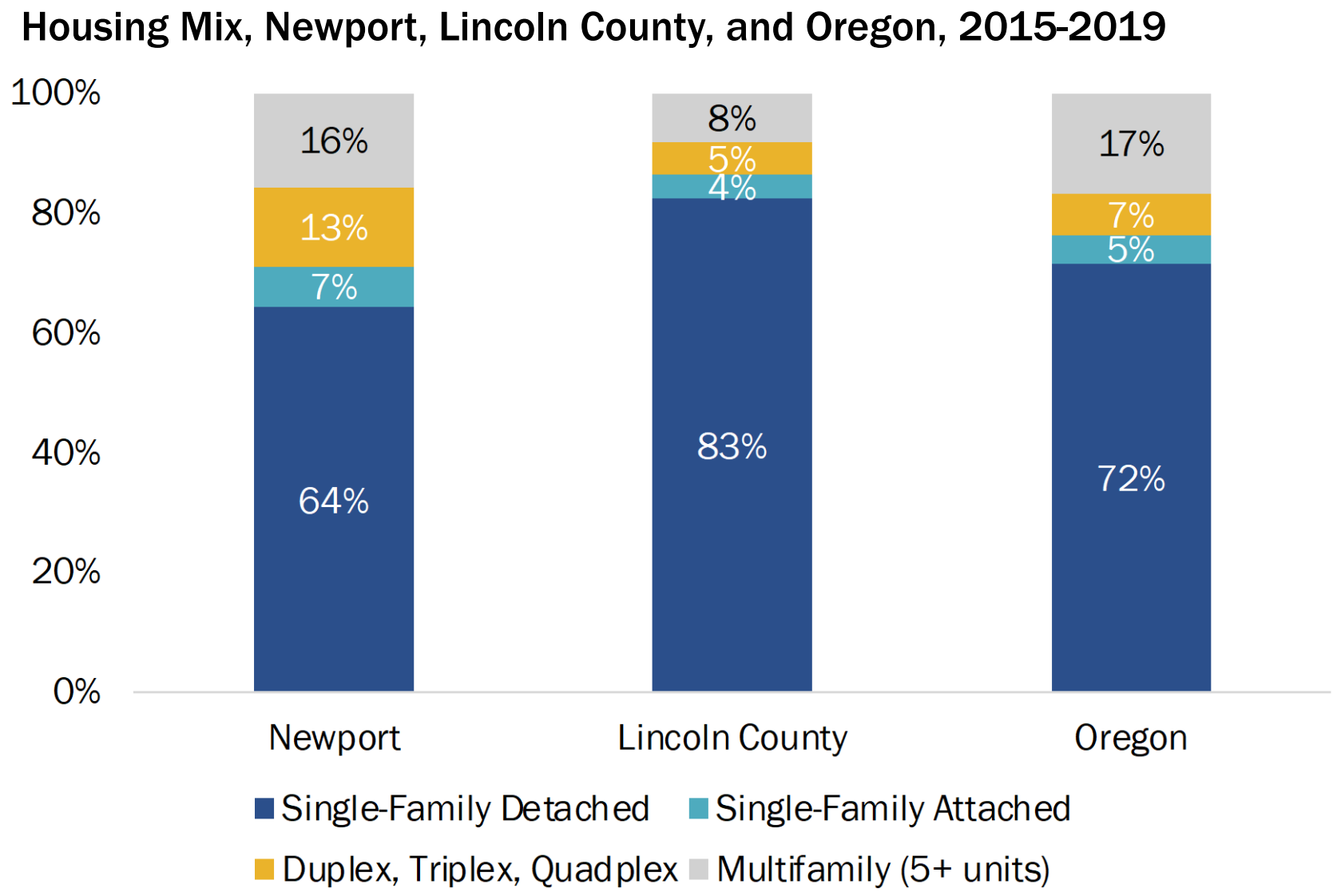
Duplexes
Tri- and Quad-Plexes


Single-Family Attached

Townhouses


Multifamily (5+ Units per Structure)

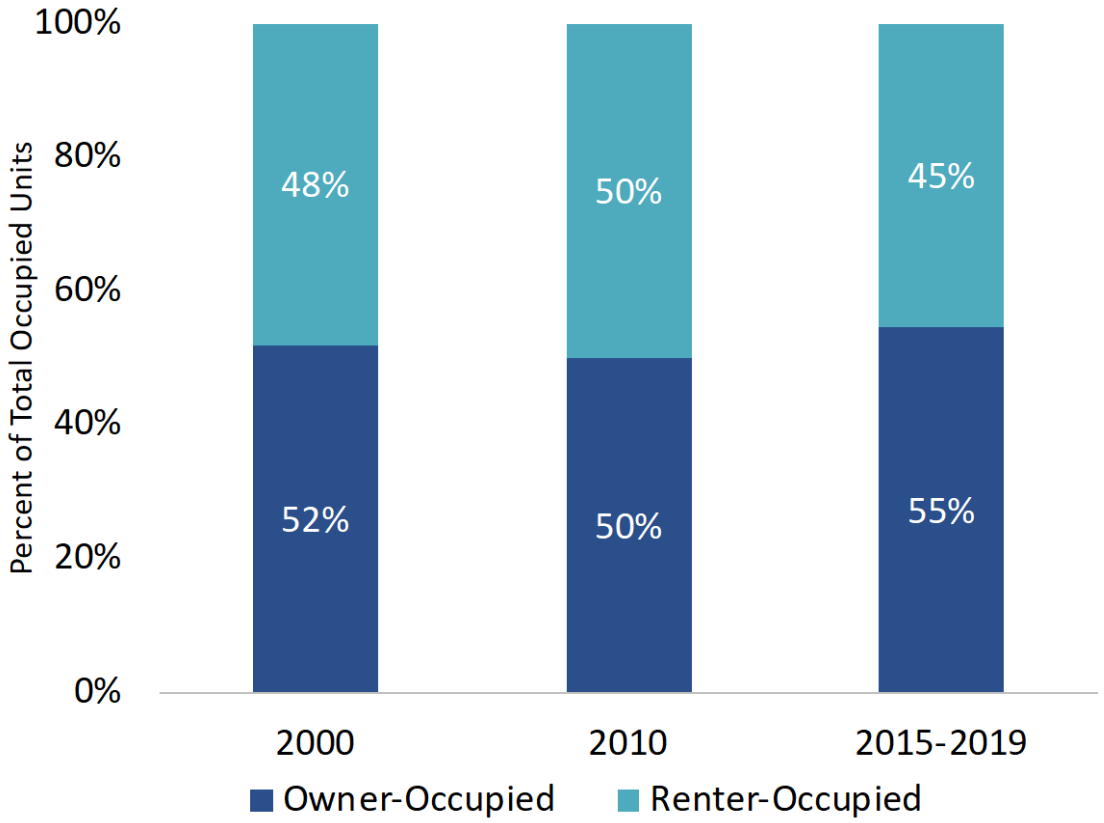

Mix of Housing, Newport



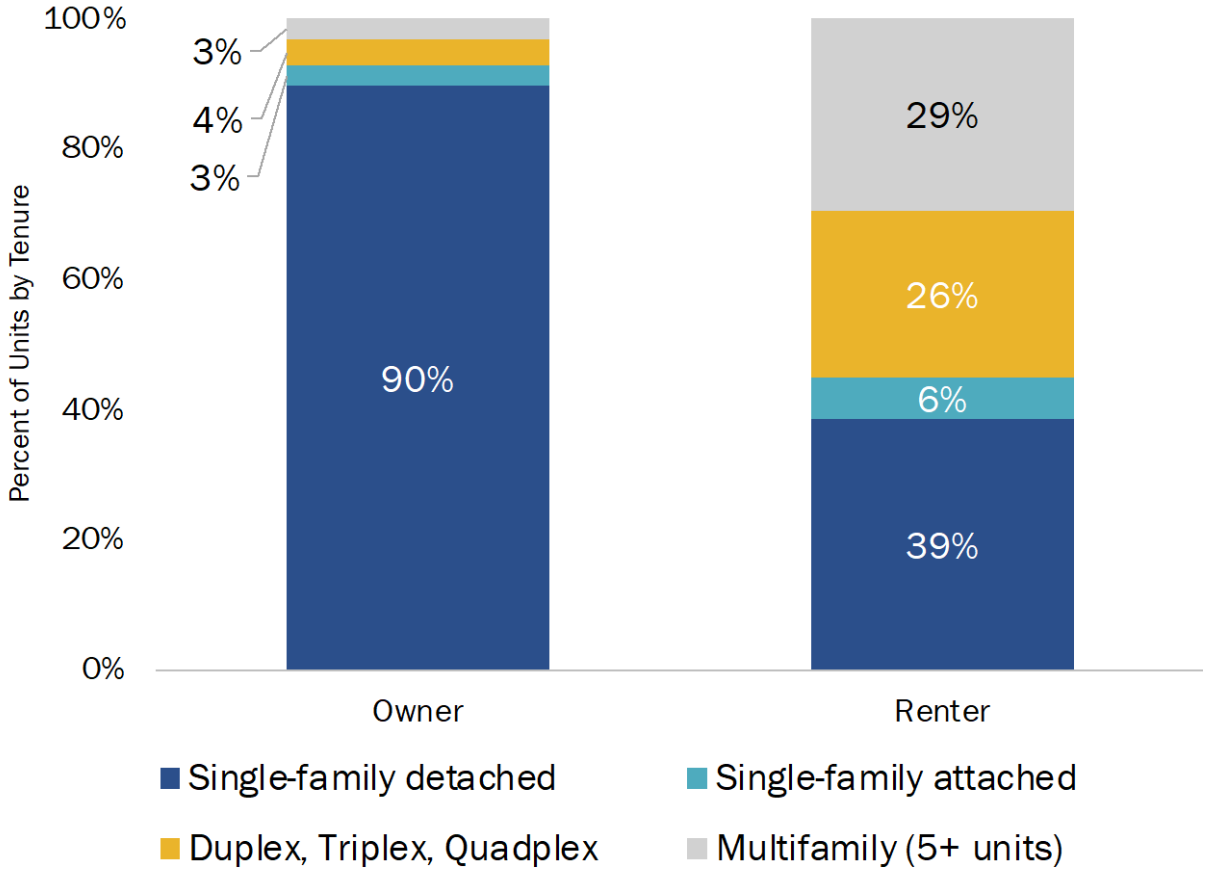
Source: U.S. Census, ACS 2015-2019, B25024

Housing Tenure in Newport

Change in Tenure of Occupied Units, Newport, 2000, 2010, and 2015-2019



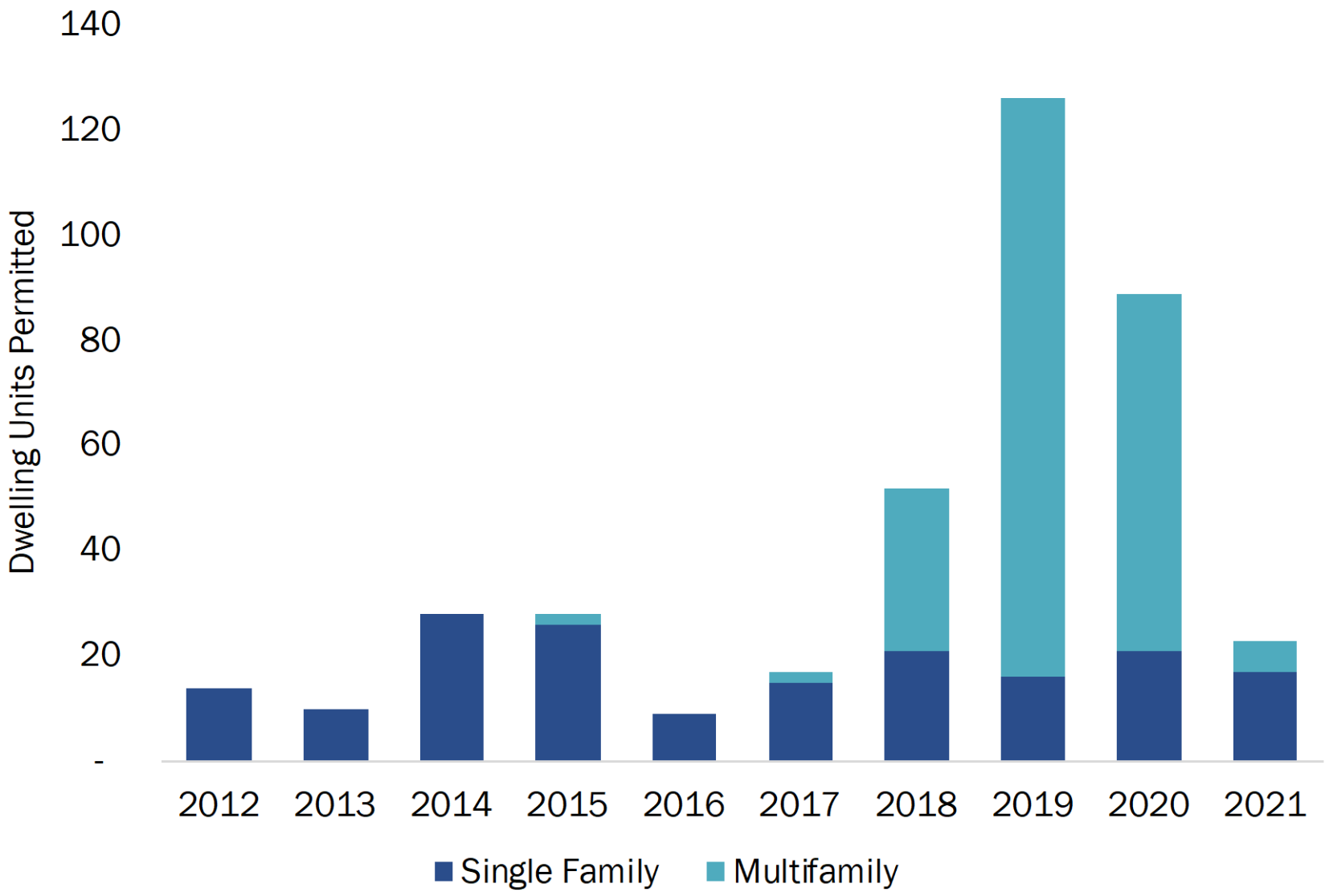
Housing Units by Type and Tenure, Newport, 2015-2019



Source: U.S. Census 2000 and 2010, SF3 H032; U.S. Census, ACS 2015-2019, B25003 and B25032.

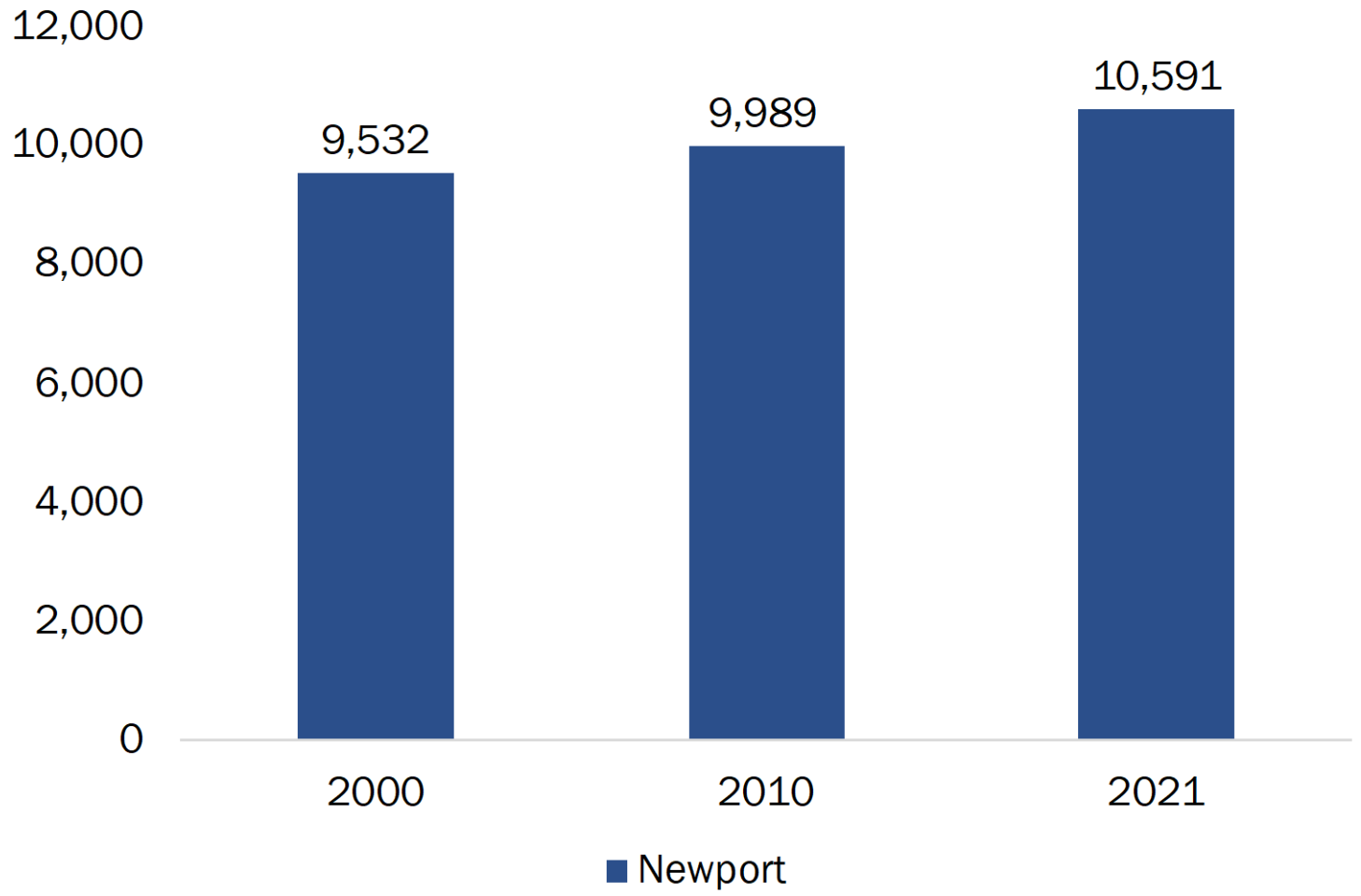
Building Permits Issued in Newport between 2012 to 2021

- Average units permitted per year: 40
- Single-Family units: 45%
  177 units permitted
- Multifamily units: 55%
  219 units permitted



Source: City of Newport Building Permit Database.

Newport's Population Growth, 2000 - 2021

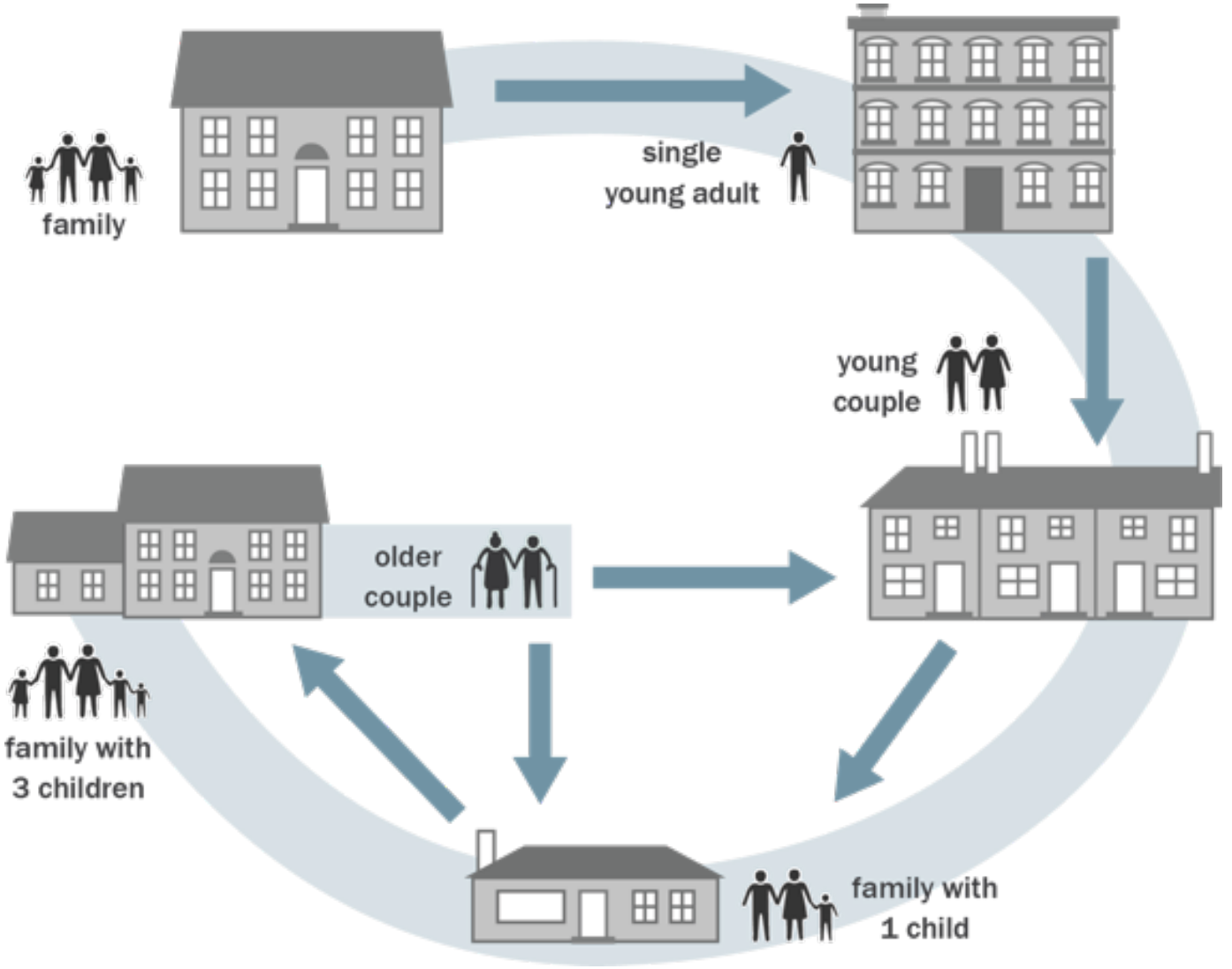


Newport's population increased by 1,059 people between 2000 and 2021

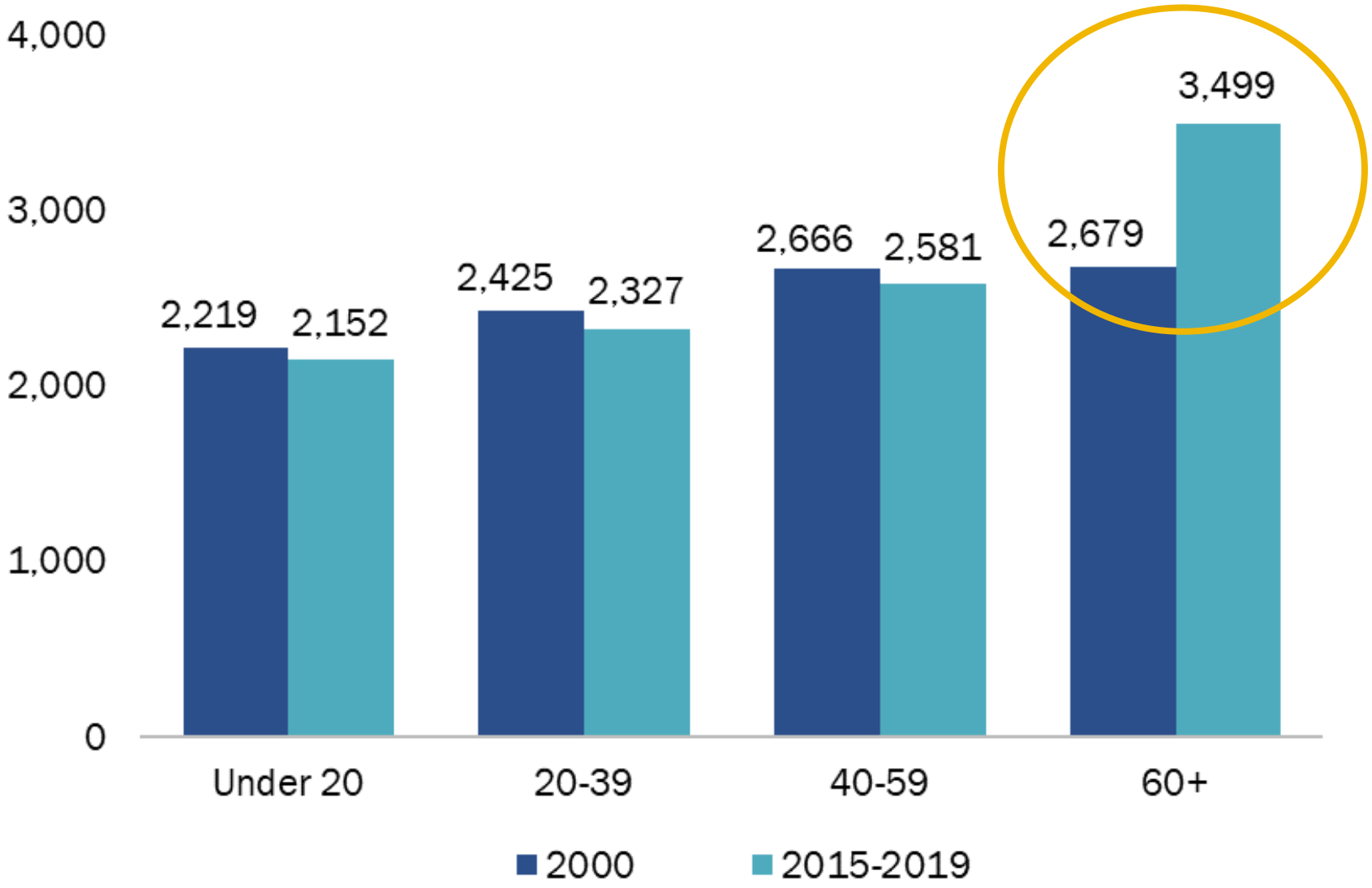
Source: U.S. Decennial Census 2000, and 2010 and PSU Population Estimate 2021.

Factors that affect housing demand

- Age
- Household Composition
- Income



Aging Population, Newport

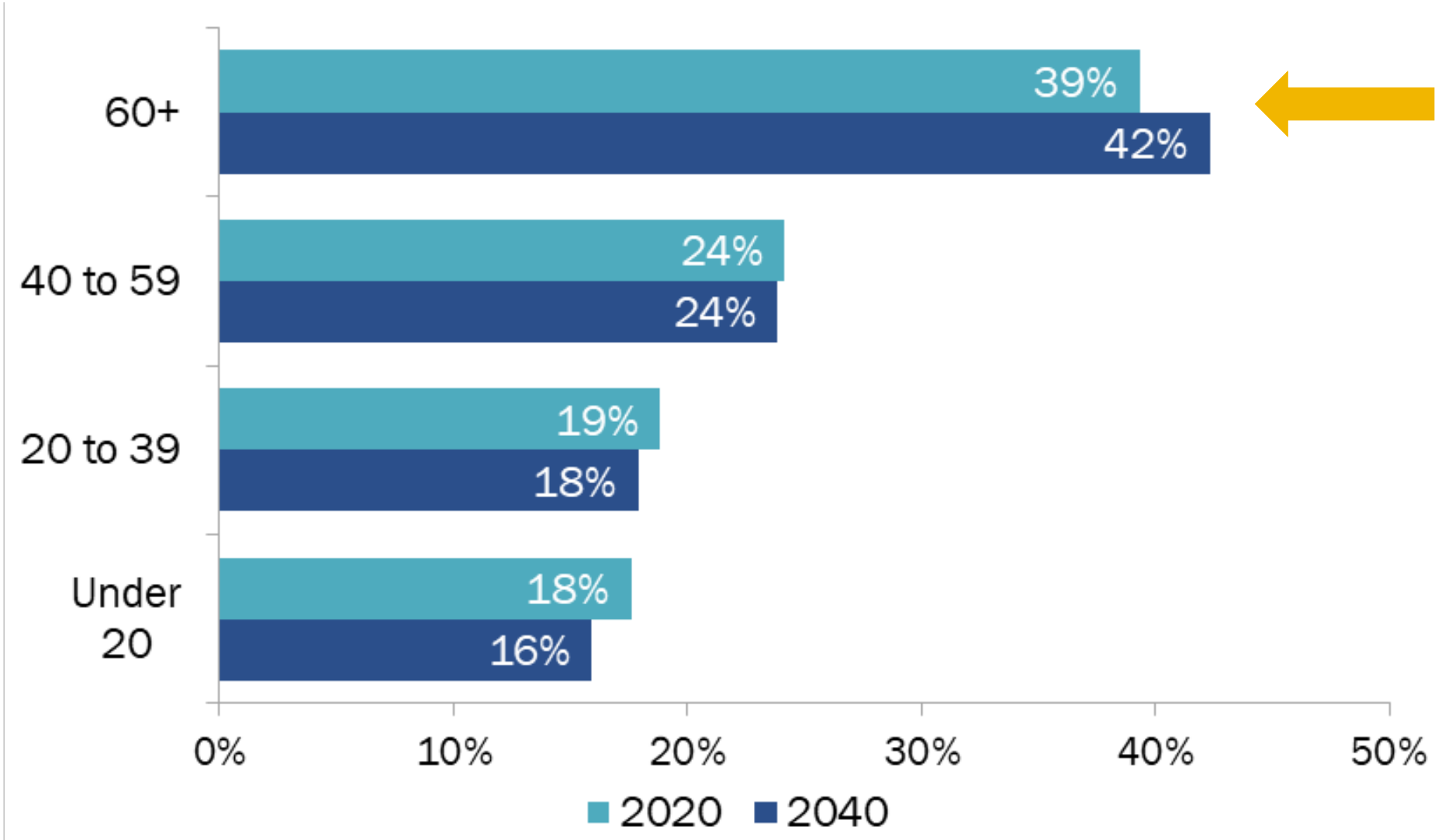


The largest increase in residents were those aged 60 and older, with growth of 820 people.

People 60 years and older account for 33% of Newport's population.

Source: US Census Bureau, 2000 Decennial Census Table P012 and 2015–2019 ACS, Table B01001 .

Population Forecast by Age, Lincoln County



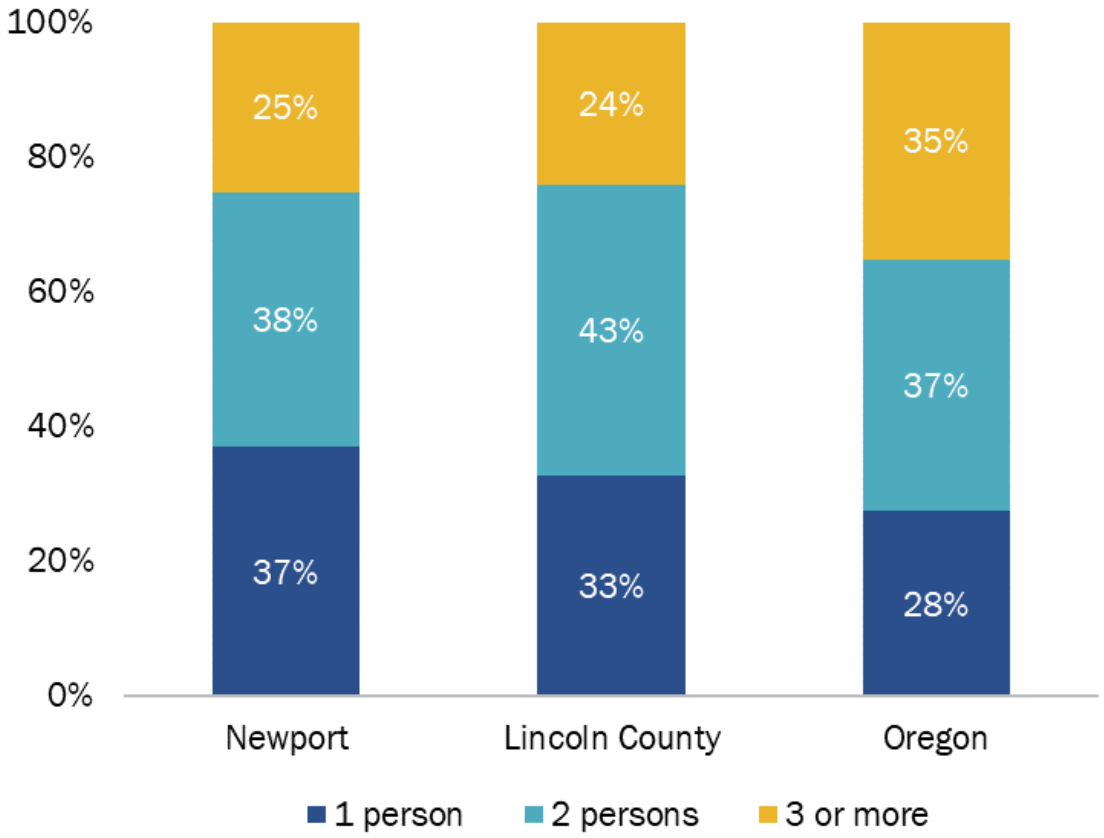
Lincoln County is expected to add 3,593 people over 60 years old by 2040

Source: Population Research Center, Portland State University, June 30th, 2021.

Household Size, 2019

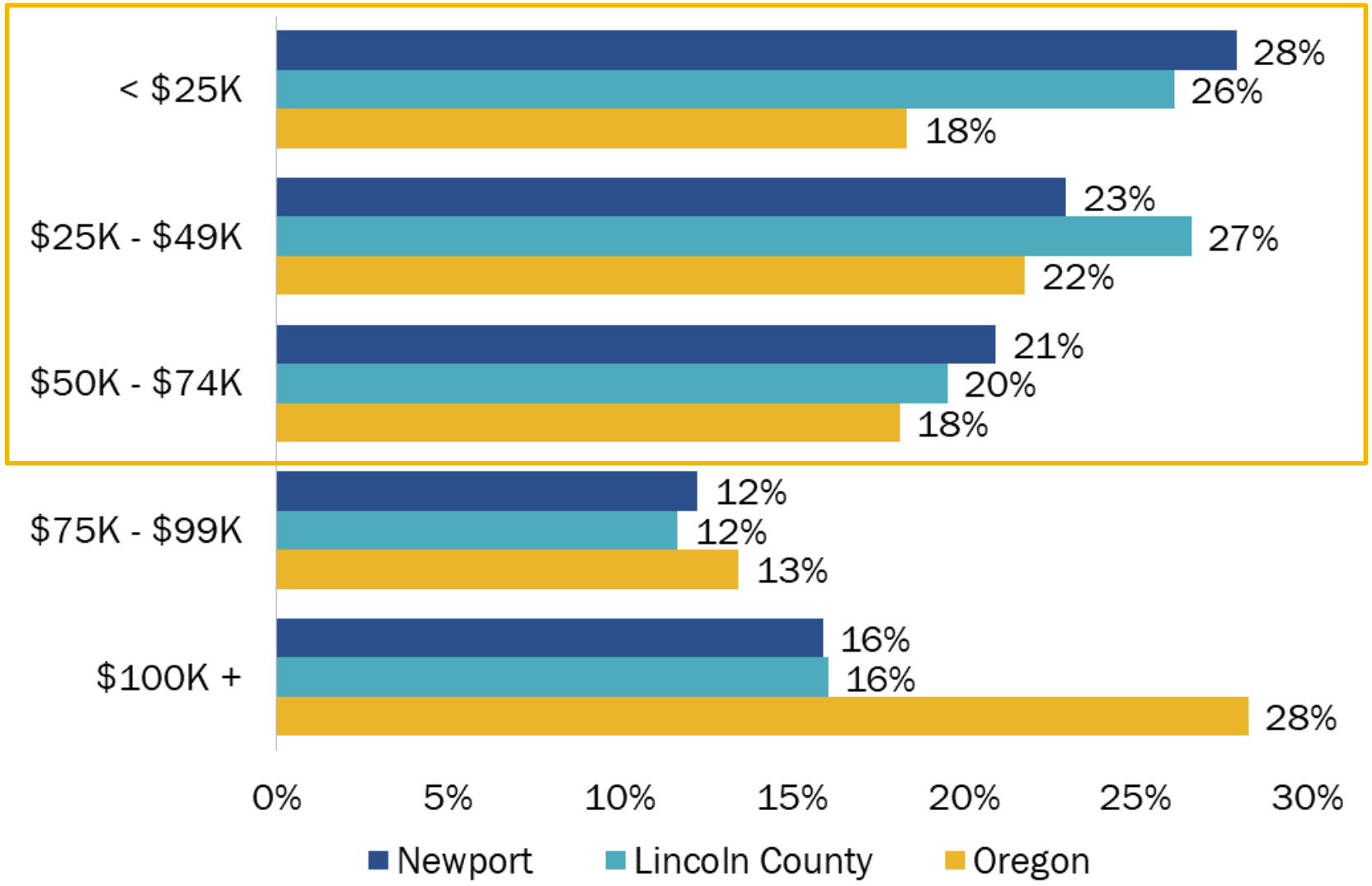
On average, Newport's households are smaller than Oregon's households, possibly as a result of the larger share of population aged 60 years and older.

Household Size, Newport, Lincoln County, Oregon, 2015-1019



Source: U.S. Census, Decennial Census ACS 2015-2019 Table B25010

Household Income, Newport



Median Household Income 2015-2019

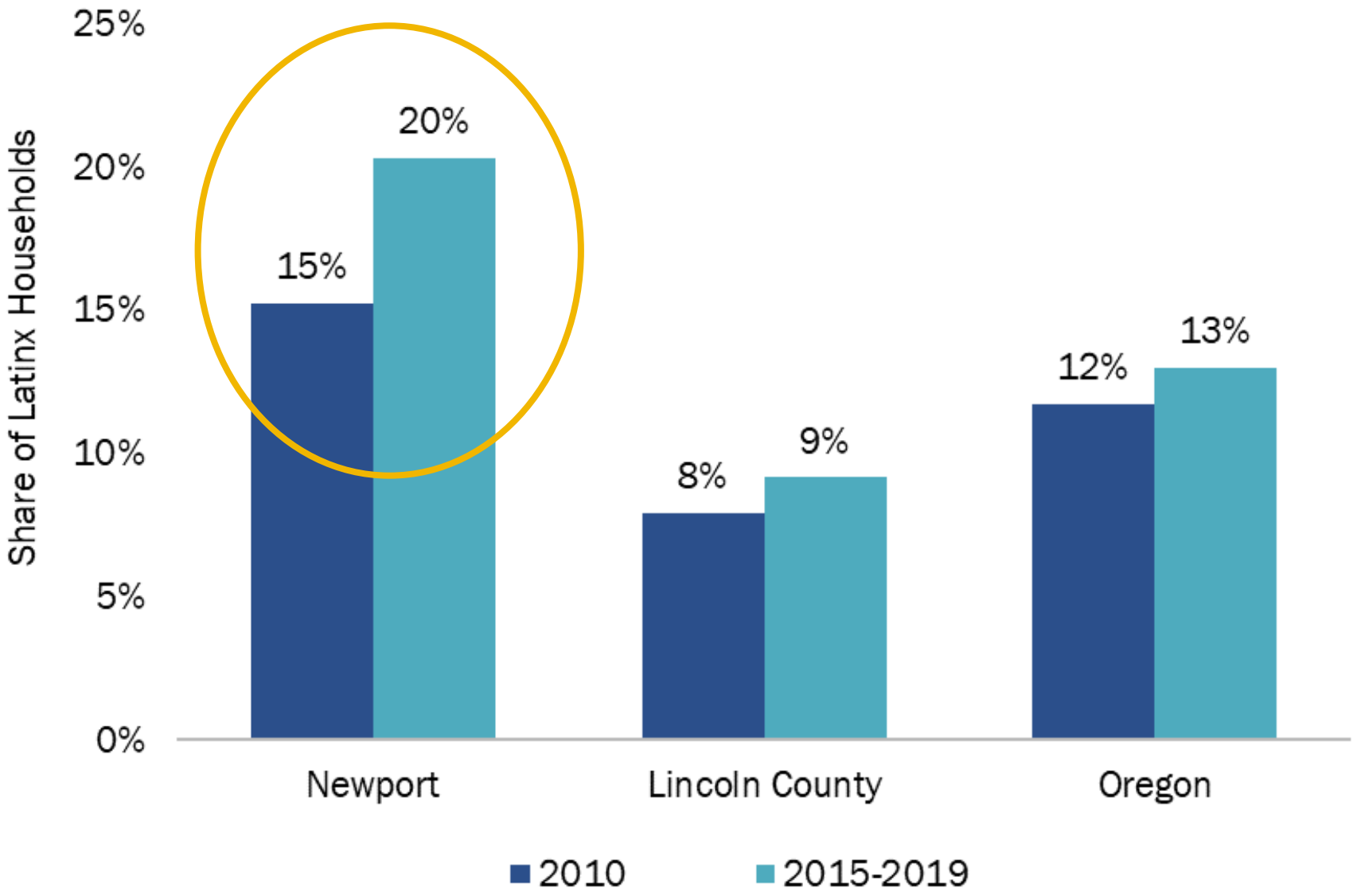
Newport - $49,039

Lincoln County - $47,882

Oregon – $62,818

Source: U.S. Census, ACS 2015-2019, Table B19001 and B25119.

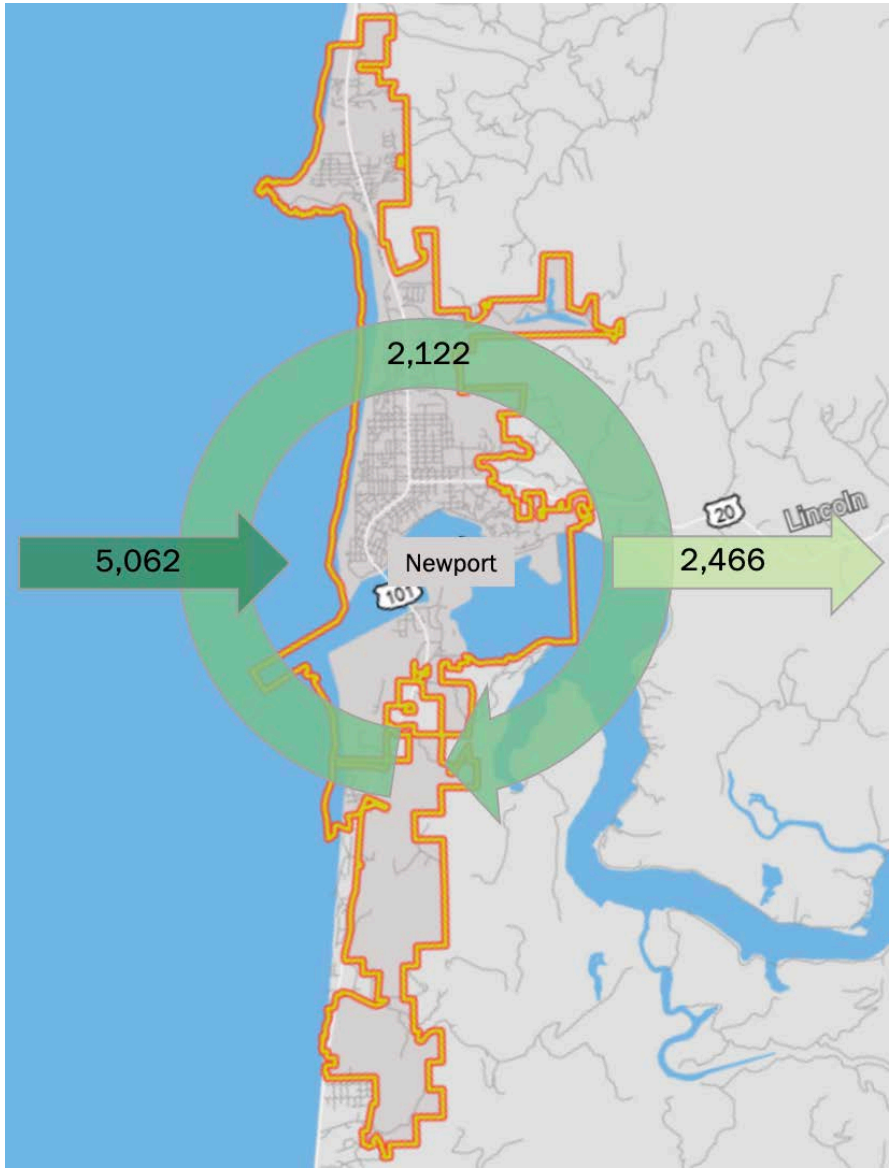
Share of Latino Households, 2015-2019



Newport's Latino population grew by 621 people between 2010 and 2019

Source: U.S. Census, Decennial Census 2000 and ACS 2014-2018, Table P008 and B03002.

Commuting Flows, 2019

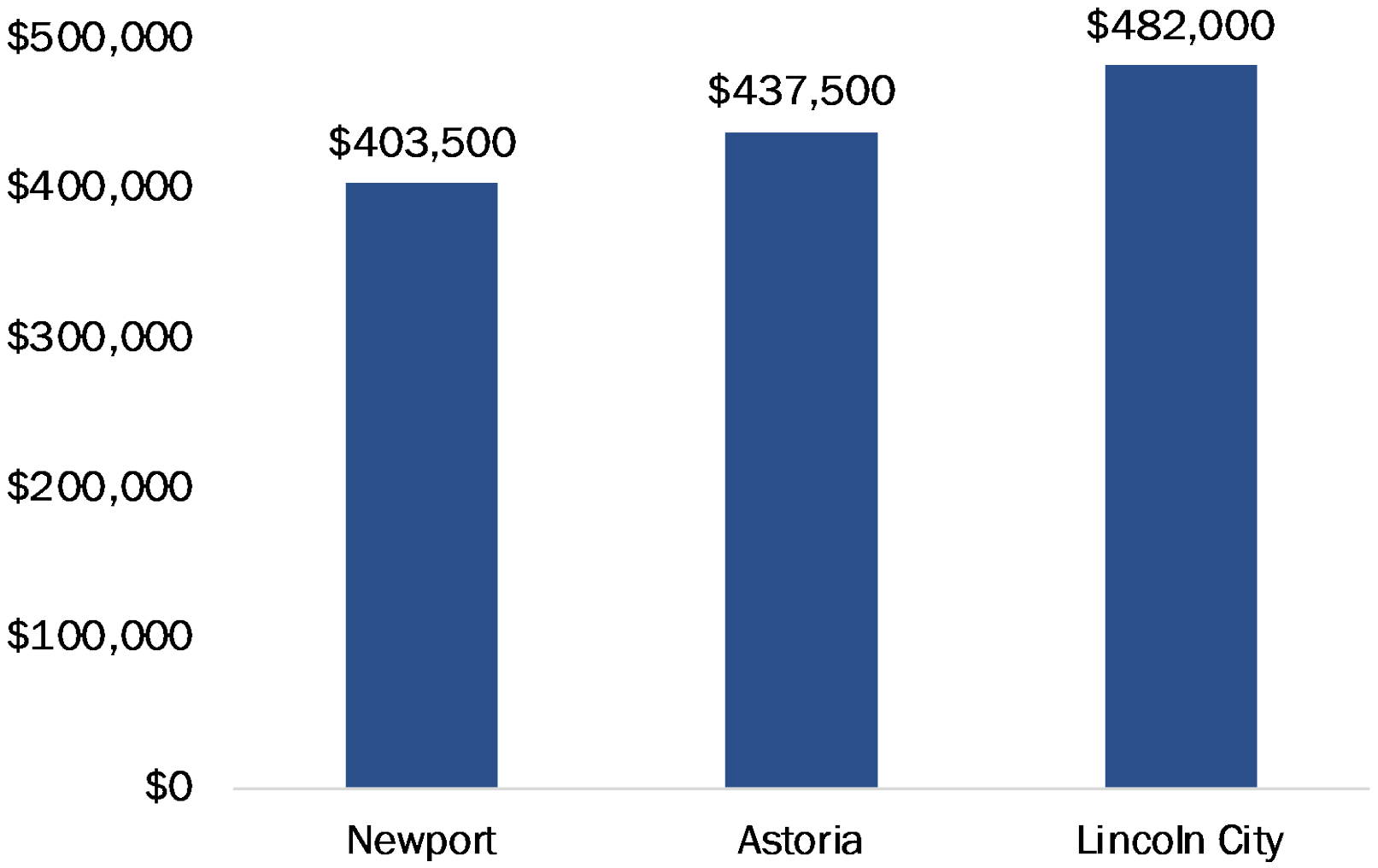


Source: US Census Bureau, Census on the Map, 2019.

About 7,184 people work in Newport

Most of these people (5,062) commute into Newport for work.

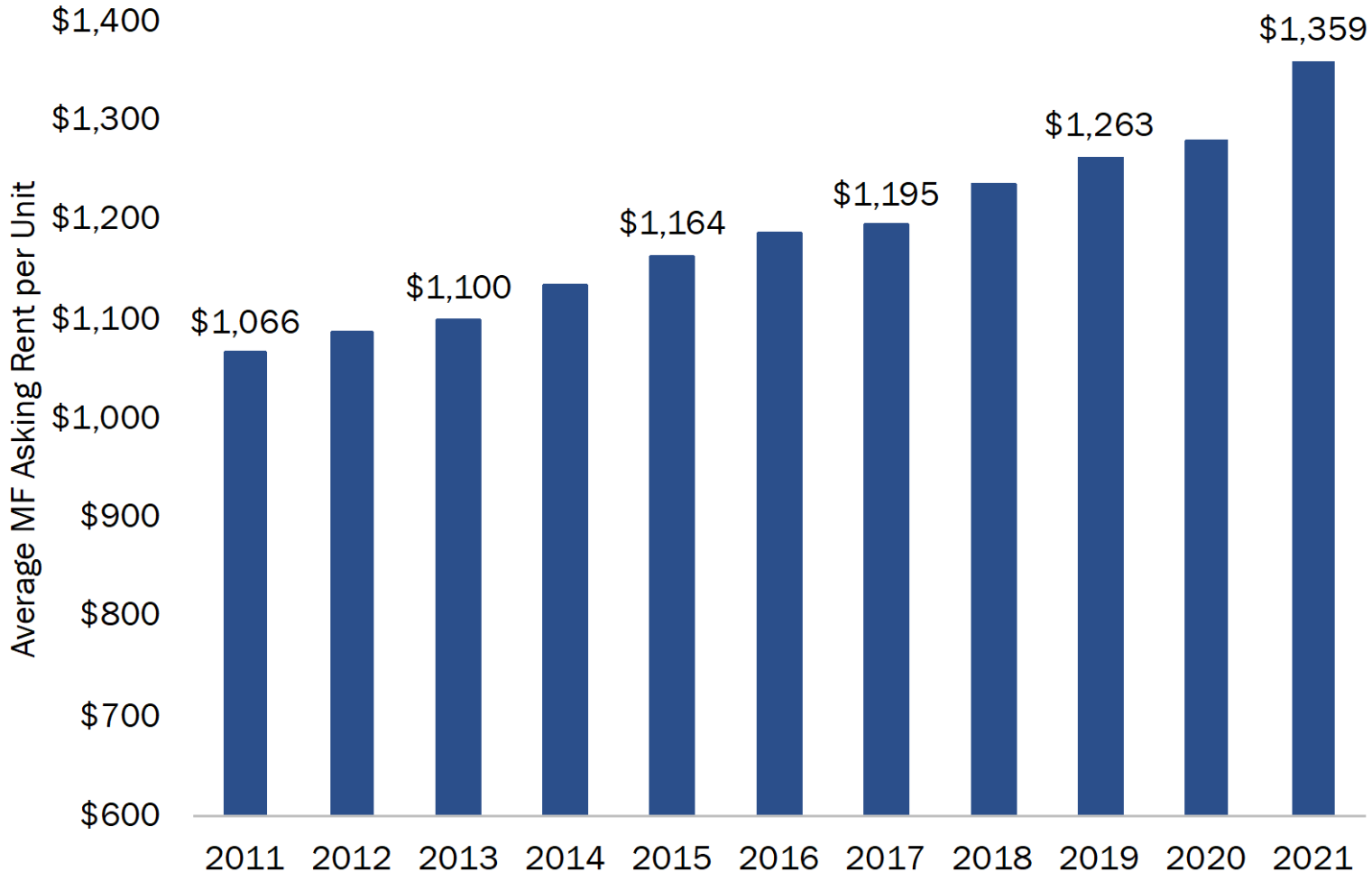
Median House Sales Price, 2021



Between December of 2016 to December of 2021, the median sales price in Newport increased by $198,000 (96%) from $205,500 to $403,500

Source: Property Radar, December 2021

Monthly Asking Rent Costs, Newport



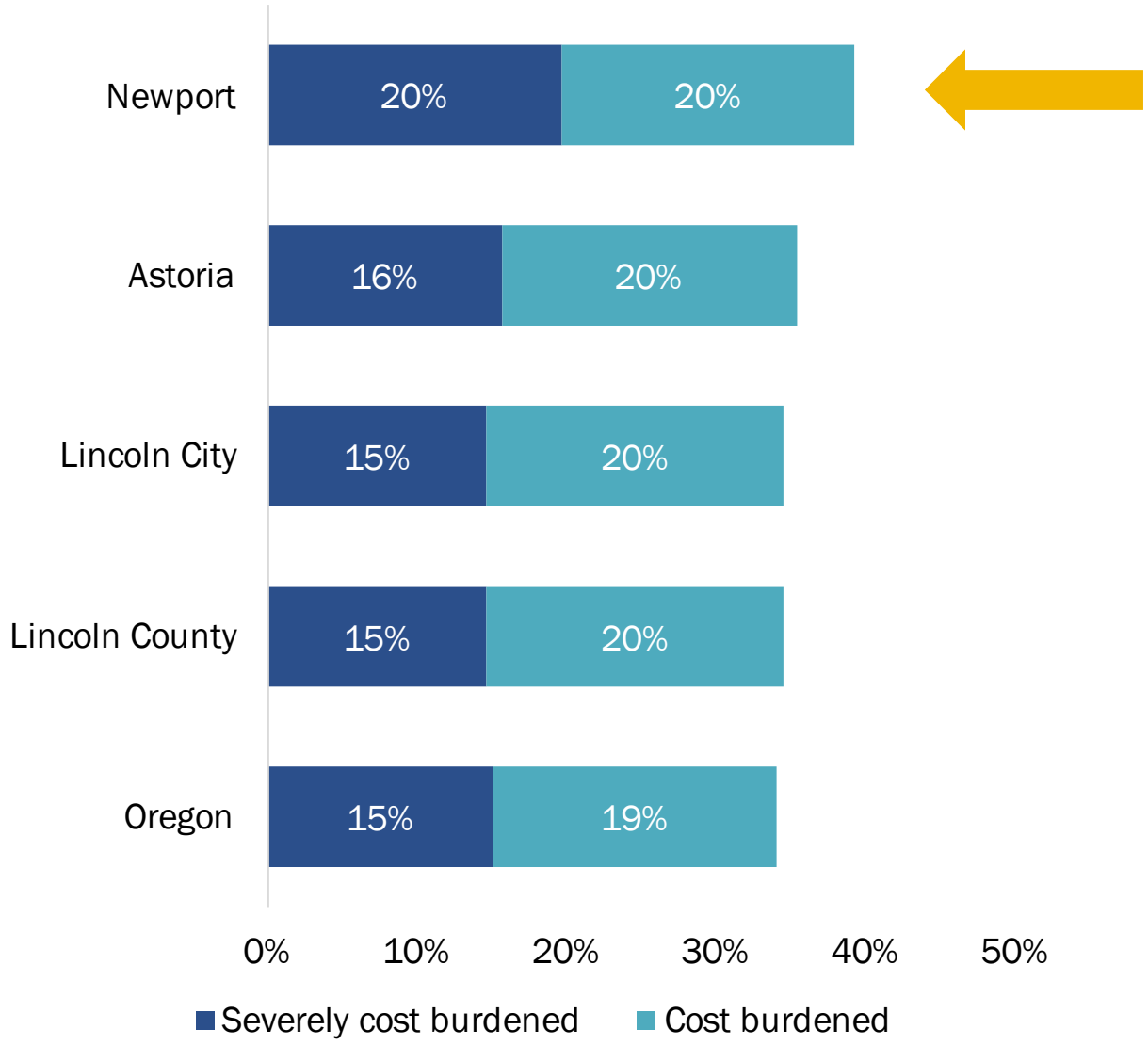
Between 2011 and 2021, Newport's average multifamily asking rent increased by 27% ($293) to $1,359 per month, not including utility costs.

Source: Costar

Cost Burden, 2020

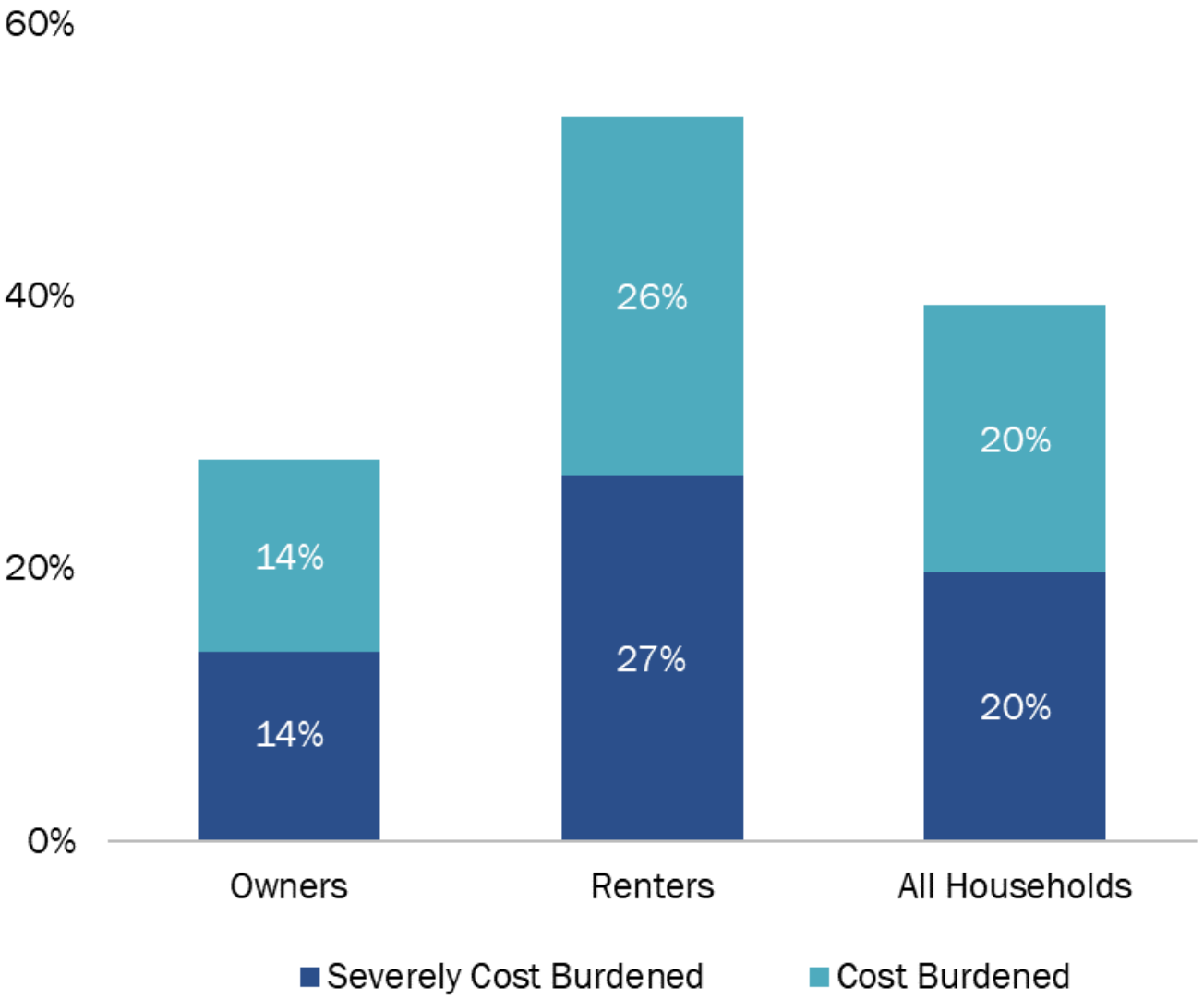
Cost burdened: spending more than 30% of income on housing costs

Severely cost burdened: spending more than 50% of income on housing costs



Source: U.S. Census, American Community Survey 2016-2020, Tables B25091 and B25070

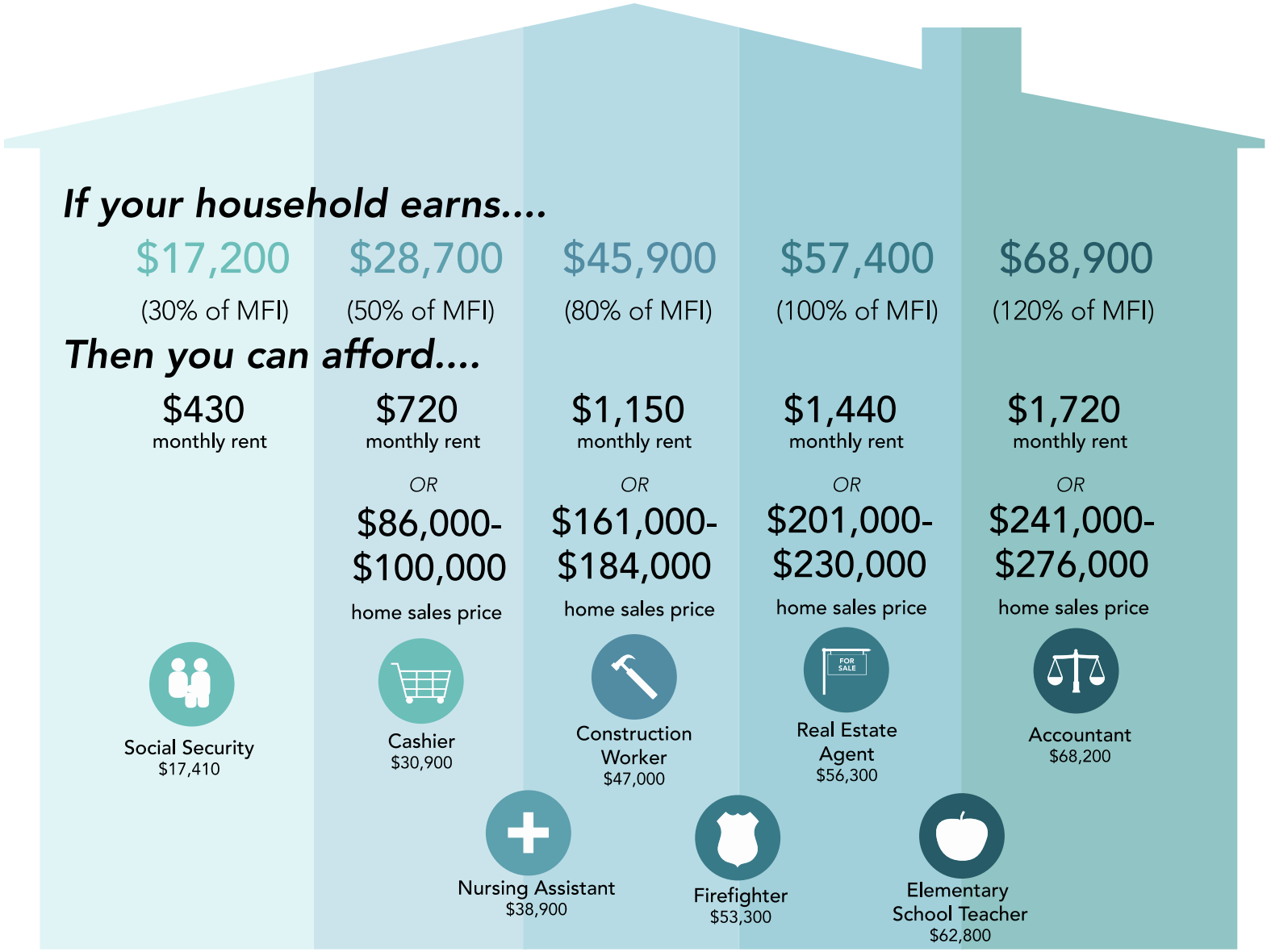
Cost Burden by Tenure, Newport



About 53% of Newport's renters were cost burdened or severely cost burdened, compared to 28% of homeowners.

Source: U.S. Census, ACS 2016-2020, Tables B25091 and B25070

Financially Attainable Housing, Newport



Median Home Sale Price: **$403,500**
(property radar)

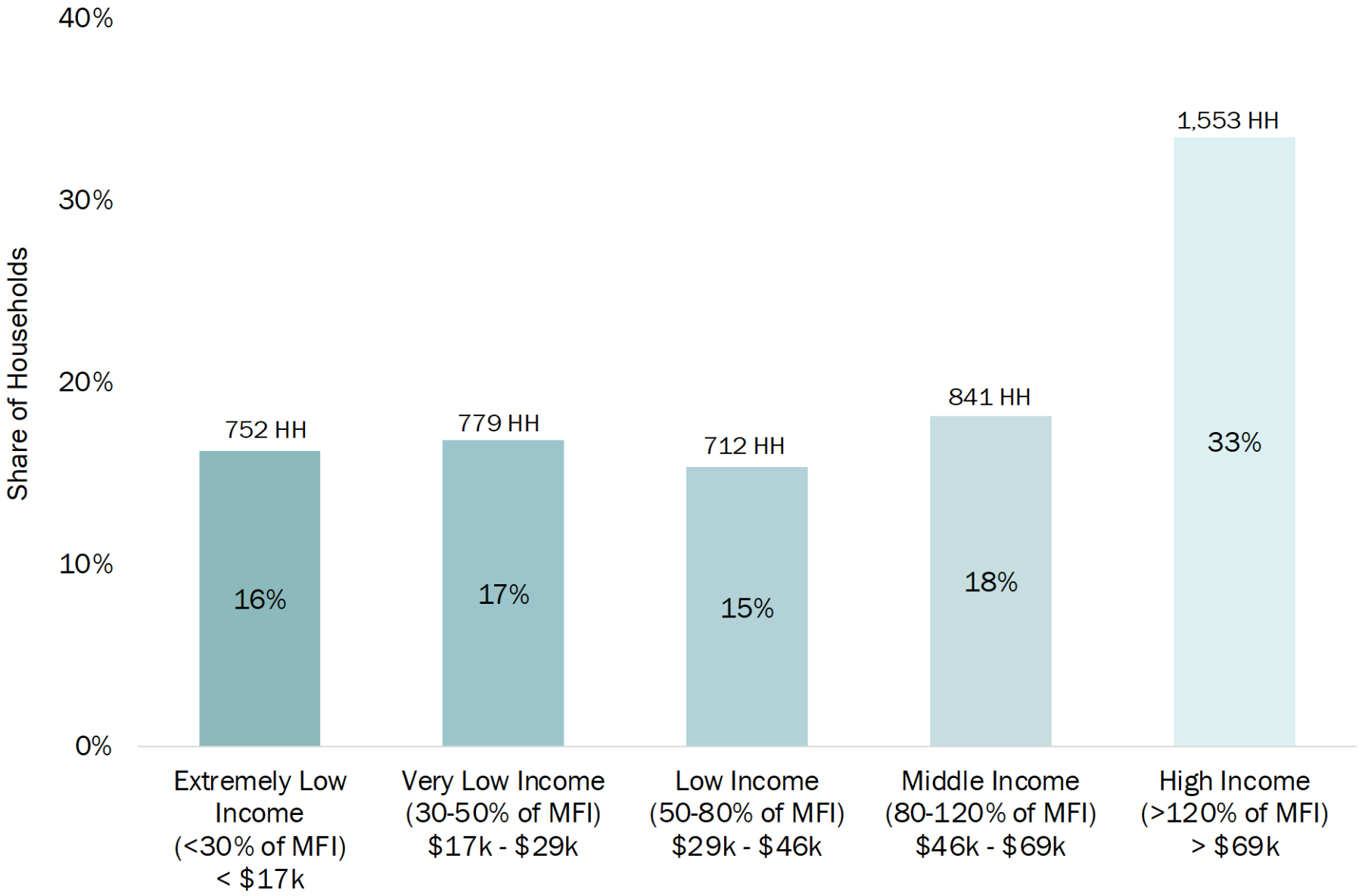
Requires $107,000 income (186% of MFI) to afford

Average Monthly Rent: **$1,360** **(not including utilities) (CoStar)**

Requires $54,400 income (95% of MFI) to afford

Source: US Department of Housing and Urban Development, Lincoln County, 2021. Oregon Employment Department.

Existing Households by Income Level, Newport

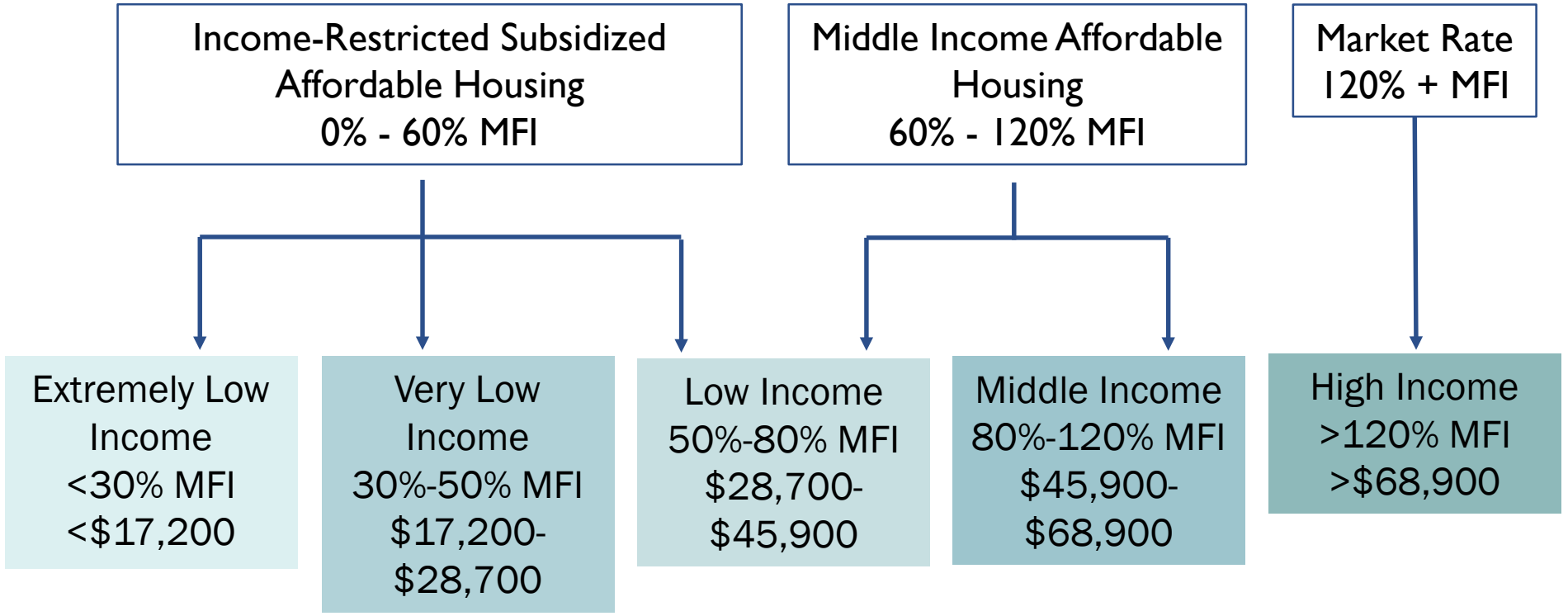


This chart is based on the HUD MFI for Lincoln County and the ACS household income distribution for Newport.

Source: US Department of Housing and Urban Development, Lincoln County, 2021. Oregon Employment Department.

Housing Affordability by Income Levels

The housing market cannot produce income-restricted, subsidized affordable housing and often does not produce middle income affordable housing without subsidy.



Preliminary Housing Forecast

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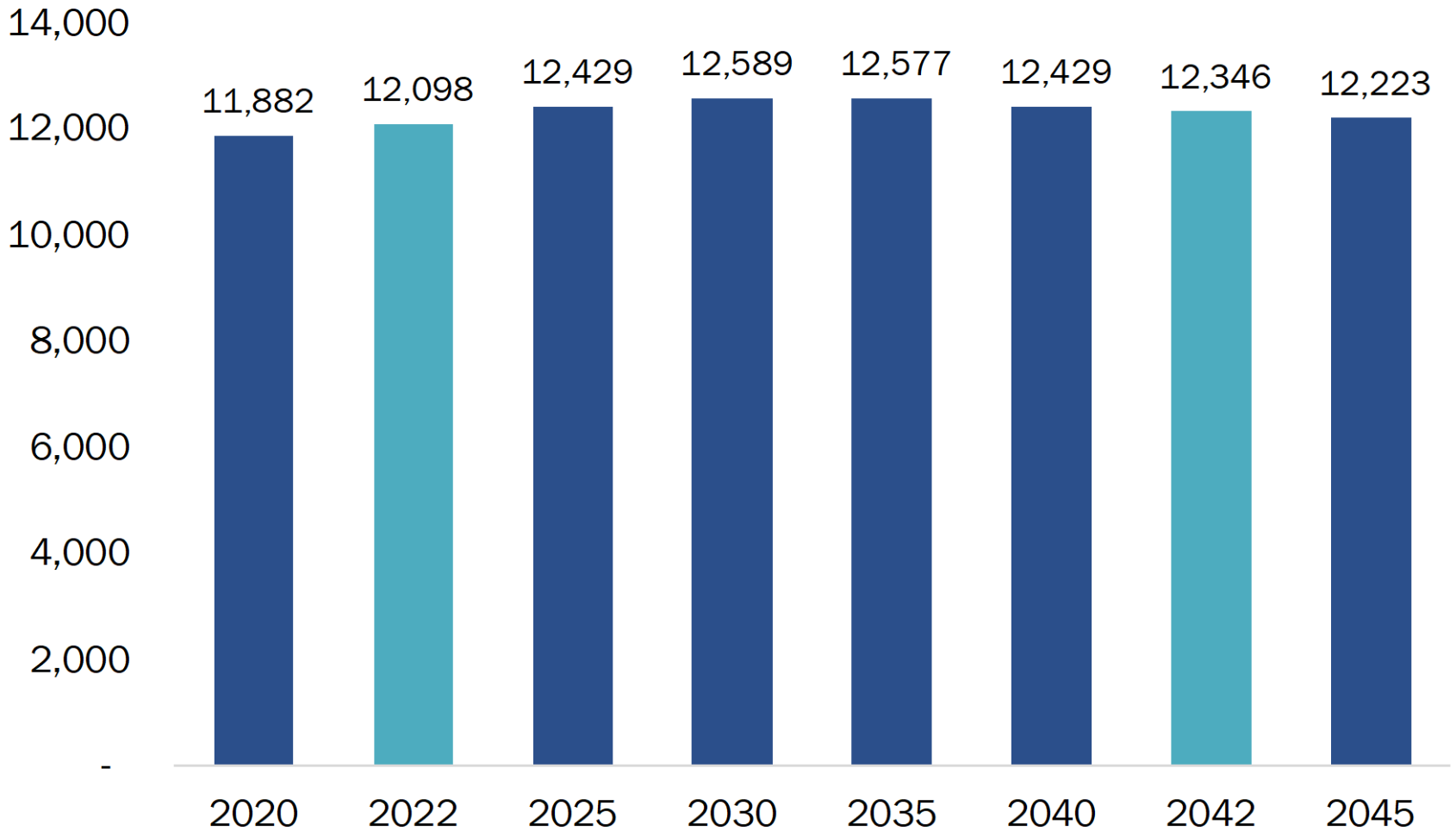
Population Forecast, Newport UGB

2022-2042: 248 new residents



If Newport grows as it did over the last 11 years (0.59% per year), Newport would grow to about 13,358 people by 2042. That would be growth of 1,348 new residents.

Source: Population Research Center, PSU 2021.

Forecast of Housing Growth, Newport UGB, 2022 to 2042

Variable	New Dwelling Units (2022-2042)
Change in persons	248
Average household size	2.21
New occupied DU	112
times Vacancy rate	2.6%
equals Vacant dwelling units	3
Total new dwelling units	**115**
Annual average of new dwelling units	**6**

If Newport grows as it did over the last 11 years, adding 1,348 new residents, then Newport would add 626 new dwelling units.

Implications for Housing Needs

- Regional and local affordability problems will drive need for more affordable housing, especially rental housing.
  - **40%** of households are cost burdened
  - **53%** of renter households are cost burdened
  - The average rental cost is unaffordable to half of Newport's households
- Demographic trends suggest increases in demand for a wider range of housing types, for ownership and rental

What Types of Housing







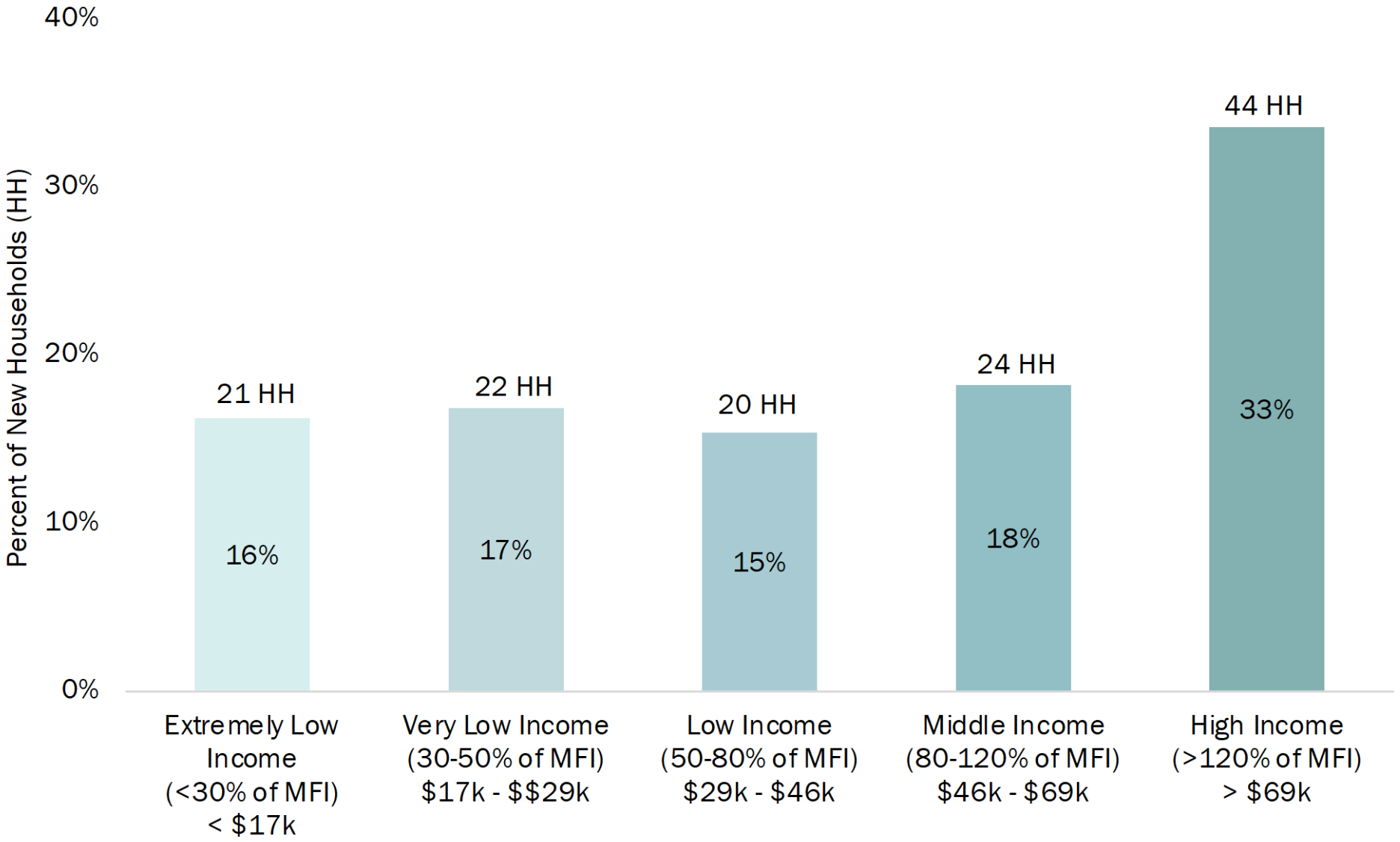


Forecast of New Housing, 2022 to 2042

Newport is forecast to add **115** new dwellings

Single-Family Detached	Single-Family Attached	Duplex, Triplex, Quadplex	Multifamily (5+ units)
			
56 New Units (50%)	**12** New Units (10%)	**18** New Units (15%)	**29** New Units (25%)

New Dwelling Units by Income, 2022 to 2042



Source: 2015-2019 ACS, U.S. Census; PRC at PSU (2020-2040); and U.S. Department of HUD 2021 MFI.

Implications for Housing Needs for the Housing Production Strategy

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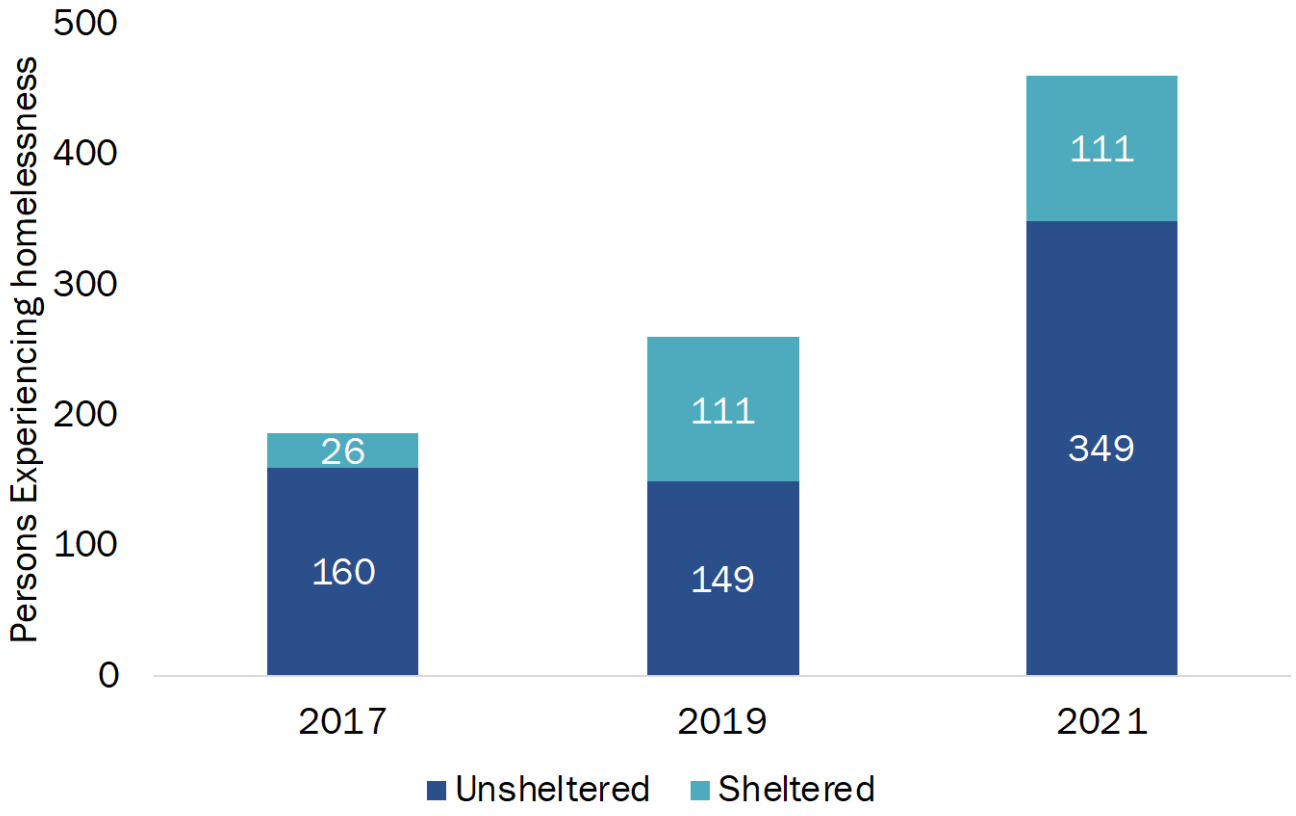
Housing Needs Often Differ by Group

- People experiencing homelessness:
  - Temporarily or chronically
  - Alone or with children
- Racial or ethnic groups
- People over 65 years old
- People with disabilities

Point-in-Time Homelessness Estimates, Lincoln county, 2017-2021



Source: Oregon Housing and Community Services.
Note: OHCS reported two counts in 2021 – estimated and reported counts. This is the estimated counts.

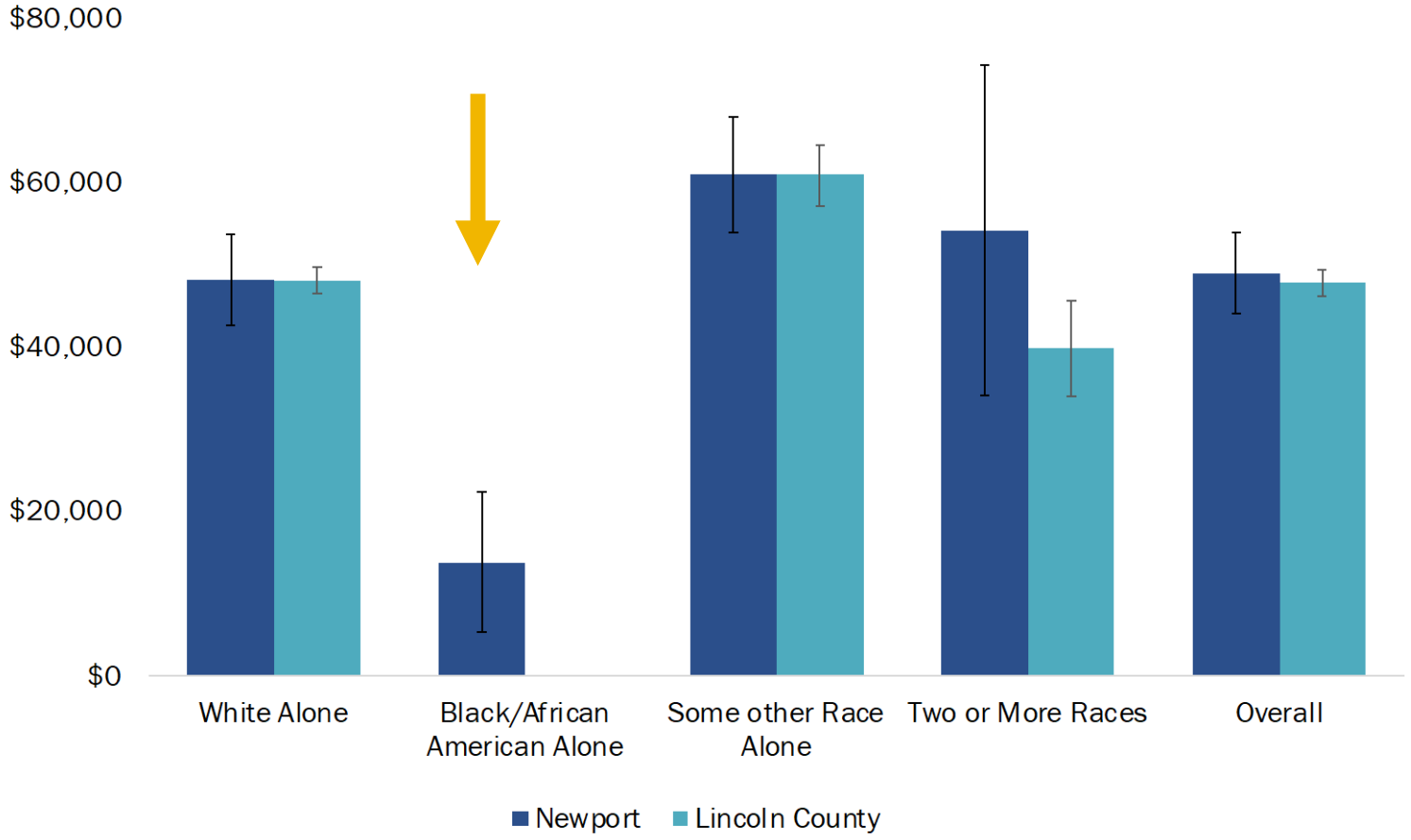
Conclusion: Housing Need for People Experiencing Homelessness

- Little data exists about the income of people experiencing homelessness
- Statewide income* for people experiencing homelessness is:
  - 89% have income below 30% of MFI
  - 8% have income of 30% to 50% of MFI
  - 3% have income of 50% to 80% of MFI
- People experiencing homeless are unable to afford market-rate housing
  - 460 persons were identified as homeless in Lincoln County in the 2021 estimated PIT Count
- Unique housing need that varies by reason for homelessness
  - Emergency assistance, including rent support
  - Permanent supportive housing, with services
  - Access to an affordable unit

* Source: OHCS data from EHA/SHAP
From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations by ECONorthwest, August 2020*

Ability to Pay for Housing by Race and Ethnicity

Median Household Income by Selected Race and Ethnicity, 2015-2019



The largest racial and ethnic groups in Newport are:

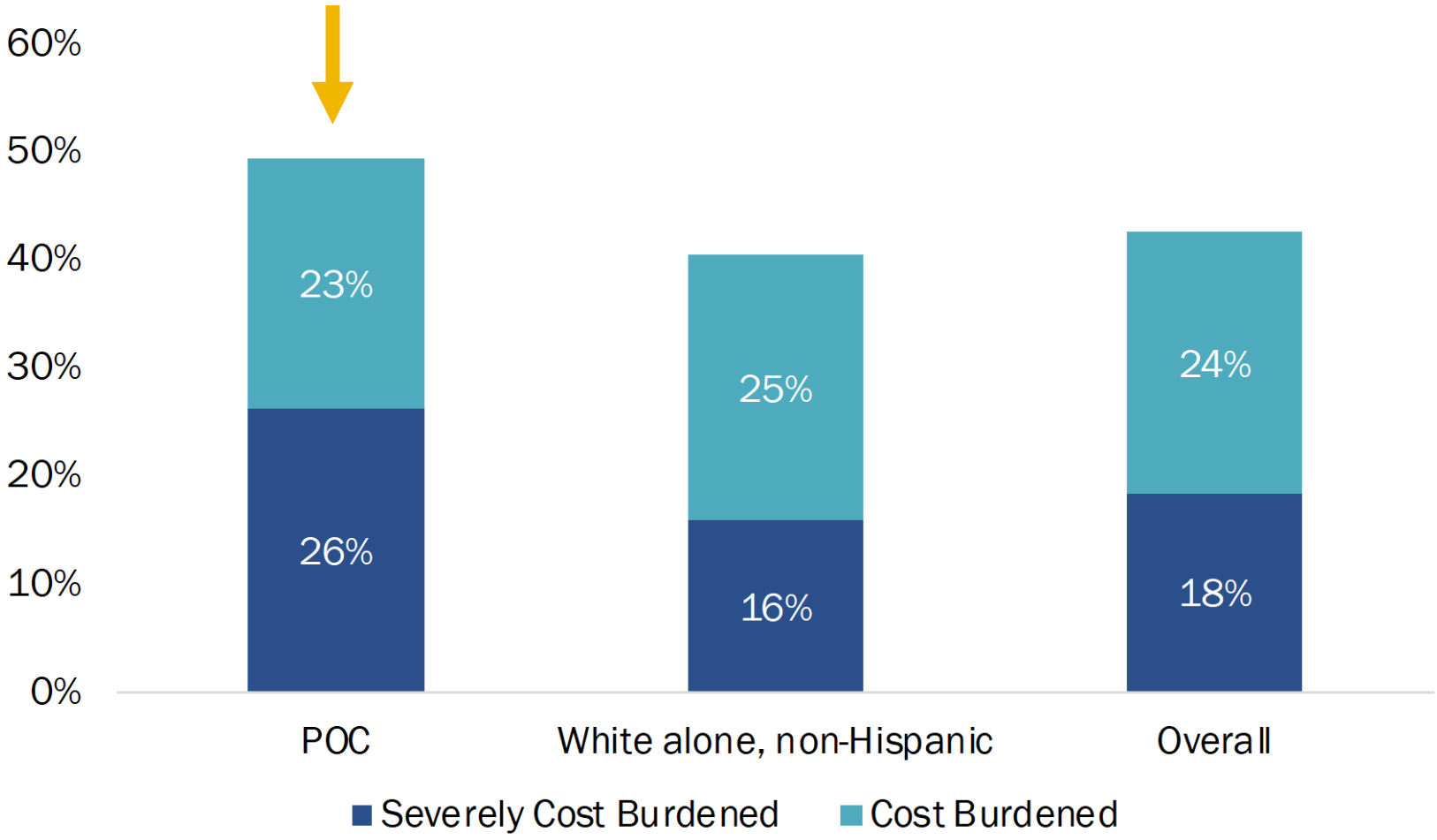
White alone: 7,491 people, 71% of population

Latino: 2,146 people, 10% of population

Source: U.S. Census, American Community Survey 2015-2019
Note: Other races not included due to lack of data and / or high margins of error

Cost Burden by Race and Ethnicity, Newport

Cost Burdened Households by Race and Ethnicity, 2014-2018



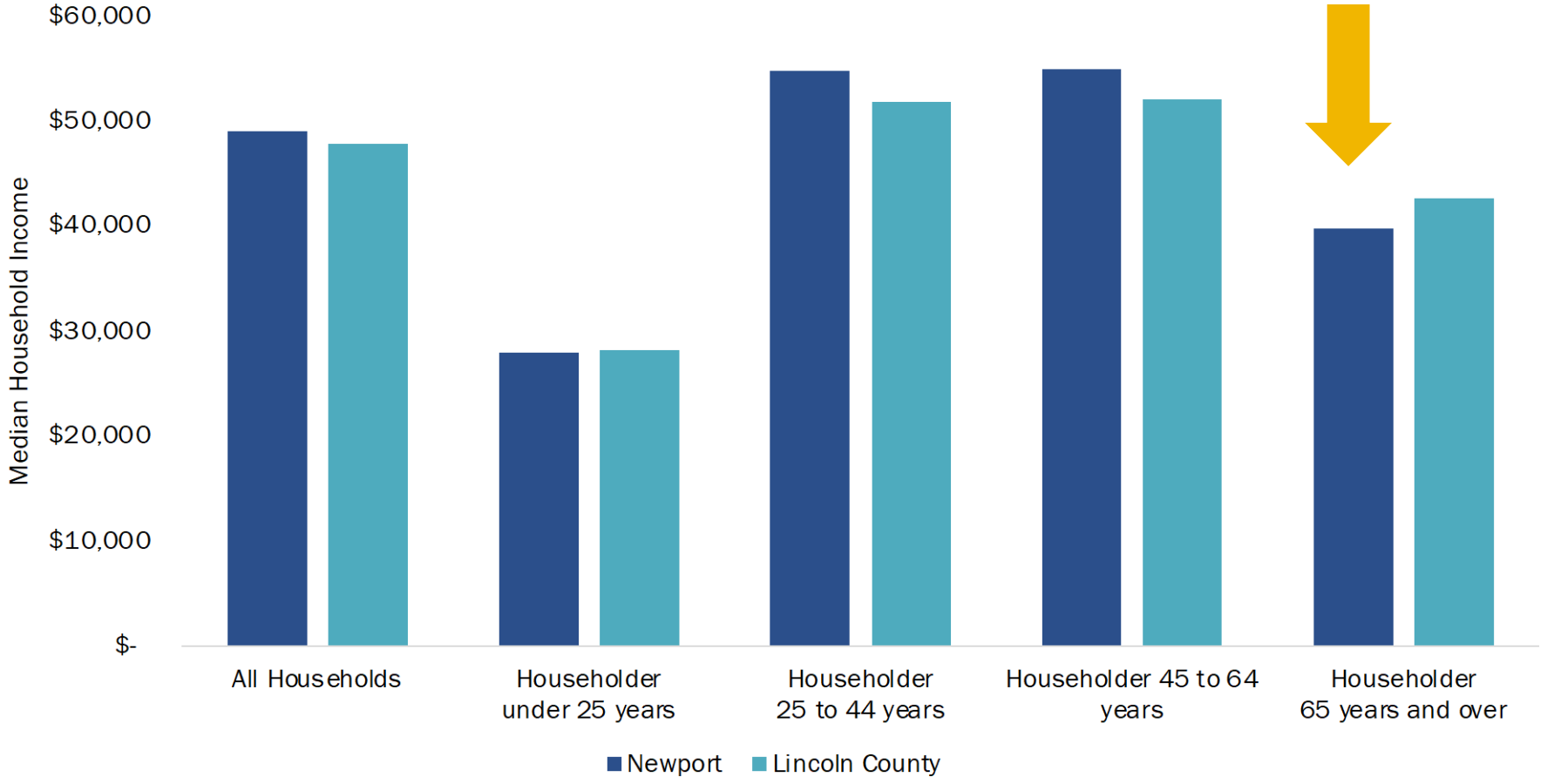
Source: CHAS 2014-2018, Table 9
Note: POC includes Latino

Conclusion: Housing Need by Race and Ethnicity

- Racial and ethnic groups have disproportionate cost burden
  - In Newport, households that identified as people of color (POC) were disproportionately cost burdened compared to the city's average.
  - Latino (any race) is the largest ethnic or racial Community of Color in Newport (20% of the population). In many Oregon communities, Latino households have lower median incomes than the city's average.
- Unique housing need
  - Access to affordable unit
  - Access to housing in locations with "high opportunity," such as access to jobs, transit, services, or high-quality education
  - Access to housing without discrimination
- Uncertain housing preferences
  - Do some racial or ethnic groups rent at higher rates because of preference or because of lack of affordable homeownership opportunities?

People Aged 65 Years and Older: Ability to Pay for Housing

Median Household Income by Age



In Newport, median household income for people over 65 years is 81% of the overall average.

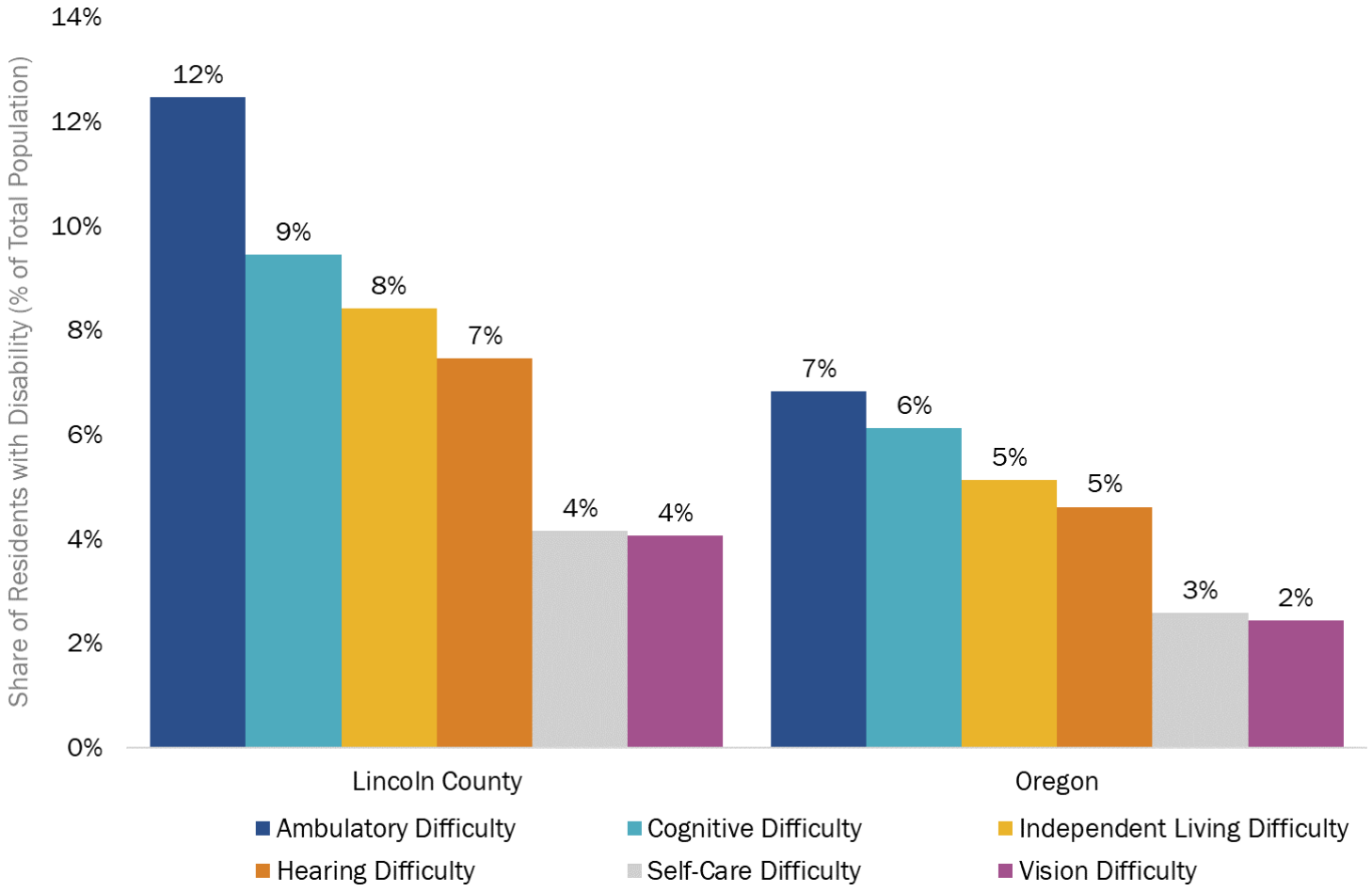
Source: 2015-2019 American Community Survey, U.S. Census, Table B19049

Conclusion: Housing Need for People 65 Years and Older

- People 65 years of age and older are disproportionately cost burdened
  - 57% in the North Coast Region* are cost burdened
  - 3,499 people are over 65 years of age in Newport and forecast to grow.
- Unique housing need that varies for seniors
  - Physically accessible housing
  - Access to affordable unit
  - Access to housing with needed services
  - Access to housing without discrimination

*From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations by ECONorthwest, August 2020*

Share of Persons with a Disability by Type (% of Total Population), Lincoln County, 2015-2019



Source: 2015-2019 American Community Survey, U.S. Census, Table K201803

Nearly a quarter of Lincoln County's population has one or more disabilities which is larger than the statewide average.

Conclusion: Housing Need for People with a Disability

- People with a disability have disproportionate cost burden
  - 52% in the North Coast Region* are cost burdened
  - In Lincoln County, 11,298 residents have one or more disabilities and likely to grow with an aging population.
- Unique housing need that varies by disability
  - Physically accessible housing
  - Access to affordable unit
  - Access to housing with needed services
  - Access to housing without discrimination

*From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations by ECONorthwest, August 2020*

Next Steps

- Refine HCA and buildable land results
- Begin analyzing residential land needs
- PAC Meeting #3: June 8 @ 6 PM

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Boise

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: May 20, 2022

Re: Transportation System Plan Part I and II – Final Review

Enclosed as Part I, is an updated set of draft amendments to the Newport Comprehensive Plan that implement the updated Transportation System Plan. They consist of two components. The first is the "Transportation Element" which is effectively an executive summary that includes aspirational projects the City is likely to fund over the next 20-years. The second component is the updated goals and policies. The Commission reviewed these materials at its April 25, 2022 work session. The only changes that I have made were a number of grammatical corrections that Bob Berman identified and flagged in an April 26, 2022 email.

Part II is the package of revisions to the Newport Municipal Code to implement the Transportation System Plan. I walked through the changes at your May 9, 2022 work session; however, this is the first time that you will have had an opportunity to review a hardcopy. I cleaned up a number of the provisions and used staff comments to describe what is being changed versus what is a reorganization of existing code provisions. The land division and property line adjustment standards have been moved from Title XIII to Title XIV, which allowed us to consolidate the transportation standards for new development and streamline procedural requirements. Many of the changes were recommended by Angelo Planning Group in a December 8, 2021 memorandum that is included in the packet. I added some language related to electric vehicle parking standards to NMC Chapter 14.14, and have enclosed the latest rulemaking on that topic.

If you have the time, I would encourage you to take a hard look at the Municipal Code Changes (i.e. Part II). That is the only document that you haven't seen yet, and I am planning to spend the most time walking through its key provisions when we meet on Monday.

Any changes you request will be incorporated into the draft that will be presented at the June 13, 2022 public hearing. Coming out of this work session, I will send a copy of the Comprehensive Plan and Municipal Code revisions to Angelo Planning Group for a final round of review. Any final changes they recommend will be highlighted in the packet materials that you will receive in advance of the hearing. OAR 660-011-0045 identifies required public facilities planning items that cities must include in Comprehensive Plan updates. I will look through that rule one more time before the hearing to make sure that we have addressed all of the required elements.

Our interactive web map is available for those who wish to review the aspirational transportation projects in graphic form. Links are available on the project website www.Newporttsp.org and the city's main webpage.

Attachments

- Updated Transportation Section of the Newport Comprehensive Plan (Part I)
- Updated Transportation Goals and Policies (Part I)
- Updates to Titles XIII and XIV of the Newport Municipal Code (Part II)
- Newport TSP Executive Summary, Mar 2022
- Newport TSP Full Document, Feb 2022
- Tracking Sheet of Pending TSP Edits
- Oregon Building Codes Division HB 2180 Rulemaking, filed March 12, 2022
- Memorandum Titled "Newport Transportation System Plan Update Development Code Amendments," by Angelo Planning Group, dated December 8, 2021

NEWPORT TRANSPORTATION SYSTEM PLAN*

This Transportation System Plan (TSP) describes the individual elements that make up the transportation system for the City of Newport. Additionally, the TSP represents recommended project improvements and goals and policies towards establishing a coordinated multi-modal transportation network for the City of Newport intended to comply with Statewide Planning Goal 12 and the Transportation Planning Rule (OAR 660-012-0015).

The complete TSP, titled "City of Newport Transportation System Plan, February 2022" describes in detail the various components of the City of Newport's transportation system, makes a complete analysis of those various components, and describes the process used to develop the plan. Current and future transportation needs were evaluated, projects prioritized, and a strategic and reasonable funding program has been developed, all of which was informed by public input. Unimplemented project concepts from the City's previous transportation related plans that are still relevant have been incorporated into the TSP. **By this reference, the complete TSP as amended by Ordinance No. ____ is incorporated herein**. Where the text references "TSP," the reference is to the TSP as amended unless otherwise noted.

However, the complete plan contains more information than most individuals want to sort through when looking for guidance on how future decisions should be made to improve the City's transportation system. This section will, therefore, focus on the projects contained in the TSP and the goals and policies needed to assure compliance. Persons interested in obtaining a more thorough understanding of the reasoning for the projects, goals, and policies should review the full TSP documentation referenced in Policy 1, Goal 1 of this chapter.

CRITICAL COMMUNITY ISSUES

A number of critical community issues guided development of the TSP. They were identified under the guidance of city leaders and a committee of key community stakeholders, referred to as the Project Advisory Committee, and are as follows:

- Develop desired streetscape, urban form, and roadway alignment for downtown commercial core to spur redevelopment.
- Identify transportation enhancements for the Agate Beach neighborhood that are sensitive to local geologic conditions.
- Update the TSP capital projects and planning level estimates for near- and long-term system investment priorities.
- Clarify whether the US 101 highway alignment may change as a part of the future replacement of Yaquina Bay Bridge.
- Evaluate the viability and efficiency of NE Harney St. extension as north-south alternative to US 101.
- Develop a city-wide integrated multi-use bike and pedestrian network.
- Identify areas suitable for neighborhood traffic calming measures and address pedestrian safety needs.
- Identify transit needs of the community.
- Refine street cross-sections requirements to provide options that address constraints.
- Revise infill frontage improvement requirements to better balance cost and community needs.

*Added by Ordinance No. 1802 (1-4-99); Amended by Ordinance No. 1963 (8-18-08), Ordinance No. 2045 (11-5-12), and Ordinance No. ___ (6-20-22).

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Critical community issues were also identified through public engagement while the TSP was being developed, with approximately 970 people being engaged through a variety of outreach opportunities. Common themes heard from the public included the following:

- Improve pedestrian and bicyclist safety throughout the city.
- Increased bus/transit/shuttle options.
- Enhance vehicle traffic flow and reduce congestion for through travelers and local users
- Implement parking improvements especially in the downtown area
- Enforce traffic speeding
- Preserve/rebuild the Yaquina Bay Bridge in the same location
- Promote emerging technology such as electric vehicle (EV) charging stations, parking solutions and solar power

Outcomes and recommendations related to these issues are addressed in detail in the complete TSP. Technical background information that formed the basis for many of the recommendations is available as appendices to the document.

TRANSPORTATION SYSTEM CONTEXT

The City of Newport was incorporated in 1882, and the 1910 census reported about 700 residents. Over the past century, the city has grown to just over 10,000 permanent residents today. The summertime population peaks at 25,000 because of the seasonal changes in tourist, employment, visitor, and recreational activities. As a popular Oregon Coast community and active seaport, Newport experiences its highest transportation demands during summer months when tourism and recreation are at their peak, whereas travel activity during the winter months are much lower. For example, the daily traffic counts on US 101 near City Hall drop by about 40 percent between July and January. The TSP recognizes how seasonal swings in travel activity affect the community.

Newport faces the challenge of accommodating growth while maintaining acceptable service levels on its transportation network. Some of the key opportunities and challenges noted addressed with the TSP are listed below:

- **US 101 and US 20** form the primary transportation network and carry most of the motor vehicle traffic. Outside of the downtown core area, 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 continues to be a challenge for residents, visitors and tourists that are traveling outside of their motor vehicles.

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- **Downtown** is where many of the 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 the downtown area, which is also referred to as the commercial core area, along with upgrading the transportation system to catalyze economic development and provide infrastructure needed to support additional density.
- **Nye Beach** is a mixed-use neighborhood with direct beach access anchored by Performing Arts and Visual Art Centers. Commercial development is concentrated along Beach Drive and Coast Street, both of which include streetscape enhancements that encourage a dense pedestrian friendly atmosphere. This area includes a mix of retail, dining, lodging, professional services, galleries, single family homes, condominiums, long term and short-term rentals.
- **Bayfront** is a working waterfront with a mix of tourist-oriented retail, restaurants, fish processing facilities, and infrastructure to support the City's commercial fishing fleet. The Port of Newport is a major property owner, and a boardwalk and fishing piers provide public access to the bay. The area is terrain constrained, with steep slopes rising up from commercial sites situated along Bay Boulevard.
- **South Beach**, nestled on the south side of the Yaquina Bay Bridge, is developed with a mix of regional institutions, recreational facilities, neighborhoods, and retail businesses, including the popular Oregon Coast Aquarium, Hatfield Marine Science Center, OMSI's Camp Gray, Oregon Coast Community College, Newport Municipal Airport, and the Port of Newport's South Beach Marina and RV Park. The City's largest residential planned development is also located in South Beach, known as the "Wilder" community.
- **Yaquina Bay Bridge** is an integral part of Newport as well as an historic icon on Oregon's coast highway system. Since its opening in 1936, the bridge has been the only transportation link across Yaquina Bay to South Beach. The Oregon Department of Transportation (ODOT) has been working to extend the functional life of the bridge, but they expect that it will eventually be replaced. The timing for its replacement is uncertain, however, ODOT has indicated that its current location would be the preferred option to minimize environmental, engineering and community impacts.
- **Natural Hazards** considered in this TSP include the potential tsunami events following earthquakes and mitigating for unstable soils and ocean bluff erosion.

EXISTING AND ANTICIPATED FUTURE TRANSPORTATION CONDITIONS

A comprehensive assessment was made of the travel patterns and transportation system performance within Newport as it operates today, and how that is expected to change with planned growth through 2040. To make the future forecast, the designated growth areas within the city were reviewed to determine how travel activity and patterns would change based on historical demographic and travel data. The future year travel forecast was made for summertime conditions, and it was used to evaluate how effectively proposed roadway solutions would operate.

The findings of this technical analysis for all travel modes, combined with input from the public engagement process, formed a master list of system needs for the community. Later in the update process, past transportation projects that have yet to be implemented were refined and amended, as needed, to fully address the latest understanding of the community's transportation needs.

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Land Use and Transportation Demand Growth

The City's Urban Growth Boundary (UGB) and adopted land use zoning maps identify the location and type of development that is expected to occur in Newport. In addition, citywide population forecasts are coordinated with a statewide effort led by Portland State University. By 2040, the growth in households and employment for Newport can be summarized as follows:

- **Households** - About 1,000 more homes are expected throughout the city, with the highest concentrations in the recent UGB addition at the intersection of NE 36th and NE Harney Streets, and the emerging neighborhood along SE 40th Street near the Oregon Coast Community College. Many other neighborhoods expect modest residential in-fill development.
- **Population** – About 2,400 more permanent residents are expected to reside in these new homes. In addition, visiting households during peak seasons are forecasted to increase by about 210 more than today.
- **Summer Employment** - About 2,700 more jobs are expected during the summer. Overall job growth will be highest in the South Beach area, especially along Marine Science Drive, and south of 40th Street, and in the very north end of the city near 73rd Street.

This combination of new housing, residents and jobs is expected to increase citywide vehicle trips by about 27% year-round by 2040.

Motor Vehicle System Performance Issues

Based on technical evaluation and feedback from the community, the following operational, safety and maintenance issues were identified for the Newport motor vehicle system. ODOT has quantitative performance targets for its highways based on traffic delays, which were applied to determine if conditions were acceptable or not. A total of 20 intersections were selected for the operational analysis review.

- Six of the intersections on US 101 are expected to have major delays for motor vehicle traffic. This includes three locations that are controlled by traffic signals (at NE 52nd Street, US 20, and Hurbert Street) and three stop controlled intersections (at NE 73rd Street, Oceanview Drive, and Angle Street)
- Many other intersections along US 101 that were not specifically analyzed are expected to have limited access and severe delays during peak hours for traffic intending to turn left onto the highway. Several neighborhoods derive their only access from US 101. Public feedback specifically noted NE San-Bay-O Circle near the Fred Meyer store as being difficult to exit during summertime conditions.
- Two of the US 20 intersections are expected to have major delays including SE Benton Street (stop sign controlled on the side street) and NE Harney Street-SE Moore Drive (traffic signal control).
- The US 20/NE Harney Street-SE Moore Drive intersection was also cited by public feedback as being problematic for serving school related traffic before/after school sessions, and for major events at the Lincoln County fairgrounds.
- Other community safety concerns included the lane merging on southbound US 101 approaching Yaquina Bay Bridge, and the irregular access spacing on US 101 near the Newport Cinema.
- Three local bridges were identified as being structurally deficient including US 101 over Big Creek, the Yaquina Bay Bridge, and on Big Creek Road over Big Creek.
- In addition to its weight limited condition, the vehicle traffic using the Yaquina Bay Bridge is expected to grow and it will eventually exceed the carrying capacity.

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Walking and Bicycling System Performance

Walking is an important part of local travel options, both within neighborhoods and parks as well as along and across major roadways. Provision of safe and convenient walking options can help the city move towards a complete multimodal transportation system. Today Newport has 33 miles of sidewalks, although about 70 percent of city streets lack sidewalks on at least one side.

Bicycling is common along US 101, which is part of the designated Oregon Coast Bike Route. Cyclists generally ride on the wide paved shoulders on US 101, since there are very limited designated bike lanes on the highway. Off highway, there is about 10 miles of shared-use pathways or trails available, but generally cyclists are required to share the roadway with vehicles. For both walking and bicycling system, a Level of Traffic Stress (LTS) score was determined that represents the user's experience on that route. Based on technical evaluation, field observations, and public feedback, the following walking and bicycling issues were identified:

- For walking travelers, about 25 percent of state highway and city collector street blocks were rated in the low to moderate LTS range, which is generally comfortable for the average traveler.
- For bicyclists, about 15 percent of state highways and 90 percent of city collector streets had low to moderate ratings.
- On the other end of the LTS scale, extreme ratings were shown for 60 percent of the highways for walking travelers, and 85 percent of bicyclists. This is the highest level of stress and is considered very challenging.
- Extreme or high bike LTS was noted due to high speeds and traffic volumes and unprotected bike facilities. This includes both state highways and short segments of NE Harney Street, NE 31st Street, NE Yaquina Heights Drive, SE Bay Boulevard and SE Ferry Slip Road.
- Sixteen of the 20 intersections studied on US 101 and US 20 had extreme or high LTS scores due to non-compliant ADA curb ramps, complex elements or limited refuge or enhancements at the crossing. Bicycling LTS has similar scores at these locations.
- NW Oceanview Drive, a component of the Oregon Coast Bike Route, was rated at extreme level of traffic street between US 101 and the intersection with NW Edenview Way, and medium level of traffic stress from there to Spring Street.

System deficiencies were noted in cases where the walking or bicycle facilities had major gaps, extreme LTS, or were near important destinations, such as parks, schools, transit stops or essential services. These were flagged to be reviewed for possible system improvements.

Transit Services

Lincoln County Transit operates a city loop bus service, an intercity bus service, and a paratransit service. The loop service through Newport connects key destinations six times each day, seven days a week and in the evening. While most residents and businesses are located within one-half mile of a loop transit stops, the time between buses (up to 90 minutes) and limited-service hours (7 am to 5pm) moderates it effectiveness for residents and visitors.

The intercity transit service operates routes to Corvallis and Albany four times each day, to Lincoln City four times each day, to Yachats four times each day, and to Siletz six times a day between Monday and Saturday.

Lincoln County Transit's paratransit service provides public transportation to persons with disabilities who are unable to use regular fixed route buses. Curb to curb paratransit service, in wheelchair lift equipped minibuses, is available generally between 8:00 a.m. and 3:30 p.m. Monday through Friday.

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Lincoln County's transit development plan through 2028 intends to enhance the frequency of services and add more stops on the loop to better serve more riders. This includes two new loop routes with shorter headways between more popular local destinations.

Freight Network

US 101, north of US 20, is a designated federal truck route and US 20, east of US 101, is a designated Oregon freight route. With growing traffic volumes, six intersections along the state highways would not meet their currently adopted mobility target. These are the same six locations noted under the "Motor Vehicle System Performance Issues" section above.

Other locations with identified freight needs include Bay Boulevard, which is a working waterfront and is a key freight generator for the City of Newport. This area is also a tourist destination which can create conflicts between the high volume of pedestrians, passenger cars, and freight vehicles which serve Newport's fishing industry. Freight vehicles face steep grades for northbound traffic approaching the Yaquina Bay Bridge. The recent relocation of the traffic signal from SE 32nd Street to SE 35th Street has improved this operational issue; however, the bridge still has weight limit restrictions.

Airport

The Newport Municipal Airport, owned and operated by the City of Newport, is a public-use airport located east of US 101 off SE 84th Street, approximately five miles south of downtown. This airport provides general aviation for Newport and surrounding coastal communities and is identified as a critical resource by the Oregon Department of Aviation for emergency response following a major earthquake or tsunami. Currently, the airport supports general aviation aircrafts, US Coast Guard helicopters, and air ambulance flights.

Waterways

The Port of Newport maintains and operates separate commercial and recreational marinas to serve Newport's ship traffic. The commercial marina, located on the north side of Yaquina Bay, south of Bay Boulevard includes four docks for commercial vehicles and serves a large, prolific fishing fleet and a yacht club. This marina can accommodate vessels up to 100 feet. The recreational marina is located on the south side of Yaquina Bay, near South Beach, with space for 522 vessels and includes power, water, fuel, and sanitary services as amenities. This marina also serves as a public boat launch with space for trailer storage.

STREET FUNCTIONAL CLASSIFICATION CHANGES

The functional classification of a street or roadway defines how it is intended to be used, and its relative purpose compared to other facilities in the network. Transportation agencies that manage and maintain highway and street systems commonly use this practice, including federal, state, county, and city jurisdictions. The TSP refines the City's street functional classifications to align with local community values. The major changes to the street functional classification designations for City of Newport Streets include the following:

- **Designating State Highways as the only Arterial Roadways -** Several city streets that were previously designated as arterials roadways were downgraded to better match their intended use today and in 2040. Arterial streets are primarily intended to serve regional and through traffic. It is determined that only the two State Highways provide that type of service.

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- **Dividing City Collector Streets into Two Tiers, Major and Neighborhood Collector** - The city previously had one category for collector streets, which are intended to connect neighborhoods to each other and to arterial roadways. The top tier collector was renamed to a Major Collector. A second tier of collector roadway was introduced where it was most appropriate to apply traffic calming techniques in neighborhoods, and to tailor bike and pedestrian designs to best match the local environment.
- **Identifying Private Streets** – While not depicted on the functional classification maps, the TSP identifies local streets that are privately owned or maintained by the adjoining property owners as a subset of the local street classification.
- **Local Truck Routes Added** – In addition to the state and federal designated truck routes on US 101 and US 20, there are several city streets that serve as key local truck routes within the community. These routes were added to the city's freight network to highlight the need to design and manage them to serve trucks. Examples include Bay Boulevard, and SE Marine Science Drive.

The new functional classifications for City of Newport streets and freight routes are depicted on Figures 1 through 6 below.

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Figure 1: Functional Classification of Roadways – North Map

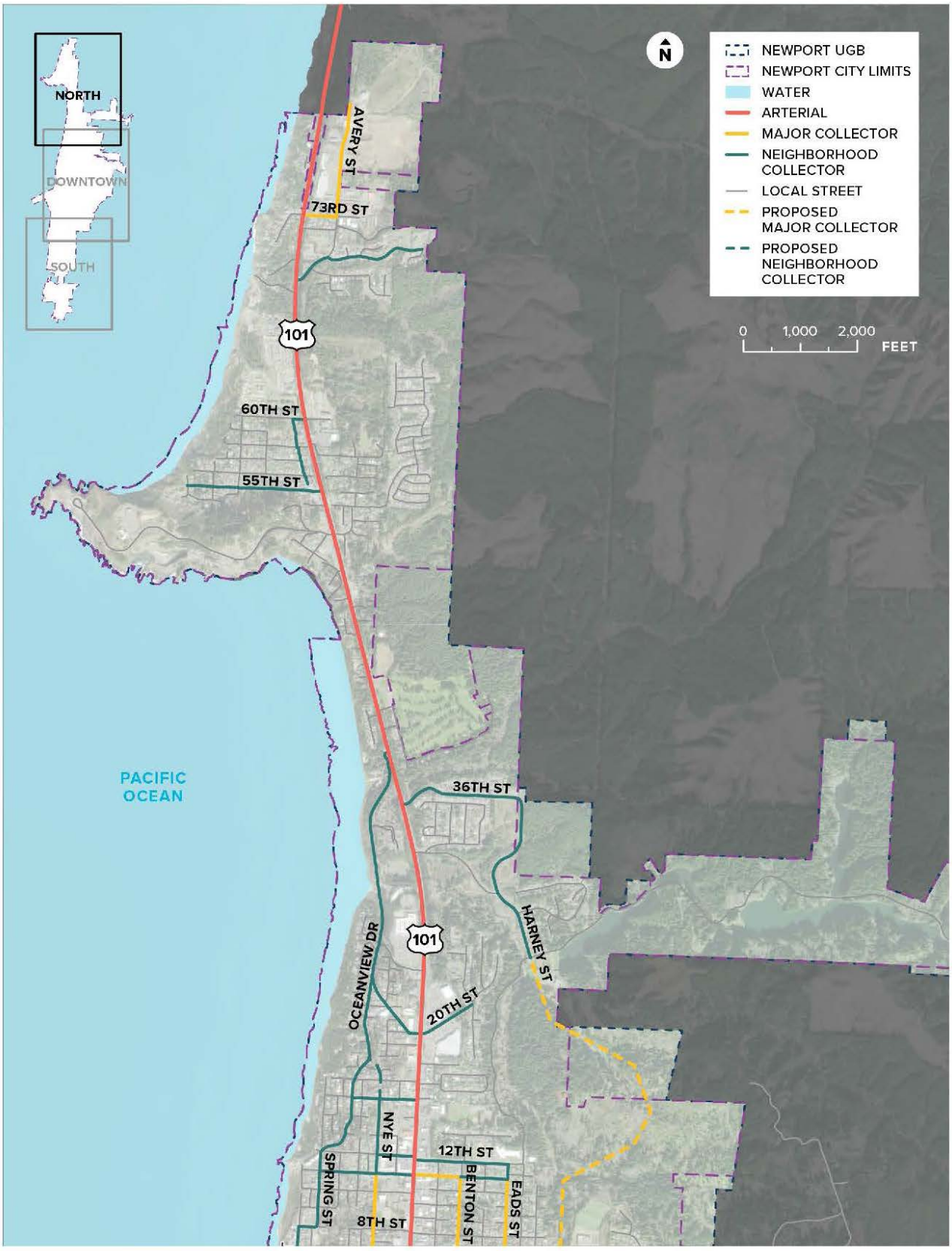


Figure 2: Freight Routes – North Map

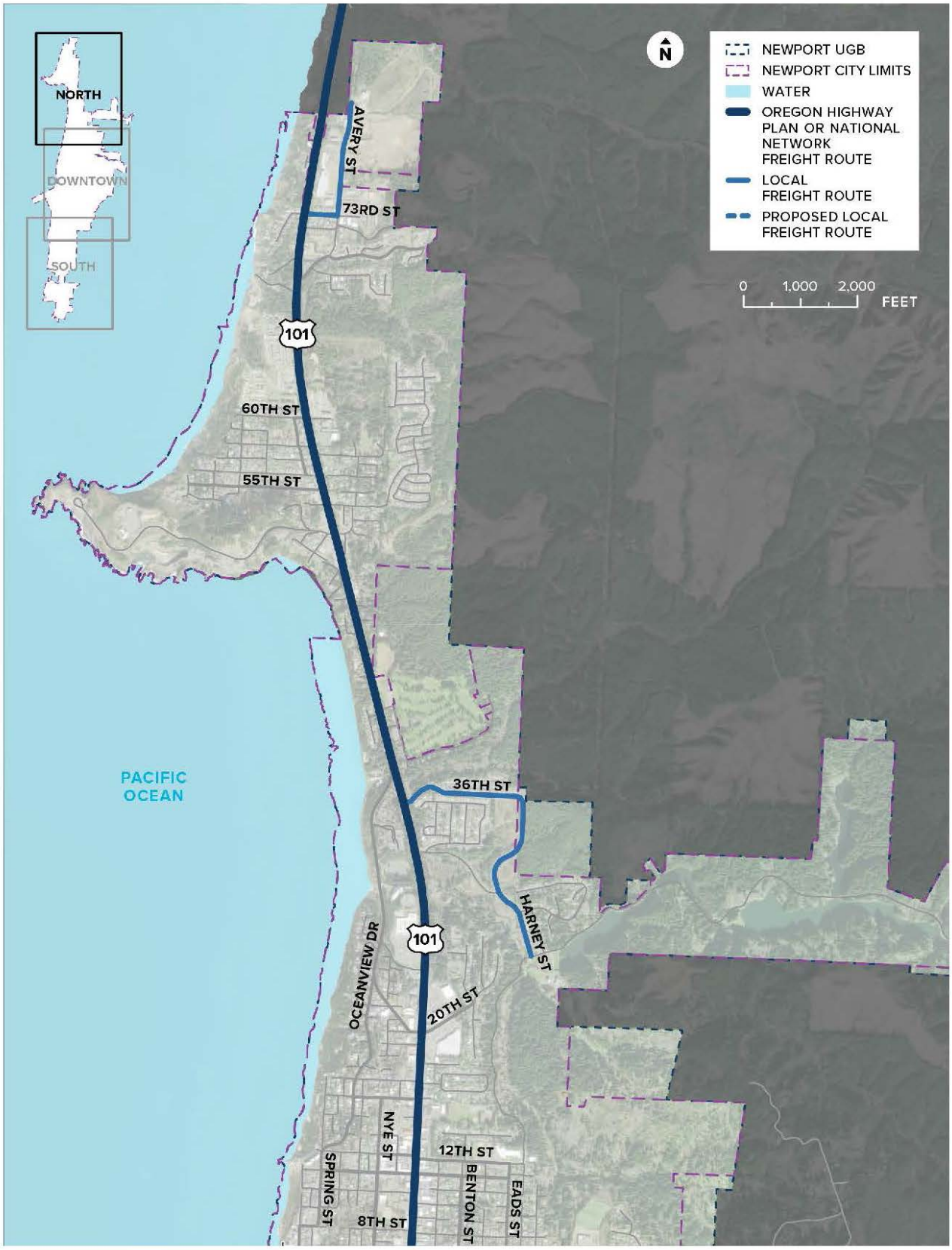


Figure 3: Functional Classification of Roadways – Downtown Map

Figure 4: Freight Routes – Downtown Map

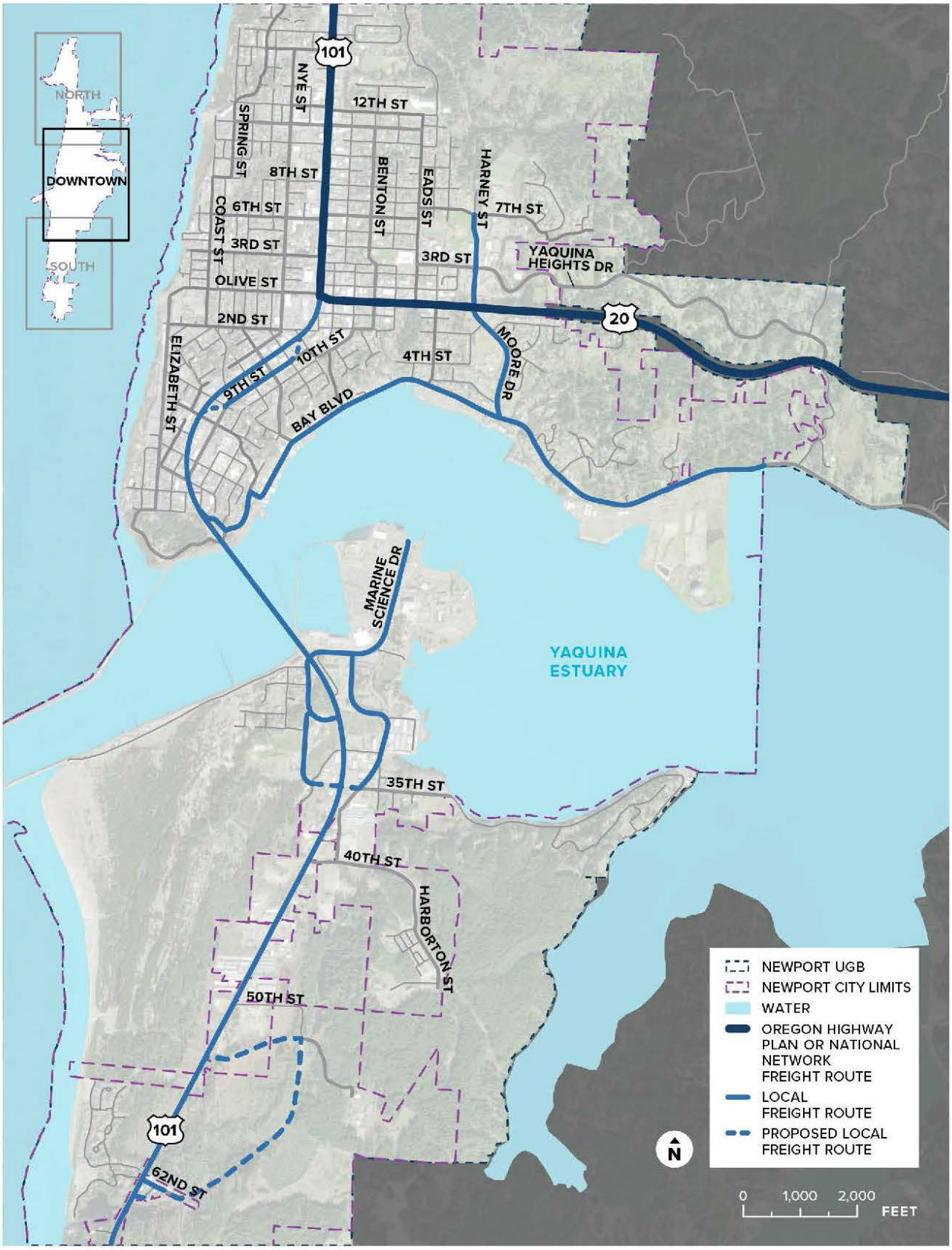


Figure 5: Functional Classification of Roadways – South Beach Map

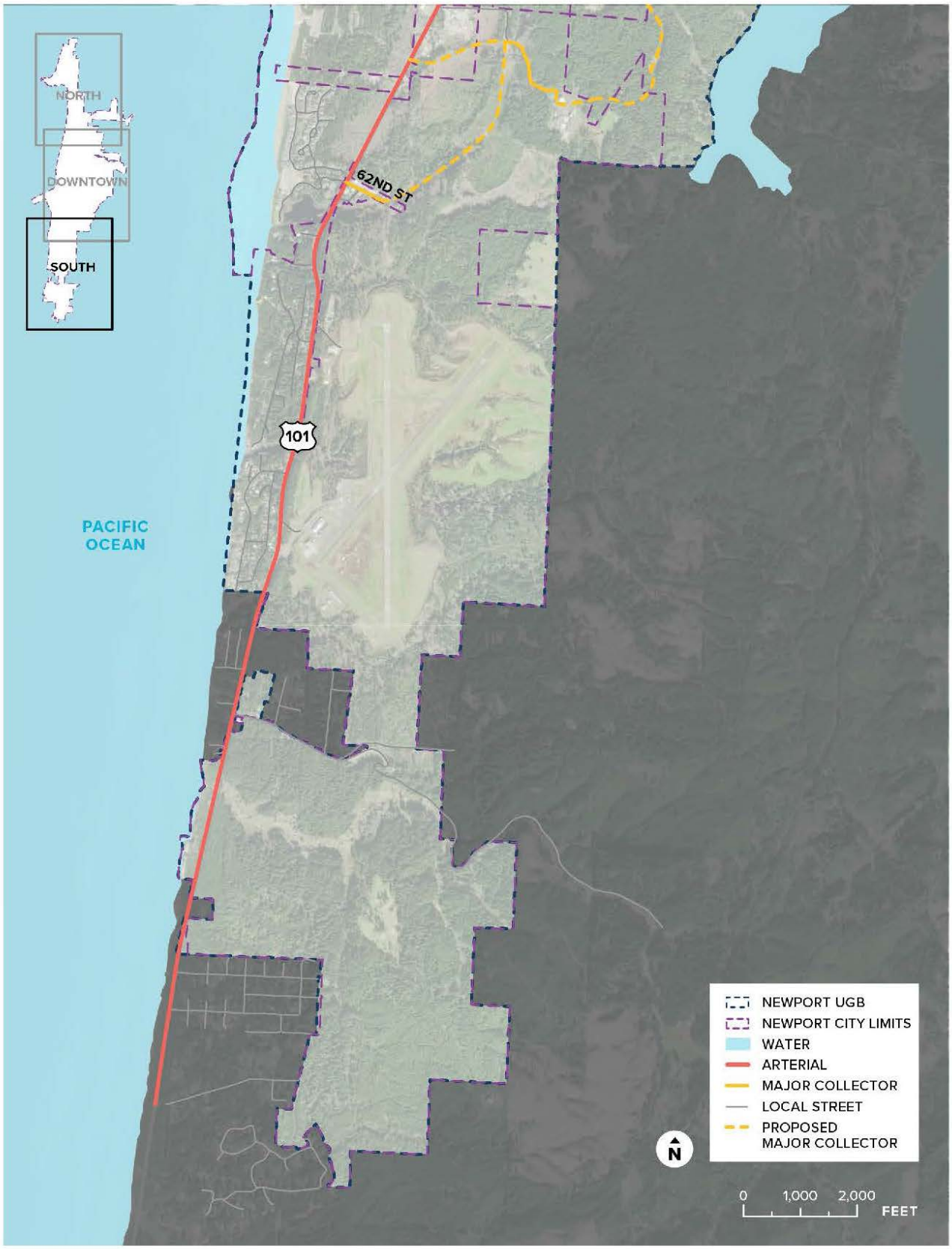
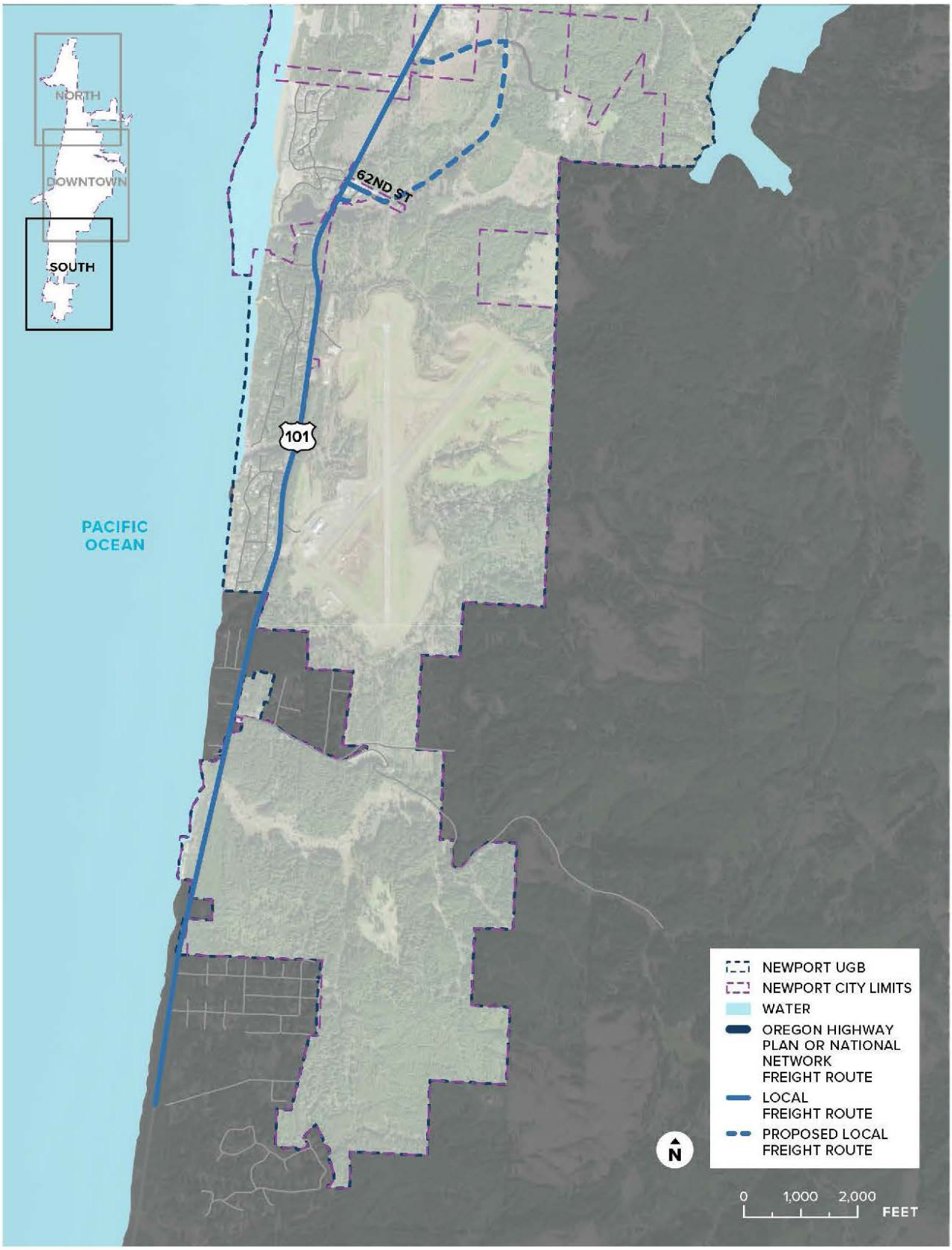


Figure 6: Freight Routes – South Beach Map



MULTIMODAL NETWORK DESIGN

Street designs are based on the functional classifications. City street improvement projects generally accompany newly developing or redeveloping areas of the city. Roadway cross-section design elements include travel lanes, curbs, furnishings/landscape strips, sidewalks on both sides of the road, and bicycle facilities. In some cases, site constraints may prevent minimum standards from being applied, and design exceptions are required.

The TSP includes recommended design standards for all levels of streets, trails and pathways. A summary of the key changes for network design types follows below:

- **Added Yield or Shared Streets -** A new classification for local streets was added to recognize cases where traffic volume is low (fewer than 500 vehicles daily). These cases were referred to as Yield or Shared Streets, and they allow narrower street widths and lower speed limits.

- **Sidewalk Minimum Width Varies** - The minimum sidewalk width was changed to be wider depending on the street classification, and fronting land use types. For example, this allows added space for street side amenities in commercial districts.

- **Bicycle Facilities Tailored to Street Classification** – To better support an integrated bike network, the design standards were modified to better match the required bike facilities with the on-street conditions experienced by cyclists. Where traffic volumes and speeds are high, like on the state highways, wide and protected bike facilities are preferred. Whereas, in neighborhoods the bikes can more readily share the street with motor vehicles.

- **Minimum Pedestrian and Bicycle Facilities** – New design standards are recommended for pedestrian trails, accessways, and shared-use pathways, showing the minimum facility width for each case.

ADDITIONAL TRANSPORTATION PLANNING STANDARDS

A new set of transportation standards is recommended that the City can apply during on-going development review, and when plan amendments are being considered. These new standards provide staff with a quantitative basis for reviewing proposed development plans and other planning proposals that may affect local transportation conditions. The additional standards include the following:

- **Vehicle Mobility Standards** –Define the thresholds of acceptable congestion on city streets for a range of intersection types. These standards can be applied to form the basis for requiring conditions of approval for pending development to ensure that the ultimate facility design matches the expected demands.

- **Multimodal Connectivity** – Define the minimum and maximum spacing standards for block length, driveway spacing, setbacks, and space between ped/bike connections. The intent of these standards is to provide for efficient, safe, and timely multimodal travel, particularly in newer neighborhood designs.

The TSP further highlights unique natural hazards facing the City of Newport, and the City's response to manage those conditions. This includes the Oregon Seismic Lifeline Routes that facilitate emergency evacuation and recovery routes following disasters, such as a tsunami event. Projects are included to

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promote seismic resilience on lifeline routes, add pedestrian or bicycle facilities on evacuation routes, and promote wayfinding.

Also highlighted in the TSP are street stormwater drainage management strategies that apply to new development areas and major infrastructure improvements, such as new or expanded roadways. These strategies are acutely important in many areas of the city, and most notably the Agate Beach neighborhood, to mitigate runoff impacts such as further erosion of coastal bluffs.

PROJECT DEVELOPMENT AND FUNDING

Building the updated project list for this TSP involved identifying a several new projects to specifically address new community concerns and combining them with unimplemented past projects from previously adopted transportation plans. The full list of projects is referred to as Aspirational Projects.

A prioritization process was applied to the Aspirational Projects to emphasize improved system efficiency and management over adding capacity. This included four tiers (highest, high, moderate and low). These priority outcomes were then compared to city goals and objectives for the transportation investments. As a result, the higher priority solution types that address identified needs were selected unless a lower priority solution was clearly more cost-effective or better supported the goals and objectives of the city. This process allows the city to maximize use of available funds, minimize impacts to the natural and built environments, and balance investments across all modes of travel.

Each project was reviewed to assess which agency would lead the project and the likely funding source. It is important to note that these funding assumptions do not obligate any agency to commit to these projects. In general, projects were assigned to either the City of Newport or ODOT as the lead agency, with a few cases where they may jointly fund a project. Also, each project was assigned an assumed funding source, which included the City's North Side Urban Renewal District, South Beach Urban Renewal District, and other City/State revenue. It is recognized that there may be other partnering opportunities with ODOT and Lincoln County Transit, these decisions are ultimately up to those agencies. Also, private development will also likely build TSP projects in coordination with land use actions and future development in the city. Based on historical and forecasted funding levels, the city expects to have about $76 million through the year 2040 for transportation projects in this TSP. This includes about $38 million for projects in the North Side Urban Renewal District boundary and another $38 million from other City and State funding sources for other citywide projects. And although it was not included in the TSP revenue forecast, the South Beach Urban Renewal District will also provide an additional $3 million in funding for remaining projects in the district boundary. This is still far below the funding required to implement all the projects in this plan, which total approximately $222 million.

FUNDING SOURCE	AMOUNT AVAILABLE BY 2040
NORTH SIDE URBAN RENEWAL DISTRICT	$37.9 million
OTHER CITY/STATE FUNDS	38.3 million
TOTAL FUNDS AVAILABLE	**$76.0 million**
TOTAL ASPIRATION PROJECTS	**$222.5 million**

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A high priority subset of the City's Aspirational Projects that are constrained to a level of funding that is expected to be available for the next 20 years is presented in Tables ___ through ___ below. These aspirational projects are referred to as "financially constrained," as they represent the City's highest value projects that can reasonably be funded with the known economic constraints through 2040.

The project identification numbers in the first column of the tables are coded to indicate the category of the improvement, as follows:

- "INT" to represent an intersection improvement project
- "EXT" to represent a roadway extension project
- "REV" to represent an existing roadway improvement or reconfiguration project
- "SW" to represent a sidewalk improvement project
- "TR" to represent a trail or shared use path improvement project
- "BR" to represent a bike route improvement project
- "SBL" to represent an improvement project to add separated or buffered bike lanes
- "BL" to represent an improvement project to add standard bike lanes
- "CR" to represent a roadway crossing improvement project
- "PRO" to represent a citywide demand or system management project

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Table 1: Aspirational Projects Likely to be Funded – North Map

PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
EXT1	NW Gladys Street (from NW 55th Street to NW 60th Street) Improve NW Gladys Street to create a continuous neighborhood collector street.	NURA	$1,100,000	Tier 2
EXT12 **	NW Nye Street (from NW Oceanview Drive to NW 15th Street) Extend/Improve NW Nye Street to create a continuous neighborhood collector street between NW Oceanview Drive and NW 15th Street. Cost assumes bridge will be needed, installation of a sidewalk, and signing and striping as needed to designate a shared bike route.	City/State Funds	$3,100,000	Tier 1
REV1 **	NW Oceanview Drive (from NW Nye Street Extension to NW 12th Street) Convert NW Oceanview Drive to one-way southbound between the NW Nye Street Extension and NW 12th Street and shift northbound vehicle traffic to NW Nye Street. Cost assumes utilization of the existing roadway width to include a southbound travel lane for vehicles, and an adjacent shared use path for pedestrians and bicycles. Project EXT12 must be completed before Project REV1.	City/State Funds	$350,000	Tier 1
SW11 **	SE Benton Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SE 10th Street to NE 12th Street) Complete existing sidewalk gaps.	City/State Funds	$3,050,000	Tier 2
SW13 **	NW Nye Street (from W Olive Street to NW 15th Street) Complete existing sidewalk gaps.	City/State Funds	$4,450,000	Tier 2
SW14 **	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Complete existing sidewalk gaps.	City/State Funds	$2,150,000	Tier 2
SW16	NW Edenview Way/NE 20th Street (from NW Oceanview Drive to NE Crestview Drive) Complete existing sidewalk gaps.	City/State Funds	$2,475,000	Tier 2
SW19 **	NW 8th Street/NW Spring Street (from NW Coast Street to NW 11th Street) Complete existing sidewalk gaps.	City/State Funds	$1,175,000	Tier 2
SW20	NW Gladys Street/NW 55th Street (from NW 60th Street to US 101) Complete existing sidewalk gaps.	NURA	$1,425,000	Tier 2

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
SW21	US 101 (from NW 25th Street to NE 31st Street) Construct pedestrian path on east side of US 101. Cost assumes 10-ft wide sidewalk with sheet pile wall.	NURA	$3,100,000	Tier 1
TR1	NW Oceanview Drive (from US 101 to NW Nye Street Extension) Construct a shared use path on one side. The short term improvement along this segment included in Project BR15.	City/State Funds	$4,775,000	Tier 1
TR3	US 101 (from NW Lighthouse Drive to NW Oceanview Drive) Construct a shared use path on the west side of US 101, with sidewalk infill on the east side. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path). Cost included with Project TR8.	Federal Funds/ NURA	Included with Project TR8	Tier 1
TR6 **	NE Big Creek Road (from NE Fogarty Street to NE Harney Street) Reconfigure the roadway to provide a shared use path. Cost assumes utilization of the existing roadway width to include a one-way 12 ft. travel lane and an adjacent shared use path.	City/State Funds	$450,000	Tier 1
TR7	NW Rocky Way (from NW 55th Street to NW Lighthouse Drive) Construct a shared use path and other improvements as identified by the BLM/FHWA. Cost included with Project TR8.	Federal Funds/ NURA	Included with Project TR8	Tier 1
TR8	NW Lighthouse Drive (from US 101 to terminus) Construct a shared use path on one side and other improvements as identified by the BLM/FHWA. Cost includes pedestrian/bicycle crossing improvements at the intersection of US 101/NW Lighthouse Drive, and Projects TR3 and TR7.	Federal Funds/ NURA	$4,000,000	Tier 1
BR1 **	NE 12th Street (from NE Benton Street to NE Fogarty Street) Install signing and striping as needed to designate a bike route.	City/State Funds	$25,000	Tier 1
BR2	NE Harney Street/NE 36th Street (from NE Big Creek Road to US 101) Install signing and striping as needed to designate as interim shared bike route. Long term, on-street bike lanes to be provided as part of the Harney Street extension (Project EXT4). Cost assumes interim improvement only.	City/State Funds	$75,000	Tier 1
BR3 **	NE Eads Street (from NE 1st Street to NE 12th Street) Install signing and striping as needed to designate a bike route.	City/State Funds	$50,000	Tier 1

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
BR9	NW Edenview Way/NE 20th Street (from NW Oceanview Drive to NW Crestview Drive) Install signing and striping as needed to designate a bike route. Restripe through US 101/NE 20th Street intersection to provide on-street bike lanes between the NW Edenview Way/NW 20th Street intersection and the eastern Fred Meyer Driveway.	City/State Funds	$50,000	Tier 1
BR10	NW 60th Street/NW Gladys Street/NW 55th Street (from US 101 to US 101) Install signing and striping as needed to designate a bike route through Agate Beach.	NURA	$25,000	Tier 1
BR12	NE Avery Street/NE 71st Street (from US 101 to NE Echo Court) Install signing and striping as needed to designate a bike route.	City/State Funds	$50,000	Tier 1
BR15	NW Oceanview Drive Interim Improvements (from US 101 to NW Nye Street Extension) Install signing and striping as needed to designate as an interim bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan. Long term improvement along this segment included in Project TR1.	City/State Funds	$75,000	Tier 1
BR16	NW 55th Street (from NW Gladys Street to NW Pinery Street) Install signing and striping as needed to designate a bike route.	NURA	$50,000	Tier 1
BR19 **	NW Spring Street/NW Coast Street/SW Alder Street/SW Neff Way (from NW 12th Street to US 101) Install signing and striping as needed to designate a bike route.	City/State Funds	$75,000	Tier 1
BL2 **	NW Nye Street/SW 7th Street (from NW 15th Street to SW Hurbert Street) Restripe NW Nye Street to include on-street bicycle lanes (project removes on-street parking on one side only) between NW 15th Street and SW 2nd Street. Install signing and striping to designate SW 7th Street a shared bike route between SW 2nd Street and SW Hurbert Street.	City/State Funds	$100,000	Tier 1
BL8 **	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Restripe to provide on-street bike lanes (project removes on-street parking on one side, although on-street parking may be impacted on both sides between NW Lake Street and NW Nye Street).	City/State Funds	$50,000	Tier 1

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
BL11 **	SW Angle Street/SW 10th Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SW 9th Street to Frank Wade Park) Restripe to provide on-street bike lanes (project removes on-street parking on one side between NE 12th Street and US 20). Install signing and striping to designate NE Benton Street a shared bike route between NE 12th Street and NE Chambers Street/Frank Wade Park. Note 5 ft. bike lanes assumed between US 20 and SE 2nd Street. Construct with Project CR2.	City/State Funds	$150,000	Tier 1
CR1	NW 60th Street/US 101 Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	NURA	$150,000	Tier 1
CR3	NW 55th Street/US 101 Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	NURA	$150,000	Tier 1
CR8	NW 68th Street/US 101 Install an enhanced pedestrian crossing.	City/State Funds	$150,000	Tier 1
CR10	NW 58th/US 101 Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	NURA	$150,000	Tier 1
CR16 **	NW 8th/US 101 Install an enhanced pedestrian crossing.	NURA	$150,000	Tier 1
PRO2 ***	Transportation Demand Management Implement strategies to enhance transit use in Newport. Specific strategies could include public information, stop enhancements, route refinement, or expanded service hours.	City Funds	$475,000	Tier 2
PRO3 ***	Neighborhood Traffic Management Implement a neighborhood traffic calming program.	City Funds	$475,000	Tier 1

Notes:

** Project overlaps two of the map areas and is therefore displayed in both project tables and corresponding maps.

*** Project is not displayed on a map but applies in the north map area.

Project Horizon: Tier 1 = Years 1 to 10; Tier 2 = Years 11 to 20

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Figure 7: Aspirational Motor Vehicle Projects Likely to be Funded – North Map

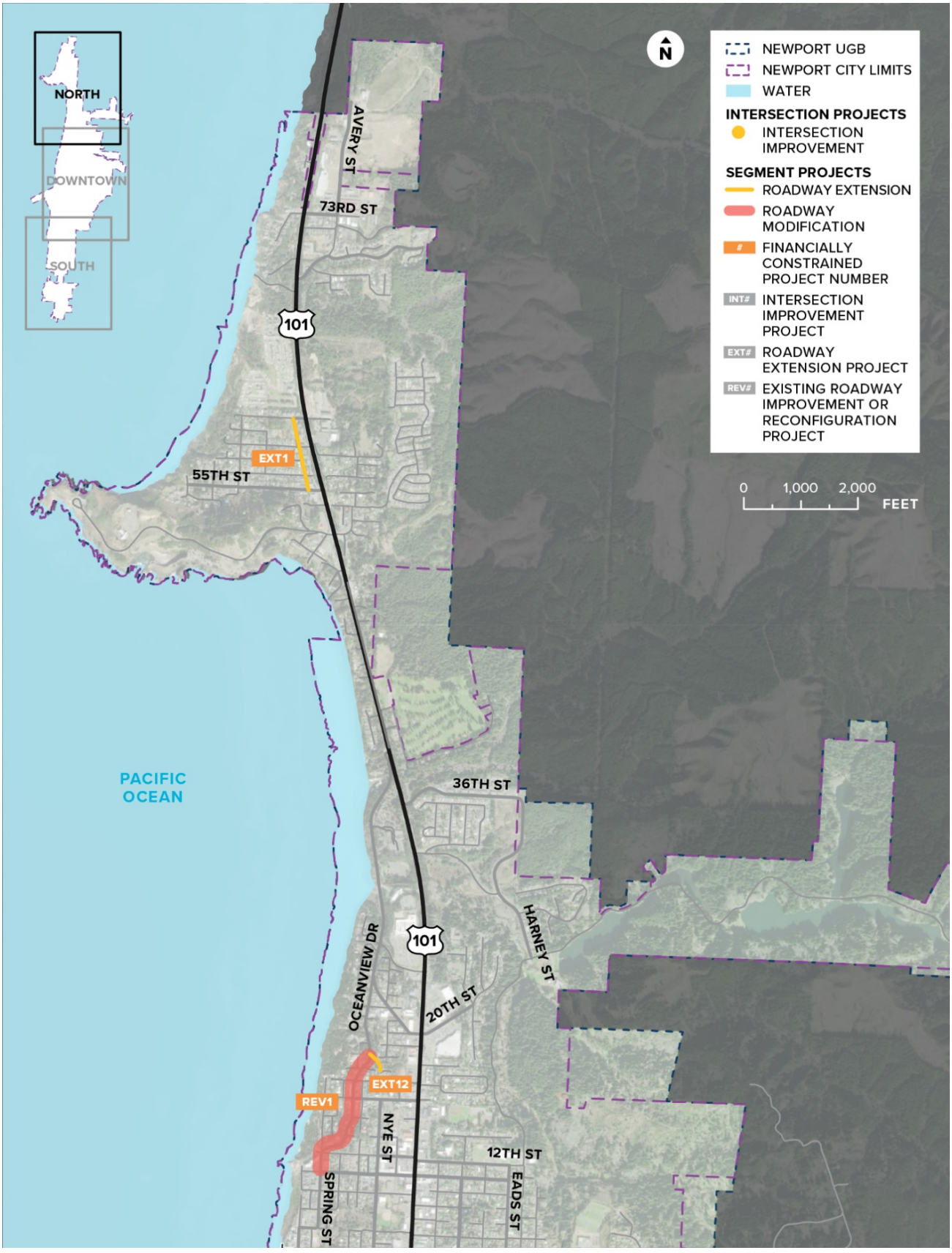

Figure 8: Aspirational Multimodal Projects Likely to be Funded – North Map

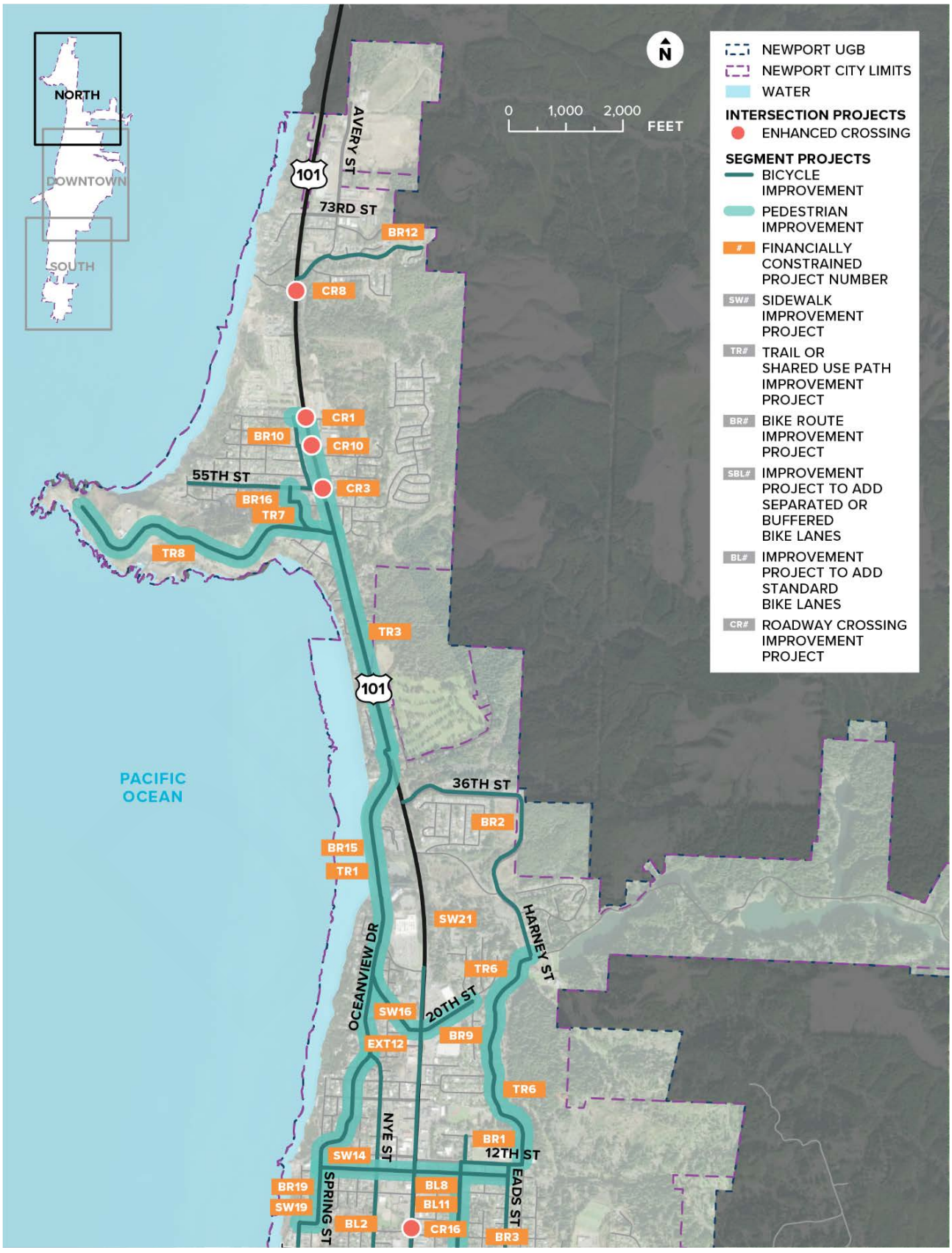

Table 2: Aspirational Projects Likely to be Funded – Downtown Map

PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
INT4	US 101/US 20 Construct a second southbound left turn lane. Requires a signal modification, widening along US 101 and along the south side of US 20 to support a second receiving lane, and conversion of the US 101/NE 1st Street intersection to right-in, right-out movements only.	NURA	$5,000,000	Tier 1
INT6	US 20/SE Moore Drive/NE Harney Street Improve the intersection with a traffic signal (with separate left turn lanes on the northbound and southbound approaches). Coordinate improvements with Project SBL1.	NURA	$1,050,000	Tier 1
INT9	US 101/SW 40th Street Improve the intersection with a traffic signal. Cost assumes installation of a traffic signal, curb ramps, striping, signing and repaving, as identified in the South Beach Refinement Plan.	SBURA	$1,550,000	Tier 1
EXT12 **	NW Nye Street (from NW Oceanview Drive to NW 15th Street) Extend/Improve NW Nye Street to create a continuous neighborhood collector street between NW Oceanview Drive and NW 15th Street. Cost assumes bridge will be needed, installation of a sidewalk, and signing and striping as needed to designate a shared bike route.	City/State Funds	$3,100,000	Tier 1
REV1 **	NW Oceanview Drive (from NW Nye Street Extension to NW 12th Street) Convert NW Oceanview Drive to one-way southbound between the NW Nye Street Extension and NW 12th Street and shift northbound vehicle traffic to NW Nye Street. Cost assumes utilization of the existing roadway width to include a southbound travel lane for vehicles, and an adjacent shared use path for pedestrians and bicycles. Project EXT12 must be completed before Project REV1.	City/State Funds	$350,000	Tier 1
REV5	Yaquina Bay Bridge Refinement Plan Conduct a study to identify the preferred alignment of a replacement bridge, typical cross-section, implementation, and feasibility, and implement long-term recommendations from the Oregon Coast Bike Route Plan.	City/State Funds	$500,000	Tier 1

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
REV6	US 101 and SW 9th Street (from SW Abbey Street to SW Angle Street) Convert US 101 to one-way southbound between SW Abbey Street and SW Angle Street, and shift northbound US 101 to SW 9th Street. Cost assumes cross-sections as identified in Chapter 5 of this TSP, construction of new roadway segments to transition northbound traffic to and from SW 9th Street, and some intersection and crossing improvements. Specific treatments will be identified during design phase of the project.	NURA	$11,700,000	Tier 1
REV7	US 20 (from US 101 to NE Harney Street) Enhance the existing street cross-section with widened sidewalks and new landscape buffers. Cost assumes cross-sections as identified in Chapter 5 of this TSP, with on-street bicycle lanes only provided between SE Fogarty Street and NE Harney Street. Requires a design exception and documented public acceptance. Parallel bicycle facilities provided between US 101 and SE Fogarty Street in Project BR5, TR12 and BL3.	NURA	$6,500,000	Tier 1
SW2	NE 3rd Street (from NE Eads Street to NE Harney Street) Complete existing sidewalk gaps.	City/State Funds	$950,000	Tier 2
SW3	SW Elizabeth Street (from W Olive Street to SW Government Street) Complete existing sidewalk gaps.	City/State Funds	$2,600,000	Tier 2
SW6	NE 7th Street (from NE Eads Street to NE 6th Street) Complete existing sidewalk gaps.	City/State Funds	$2,175,000	Tier 2
SW8	NE Harney Street (from US 20 to NE 3rd Street) Complete existing sidewalk gaps.	NURA	$700,000	Tier 2
SW11 **	SE Benton Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SE 10th Street to NE 12th Street) Complete existing sidewalk gaps.	City/State Funds	$3,050,000	Tier 2
SW12	SW 2nd Street (from SW Elizabeth Street to SW Nye Street) Complete existing sidewalk gaps.	City/State Funds	$1,275,000	Tier 2
SW13 **	NW Nye Street (from W Olive Street to NW 15th Street) Complete existing sidewalk gaps.	City/State Funds	$4,450,000	Tier 2
SW14 **	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Complete existing sidewalk gaps.	City/State Funds	$2,150,000	Tier 2

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
SW18	SE 35th Street (from SE Ferry Slip Road to South Beach Manor Memory Care) Complete existing sidewalk gaps as identified in the South Beach Refinement Plan.	SBURA	$750,000	Tier 1
SW19 **	NW 8th Street/NW Spring Street (from NW Coast Street to NW 11th Street) Complete existing sidewalk gaps.	City/State Funds	$1,175,000	Tier 2
SW29	US 101 (from SE Ferry Slip Road to SE 40th Street) Complete the sidewalk gaps on the east side.	City/State Funds	$425,000	Tier 2
TR6 **	NE Big Creek Road (from NE Fogarty Street to NE Harney Street) Reconfigure the roadway to provide a shared use path. Cost assumes utilization of the existing roadway width to include a one-way 12 ft. travel lane and an adjacent shared use path.	City/State Funds	$450,000	Tier 1
TR12	SE 1st Street (from SE Douglas Street to SE Fogarty Street) Construct a shared use path. Cost assumes bridge will be needed.	NURA	$2,550,000	Tier 1
BR1 **	NE 12th Street (from NE Benton Street to NE Fogarty Street) Install signing and striping as needed to designate a bike route.	City/State Funds	$25,000	Tier 1
BR3 **	NE Eads Street (from NE 1st Street to NE 12th Street) Install signing and striping as needed to designate a bike route.	City/State Funds	$50,000	Tier 1
BR5	SE 1st Street (from SE Coos Street to SE Fogarty Street), SE Fogarty Street (from US 20 to SE 2nd Street), and SE 2nd Street (SE Fogarty Street to SE Moore Drive) Install signing and striping as needed to designate a bike route. Project TR12 must be completed before/with Project BR5.	NURA	$25,000	Tier 1
BR7	SW 2nd Street/SW Angle Street (from SW Elizabeth Street to SW 10th Street) Install signing and striping as needed to designate a bike route. Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.	City/State Funds	$50,000	Tier 1
BR13	NW 3rd Street (from US 101 to NW Cliff Street) Install signing and striping as needed to designate a bike route.	City/State Funds	$50,000	Tier 1
BR14	Yaquina Bay Bridge Interim Improvements Install signing as needed to designate a bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan such as flashing warning lights or advisory speed signs.	City/State Funds	$75,000	Tier 1
BR17	NW 6th Street (from NW Coast Street to NW Nye Street) Install signing and striping as needed to designate a bike route.	City/State Funds	$25,000	Tier 1

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
BR18	NE 7th Street/NE 6th Street (from NE Eads Street to NE Laurel Street) Install signing and striping as needed to designate a bike route.	City/State Funds	$50,000	Tier 1
BR19 **	NW Spring Street/NW Coast Street/SW Alder Street/SW Neff Way (from NW 12th Street to US 101) Install signing and striping as needed to designate a bike route.	City/State Funds	$75,000	Tier 1
SBL1	SE Moore Drive/NE Harney Street (from SE Bay Boulevard to NE 7th Street) Restripe to install buffered bike lanes between SE Bay Boulevard and US 20; Widen to install buffered bike lanes between US 20 and NE Yaquina Heights Drive; Restripe and upgrade the existing on-street bike lanes between NE Yaquina Heights Drive and NE 7th Street (project removes on-street parking on one side only). Coordinate improvements through the US 20 intersection with Project INT6.	NURA	$825,000	Tier 1
SBL2	US 101 (from Yaquina Bay Bridge to SW Abbey Street) Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	NURA	$1,350,000	Tier 1
SBL4	US 101 (from Yaquina Bay Bridge to SE 35th Street) Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	City/State Funds	$925,000	Tier 1
BL1	SW Canyon Way (from SW 9th Street to SW Bay Boulevard) Restripe to provide on-street bike lanes in uphill direction and mark sharrows in the downhill direction (project may require conversion of angle parking near SW Bay Boulevard to parallel parking).	City/State Funds	$25,000	Tier 1
BL2 **	NW Nye Street/SW 7th Street (from NW 15th Street to SW Hurbert Street) Restripe NW Nye Street to include on-street bicycle lanes (project removes on-street parking on one side only) between NW 15th Street and SW 2nd Street. Install signing and striping to designate SW 7th Street a shared bike route between SW 2nd Street and SW Hurbert Street.	City/State Funds	$100,000	Tier 1
BL3	NE 1st Street (from US 101/NE 1st Street intersection to US 20/NE Fogarty Street intersection) Restripe to provide on-street bike lanes (project removes on-street parking on one side).	NURA	$100,000	Tier 1

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
BL4	SW 9th Street (from US 101 to SW Fall Street) Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking).	NURA	$465,000	Tier 1
BL5	SW Bayley Street (from US 101 to SW Elizabeth Street) Restripe to provide on-street bike lanes (project removes on-street parking on one side).	NURA	$25,000	Tier 1
BL6	SW Hurbert Street (from SW 9th Street to SW 2nd Street) Restripe to provide on-street bike lanes (existing angle parking will be converted to parallel parking on one side). Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.	NURA	$25,000	Tier 1
BL7	NW/NE 6th Street (from NW Nye Street to NE Eads Street) Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking on one side).	City/State Funds	$775,000	Tier 1
BL8 **	NW/NE 11th Street (from NW Spring Street to NE Eads Street) Restripe to provide on-street bike lanes (project removes on-street parking on one side, although on-street parking may be impacted on both sides between NW Lake Street and NW Nye Street).	City/State Funds	$50,000	Tier 1
BL9	NE 3rd Street (from NE Eads Street to NE Harney Street) Widen as needed to provide on-street bike lanes.	City/State Funds	$525,000	Tier 1
BL11 **	SW Angle Street/SW 10th Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SW 9th Street to Frank Wade Park) Restripe to provide on-street bike lanes (project removes on-street parking on one side between NE 12th Street and US 20). Install signing and striping to designate NE Benton Street a shared bike route between NE 12th Street and NE Chambers Street/Frank Wade Park. Note 5 ft. bike lanes assumed between US 20 and SE 2nd Street. Construct with Project CR2.	City/State Funds	$150,000	Tier 1
BL12	SW Elizabeth Street (from SW Government Street to W Olive Street) Restripe to provide on-street bike lanes (project removes on-street parking on one side).	City/State Funds	$75,000	Tier 1
BL13	W Olive Street (from SW Elizabeth Street to US 101) Restripe to provide on-street bike lanes (project removes on-street parking on one side). Note project requires modification of existing curb extensions at Coast Street; on-street bike lanes may terminate prior to the US 101 intersection to provide space for turn pockets.	City/State Funds	$150,000	Tier 1

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PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
BL14	Yaquina Bay Road (from SE Moore Drive to SE Running Spring) Restripe or widen as needed to provide on-street bike lanes.	City/State Funds	$1,625,000	Tier 1
CR2	SE Coos Street/US 20 Install an enhanced pedestrian and bicycle route crossing. Construct with Project BL11.	NURA	$200,000	Tier 1
CR4	NE Fogarty Street/US 20 Install an enhanced pedestrian and bicycle route crossing. This intersection should be designed to facilitate bicycle turn movements from US 20 on-street bike facilities to/from parallel bike facilities on side streets to the north and south. Construct with Project BR5 and/or Project BL3.	NURA	$200,000	Tier 1
CR6	SE 32nd Street/US 101 Install an enhanced pedestrian crossing.	City/State Funds	$100,000	Tier 1
CR7	SW Naterlin Drive/US 101 Improve pedestrian connections between Yaquina Bay Bridge and downtown Newport through pedestrian wayfinding, marked crossings, and other traffic control measures.	City/State Funds	$25,000	Tier 1
CR16 **	NW 8th/US 101 Install an enhanced pedestrian crossing.	NURA	$150,000	Tier 1
CR18	SW Bay/US 101 Install an enhanced pedestrian crossing.	NURA	$150,000	Tier 1
PRO1 ***	Parking Management Implement additional parking management strategies for the Nye Beach and Bayfront Areas. Strategies could include metering, permits, or other time restrictions.	City Funds	$600,000	Tier 1
PRO2 ***	Transportation Demand Management Implement strategies to enhance transit use in Newport. Specific strategies could include public information, stop enhancements, route refinement, or expanded service hours.	City Funds	$475,000	Tier 2
PRO3 ***	Neighborhood Traffic Management Implement a neighborhood traffic calming program.	City Funds	$475,000	Tier 1

Notes:

** Project overlaps two of the map areas and is therefore displayed in both project tables and corresponding maps.

*** Project is not displayed on a map but applies in the downtown map area.

Project Horizon: Tier 1 = Years 1 to 10; Tier 2 = Years 11 to 20

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Figure 9: Aspirational Motor Vehicle Projects Likely to be Funded – Downtown Map

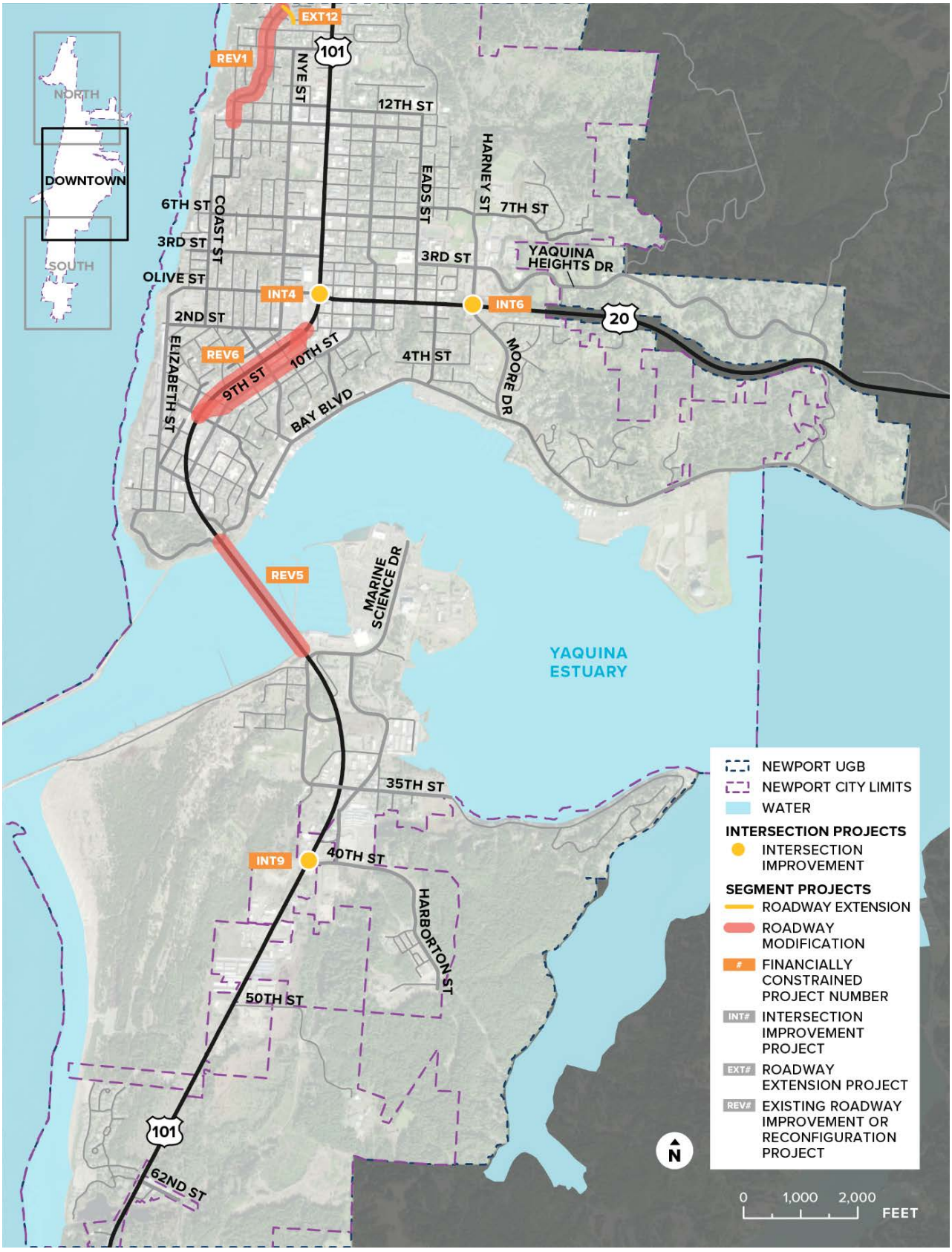

Figure 10: Aspirational Motor Vehicle Projects Likely to be Funded – Downtown Map

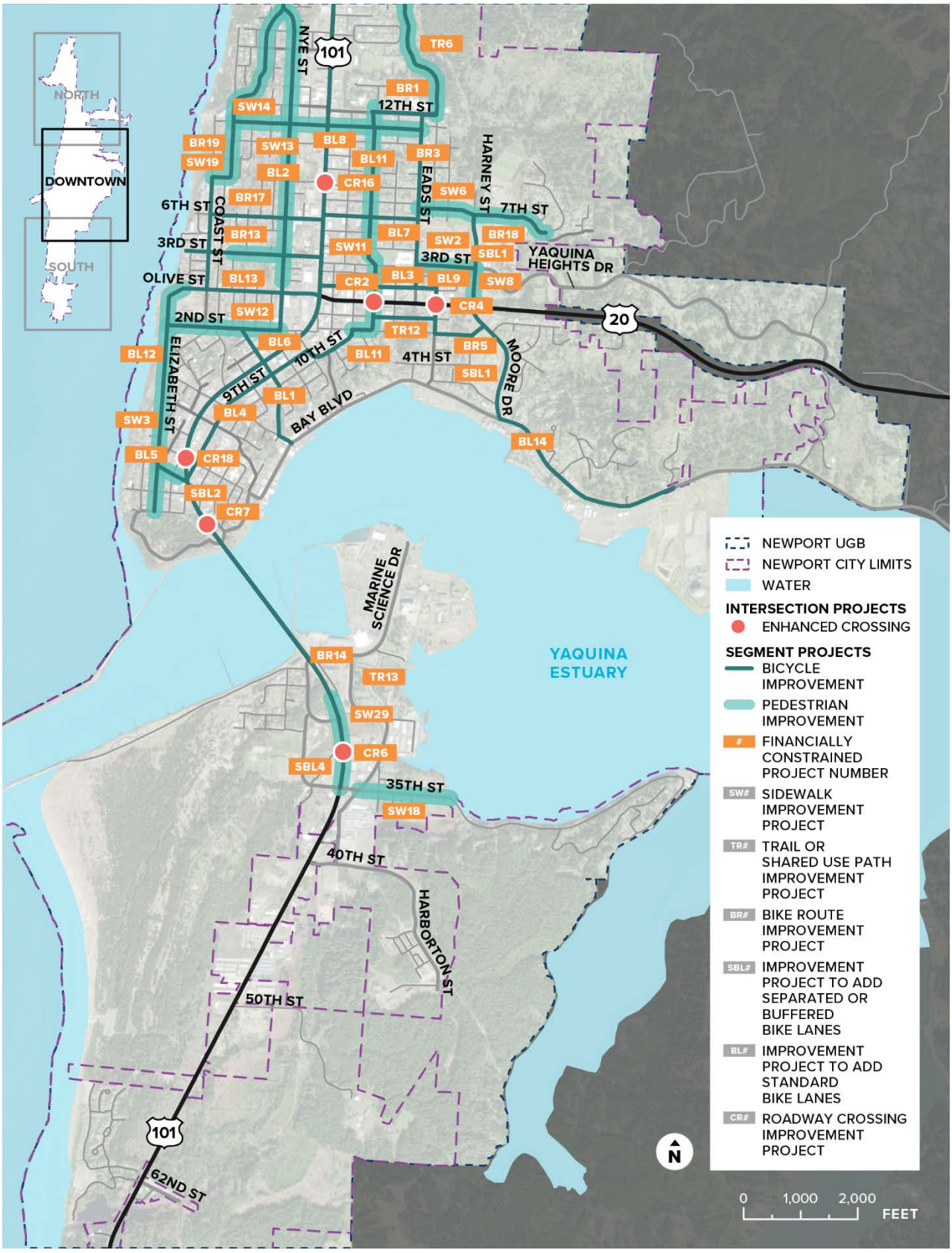

Table 3: Aspirational Projects Likely to be Funded – South Map

Financially constrained projects within the South Map area are depicted on the downtown map set, or they are program management investments or a broad set of system improvements that cannot be readily mapped.

PROJECT ID	PROJECT DESCRIPTION	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PRIORITY HORIZON
TR13 **	South Beach Improvements Pedestrian and bicycle priority improvements as identified in the South Beach Refinement Plan. This project does not include the cost associated with Project SW18.	SBURA	$700,000	Tier 1
PRO2 **	Transportation Demand Management Implement strategies to enhance transit use in Newport. Specific strategies could include public information, stop enhancements, route refinement, or expanded service hours.	City Funds	$475,000	Tier 2
PRO3 **	Neighborhood Traffic Management Implement a neighborhood traffic calming program.	City Funds	$475,000	Tier 1

Notes:

** Project is not displayed on a map but applies in the south map area.

Project Horizon: Tier 1 = Years 1 to 10; Tier 2 = Years 11 to 20

TARGETED TRANSPORTATION STUDIES

A series of studies were conducted that provided greater depth of technical review and public engagement than is common for a TSP update. The focus of these special studies included corridor solutions along US 101 and US 20 in the downtown area, and a closer look at the feasibility, effectiveness, and cost to construct a proposed Harney Street extension. The 2012 TSP shows a proposed Harney Street extension parallel to US 101 north of US 20 to NE 36th Street that would provide alternative circulation for longer trips to relieve congestion in the downtown area.

Each of these projects represent large-scale capital investments that could significantly alter Newport's transportation network and travel patterns by increasing roadway capacity for motor vehicles, bicycles, and pedestrians. In addition to mobility and access improvements, the highway corridor studies also sought to leverage economic development opportunities to revitalize the downtown commercial core area. The following discussion summarize results of each special transportation study. Please refer to the full TSP and the Solutions Evaluation (Technical Memo #8) in the TSP Appendix for full details.

US 101 Downtown Corridor (SW 9th Street to SW Angle Street) – Three options were considered for this corridor. Two involved forming one-way couplets with the existing highway and SW 9th Street, and one retained the highway on its current alignment. However, that concept also includes providing quality bicycle facilities on parallel routes of SE 9th Street to reduce impacts to properties adjacent to the highway. The one-way couplets would provide for southbound traffic along the present highway alignment, and northbound flow along SW 9th Street. The difference between the two couplets was one

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was longer, it began at the existing intersection of SW 9th Street and US 101, and the other was shorter, it began at SW Fall Street. All three options would upgrade the existing roadways to meet current ODOT design standards, which would address the narrow travel lanes, and lack of bike facilities.
Based on feedback from the public and the PAC, the Long Couplet options was set aside from further review. It was agreed that the Long Couplet concept was not worth the extra investment for a longer improved facility, especially since the area around the hospital complex was already being redeveloped along the adjoining parcels nearby. The PAC suggested that the remaining two options advance for further deliberation during the public adoption process of the TSP.

US 20 Downtown Corridor (Harney Street-Moore Drive to US 101) – Two options were considered for this corridor. One involved forming a one-way couplet with the existing highway and NE 1st Street. In this concept, the eastbound flow would use the existing highway, while the westbound flow of traffic would use NE 1st Street. The other option was to upgrade and expand the highway along its present alignment. Based on feedback from the public and the PAC, the preferred option was the existing two-way highway along its current alignment. However, that concept also includes providing quality bicycle facilities on parallel routes of NE 1st Street to reduce impacts to properties adjacent to the highway.

US 20/US 101 Intersection – Several design concepts were evaluated at this location to serve traffic growth and still meet desired performance targets. Concepts included adding more vehicle turning lanes on high volume approaches, restricting Olive Way to westbound only flow, and converting the intersection to a multi-lane roundabout. The preferred concept is to add another southbound left-turn lane from US 101 onto eastbound US 20 (see INT4 for details). Initial sketches were made to illustrate how roadway widening might impact to adjoining properties (see initial diagrams in TSP Appendix ___).

Harney Street Extension (NE 7th Street to NE 36th Street) – The alignment of this proposed extension was evaluated in-depth by project team engineering staff to navigate the many environmental and topographical constraints of this route. These outcomes of these engineering studies show (see Figure 38, Chapter 5) that the primary new construction would be near NE 7th Street, then it bends around the hillside to the east and then connects to the existing Harney Street at NE Big Creek Road. This route was expected to carry moderate traffic volumes that would provide some relief to the US 101 corridor. However, because of the high estimated cost of the construction, at over $40 million, the PAC recommended that this project be set aside from priority city funding at this time.

NW Nye Street Extension/NW Oceanview Drive – The northerly extension of NW Nye Street to connect to NW Oceanview Drive was recommended to address safety and access concerns in this area (see EXT12 for details). Two circulation options were advanced. The first option limits the Nye Street extension to pedestrian and bike access only with no changes to Oceanview Drive circulation. The second option would allow full motor vehicle, ped/bike use on the Nye Street extension, and restrict Oceanview Drive to one-way southbound for motor vehicles between Nye Street and NE 12th Street. The former northbound travel lane would be restriped as a shared-use path for ped/bike use in the one-way section.

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TRANSPORTATION PLANNING IN SOUTH BEACH

Primary access to businesses and residents in South Beach principally relies on US 101. Recent analysis of the transportation system's capability to support existing and future growth indicates that the existing Oregon Highway Plan's (OHP) mobility standards or "targets" would not be met along US 101 for the 2030 planning horizon. This condition results from the combination of background traffic growth (e.g., through traffic) and anticipated development within the South Beach area. Substantial highway improvements in South Beach would not be sufficient to respond to the additional travel demand because the system is limited by the capacity of the Yaquina Bay Bridge, given its physical constraints as well as system infrastructure costs. To respond to this expected future condition, and to come into compliance with the State's expectations for mobility on US 101, the TSP identifies a variety of improvements to local street, bicycle, and pedestrian systems, as well as to US 101 that will improve local circulation and facilitate traffic movements on US 101. The identified improvements on the local roadway system, are described in Table 1[1]. The Oregon Transportation Commission recognizes that the mobility targets established in OHP Table 6 may not be feasible or practical in all circumstances. OHP Policy 1F states that alternate mobility targets can be developed to reflect the balance between relevant objectives related to land use, economic development, social equity, and mobility and safety for all modes of transportation. New mobility standards for US 101 have been identified and analyzed in conjunction with planned transportation system improvements in the report titled "Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness," dated April 2012 in order to confirm that the mobility targets can reasonably be met within the planning horizon.

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

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

Development of an Alternative Mobility Standard

A substantial seasonal increase in traffic volumes occurs on US 101 during the summer months due to tourist traffic. During the peak traffic months of July and August, Newport weekday traffic is 21% higher than the annual average traffic volumes and 40% higher than traffic volumes during January. The Oregon Highway Plan (OHP)'s mobility targets apply during this peak summer traffic period. [2] Current traffic conditions in South Beach; however, are better than the conditions allowed by the OHP mobility targets.[3]

[1] In 2012, Ordinance 2045 updated the TSP to include transportation improvements for South Beach. The technical memoranda that constitute the analysis and recommendations for the transportation system in South Beach are documented and included in Ordinance 2045. *Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness* informs the development of alternate mobility standards for US 101 in the South Beach study area. The development of these standards is based on the findings of technical memoranda #5, #10, #11 and #12 prepared for the Newport Transportation System Plan (TSP) Update.

[2] OHP Policy 1F, Table 6.

[3] Newport TSP Technical Memorandum #5.

The capacity of the two-lane Yaquina Bay Bridge also affects highway operations in South Beach. The narrow travel lanes, lack of highway shoulders and the significant road grade from the middle of the bridge to its south end in South Beach affect the bridge's capacity when compared to a typical highway. The TSP Update calculated that the two-lane bridge's capacity is about 25% less than a typical highway. No replacement bridge can be expected in the planning horizon to provide additional capacity, so South Beach traffic movements will continue to be affected by this condition in 2030.

OHP mobility targets apply at the end of the planning horizon to evaluate the effect of future community development on highway operations, and substantial development is expected in South Beach during the planning horizon. Traffic volumes that would result from the level of development expected to occur in South Beach by 2030 were combined with ODOT's projections for background traffic growth. These future traffic volumes then were evaluated with the current local road network and current highway configuration, and with the existing road network and a five-lane highway alternative. The analysis showed that the existing network and the existing highway could not meet the OHP mobility targets anywhere in the system. Congestion would be so severe that traffic volumes would exceed the capacity of all highway intersections and the average travel speed would be 3.9 miles per hour for northbound traffic, and 2.5 miles per hour for southbound traffic on the existing highway. When the analysis included a five-lane highway, conditions north of 50th Street still could not meet the OHP targets and still exceeded capacity. South of 50th Street, most highway movements could meet the OHP targets, but none of the intersecting streets could. The average travel speed for a five-lane highway would be less than nine miles per hour for northbound traffic and less than six miles per hour for southbound traffic.[4]

A local road network is proposed in the South Beach Urban Renewal Plan to provide a local transportation system that is better able to support development in South Beach. The network would provide a more interconnected local street system that would allow local travel to occur on city streets rather than solely on the highway. This network was included in the Preferred System for the TSP Update because it would provide better long-term traffic conditions than the existing network and a five-lane highway.

The OHP mobility targets cannot be met on US 101 in South Beach because of high seasonal traffic and the reduced highway capacity caused by the Yaquina Bay Bridge. The OHP calls for consideration of alternative mobility standards where it is infeasible to meet the OHP mobility targets. Future traffic conditions in South Beach will be affected by high seasonal traffic and the reduced capacity of the Yaquina Bay Bridge. The alternative mobility standard incorporates a seasonal adjustment to use the annual average traffic volume; assigns new mobility targets; evaluates mobility only at existing traffic signals and at the locations where signalized intersections are proposed as part of the TSP Update; and accounts for the development of community services in South Beach, thereby minimizing future travel on US 101 to reach such services elsewhere in Newport. The results are alternative mobility standards effective at the current signalized US-101/SE 32nd Street intersection and at the future signalized highway intersections at South 35th Street, SE 40th Street and at SE 50th Street/South Beach State Park.

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[4] Newport TSP Update, Technical Memorandum #11.

Trip Budget Program

The purpose of the Trip Budget Program is to ensure that the planned transportation system meets the needs of existing and future development in South Beach. The underlying premise of the program is that the planned transportation system can accommodate a reasonable level of land development and still operate at an acceptable level. The assumed number of trips that will be generated by development in South Beach over a 20-year planning horizon was determined based on projected population growth and permitted land uses, but with the assumption that not all areas were 100% buildable due to environmental constraints.[5] The land uses in this scenario, and the vehicular trips this future growth will generate, are anticipated to be accommodated on the adopted planned transportation system over a similar time horizon. The Trip Budget Program will be used to maintain the balance between the expected land uses and the identified needed transportation improvements in South Beach.

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

TAZ Trip Budgets

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

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

Table 4: South Beach Overlay Zone Trip Budget Totals

Area	TAZ Trip Budget[1]
Area A	1,237
Area B and C	798
Area D	606
Area E	167
Area F	626
Area G	257
Area H	300
Area I	181
Area J	200
Trip Reserve Total[2]	**490**
SBTOZ Trip Total	**4,862**

[1]TAZ Trip Budgets are projected PM Peak Hour Trips forecasted for each TAZ during the next 20 years. TAZ Trip Budgets are based upon Scenario #2 in the "Newport Transportation System Plan Update--Alternate Mobility Standards Final Technical Memorandum #12."
[2] The SBTOZ Trip Reserve Total is 10% of the PM Peak Hour Trips from each TAZ. These trips can be allocated anywhere within the SBTOZ through Newport Zoning Code provisions.

City shall implement a process for the allocating trips out of the TAZ Trip Budget. Such a process may provide for vesting trips with a valid land use decision or through the issuance of a vesting letter. As part of the trip allocation process, the City is responsible for determining whether or not remaining trips available in the TAZ can accommodate the development proposal. Proposed developments that would generate more PM peak hour trips than what remains in the budget for the TAZ can be approved only by submitting a land use application requesting to use trips from the Trip Reserve Fund or through mitigation supported with a traffic impact analysis.

Trip Reserve Fund

Trips from the Trip Reserve Fund can be allocated to development projects anywhere within the SBTOZ. The trips in the reserve fund were calculated based on the cumulative total of all the TAZs in the SBTOZ and roughly equal 10% of the total PM peak hour trips available in the SBTOZ, as shown in Table 4. Reserve trips may be allocated across TAZ boundaries, to any land use type that is permitted by the underlying zoning.[6] Through the SBTOZ, the City applies the following criteria to determine when trips should be allocated out of the Trip Reserve Fund to support a proposed development project:

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

Approval of the allocation of trips from the Trip Reserve Fund is a discretionary decision, subject to attendant public notice, opportunity to comment, and an appeals process. Allocation of reserve trips is approved only where a transportation analysis demonstrates that the impacts from the proposed development is consistent with the planned preferred transportation system, or that the transportation impacts can be mitigated with improvements proposed as part of the development.

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

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Transportation Impact Analysis Requirement

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

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

Trip Generation Calculation

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

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

Monitoring the Trip Budget Program

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

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The Planning Commission and City Council should receive periodic updates on the status of the Trip Budget. The frequency of these updates may depend upon the respective body's work program but occur at least once a year.

Amending the Trip Budget Program

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

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

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

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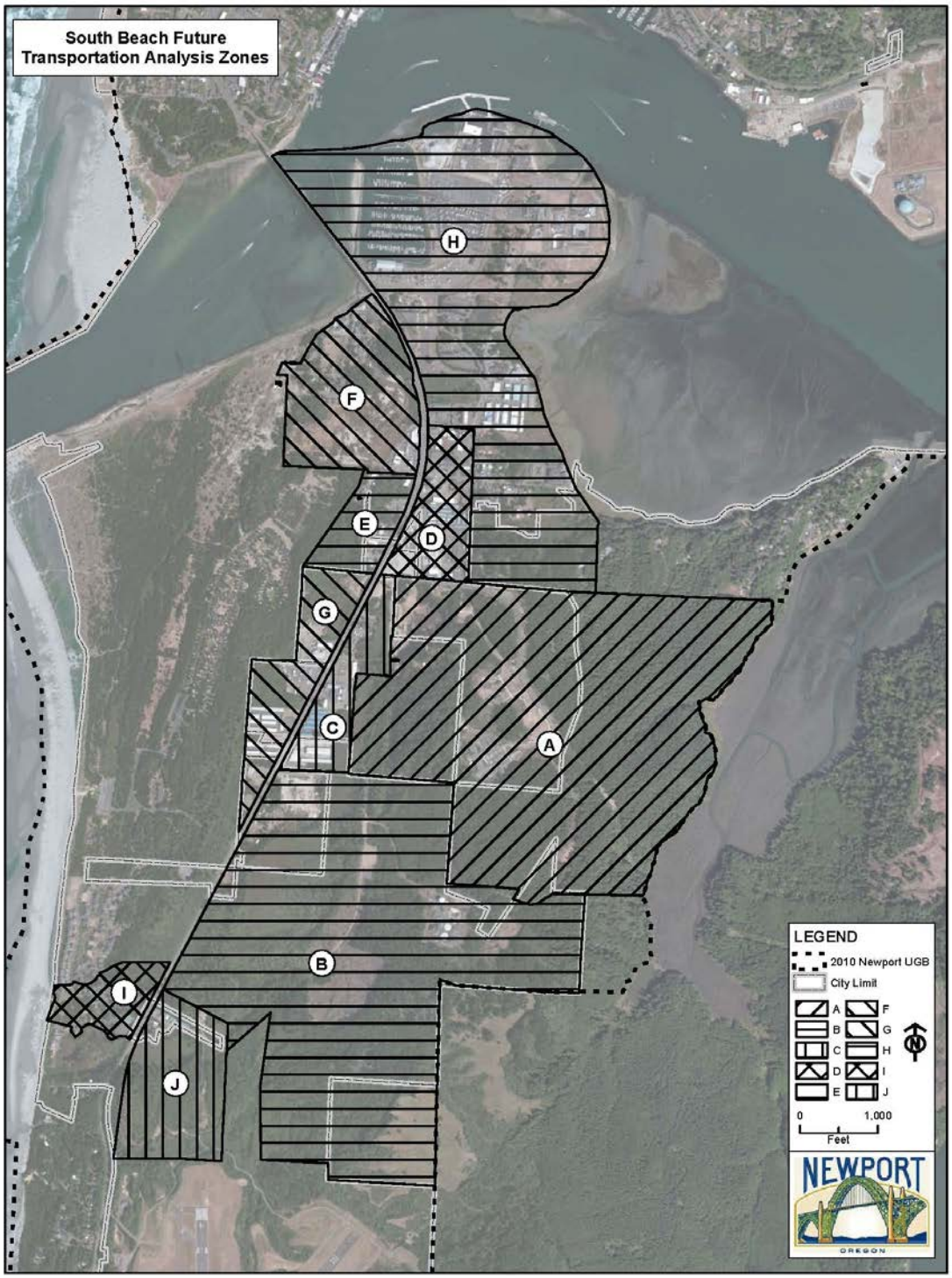
Figure 11: South Beach Overlay Zone[7]



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

GOALS AND POLICIES
PUBLIC FACILITIES ELEMENT

***

TRANSPORTATION

GOALS AND POLICIES

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

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

Policy 1: Improve and maintain a transportation system that is consistent with the adopted 2022 TSP, as amended. The 2022 TSP may be updated with future refinement plans or other transportation studies. Such studies or plans shall be adopted by reference herein.

Goal 2: Safety. Improve the safety of all users of the system for all modes of travel.

Policy 1: Proactively improve areas where crash risk factors are present, with particular attention to high vehicle volume roadways such as US 101 and US 20.

Policy 2: Apply a comprehensive approach to improving transportation safety that considers engineering, education, enforcement, emergency medical services and evaluation.

Policy 3: Incorporate street and access spacing standards into the City's development codes as identified in the TSP.

Policy 4: Support development of a Neighborhood Traffic Management (NTM) program to identify a clear and objective process for collecting community input, assessing the prevailing concerns, and evaluating which, if any, NTM solution is appropriate to be installed.

Goal 3: Mobility and Accessibility. Promote efficient travel that provides access to goods, services, and employment to meet the daily needs of all users, as well as to local and regional major activity centers.

Policy 1: Support the expansion of the local and regional transit network and services consistent with the TSP considering funding limitations, topographic constraints, and existing development patterns.

Policy 2: Facilitate improvements that enhance mobility of US 101 and US 20.

Policy 3: Incorporate vehicle mobility standards for city streets into the City's development codes consistent with the TSP, and manage congestion according to the adopted standards.

Policy 4: Support transportation options and ease of use for people of all ages and abilities.

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Policy 5: Strive to ensure safe, direct, and welcoming routes to provide access to schools, parks, and other activity centers for all members of the community, including visitors, children, people with disabilities, older adults, and people with limited means.

Policy 6: Provide an interconnected network of streets to allow for efficient travel.

Goal 4: Active Transportation. Complete safe, convenient, and comfortable networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.

Policy 1: Continuously improve existing transportation facilities to meet applicable City of Newport and Americans with Disabilities Act standards.

Policy 2: Provide walking facilities that are physically separated from auto traffic on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.

Policy 3: Provide safe street crossing opportunities on high-volume and/or high-speed streets.

Policy 4: Facilitate walking access to transit routes and major activity centers in the City.

Policy 5: Work to close gaps in the existing sidewalk network.

Policy 6: Provide biking facilities that are comfortable, convenient, safe, and attractive for users of all ages and abilities on or near all arterials and collectors, and streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.

Goal 5: Grow the Economy. develop a transportation system that facilitates economic activity and draws business to the area.

Policy 1: Support improvements that make the City a safe and comfortable place to explore on foot.

Policy 2: Manage congestion along freight routes according to current mobility standards.

Policy 3: Provide safe, direct, and welcoming routes between major tourist destinations in Newport.

Policy 4: Consider the larger parcel impact that right-of-way acquisitions for transportation improvements have on area businesses, and provide fair market compensation for such impacts.

Policy 5. Implement transportation solutions in commercial core areas along US 101 and US 20 that promote economic revitalization of these areas in addition to addressing broader transportation needs of the community.

Goal 6: Environment. Minimize environmental impacts on natural resources and encourage lower-polluting transportation alternatives.

Policy 1: Support strategies that encourage a reduction in trips made by single-occupant vehicles.

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Policy 2: Minimize negative impacts to natural resources and scenic areas, and restore or enhance, where feasible.

Policy 3: Support facility design and construction practices that have reduced impacts on the environment.

Goal 7: Support Healthy Living. Support options for exercise and healthy lifestyles to enhance the quality of life.

Policy 1: Develop a connected network of attractive walking and biking facilities, including off-street trails, which includes recreational routes as well as access to employment, schools, shopping, and transit routes.

Policy 2: Provide active transportation connections between neighborhoods and parks/open spaces.

Policy 3: Provide for multi-modal circulation on-site and externally to adjacent land uses and existing and planned multi-modal facilities.

Goal 8: Prepare for Change. Ensure that the choices being made today make sense at a time when Newport is growing, and the transportation industry is rapidly changing.

Policy 1: Anticipate the impacts and needs of connected and automated vehicles.

Policy 2: Promote emerging transportation technologies, where feasible, including the rollout of infrastructure for electric vehicles.

Policy 3: Seek to supplement traditional transportation options with more emphasis given to walking, biking, and transit and consideration for new alternatives such as car sharing, bike sharing, driverless vehicles, ride sourcing, and micro-mobility.

Policy 4: Explore opportunities to partner with state, regional, and private entities to provide innovative travel options.

Goal 9: Fiscal Responsibility. Sustain an economically viable transportation system.

Policy 1: Improve resiliency of the transportation system to seismic and tsunami hazards, extreme weather events, and other natural hazards, including the preparation of project specific geotechnical analysis in Agate Beach and other areas of known subsurface instability.

Policy 2: Identify and develop diverse and stable funding sources to implement transportation projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.

Policy 3: Preserve and maintain existing transportation facilities to extend their useful life.

Policy 4: Seek to improve the efficiency of existing transportation facilities before adding capacity.

Policy 5: Ensure that development within Newport is consistent with, and contributes to, the City's planned transportation system.

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Goal 10: Work with Regional Partners. Partner with other jurisdictions to plan and fund projects that better connect Newport with the region.

Policy 1: Coordinate projects, policy issues, and development actions with all affected government agencies in the area.

Policy 2: Build support with regional partners for the improvement of regional connections.

Staff: The above language will replace the goals and policies contained in the current TSP. They are tailored to align with the goals and objectives listed in the draft TSP and executive summary. Language in Goal 5, Policy 5 can be drafted in a more targeted manner to allow the Commission and Council to select one of the two recommended solutions for US 101. If that doesn't occur, then the two options would be considered as part of the TGM funded City Center Revitalization Project, and a recommendation would come out of that process. Some consideration should also be given to whether or not the Commission wants a Yaquina Bay Bridge specific goal/or policy.

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

CHAPTER 14.01 PURPOSE, APPLICABILITY, AND DEFINITIONS**

14.01.~~010~~005 Purpose

The several purposes of this ~~ordinance~~ Chapter are~~:~~ ~~t~~To implement the Comprehensive Plan; to encourage the most appropriate use of the land; to conserve and stabilize the value of property; to aid in the rendering of fire and police protection; to provide adequate open spaces for light and air; to lessen the congestion on streets; to allow for orderly growth in the city; to prevent undue concentration of population; to facilitate adequate provisions for community utilities and facilities such as water, sewerage, electrical distribution systems, transportation, schools, parks, and other public requirements; and, in general, to promote public health, safety, convenience, and general welfare. The standards and conditions contained herein have been reviewed and deemed consistent with Comprehensive Plan policies.

14.01.010 Applicability

The rules, requirements, and provisions of this Chapter are in addition and not in lieu of any prior ordinance, resolution, rule, requirement, or procedure previously adopted by the City of Newport except as may have been expressly repealed, provided, however, that the provisions of this Chapter shall be controlling in cases where there may be conflicting provisions.

Staff: Moved from what is presently Chapter 14.54. Applicability language should be included at the beginning of the code chapter with the purpose section.

14.01.015 Compliance Required

No structure or lot shall hereafter be used or occupied, and no structure or part thereof shall be erected, moved, reconstructed, extended, enlarged, or altered contrary to the provisions of this ~~Ordinance~~Chapter.

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Staff: Moved from what is presently Chapter 14.55. Compliance required language should be included at the beginning of the code chapter.

14.01.020 Definitions

As used in this ~~ordinance~~Chapter, the masculine includes the feminine and neuter, and the singular includes the plural. The following words and phrases, unless the context otherwise requires, shall mean:

Accessory Dwelling Unit. An interior, attached, or detached residential structure that is used in connection with or that is accessory to a single-family dwelling.

Accessory Structure or Use. A structure or use incidental and subordinate to the primary use of the property and which is located on the same lot or parcel as the primary use or is on a contiguous lot or parcel under the same ownership. Where an accessory building is attached to the main building in a substantial manner, as by a wall or roof, such accessory building shall be considered part of the main building.

Accessway. A walkway providing a through connection for pedestrians between two streets, between two lots, or between a development and a public right-of-way. It may be an accessway for pedestrians and bicyclists (with no vehicle access), or a walkway on public or private property (i.e., with a public access easement); it may also be designed to accommodate emergency vehicles.

Adult Recreation Facility. A facility or that portion of a facility that may have any uses allowed in family recreation facilities. In addition, card rooms, taverns, and bars are also adult recreation facilities. Social gambling, as defined by Oregon law and city ordinance, may occur. Alcoholic beverages may be sold and consumed.

Affordable Housing. Means residential property in which:

A. Each unit on the property is made available to own or rent to families with incomes of 80 percent or less of the area median income as determined by the

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Oregon Housing Stability Council based on information from the United States Department of Housing and Urban Development; or

B. The average of all units on the property is made available to families with incomes of 60 percent or less of the area median income.

Affordability under either of the above metrics is enforceable, including as described in ORS 456.270 to 456.295, for a duration of no less than 30 years.

Alley. A narrow street ~~25 feet or less~~ through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. ~~Frontage on said alley shall not be construed as satisfying the requirements of this Ordinance related to frontage on a dedicated street.~~

Apartment House. A residential structure having multiple residential living units where more than 50 percent of the units are rented for not less than 30 days at a time.

Applicant. A person who applies for a land use action or building permit. An applicant can be the owner of the property or someone who is representing the owner, such as a builder, developer, optional purchaser, consultant, or architect.

Architectural Elevation.*** A scale drawing of the four sides of a building, one each for the front, two sides and rear, from grade to the highest point of the building. The four sides shall show the entire perimeter of the building and shall be centered on each side. The four sides shall be at 90 degrees to each adjacent side.

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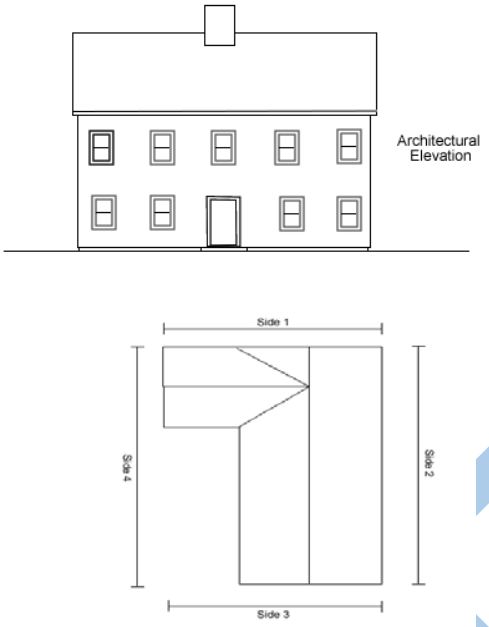
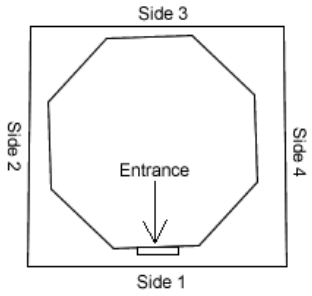


For a building with many sides or a non-rectangular shape, a rectangle shall be drawn around the outside of the building. Side 1 shall be centered on the entry to the building and each of the other three sides shall be 90 degrees to the adjacent side. Architectural elevations for use in the building height calculation shall be drawn for each side of the rectangle.



Assisted Living Facility. A facility licensed by or under the authority of the Department of Human Resources (DHR) per Oregon Administrative Rule 411-56-000, which provides or coordinates a range of services for elderly and disabled persons in a home-like environment. An assisted living facility is required to provide each resident with a separate living unit with a lockable door to guarantee their privacy, dignity, and independence.

Authorized Agent. A property management company or other entity or person who has been designated by the owner to act on their behalf. An authorized agent may or may not be the designated point of contact for complaints.

Automobile Service Station. A building or portion thereof and land used for dispensing automobile fuel, oil, and accessories. Automobile repairs may be made that do not produce an unreasonable or excessive amount of dust, odor, smoke, fumes, or noise. When the dispensing sale or offering for sale of motor fuels or oil is incidental to the conduct of a public garage, the premises shall be classified as a public garage.

Bed and Breakfast Facility. A short-term rental where the operator resides on the premises and meals are provided for a fee.

Bedroom. A habitable room that (a) is intended to be used primarily for sleeping purposes; (b) contains at least 70-square feet; and (c) is configured so as to take the need for a fire exit into account.

Boarding, Lodging, or Rooming House. A building or portion thereof containing a single dwelling unit where a group of four or more unrelated persons may live but not more than 20 unrelated persons. A boarding, lodging, or rooming house may be occupied and managed by a family in addition to the four to twenty unrelated persons. Where such a facility has a majority of the residents residing for 30 days or longer, it shall be considered a residential use and a boarding house. If the majority of such occupancy is for less than 30 continuous days, the facility shall be considered transient and the same as a hostel. Where such a facility is occupied by more than 20 unrelated persons, or where such a facility has more than one kitchen, it shall be considered a hotel or motel.

Building. A structure built for the support, shelter, or enclosure of persons, animals, chattels, or property of any kind.

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Child Care Center. means a child care facility, other than a family child care home, that is certified under ORS 329A.280.

Child Care Facility. means any facility that provides child care to children, including a day nursery, nursery school, child care center, certified or registered family child care home or similar unit operating under any name, but not including any:

A. preschool recorded program.

B. Facility providing care for school-age children that is primarily a single enrichment activity, for eight hours or less a week.

C. Facility providing care that is primarily group athletic or social activities sponsored by or under the supervision of an organized club or hobby group.

D. Facility operated by:
   1. A school district as defined in ORS 332.002;
   2. A political subdivision of this state; or
   3. A governmental agency.

E. Residential facility licensed under ORS 443.400 to 443.455.

F. Babysitters.

G. Facility operated as a parent cooperative for no more than four hours a day.

H. Facility providing care while the child's parent remains on the premises and is engaged in an activity offered by the facility or in other nonwork activity.

I. Facility operated as a school-age recorded program.

City. The City of Newport, Oregon.

Commission. The City Planning Commission of the City of Newport, Oregon.

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Community Development Director. The City of Newport Community Development Director/Planning Director or designate.

Conditional Use. A use that may be permitted depending upon the individual circumstances. A conditional use permit will not be issued or shall be so conditioned so that neither the public nor neighboring property owners are unduly affected in an adverse way.

Condominiums. A form of ownership where buildings are subdivided into individual units such that each owner only owns his own unit and the air space occupied by it. The portion of land upon which the building is situated, the surrounding grounds, party walls, corridors, and services other than those within independent units (such as electrical, water, gas, sewer, etc.) become joint responsibilities of all the owners as tenants in common.

Cottage cluster. means a grouping of no fewer than four detached dwelling units per acre, each with a footprint of less than 900 square feet, located on a single lot or parcel that includes a common courtyard. Cottage cluster may also be known as "cluster housing," "cottage housing," "bungalow court," "cottage court," or "pocket neighborhood."

Cottage cluster project. means a tract with one or more cottage clusters. Each cottage cluster as part of a cottage cluster project must have its own common courtyard.

Court. An open, unoccupied space on the same lot with the building or buildings and which is bounded on two or more sides by such building or buildings. An open, unoccupied space bounded by one "L" shaped building, which is not a court but a yard.

Design Guidelines. The discretionary design oriented approval criteria with which a project is required to be in compliance. The design guidelines are applicable for applications that do not meet the design standards.

Design Review. The process of applying design guidelines and/or design standards

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Design Standards. Clear and objective design oriented approval criteria with which a project much demonstrate compliance. If a project does not meet the design standards, then the project is reviewed under the design guidelines.

Dwelling, Cottage. means an individual dwelling unit that is part of a cottage cluster.

Dwelling, Duplex; or Dwelling, Two-Family. A building containing two attached dwelling units on one lot or parcel. In instances where a development can meet the definition of a duplex and also meets the definition of a primary dwelling unit with an Accessory Dwelling Unit (ADU), the applicant shall specify at the time of application review whether the development is considered a duplex or a primary dwelling unit with an ADU.

Dwelling, Multi-Family. A building containing three or more attached dwelling units on one lot or parcel.

Dwelling, Single-Family. A detached building containing one dwelling unit.

Dwelling, Townhouse. means a dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on a single lot or parcel and shares at least one common wall with an adjacent unit. A townhouse is also commonly called a "rowhouse," "attached house," or "common-wall house."

Dwelling Unit. A single unit providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

Family Child Care Home. means a child care facility in a dwelling that is caring for not more than 16 children and is certified under ORS 329A.280(2) or is registered under ORS 329A.330.

Family or Household. An individual or two or more persons living together in a dwelling unit.

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Family Recreation Facility. A facility designed for active indoor recreation, including a billiard parlor, dance hall, bowling alley, skating rink, teen club or youth center, arcade, indoor swimming pool, indoor tennis court, miniature golf course, and similar uses. No alcoholic beverages may be consumed or sold, nor may gambling occur in a family recreation facility. A supervisory employee must be present at all times, and public restrooms must be provided.

Footprint. The total square footage of the area within the perimeter of the building as measured around the foundation of a building.

Garage, Private. An accessory building detached or part of the main building including a carport which is intended for and used for storing the privately owned motor vehicles, boats, and trailers of the persons resident upon the premises and in which no business, service, or industry related to motor vehicles is carried on.

Garage, Public. A "public or commercial garage" is a building or part of a building or space used for business or commercial purposes used principally for the repair, equipping, and care of motor vehicles and where such vehicles may be parked or stored.

Geologic Hazards. A geologic condition that is a potential danger to life and property which includes but is not limited to earthquakes, landslides, erosion, expansive soils, fault displacement, and subsidence.

Grade. The average of the finished exterior ground level at the corners of each architectural elevation of the building. In case an architectural elevation is parallel to and within five feet of a sidewalk or on top of a retaining structure, the grade for that one architectural elevation shall be measured at the sidewalk or base of the retaining structure.

Gross Floor Area. The total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.

Height of Building. The vertical distance from the "grade" to the highest point of the roof.

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Home share. A short-term rental, other than a bed and breakfast facility, where a portion of a dwelling unit is rented while the homeowner is present. For the purposes of this definition, "present" means the homeowner is staying in the dwelling overnight for the duration of the rental.

Home Occupation. An accessory use of a dwelling unit for gainful employment involving provision or sale of goods and/or services and the creation of handicrafts and artwork and is incidental to the primary use of the building or residence.

Hospital. An establishment which provides sleeping and eating facilities to persons receiving medical, obstetrical, or surgical care and nursing service on a continuous basis.

Hostel. A single building containing a single dwelling unit where four or more (but not more than 20) unrelated individuals may live for not more than 30 continuous days. A hostel may be occupied and managed by a family in addition to the 4-20 persons renting facilities. If there are more than 20 persons at maximum occupancy, such a facility shall be considered a hotel or motel for the purposes of this Ordinance except for parking requirements. Hostels shall meet the requirements of the Uniform Building Code for maximum occupancy.

Hotel (transient). A building in which lodging is provided for guests for compensation and contains a common entrance and where lodging rooms do not have an entrance opening directly to the outdoors (except for emergencies), with or without cooking facilities, and where 50 percent or more of the lodging rooms are for rent to guests for a continuous period of less than 30 days. Short-term rental use of a single family dwelling or individual dwelling unit is not a hotel use.*

Hotel (non-transient). A building in which lodging is provided for guests for compensation and contains a common entrance and where lodging rooms do not have an entrance opening directly to the outdoors (except for emergencies), where cooking facilities are provided within individual lodging rooms, or for groups of lodging

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rooms, and where 50 percent or more of the lodging rooms are offered for rent to guests for a continuous period of 30 days or longer. Short-term rental use of a single family dwelling or individual dwelling unit is not a hotel use.*

Junk Yard. Any property used by a business that deals in buying and selling old motor vehicles, old motor vehicle parts, abandoned automobiles, or machinery or parts thereof, or appliances or parts thereof, or iron, paper, or waste of discarded material.

Kennel. A lot or building in which four or more dogs, cats, or animals at least four months of age are kept. Any building containing more than one dwelling unit shall be considered a lot or building for the purposes of this item.

Land Division. A subdivision or partition.

Land Use Action. The procedure by which the City of Newport makes a land use decision.

Land Use Decision. In general, a final decision or determination that concerns the adoption, amendment, or application of the statewide planning goals, a comprehensive plan provision, or a land use regulation. Specifically, a city decision as defined by ORS 197.015(10).

Laundromat. An establishment providing washing, drying, or dry cleaning machines on the premises for rental use to the general public for family laundering or dry cleaning purposes.

Loading Space. An off-street space within a building or on the same lot with a building for the temporary parking of a commercial vehicle or truck while loading or unloading

Lot. A lawfully established unit of land. In the context of a land division, a lot is a unit of land created by a subdivision of land.

Lot Area. The total horizontal area within the lot lines of a lot.

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Lot Corner. A lot with at least two adjacent sides ~~of which but~~that abut streets other than alleys, provided the angle of intersection of the adjacent streets does not exceed 135 degrees.

Lot, Corner, Reversed. A corner lot, the side street line of which is substantially a continuation of the front line of the first lot to its rear where the lot to the rear is of the prevailing yard pattern.

Lot Frontage. The front of a lot is the portion nearest the street. In no case shall the frontage (or front lot line) be less than 25 feet.

Lot, Interior. A lot other than a corner lot.

Lot, Through. A lot having frontage on two parallel or approximate parallel streets other than alleys.

Lot Line. The property line abounding a lot. Where the lot line extends below ordinary high tide, ORS 390.615 shall apply. Where the lot line extends below ordinary high water, ORS 274.025 shall apply.

Lot Line, Front. In the case of an interior lot, a straight line joining the foremost points of the side lot lines. The foremost points of the side lot, in the case of rounded property corners at street intersections, shall be assumed to be the point at which the side and front lot lines would have met without such rounding, and, in the case of a corner lot, all sides of a lot adjacent to streets other than alleys shall be considered frontage.

Lot Line, Rear. In the case of an interior lot, a straight line joining the rearmost points of the side lot lines, and in the case of an irregular, triangular, or other shaped lot, a line 10 feet in length within the lot, parallel to and at the maximum distance from the front lot line, and in the case of through lots, there will be no rear lot line. All corner lots shall have at least a 10 foot rear yard.

Lot Line, Side. Any lot line not a front or rear lot line.

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Lot Measurements.

A. Depth of a lot is the mean horizontal distance between the front lot line and rear lot line of a lot. In the case of a corner lot, the lot depth is the greater of the mean horizontal distances between front lot lines and the respective lot lines opposite each other.

B. Width of a lot is the mean horizontal distance between side lot lines (of side and front lot lines for corner lots) perpendicular to the lot depth.

Lumber and Other Building Materials Dealer. Establishment engaged in selling lumber and a general line of building materials to the general public (see State Industrial Code 5211).

Lumber Yard. A place of storage in connection with the wholesaling of lumber by a manufacturer such as a planing mill, a sawmill, or a producer of mill work (see S.I.C. 24ll, 242l, 2426, 2429, and 243l).

Manufactured Dwelling. A manufactured home, mobile home, or residential trailer.

Manufactured Dwelling Park. Any place where four or more manufactured dwellings are located on a lot or parcel of land the primary purpose of which is to rent space and related facilities for a charge or fee or to offer space for free in connection with securing the trade or patronage of a person.

Manufactured Home. A structure constructed after June 15, 1976, for movement on the public highways that has sleeping, cooking, and plumbing facilities; that is intended for human occupancy; that is being used for residential purposes; and that was constructed in accordance with federal manufactured housing construction and safety standards and regulations in effect at the time of construction.

Mini-Storage. Individual small warehouse units.

Ministerial Action. A decision that does not require interpretation or the exercise of policy or legal judgment in evaluating approval standards. The review of a

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ministerial action requires no notice to any party other than the applicant and agencies that the Community Development Director, or designee, determines may be affected by the decision. A ministerial action does not result in a land use decision, as defined in ORS 197.015(10).

Mobile Food Unit. Any vehicle that is self-propelled or that can be pulled or pushed down a sidewalk, street, highway or waterway, on which food is prepared, processed or converted or which is used in selling and dispensing food to the ultimate consumer.

Mobile Food Unit Pod. Four or more mobile food units on the same lot, parcel, or tract.

Mobile Home. A structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities; that is intended for human occupancy; that is being used for residential purposes; and that was constructed between January 1, 1962, and June 15, 1976, and met the construction requirements of Oregon mobile home law at the time of construction.

Motel (transient). A building or group of buildings in which lodging is provided for guests for compensation, containing lodging rooms with separate entrances from the building exterior, with or without cooking facilities, and where 50 percent or more of the lodging rooms are for rent to guests for a continuous period of less than 30 days. Short-term rental use of a single family dwelling or individual dwelling unit is not a motel use.*

Motel (non-transient). A building or group of buildings in which lodging is provided for guests for compensation, containing lodging rooms with separate entrances from the building exterior, where cooking facilities are provided within individual lodging rooms, or for groups of lodging rooms, offered for rent to guests for a continuous period of 30 days or longer. Short-term rental use of a single family dwelling or individual dwelling unit is not a motel use.*

Nonconforming Lot. A lot legally existing on the effective date of this Ordinance that does not meet the minimum area requirement of the district in which the lot is located.

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Nonconforming Structure or Use. A legally established structure or use in existence at the time of enactment or amendment of the Zoning Code but not presently in compliance with the regulations of the zoning district in which it is located. A use approved under criteria that have been modified or are no longer in effect is considered nonconforming.

Nursing Home. A nursing home provides 24 hour direct medical, nursing, and other health services. Registered nurses, licensed practical nurses, and nurses' aides provide services prescribed by resident(s) physician(s). A nursing home is for those persons who need health supervision but not hospitalization. The emphasis of this use is on nursing care, but convalescent, restorative physical, occupational, speech, and respiratory therapies are also provided. The level of care may also include specialized nursing services such as specialized nutrition, rehabilitation services and monitoring of unstable conditions. The term nursing home is also synonymous with the terms nursing facility and skilled nursing facility.

Open Porch. A roofed, open structure projecting from the outside wall of a building without window sash or any other form of permanent enclosure.

Owner. Means the natural person(s) or legal entity that owns and holds legal or equitable title to the property.

Parcel. Same as definition of "lot." In the context of a land division, a parcel is a unit of land that is created by a partitioning of land.

Parking Lot, Public. An open, off-street area used for the temporary parking of more than three automobiles and available for public use, with or without charge, or as an accommodation for clients and customers.

Partition. To divide land into not more than three parcels of land within a calendar year, but does not include:

A. .A division of land resulting from a lien foreclosure, foreclosure of a recorded contract for the sale of real property, or the creation of cemetery lots;

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B. An adjustment of a property line by the relocation of a common boundary where an additional unit of land is not created and where the existing unit of land reduced in size by the adjustment complies with any applicable ordinance; or

C. A sale or grant by a person to a public agency or public body for state highway, county road, city street, or other right-of-way purposes, provided that such road or right-of-way complies with the applicable comprehensive plan and state law. However, any property divided by the sale or grant of property for state highway, county road, city street, or other right-of-way purposes shall continue to be considered a single unit of land until such time as the property is further subdivided or partitioned.

Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation.

Person. ~~Every natural person, firm partnership, association, or corporation.~~An individual or entity.

Planned Development. The development of an area of land as a single entity for a number of dwelling units or a number of uses, according to a plan which does not correspond in lot size, bulk or type of dwelling, density, lot coverage, or required open space to the regulations otherwise required by the ordinance.

Plat. The final map or other writing containing all the descriptions, locations, specifications, dedications, provisions, and information concerning a subdivision or partition.

Prefabricated Structure. A building or subassembly, other than a manufactured dwelling or small home, that has been in whole or substantial part manufactured or assembled using closed construction at an off-site location to be wholly or partially assembled on-site, is relocatable, more than eight and one-half feet wide, and designed for use as a single family dwelling.

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Primary Structure or Use. A structure or use of chief importance or function on a site. A site may have more than one primary structure or use.

Public Facilities. Sanitary sewer, water, streets (including sidewalks), storm water, and electricity.

Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

Recreational Vehicle (RV). A vehicle with or without motive power that is designed for human occupancy and to be used temporarily for recreational, seasonal, or emergency purposes and has a gross floor space of not more than 400 square feet in the setup mode.

Recreational Vehicle Park. A place where two or more recreational vehicles are located on a lot or parcel of land, the primary purpose of which is to rent space and related facilities for a charge or fee or to offer space for free in connection with securing the trade or patronage of a person.

Recreational Vehicle Storage. Storage for more than two recreational vehicles. No occupancy allowed.

Replat. The act of platting the lots, parcels, and easements in a recorded subdivision or partition plat to achieve a reconfiguration of the existing subdivision or partition plat or to increase or decrease the number of lots in the subdivision. A replat shall not serve to vacate any public street or road.

Replat, Minor. A replat that involves five or fewer lots or any number of lots or parcels totally contained within a city block in the original configuration and that does not involve any public street rights-of-way. A minor replat shall not serve to vacate any public street or road

Residential Care Home. A residential facility, as defined in ORS 443.400, which provides residential care and/or treatment to five or fewer individuals, excluding caregivers, with mental or other developmental disabilities; mental, emotional, or behavioral

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disturbances; or alcohol or drug dependence. This definition includes the state definitions of "residential training home" and "residential treatment home."

Residential Facility. A facility licensed by or under the authority of the Department of Human Services (DHS) as defined in ORS 443.400, which provides residential care alone or in conjunction with treatment or training or a combination thereof for six to fifteen individuals who need not be related. Required staff persons shall not be counted in the number of facility residents. This definition includes the state definitions of "residential care facility," "residential training facility," and "residential treatment facility."

Residential Trailer. A structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities; that is intended for human occupancy; that is being used for residential purposes; and that was constructed before January 1, 1962.

Residential Unit. See definition of Dwelling Unit.

Roadway. The portion of a street right-of-way developed for vehicular traffic.

Sale or Transfer. Means any change of ownership during the period of time that a license is valid, whether or not there is consideration, except:

~~1~~A. A change of ownership in real property where title is transferred pursuant to a declaration of right of survivorship as recognized in ORS 93.180.

~~2~~B. A transfer of ownership in real property to a trust, a limited liability company, a corporation, a partnership, a limited partnership, a limited liability partnership, or other similar entity so long as the conveyance does not result in any new individuals possessing titled or equitable interest in the property.

~~3~~C. A transfer of ownership between titled interest holders.

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4D. A transfer of ownership between, or to include, spouses, domestic partners, or children.

Examples: The following scenarios serve as examples of some, but not all, of the types of transactions that will or will not constitute a sale or transfer as defined in this chapter:

- Title is held by a married couple or domestic partnership at the time the license is obtained. Partner dies and survivor retains license? This would not constitute a sale or transfer (Exception 1).

- An individual owns a parcel subject to a declaration of right-of-survivorship to their children at the time a license is obtained. The individual dies and title is transferred pursuant to that provision? This would not constitute a sale or transfer (Exception 1).

- Married couple possesses title to property at time license is obtained. They later elect to convey property into an irrevocable trust and retain a life estate in the deed? This would not constitute a sale or transfer (Exception 2).
- A corporation consisting of three shareholders owns a parcel at the time a license is obtained. They later convert the corporation to a limited liability company controlled by two of the original three shareholders? This would not constitute a sale or transfer (Exceptions 2. and 3).

- A limited liability company is formed with four individuals possessing ownership interest at the time a license is obtained. A fifth person later obtains an ownership interest in the company? This would constitute a sale or transfer.

- Four tenants in common own a parcel at time license is obtained. An owner sells their 1/4 interest to one of the other existing owners? This would not constitute a sale or transfer (Exception 3.) Alternatively, what if they sell their 1/4 interest

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to a new person? That would constitute a sale or transfer.

- Title is held by a married couple at time license is obtained. They later acquire a home equity line of credit to repair the home, which lender secures with a deed of trust. Lender subsequently forecloses after a default under the term(s) of the security agreement? The instrument the lender uses to obtain possessory interest is a sale or transfer.
- Two married couples possess ownership interest in an LLC at the time a license is obtained. One of the couple's divorces and one of the partners drops off the title. Remaining partner remarries and the new spouse is added to the LLC? This is not a sale or transfer (Exception 4).
- Property is held by an individual at time license is obtained. The individual dies and children inherit property (no right of survivorship)? This would not constitute a sale or transfer (Exception 4).
- An individual possesses title to the property at the time a license is obtained. He/she later adds their domestic partner to the title to the property? This would not constitute a sale or transfer (Exception 4).

Setback. The minimum distance required between a specified object, such as a building and another point. Typically, a setback refers to the minimum distance from a building to a specified property line to provide a required yard.

Shared Use Path. Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths.

Short-Term Rental. A dwelling unit, or portion thereof, that is rented to any person for a period of less than thirty (30) consecutive nights.

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Small Home. A dwelling that is not more than 400 square feet in size and, if equipped with wheels and tongue or hitch, has had those components removed.

Small ~~wireless~~ Wireless ~~facility~~ Facility means a facility that meets each of the following conditions per 47 C.F.R § 1.6002(l), as may be amended or superseded:

A. The facilities (i) are mounted on structures 50 feet or less in height as measured from adjacent finished ground elevation, including the antennas, or (ii) are mounted on structures no more than 10 percent taller than other adjacent structures, or (iii) do not extend existing structures on which they are located to a height of more than 50 feet above the finished ground elevation or by more than 10 percent, whichever is greater; and

B. Each antenna associated with the deployment, excluding associated antenna equipment, is no more than three cubic feet in volume; and

C. All other wireless equipment associated with the structure, including wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than 28 cubic feet in volume; and

D. The facilities do not result in human exposure to radio frequency in excess of the applicable safety standards specified in 47 C.F.R. § 1.1307(b).***

Street. ~~The term is defined in Section 13.05.005(J) of the Newport Subdivision Ordinance.~~ A public or private way that is created to provide ingress or egress for vehicles to one or more lots, parcels, areas, or tracts of land. The City of Newport Transportation System Plan establishes four functional classifications of streets: Arterial, Major Collector, Neighborhood Collector, and Local Streets.

A. Arterial. Arterial streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to collector streets. The Arterial streets in Newport are US 101 and US 20.

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B. **Half-street**. Partial improvement of an existing street, or a portion of the width of a right of way, usually along the edge of a subdivision or partition, where the remaining portion of the street could be provided in another subdivision or partition, and consisting of at least a sidewalk and curb on one side and at least two travel lanes.

C. **Local**. All streets not classified as Arterial, Major Collector, or Neighborhood Collector streets are classified as Local Streets. Local Streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local Streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.

D. **Major Collector**. Major Collectors are intended to distribute traffic from Arterials to streets of the same or lower classification.

E. **Neighborhood Collector**. Neighborhood Collectors distribute traffic from Arterial or Major Collector streets to Local Streets. They are distinguishable from Major Collectors in that they principally serve residential areas. Neighborhood Collector streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.

F. **Private Street.** Private Streets are a special type of Local Streets that are used to facilitate access to specific properties or neighborhoods. The City of Newport is not responsible for maintenance on private streets.

G. **Private Driveway**. A private street that begins at a public right-of-way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.

H. **Shared Street**. A shared street is a local street that carries fewer than 500 vehicles per day. Shared streets have a single travel lane where all modes of travel share the paved roadway.

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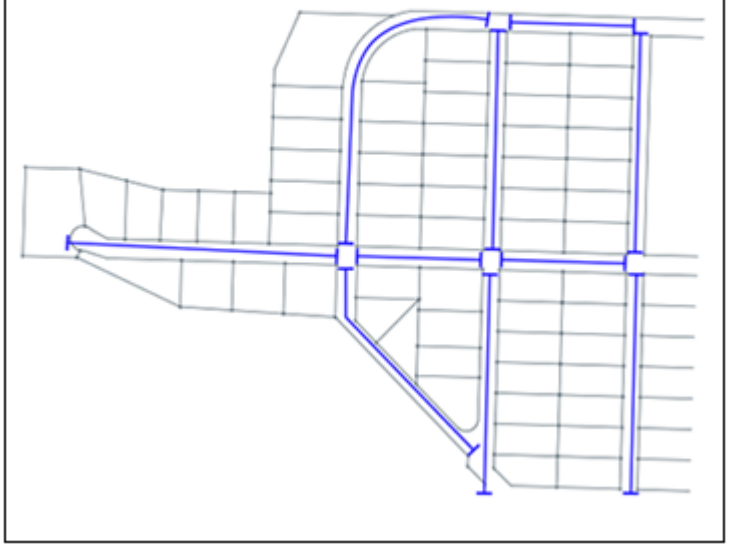
l. **Street Segment**. A portion of a local or collector street which is located between two intersections, or between an intersection and the end of a cul-de-sac or dead-end. *See Illustration: Illustrative Street Segments, below.*

Illustration
Illustrative Street Segments

Street segments are indicated in with blue lines on the illustrative parcel map shown below.



Structural Alteration. Any change to the supporting members of a building including foundation, bearing walls or partitions, columns, beams or girders, or any structural change in the roof.

Structure. That which is built or constructed. An edifice or building or any kind of any piece of work artificially built up or composed of parts joined together in some manner and which require location on the ground or which is attached to something having a location on the ground.

Subdivide Land. To divide an area or tract of land into four or more lots within a calendar year.

Subdivision. Either an act of subdividing land or an area or tract of land subdivided as defined in this section.

Substantial Improvement. Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50% of the market value of the structure either:

A. before the improvement or repair is started; or

B. If the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either of the following:

1. Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications that are solely necessary to assure safe living conditions; or

2. Any alteration of a structure listed on the National Register of Historic Places or the State Inventory of Historic Places.

Temporary Structures. Trailers, mobile food units, prefabricated buildings, or other structures that can readily be moved or which are not attached in a permanent manner to a permanent foundation and are used for residential or business purposes.

Terrace. An open porch without a permanent roof and not over 30 inches in height (not requiring a railing according to the Uniform Building Code).

Town ~~H~~house. Buildings that are subdivided into individual units such that each owner owns his own unit and also has entitlement to the parcel of land upon which his unit is located.

Townhouse ~~project~~Project. means one or more townhouse structures constructed, or proposed to be constructed, together with the lot, parcel, or tract where the land has been divided, or is proposed to be divided, to reflect the townhouse property lines and the commonly owned property, if any.

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Tourist. A person or group of people who are traveling for pleasure or are of a transient nature.

Tract. Two or more contiguous lots or parcels under common ownership.

Transportation Facility. A street, pedestrian pathway, bicycle facility, shared use path, or other improvement for the conveyance of people or goods, as identified in the adopted Transportation System Plan.

Use. The purpose for which land or a structure is designed, arranged, or intended, or for which it is occupied or maintained.

Vacation Rental. A short term rental where the entire dwelling unit is rented.

Walkway. A pedestrian way, including but not limited to a sidewalk, path or accessway, providing access within public right-of-way or on private property.

Wetlands. Wetlands are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Yard. An open space on a lot which is unobstructed by any building from the ground upward, except as otherwise provided in this ordinance. Yard depth is always measured horizontally and perpendicular to the respective lot line.

Yard, Front. A yard extending across the full width of the lot, the depth of which is the minimum horizontal distance between the front lot line and a line parallel thereto on the lots. In the case of corner lots, front yards shall be required as shown in Illustration A and in Table A.

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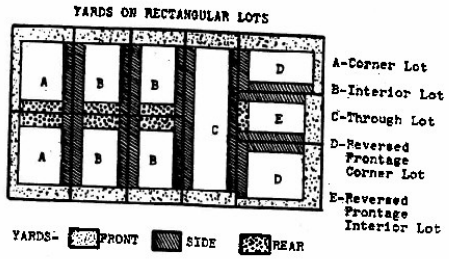
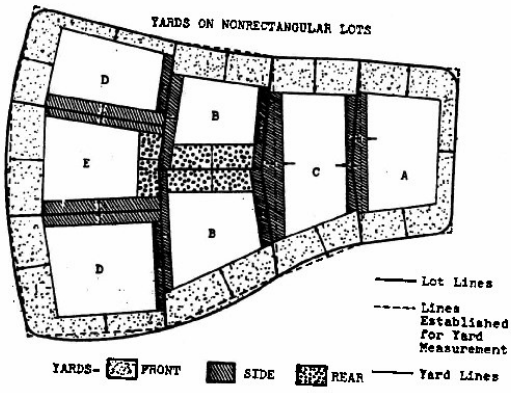

YARDS ON RECTANGULAR LOTS
A
B
B
C
D
E
A
B
B
D
A-Corner Lot
B-Interior Lot
C-Through Lot
D-Reversed Frontage Corner Lot
E-Reversed Frontage Interior Lot
YARDS- FRONT SIDE REAR


YARDS ON NONRECTANGULAR LOTS
D
B
E
C
A
B
D
Lot Lines
Lines Established for Yard Measurement
YARDS- FRONT SIDE REAR
Yard Lines

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Yard, Rear. A yard extending across the width of the lot between the inner side yard lines, the depth of which is the minimum horizontal distance between the rear lot line and a line parallel thereto on the lot. In the case of through lots and reversed frontage corner lots, there will be no rear yard. In the case of corner lots with normal frontage, the rear yard shall extend from the inner side yard line of the side yard adjacent to the interior lot to the rear line of the lesser depth second front yard.

Yard, Side. A yard extending from the rear line of the required front yard to the rear lot line, the depth of which is the minimum horizontal distance between the side lot line and a line parallel thereto on the lot. In the case of through lots, side yards shall extend from the rear lines of the front yards required. In the case of corner lots with normal frontage, there will be only one side yard adjacent to the interior lot. In the case of corner lots with reversed frontage, the yards remaining after the normal front yard and lesser depth second front yard have been established shall be considered to be side yards. The accompanying Illustration A indicates the location of yards on rectangular and non-rectangular lots.

Staff: Definitions from Title XIII, Land Divisions, have been added to this section since the land division regulations are being consolidated into Title XIV to streamline the regulations and eliminate duplicative procedural requirements. Those definitions include "Land Division," "Lot," "Parcel," "Partition," "Person," "Plat," "Replat," "Replat (Minor)," "Roadway," "Street," "Subdivide Land," and "Subdivision." Definitions for "Alley" and "Street" are revised, and "Accessway," "Pedestrian Trail," "Shared Use Path," "Reasonably Direct," "Roadway," "Transportation Facility," and "Walkway" have been added, to implement the updated Transportation System Plan, as recommended in Reference 14, of Tech Memo #12, prepared by Angelo Planning Group, and dated 12/8/21.

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CHAPTER 14.03 ZONING DISTRICTS

14.03.010 Purpose.

It is the intent and purpose of this section to establish zoning districts for the City of Newport and delineate uses for each district. Each zoning district is intended to service a general land use category that has common location, development, and use characteristics. The quantity and availability of lands within each zoning district shall be based on the community's need as determined by the Comprehensive Plan. Establishing the zoning districts also implements the General Land Use Plan Map as set forth in the Comprehensive Plan.

14.03.020 Establishment of Zoning Districts.

This section separates the City of Newport into four (4) basic classifications and thirteen (13) use districts as follows:

A. Districts zoned for residential use(s).

1. R-1 Low Density Single-Family Residential.
2. R-2 Medium Density Single-Family Residential.
3. R-3 Medium Density Multi-Family Residential.
4. R-4 High Density Multi-Family Residential.

B. Districts zoned for commercial use(s).

1. C-1 Retail and Service Commercial.
2. C-2 Tourist Commercial.
3. C-3 Heavy Commercial.

C. Districts zoned for industrial use(s).

1. I-1 Light Industrial.
2. I-2 Medium Industrial.
3. I-3 Heavy Industrial.
4. W-1 Water Dependent.

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5. W-2 Water Related.

D. Districts zoned for public use(s).

1. P-1 Public Structures.

2. P-2 Public Parks.

3. P-3 Public Open Space.

14.03.030 City of Newport Zoning Map.

The zoning districts established by this section are officially identified on the map entitled "City of Newport Zoning Map," by reference incorporated herein. Zoning district boundaries, as shown on the official map, shall be construed as follows:

A. City limit lines;

B. Platted lot lines or other property lines as shown on the Lincoln County Assessor's plat maps;

C. The centerline of streets, railroad tracks, or other public transportation routes;

D. The centerline of streams or other watercourses as measured at Mean Low Water. In the event of a natural change in location of the centerline of such watercourse, then the zoning district boundary shall be construed to moving with the channel centerline; and

E. The Mean Higher High Tide Line.

14.03.040 Intent of Zoning Districts.

Each zoning district is intended to serve a general land use category that has common locations, development, and service characteristics. The following sections specify the intent of each zoning district:

R-1/"Low Density Single-Family Residential." The intent of the R-1 district is to provide for large lot residential development. This district should also be applied where

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environmental constraints such as topography, soils, geology, or flooding restrict the development potential of the land.

R-2/"Medium Density Single-Family Residential." The intent of this district is to provide for low density, smaller lot size residential development. It is also the ambition of this district to serve as a transitional area between the low density residential district and higher density residential districts.

R-3/"Medium Density Multi-Family Residential." This district is intended for medium density multi-family residential development. It is planned for areas that are able to accommodate the development of apartments. New R-3 zones should be near major streets, on relatively flat land, and near community or neighborhood activity centers.

R-4/"High Density Multi-Family Residential." This district is intended to provide for high density multi-family residential and some limited commercial development. New R-4 zones should be on major streets, on relatively flat land, and near commercial centers.

C-1/"Retail and Service Commercial." The intent of the C-1 district is to provide for retail and service commercial uses. It is also intended that these uses will supply personal services or goods to the average person and that a majority of the floor space will be devoted to that purpose. Manufacturing, processing, repair, storage, or warehousing is prohibited unless such activity is clearly incidental to the business and occupies less than 50% of the floor area.

C-2/"Tourist Commercial." The intent of this zone is to provide for tourist needs, as well as for the entertainment needs of permanent residents.

C-3/"Heavy Commercial." The intent of this zone is to provide for commercial uses that are frequently incompatible with retail and service commercial uses. This zone is also intended to provide uses that utilize more than 50% of the floor area for storage, repair, or compounding of products but do not constitute a nuisance because of noise, dust, vibration or fumes.

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I-1/"Light Industrial." The intent of this zone is to provide for commercial and industrial uses that can be located near residential or commercial zones. Uses that are associated with excessive noise, dust, vibration, or fumes shall be prohibited.

I-2/"Medium Industrial." The intent of this zone is to provide areas suitable for industrial activities, including manufacturing, fabricating, processing, packing, storage, repairing, and wholesaling. This classification should be applied to industrial areas having good access to transportation facilities and not near residential zones.

I-3/"Heavy Industrial." The intent of this zone is to provide for industrial uses that involve production and processing activities generating noise, vibration, dust, and fumes. Typically, this zone requires good access to transportation, large lots, and segregation from other uses due to nuisances.

W-1/"Water-Dependent." The intent of the W-1 district is to protect areas of the Yaquina Bay Shorelands, as identified in the Newport Comprehensive Plan, for water-dependent uses. For purposes of this section, a water-dependent use is one which needs contact with or use of the water for water-borne transportation, recreation, energy production, or water supply. All uses in a W-1 district shall comply with the following standards:

A. Existing water-dependent uses or future water-dependent uses anticipated by the Comprehensive Plan shall not be preempted or restricted by non-water-dependent uses. In determining whether or not a use preempts or restricts a water-dependent use, the following shall be considered:

    1. Water-related uses accessory to and in conjunction with water-dependent uses.

    2. Temporary or mobile uses such as parking lots or temporary storage areas.

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3. Incidental and accessory non-water-dependent uses sharing an existing structure with a water-dependent use.

B. Applicable policies in the Yaquina Bay Estuary and Yaquina Bay Shoreland sections of the Comprehensive Plan shall be followed.

C. In determining whether a conditional use should be allowed, consideration shall be given to whether the site or portion thereof is within an area designated as especially suited for water-dependent or water-related uses in the Comprehensive Plan. If the property is within that area, then the site shall be protected for water-dependent and water-related recreational, commercial, and industrial uses.

W-2/"Water-Related." The intent of the W-2 district is to provide areas within and adjacent to the Yaquina Bay Shorelands for water-dependent, water-related, and other uses that are compatible or in conjunction with water-dependent and water-related uses. In determining whether or not a use is water-related, the following shall be uses:

A. The proposed use is directly associated with a water-dependent use by supplying materials or services, or by using projects of water-dependent uses; and

B. Location away from the water would result in a public loss in the quality of goods or services after considering economic, social, environmental, and energy effects.

All conditional uses in a W-2 district shall also comply with the following standard:

In areas considered to be historic, unique, or scenic, the proposed use shall be designed to maintain or enhance the historic, unique, or scenic quality.

14.03.050 Residential Uses.

The following list sets forth the uses allowed within the residential land use classification. Uses not identified herein are not allowed. Short-term rentals are permitted

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uses in the City of Newport's R-1, R-2, R-3 and R-4 zone districts subject to requirements of Section 14.25.

"P" = Permitted uses.
"C" = Conditional uses; permitted subject to the approval of a conditional use permit.
"X" = Not allowed.

		R-1	R-2	R-3	R-4
A.	Residential				
	1. Single-Family	P	P	P	P
	2. Two-family	P	P	P	P
	3. Townhouse	X	P	P	P
	4. Cottage Cluster	X	X	P	P
	5. Multi-family	X	X	P	P
	6. Manufactured Homes [1]	P	P	P	P
	7. Manufactured Dwelling Park	X	P	P	P
B.	Accessory Dwelling Units	P	P	P	P
	(B. was added on the adoption of Ordinance No 2055 on June 17, 2013; and subsequent sections relettered accordingly. Effective July 17, 2013.)				
C.	Accessory Uses	P	P	P	P
D.	Home Occupations	P	P	P	P
E.	Community Services				
	1. Parks	P	P	P	P
	2.Publicly Owned Recreation Facilities	C	C	C	C
	3. Libraries	C	C	C	C
	4.Utility Substations	C	C	C	C
	5.Public or Private Schools	C	C	C	P
	6. Family Child Care Home	P	P	P	P
	7. Child Care Center	C	C	C	C
	8. Religious Institutions/Places of Worship	C	C	C	C
F.	Residential Care Homes	P	P	P	P
G.	Nursing Homes	X	X	C	P
H.	Motels and Hotels [3]	X	X	X	C
I.	Professional Offices	X	X	X	C
J.	Rooming and Boarding Houses	X	X	C	P
K.	Beauty and Barber Shops	X	X	X	C
L.	Colleges and Universities	C	C	C	C
M.	Hospitals	X	X	X	P
N.	Membership Organizations	X	X	X	p
O.	Museums	X	X	X	P
P.	Condominiums [2]	X	P	P	P
Q.	Hostels	X	X	X	C
R.	Golf Courses	C	C	C	X
S.	Recreational Vehicle Parks	X	X	X	C
T.	Necessary Public Utilities and Public Service	C	C	C	C

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	Uses or Structures				
U.	Residential Facility*	X	X	P	P
V.	Movies Theaters**	X	X	X	C
W.	Assisted Living Facilities***	X	C	P	P
X.	Bicycle Shop****	X	X	X	C
Y.	Short-Term Rentals (subject to requirements of Chapter 14.25)	P	P	P	P
Z.	Transportation Facilities	P	P	P	P

[1] Manufactured homes may be located on lots, parcels or tracts outside of a manufactured dwelling park subject to the provisions listed in NMC 14.06.020.

[2] Condominiums are a form of ownership allowed in all zones within dwelling types otherwise permitted pursuant to subsection (A).

[3.] Hotels/motel units may be converted to affordable housing provided they are outside of the Tsunami Hazard Overlay Zone described in NMC Chapter 14.~~46~~50.

Staff: Adds transportation facilities as an outright use in the City's residential zones and picks up chapter renumbering. Transportation facilities had been previously interpreted as accessory uses. This change implements the updated Transportation System Plan, as recommended in Reference 1, of Tech Memo #12, prepared by Angelo Planning Group, and dated 12/8/21.

14.03.060 Commercial and Industrial Districts.

The uses allowed within each commercial and industrial zoning district are classified into use categories on the basis of common functional, product, or physical characteristics.

A. Application of Use Categories. Uses are to be assigned to the category whose "Characteristics" most closely describe the nature of the primary use. Developments may have more than one primary use. "Use Examples" are provided for each use category. The names of uses on the list are generic. They are based on the common meaning of the terms and not on what a specific use may call itself. For example, a use whose business name is "Wholesale Liquidation" but that sells mostly to consumers would be included in the Retail Sales and Service category rather than the Wholesale Sales category. This is because the actual activity on the site matches the description on the Retail Sales and Service category.

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B. Interpretation. When a use's category is not clearly identifiable, the Community Development Director shall determine the applicable use category under a Type I decision-making process as provided by Section 14.52. The following factors are to be considered to determine what use category the use is in, and whether or not the activities constitute a primary use.

1. The description of the activity(ies) in relationship the characteristics of each use category;

2. The relative amount of site or floor space and equipment devoted to the activity;

3. Relative amount of sales from each activity;

4. The customer type for each activity;

5. The relative number of employees for each activity;

6. Hours of operation;

7. Building and site arrangement;

8. Vehicles used with the activity;

9. The relative number of vehicle trips generated by the activity;

10. Signs;

11. How the use advertises itself; and

12. Whether the activity would function independently of other activities on the site;

C. Commercial Use Categories

1. Office

a. Characteristics. Office uses are characterized by activities conducted in an office setting and generally focusing on business, government,

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professional, medical, or financial services. Traffic is primarily from employees with limited customer interactions.

b. Examples. Examples include financial businesses such as lenders, brokerage houses, bank headquarters; data processing; headquarters for professional service firms (lawyers, accountants, engineers, architects, etc.), sales offices; government offices; public utility offices; TV and radio studios; medical and dental clinics, and medical and dental labs.

c. Exceptions.

i. Offices that are part of and are located with a firm in another category are considered accessory to the firm's primary activity. Headquarters offices, when in conjunction with or adjacent to a primary use in another category, are considered part of the other category.

ii. Contractors and others who perform construction or similar services off-site are included in the Office category if equipment and materials are not stored on the site and fabrication, services, or similar work is not carried on at the site.

2. Retail Sales and Service

a. Characteristics. Retail Sales and Service firms are involved in the sale, lease or rent of new or used products to the general public. They may also provide personal services or entertainment, or provide product repair or services for consumer and business goods.

b. Examples. Examples include uses from the four subgroups listed below:

i. Sales-oriented, general retail: Stores selling, leasing, or renting consumer, home, and business goods including art,

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art supplies, bicycles, books, clothing, dry goods, electronic equipment, fabric, fuel, gifts, groceries, household products, jewelry, pets, pet food, pharmaceuticals, plants, printed material, stationery, and videos; food sales. Sales oriented general retail includes the service but not repair of vehicles.

ii. Sales-oriented, bulk retail: Stores selling large consumer home and business goods, including appliances, furniture, hardware, home improvements, and sales or leasing of consumer vehicles including passenger vehicles, motorcycles, light and medium trucks, and other recreational vehicles.

iii. Personal service-oriented: Branch banks; urgency medical care; Laundromats; photographic studios; photocopy and blueprint services; printing, publishing and lithography; hair, tanning, and personal care services; tax preparers, accountants, engineers, architects, real estate agents, legal, financial services; art studios; art, dance, music, martial arts, and other recreational or cultural classes/schools; hotels (non-transient); motels (non-transient); taxidermists; mortuaries; veterinarians; kennels limited to boarding and training with no breeding; and animal grooming.

iv. Entertainment-oriented: Restaurants (sit-down and drive through); cafes; delicatessens; taverns and bars; hotels (transient), motels (transient), recreational vehicles, and other temporary lodging with an average length of stay less than 30 days; athletic, exercise and health clubs or gyms; bowling alleys, skating rinks, game arcades; pool halls; dance halls, studios, and schools; theaters; indoor firing ranges, miniature golf facilities, golf courses, and driving ranges.

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v. Repair-oriented: Repair of TVs, bicycles, clocks, watches, shoes, guns, appliances and office equipment; photo or laundry drop off; quick printing; recycling drop-off; tailor; locksmith; and upholsterer.

c. Exceptions.

i. Lumber yards and other building material sales that sell primarily to contractors and do not have a retail orientation are classified as Wholesale Sales.

ii. The sale of landscape materials, including bark chips and compost not in conjunction with a primary retail use, is classified as Industrial Service.

iii. Repair and service of consumer motor vehicles, motorcycles, and light and medium trucks is classified as Vehicle Repair. Repair and service of industrial vehicles and equipment, and heavy trucks is classified as Industrial Service.

iv. Sales, rental, or leasing of heavy trucks and equipment is classified as Wholesale Sales.

v. When kennels are limited to boarding, with no breeding, the applicant may choose to classify the use as Retail Sales and Service.

vi. Camping for a charge or fee or to secure the trade or patronage of a person is limited to Recreation Vehicle Parks or public zoned property where identified in a city or state parks master plan.

vii. Recreational Vehicle Parks are subject to the standards set forth in Section 14.06.060.

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viii. Uses where unoccupied recreational vehicles are offered for sale or lease, or are stored, are not included as a Recreational Vehicle Park.

3. Major Event Entertainment

a. Characteristics. Major Event Entertainment uses are characterized by spectator or participatory entertainment and recreational activities, either indoors or outdoors, that draw large numbers of people to specific events or shows.

b. Examples. Examples include fairgrounds, sports complexes, ball fields, exhibition and meeting areas, coliseums or stadiums, equestrian centers and animal arenas, outdoor amphitheaters and theme or water parks.

c. Exceptions.

i. Exhibition and meeting areas with less than 20,000 square feet of total event area are classified as Sales Oriented Retail Sales or Service.

ii. Banquet halls that are part of hotels or restaurants are accessory to those uses.

4. Self-Service Storage

a. Characteristics. Self-Service Storage uses provide separate storage areas for individual or business uses. The storage areas are designed to allow private access by the tenant for storing personal property.

b. Examples. Examples include single story and multistory facilities that provide individual storage areas for rent. These uses are also called mini warehouses.

c. Exceptions. A transfer and storage business where there are no individual storage areas or

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where employees are the primary movers of the goods to be stored or transferred is in the Warehouse and Freight Movement category.

5. Vehicle Repair

   a. Characteristics. Firms servicing passenger vehicles, light and medium trucks and other consumer motor vehicles such as motorcycles, boats and recreational vehicles. Generally, the customer does not wait at the site while the service or repair is being performed.

   b. Examples. Examples include vehicle repair, transmission or muffler shop, auto body shop, alignment shop, auto upholstery shop, auto detailing, and tire sales and mounting.

   c. Exceptions.

      i. Repair and service of industrial vehicles and equipment, and of heavy trucks; towing and vehicle storage; and vehicle wrecking and salvage are classified as Industrial Service.

6. Parking Facility

   a. Characteristics. Parking facilities provide parking for vehicles as the primary use. The Parking Facility use category does not include parking that is required for a primary use. A fee may or may not be charged to park at a facility.

   b. Examples. Short and long term fee parking facilities, commercial district shared parking lots, commercial shuttle parking, and park-and-ride lots.

   c. Exceptions.

      i. Required parking that is accessory to a use is not considered a Parking Facility.

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D. Industrial Use Categories

1. Contractors and Industrial Service

a. Characteristics. Industrial Service firms are engaged in the repair or servicing of industrial, business or consumer machinery, equipment, products or by-products. Firms that service consumer goods do so by mainly providing centralized services for separate retail outlets. Contractors and building maintenance services and similar uses perform services off-site. Few customers, especially the general public, come to the site.

b. Examples. Examples include welding shops; machine shops; tool repair; electric motor repair; repair of scientific or professional instruments; sales, repair, storage, salvage or wrecking of heavy machinery, metal, and building materials; towing and vehicle storage; auto and truck salvage and wrecking; heavy truck servicing and repair; tire re-treading or recapping; truck stops; building, heating, plumbing or electrical contractors; printing, publishing and lithography; exterminators; recycling operations; janitorial and building maintenance services; fuel oil distributors; solid fuel yards; research and development laboratories; dry-docks and the repair or dismantling of ships and barges; laundry, dry-cleaning, and carpet cleaning plants; and photofinishing laboratories.

c. Exceptions.

i. Contractors and others who perform Industrial Services off-site are included in the Office category, if equipment and materials are not stored at the site, and fabrication or similar work is not carried on at the site.

ii. Hotels, restaurants, and other services that are part of a truck stop are considered accessory to the truck stop.

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2. Manufacturing and Production

   a. Characteristics. Manufacturing and Production firms are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, man-made, raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed or sold on site, but if so, they are a subordinate part of sales. Relatively few customers come to the manufacturing site. Manufacturing and production activities within heavy commercial or light industrial areas are those that do not produce excessive noise, dust, vibration, or fumes.

   b. Examples. Examples include uses from the two subgroups listed below:

      i. Light Manufacturing: Industrial uses that do not generate excessive noise, dust, vibration or fumes, such that they can be located near residential and commercial zones without creating nuisance impacts. Uses include processing of food and related products where the materials and processing activities are wholly contained within a structure, such as bakery products, canned and preserved fruits and vegetables, sugar and confectionary products, and beverages; catering establishments; breweries, distilleries, and wineries; manufacture of apparel or other fabricated products made from textiles, leather or similar materials; woodworking, including furniture and cabinet making; fabrication of metal products and fixtures; manufacture or assembly of machinery, equipment, or instruments, including industrial, commercial, and transportation equipment, household items, precision

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items, photographic, medical and optical goods, artwork, jewelry, and toys; manufacture of glass, glassware, and pressed or blown glass; pottery and related products; printing, publishing and lithography production; sign making; and movie production facilities.

ii. Heavy Manufacturing: Industrial uses that should not be located near residential areas due to noise, dust, vibration or fumes that may be generated by the activities. Uses include processing of food and related products where some portion of the materials are stored or processed outdoors, such as dairies, slaughter houses, or feed lots; leather tanning and finishing; weaving or production of textiles; lumber mills, pulp and paper mills, and other wood products manufacturing; production of chemicals, rubber, structural clay, concrete, gypsum, plaster, bone, plastic, or stone products; primary metal industries including blast furnaces, foundries, smelting, and rolling and finishing of metal products; production and refinement of fossil fuels; concrete batching; and asphalt mixing; and manufacturing of prefabricated structures, including mobile homes.

c. Exceptions.

i. Manufacturing of goods to be sold primarily on-site and to the general public is classified as Retail Sales and Service.

ii. Manufacture and production of goods from composting organic material is classified as Waste-Related uses.

3. Warehouse, Freight Movement, and Distribution

a. Characteristics. Warehouse, Freight Movement, and Distribution involves the storage, or movement of goods for themselves

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or other firms. Goods are generally delivered to other firms or the final consumer, except for some will-call pickups. There is little on-site sales activity with the customer present.

b. Examples. Examples include separate warehouses used by retail stores such as furniture and appliance stores; household moving and general freight storage; cold storage plants, including frozen food lockers; storage of weapons and ammunition; major wholesale distribution centers; truck, marine, or air freight terminals; bus barns; parcel services; major post offices; grain terminals; and the stockpiling of sand, gravel, or other aggregate materials.

c. Exceptions.

i. Uses that involve the transfer or storage of solid or liquid wastes are classified as Waste and Recycling Related uses.

ii. Mini-warehouses are classified as Self-Service Storage uses.

5. Waste and Recycling Related

a. Characteristics. Uses that receive solid or liquid wastes from others for disposal on the site or transfer to another location, uses that collect sanitary wastes, or uses that manufacture or produce goods or energy from the decomposition of organic material. Waste related uses also include uses that receive hazardous wastes from others.

b. Examples. Examples include sanitary landfills, limited use landfills, waste composting, energy recovery plants, sewer treatment plants, portable sanitary collection equipment storage and pumping, and hazardous waste collection sites.

c. Exceptions.

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i. Disposal of clean fill, as defined in OAR 340-093-0030, is considered fill, not a Waste and Recycling Related use.

ii. Sewer pipes that serve a development are considered a Basic Utility.

6. Wholesale Sales

a. Characteristics. Wholesale Sales firms are involved in the sale, lease, or rent of products primarily intended for industrial, institutional, or commercial businesses. The uses emphasize on-site sales or order taking and often include display areas. Businesses may or may not be open to the general public, but sales to the general public are limited as a result of the way in which the firm operates. Products may be picked up on site or delivered to the customer.

b. Examples. Examples include sale or rental of machinery, equipment, heavy trucks, building materials, special trade tools, welding supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment, and store fixtures; mail order houses; and wholesalers of food, clothing, auto parts, building hardware, and office supplies.

c. Exceptions.

i. Firms that engage primarily in sales to the general public are classified as Retail Sales and Service.

ii. Firms that engage in sales on a membership basis are classified as consideration of characteristics of the use.

iii. Firms that are primarily storing goods with little on-site business activity are classified as Warehouse, Freight Movement, and Distribution.

1. Mining

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a. Characteristics. Include mining or extraction of mineral or aggregate resources from the ground for off-site use.

b. Examples. Examples include sand and gravel extraction, excavation of rock, and mining of non-metallic minerals.

c. Exceptions.

i. All other forms of mining or extraction of earth materials are prohibited.

E. Institutional and Civic Use Categories

1. Basic Utilities ~~and Roads~~

a. Characteristics. Basic utilities ~~and Roads~~ are infrastructure services which need to be located in or near the area where the service is provided. Basic ~~Utility and Road~~utility uses generally do not have regular employees at the site. Services may be public or privately provided.

b. Examples. Examples include water and sewer pump stations; sewage disposal and conveyance systems; electrical substations; water towers and reservoirs; water quality and flow control devices. Water conveyance systems; stormwater facilities and conveyance systems; telephone exchanges; and suspended cable transportation systems~~; bus stops or turnarounds; local, collector and arterial roadways; and highway maintenance~~.

c. Exceptions.

i. Services where people are generally present~~, other than bus stops or turnarounds,~~ are classified as Community Services or Offices.

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ii. Utility offices where employees or customers are generally present are classified as Offices.

~~iii. Bus barns are classified as Warehouse and freight movement.~~

~~iv~~iii. Public or private passageways, including easements for the express purpose of transmitting or transporting electricity, gas, oil, water, sewage, communication signals, or other similar services on a regional level are classified as Utility Corridors.

2. Utility~~, Road and Transit~~ Corridors

a. Characteristics. Utility~~, Road and Transit~~ Corridors include public or private passageways, including easements for the express purpose of transmitting or transporting electricity, gas, oil, water, sewage, communication signals, or similar services on a regional level. ~~This category includes new or expanded regional roadways, and tracks and lines for the movement of trains.~~

b. Examples. Examples include ~~highways, rail trunk and feeder lines;~~ regional electrical transmission lines; and regional gas and oil pipelines.

c. Exceptions.

i. ~~Highways, rail lines and u~~Utility corridors that are located within motor vehicle rights-of-way are not included.

3. Community Services

a. Characteristics. Public, non-profit or charitable organizations that provide local service to people of the community. Generally, they provide the service on-site or have employees at the site on a regular basis. Services are

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ongoing, not just for special events. Community centers or facilities that have membership provisions are open to the general public to join. Uses may include shelter or housing for periods of less than one month when operated by a public or non-profit agency. Uses may also provide special counseling, education, or training of a public, nonprofit or charitable nature.

b. Examples. Examples include libraries, museums, senior centers, community centers, publicly owned swimming pools, youth club facilities, hospices, police stations, religious institutions/places of worship, fire and ambulance stations, drug and alcohol centers, social service facilities, mass shelters or short term housing when operated by a public or non-profit agency, soup kitchens, and surplus food distribution centers.

c. Exceptions.

i. Private lodges, clubs, and private commercial athletic or health clubs are classified as Entertainment and Recreation. Commercial museums (such as a wax museum) are in Retail Sales and Service.

4. Child Care Center

a. Characteristics. Child Care Center use is a child care facility, other than a family child care home, that is certified under ORS 329A.280. Such facilities provide day or evening care to children under the age of 13 outside of the children's homes, with or without compensation. Child Care Centers may also provide care to children under 18 years of age who have special needs or disabilities and require a level of care that is above normal for the child's age.

b. Examples. Pre-schools, nursery schools, latch key programs, and residential facilities.

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c. Exceptions.

i. Child Care Center use does not include care given by a "Family Child Care Home" that is caring for not more than 16 children and is certified under ORS 329A.280(2) or is registered under ORS 329A.330. Family Child Care Homes are located in a dwelling and are permitted on residential and commercial property developed with a dwelling.

5. Educational Institutions

a. Characteristics. Educational Institutions provide educational instruction to students. This category includes schools, colleges and other institutions of higher learning that offer courses of general or specialized study leading to a degree, and public and private schools at the primary, elementary, middle, junior, high, or high school level that provide state-mandated basic education. This category also includes trade schools and vocational schools that provide on-site training of trade skills.

b. Examples. Types of uses include universities, liberal arts colleges, community colleges, nursing and medical schools not accessory to a hospital, seminaries, public and private daytime schools, boarding schools, military academies, and trade/vocational schools.

c. Exceptions.

i. Preschools are classified as Daycare facilities.

6. Hospitals

a. Characteristics. Hospitals provide medical and surgical diagnosis and care to patients and offer overnight care. Hospitals tend to be on multiple blocks or in campus settings.

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b. Examples. Examples include hospitals and medical complexes that include hospitals or emergency care facilities.

c. Exceptions.

i. Uses that provide exclusive care and planned treatment or training for psychiatric, alcohol, or drug problems, where patients are residents of the program, are "Residential Facilities" and permitted in R-3 and R-4 zoning districts.

ii. Medical clinics that provide care where patients are generally not kept overnight are classified as Office.

7. Courts, Jails, and Detention Facilities

a. Characteristics. Includes facilities designed to try, detain or incarcerate persons while being processed for arrest or detention by law enforcement. Inmates or detainees are under 24-hour supervision by sworn officers.

b. Examples. Examples include courts, prisons, jails, probation centers, juvenile detention homes.

c. Exceptions.

i. Uses that provide exclusive care and planned treatment or training for psychiatric, alcohol, or drug problems, where patients are residents of the program, are "Residential Facilities" and permitted in R-3 and R-4 zoning districts.

ii. Programs that provide transitional living experience for former offenders, such as halfway houses, where sworn officers do not supervise residents, are also "Residential Facilities" and permitted in R-3 and R-4 zoning districts.

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8. Communication Facilities

   a. Characteristics. Includes facilities designed to provide signals or messages through the use of electronic and telephone devices. Includes all equipment, machinery, structures (e.g. towers) or supporting elements necessary to produce signals.

   b. Examples. Examples include broadcast towers, communication/cell towers, and point to point microwave towers.

   c. Exceptions.

      i. Receive only antennae are not included in this category.

      ii. Radio and television studios are classified in the Office category.

      iii. Radio Frequency Transmission Facilities that are public safety facilities and small wireless facilities are classified as Basic Utilities. Small wireless facilities shall be subject to design standards as adopted by resolution of the City Council.

9. Transportation Facilities

   a. Characteristics. Includes facilities designed to convey, or facilitate the conveyance of, people or goods from one location to another.

   b. Examples. Examples include streets, pedestrian pathways, bicycle facilities, shared use paths, trails, transit stops and rail lines.

Staff: This section defines use categories for commercial and industrial zone districts. Subcategories for "Basic Utilities and Roads" and "Utility, Road and Transit Corridors," under Institutional and Civic Use categories treated transportation facilities and utilities in a similar manner. The subsections are being amended to remove references to transportation facilities, and a new transportation facilities subsection is being created. This will allow the City to regulate transportation facilities separate from utility uses.

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1. Basic Utilities and Roads

14.03.070 Commercial and Industrial Uses.

The following list sets forth the uses allowed within the commercial and industrial land use categories.

"P" = Permitted uses.
"C" = Conditional uses; allowed only after the issuance of a conditional use permit.

"X" = Not allowed.

		C-1	C-2[1]	C-3	I-1	I-2	I-3
1.	Office	P	X	P	P	P	X
2.	Retails Sales and Service						
	a. Sales-oriented, general retail	P	P	P	P	P	C
	b. Sales-oriented, bulk retail	C	X	P	P	P	C
	c. Personal Services	P	C	P	P	C	X
	d. Entertainment	P	P[2]	P	P	C	X
	e. Repair-oriented	P	X	P	P	P	X
3.	Major Event Entertainment	C	C	P	P	C	X
4.	Vehicle Repair	X	X	P	P	P	X
5.	Self-Service Storage	X	X	P	P	P	X
6.	Parking Facility	P	P	P	P	P	P
7.	Contractors and Industrial Service	X	X	P	P	P	P
8.	Manufacturing and Production						
	a. Light Manufacturing	X	X	C	P	P	P
	b. Heavy Manufacturing	X	X	X	X	C	P
9.	Warehouse, Freight Movement, & Distribution	X	X	P	P	P	P
10.	Wholesale Sales	X	X	P	P	P	P
11.	Waste and Recycling Related	C	C	C	C	C	C
12.	Basic Utilities ~~and Roads~~ [3]	P	P	P	P	P	P
13.	Utility~~, Road and Transit~~ Corridors	C	C	C	C	C	C
14.	Community Service	P	C	P	P	C	X
15.	Family Child Care Home	P	P	P	X	X	X
16.	Child Care Center	P	P	P	P	P	X
17.	Educational Institutions						
	a. Elementary & Secondary Schools	C	C	C	X	X	X
	b. College & Universities	P	X	P	X	X	X
	c. Trade/Vocational Schools/Other	P	X	P	P	P	P

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18.	Hospitals	C	C	C	X	X	X
19.	Courts, Jails, and Detention Facilities	X	X	P	C	X	X
20.	Mining						
	a. Sand & Gravel	X	X	X	X	C	P
	b. Crushed Rock	X	X	X	X	X	P
	c. Non-Metallic Minerals	X	X	X	X	C	P
	d. All Others	X	X	X	X	X	X
21.	Communication Facilities [4]	P	X	P	P	P	P
22.	Residences on Floors Other than Street Grade	P	P	P	X	X	X
23.	Affordable Housing [5]	P	P	P	P	X	X
24.	Transportation Facilities	P	P	P	P	P	P

1. Any new or expanded outright permitted commercial use in the C-2 zone district that exceeds 2,000 square feet of gross floor area. New or expanded uses in excess of 2,000 square feet of gross floor area may be permitted in accordance with the provisions of Chapter 14.34, Conditional Uses. Residential uses within the C-2 zone are subject to special zoning standards as set forth in Section 14.30.100.

2. Recreational Vehicle Parks are prohibited on C-2 zoned property within the Historic Nye Beach Design Review District.

3. Small wireless facilities shall be subject to design standards as adopted by City Council resolution.

4. Communication facilities located on historic buildings or sites, as defined in Section 14.23, shall be subject to conditional use review for compliance with criteria outlined in Sections 14.23 and 14.34.

5. Permitted as outlined in Chapter 14.15 or, in the case of hotels/motels, the units may be converted to affordable housing provided they are outside of the Tsunami Hazard Overlay Zone defined in NMC Chapter 14.~~46~~50.

Staff: Added transportation facilities as an outright use in the City's commercial zones and addressed chapter renumbering. Required distinguishing transportation facilities from basic utilities and utility corridors. Transportation facilities had been previously interpreted as accessory uses. This change implements the updated Transportation System Plan, as recommended in Reference 1, of Tech Memo #12, prepared by Angelo Planning Group, and dated 12/8/21.

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14.03.080 Water-dependent and Water-related Uses.

The following list sets forth the uses allowed with the water-dependent and water-related land use classifications. Uses not identified herein are not allowed.

"P" = Permitted uses.

"C" = Conditional uses permitted subject to the approval of a conditional use permit.

"X" = Not allowed.

		W-1	W-2
1.	Aquaculture	P	P
2.	Boat Rentals, Sport Fishing and Charter Boat Services	P	P
3.	Docks, Wharves, Piers	P	P
4.	Dry Dock, Boat Repair, Marine Service, and Marine Railway Facilities	P	P
5.	Fuel Facilities for Boats or Ships	P	P
6.	Marinas and Port Facilities	P	P
7.	Seafood Processing and Packaging Plants	P	P
8.	Terminal Facilities for Loading and Unloading Ships and Barges	P	P
9.	Marine Research and Education Facilities of Observation, Sampling, Recording, or Experimentation on or Near the Water	P	P
10.	Ice Production and Sales, Refrigeration Repair, and Cold Storage to Serve the Seafood Industry	C	P
11.	Boat Building and Marine Equipment Manufacture	C	P
12.	Parking Lots	C	P
13.	Warehouses	C	P
14.	Uses Allowed in the Adjacent Estuarine Management Unit	C	P
15.	Water-dependent Uses That Meet the Intent of the W-1 District	C	P
16.	Bait, Tackle, and Sporting Goods Stores Specializing in Water-related Merchandise	X	P
17.	Seafood Markets	X	P
18.	Uses Permitted Outright in a C-2 District	X	C
19.	Manufacturing in Conjunction with Uses X C Permitted Outright in a C-2 District	X	C
20.	Offices Not On the Ground Floor of an Existing Building	X	C
21.	Residences on Floors Other than Street Grade	X	C
22.	Transportation Facilities	P	P

Staff: Added transportation facilities as an outright use in the City's water-dependent and water-related zones. Transportation facilities had been previously interpreted as accessory uses. Change recommended in Reference 1, of Tech Memo #12, prepared by Angelo Planning Group, and dated 12/8/21.

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14.03.090 Uses in State Park Master Plans.

* Where the W-1 and/or W-2 zones are applied to properties that are owned or managed by the Oregon Parks and Recreation Department within a state park with a master plan that has been approved by the City of Newport, only those uses that are consistent with the city's approval of the master plan are permitted. Such uses are permitted through the applicable development review procedures set forth in this ordinance provided that the uses comply with the design standards in the master plan and with other applicable standards.

14.03.100 Public Uses

. The following list sets forth the uses allowed within the public land use classification. Uses not identified herein are not allowed.

"P" = Permitted Uses.

"C" = Conditional uses; permitted subject to the approval of a conditional use permit.

"X" = Not allowed.

		P-1	P2	P-3
1.	Public Parks	P	P	P
2.	Public Open Space	P	P	P
3.	Public Schools, Colleges, or Universities	P	X	X
4.	Any Building or Structure Erected by a Governmental Entity	P	X	X
5.	Community Buildings	P	X	X
6.	Fairgrounds	P	X	X
7.	Public Cemeteries	P	P	X
8.	Water & Wastewater Treatment Plants	P	X	X
9.	Performing Arts Centers	P	X	X
10.	Visual Arts Centers	P	X	X
11.	Senior Centers	P	X	X
12.	Airport and Accessory Structures	P	X	X
13.	Public Golf Courses	P	P	X
14.	City Halls	P	X	X
15.	County Courthouses	P	X	X
16.	Jails and Juvenile Detention Facilities	P	X	X
17.	City or County Maintenance Facilities	P	X	X
18.	Publicly Owned Recreational Vehicle Parks	C	C	X

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19.	Public Museums	P	X	X
20.	Public Restrooms	P	P	X
21.	Recreation Equipment	P	P	X
22.	Post Office	P	X	X
23.	Parking Lots	P	P	X
24.	Public Hospitals	P	X	X
25.	~~Trails, paths, bike paths, walkways, etc.~~Transportation Facilities	P	P	P
26.	Water Storage Facilities	P	X	X
27.	Public Libraries	P	X	X
28.	Fire Stations	P	X	X
29.	Police Stations	P	X	X
30.	Accessory Structures for Any of the Above	P	P	P

Staff: Added transportation facilities as an outright use in the City's public zones. Trails, paths and bike paths are described as types of transportation facilities. Transportation facilities had been previously interpreted as accessory uses. Change recommended in Reference 1, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

14.03.110 Uses in State Park Master Plans.

Where the P-1, P-2, and/or P-3 zones are applied to properties that are owned or managed by the Oregon Parks and Recreation Department within a state park with a master plan that has been approved by the City of Newport, only those uses that are consistent with the city's approval of the master plan are permitted. Such uses are permitted through the applicable development review procedures set forth in this ordinance provided that the uses comply with the design standards in the master plan and with other applicable standards.

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CHAPTER 14.14 PARKING~~,~~ AND LOADING~~, AND ACCESS~~ REQUIREMENTS

14.14.010 Purpose

The purpose of this section is to establish off-street parking and loading requirements, access standards, development standards for off-street parking lots, and to formulate special parking areas for specific areas of the City of Newport. It is also the purpose of this section to implement the Comprehensive Plan, enhance property values, and preserve the health, safety, and welfare of citizens of the City of Newport.

14.14.020 Definitions

For purposes of this section, the following definitions shall apply:

Access. The point of ingress and egress from a public street to an off-street parking lot or loading and unloading area.

Aisle. Lanes providing access to a parking space.

Gross Floor Area. The total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.

Loading Space. A parking space for the loading and unloading of vehicles over 30 feet in length.

Parking Space. An area for the parking of a vehicle.

Site Plan. A map showing the layout of the building, parking, landscaping, setbacks, and any other pertinent information concerning the development of a site.

Use. Any new building, change of occupancy, or addition to an existing building.

14.14.030 Number of Parking Spaces Required

A. Off-street parking shall be provided and maintained as set forth in this section. Such off-street parking

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spaces shall be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first. For any expansion, reconstruction, or change of use, the entire development shall satisfy the requirements of Section 14.14.050, Accessible Parking. Otherwise, for building expansions the additional required parking and access improvements shall be based on the expansion only and for reconstruction or change of type of use, credit shall be given to the old use so that the required parking shall be based on the increase of the new use. Any use requiring any fraction of a space shall provide the entire space. In the case of mixed uses such as a restaurant or gift shop in a hotel, the total requirement shall be the sum of the requirements for the uses computed separately. Required parking shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials or for the sale of merchandise. A site plan, drawn to scale, shall accompany a request for a land use or building permit. Such plan shall demonstrate how the parking requirements required by this section are met.

Parking shall be required at the following rate. All calculations shall be based on gross floor area unless otherwise stated.

1.	General Office	1 space/600 sf
2.	Post Office	1 space/250 sf
3.	General Retail (e.g. shopping centers, apparel stores, discount stores, grocery stores, video arcade, etc.)	1 space/300 sf
4.	Bulk Retail (e.g. hardware, garden center, car sales, tire stores, wholesale market, furniture stores, etc.)	1 space/600 sf
5.	Building Materials and Lumber Store	1 space/1,000 sf
6.	Nursery – Wholesale Building	1 space/2,000 sf 1 space/1,000 sf
7.	Eating and Drinking Establishments	1 space/150 sf
8.	Service Station	1 space/pump
9.	Service Station with Convenience Store	1 space/pump + 1 space/ 200 sf of store space
10.	Car Wash	1 space/washing module + 2 spaces
11.	Bank	1 space/300 sf
12.	Waterport/Marine Terminal	20 spaces/berth
13.	General Aviation Airport	1 space/hangar + 1 space/300 sf of

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		terminal
14.	Truck Terminal	1 space/berth
15.	Industrial	1.5 spaces
16.	Industrial Park	1.5 spaces/5,000 sf
17.	Warehouse	1 space/2,000 sf
18.	Mini-Warehouse	1 space/10 storage units
19.	Single-Family Detached Residence	2 spaces/dwelling
20.	Duplex	1 space/dwelling
21.	Apartment	1 space/unit for first four units + 1.5 spaces/unit for each Additional unit
22.	Condominium (Residential)	1.5 spaces/unit
23.	Townhouse	1.5 spaces/unit
24.	Cottage Cluster	1 space/unit
25.	Elderly Housing Project	0.8 space/unit if over 16 dwelling units
26.	Congregate Care/Nursing Home	1 space/1,000 sq. ft.
27.	Hotel/Motel	1 space/room + 1 space for the manager (if the hotel/motel contains other uses, the other uses Shall be calculated separately
28.	Park	2 spaces/acre
29.	Athletic Field	20 spaces/acre
30.	Recreational Vehicle Park	1 space/RV space + 1 space/10 RV spaces
31.	Marina	1 space/5 slips or berths
32.	Golf Course	4 spaces/hole
33.	Theater	1 space/4 seats
34.	Bowling alley	4 spaces/alley
35.	Elementary/Middle School	1.6 spaces/classroom
36.	High School	4.5 spaces/classroom
37.	Community College	10 spaces/classroom
38.	Religious/Fraternal Organization	1 space/4 seats in the main auditorium
39.	Day Care Facility	1 space/4 persons of license occupancy
40.	Hospital	1 space/bed
41.	Assembly Occupancy	1 space/8 occupants (based on 1 occupant/15 sf of exposition/meeting/assembly room conference use not elsewhere specified

14.14.040 Parking Requirements for Uses Not Specified

The parking space requirements of buildings and uses not set forth above shall be determined by the Planning Director or designate. Such determination shall be based upon requirements for the most comparable building or use specified in Section 14.14.030 or a separate parking demand analysis prepared by the applicant and subject to a Type I decision making procedure as provided in Section 14.52, Procedural Requirements.

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14.14.050 Accessible and Electric Vehicle Parking

Parking areas shall meet all applicable accessible parking and electric vehicle charging infrastructure requirements of the Oregon Structural Specialty Code to ensure adequate access for disabled persons, and sufficient electric vehicle parking infrastructure for future users.

Staff: Unlike other parking standards, accessible and electric vehicle requirements are regulated in the State of Oregon Structural Specialty Code (OSSC). Electric vehicle standards are new, being added with HB 2180 (2021). The City adopts the OSSC by reference, and it is amended every couple of years. This cross-reference is helpful in informing applicants of the requirements.

14.14.060 Compact Spaces

For parking lots of ~~four~~ five vehicles or more, 40% of the spaces may be compact spaces~~, as defined in Section 14.14.090(A)~~ measuring 7.5 feet wide by 15 feet long. Each compact space must be marked with the word "Compact~~s~~" in letters that are at least six inches high.

Staff: *Revised per Reference 8, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Compact measurement no longer addressed in NMC 14.14.090(A). The 40% allowance works for five parking spaces not four.*

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of ~~four~~ five units or more; ~~and~~ new retail, office, and institutional developments; and park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows~~:~~, rounding up to the nearest whole number:

Parking Spaces Required	Bike Spaces Required
1 to 4 [a]	~~0~~1

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5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/~~50~~25

[a.] Residential developments less than 5 units are exempt from bicycle parking requirements.

B. Bicycle parking for multiple uses (such as commercial shopping centers) may be clustered in one or several locations but must meet all other requirements for bicycle parking.

C. Each required bicycle parking space shall be at least two and a half by six feet. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., a "rack") upon which a bicycle can be locked.

E. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only.

Staff: Expands requirement for bike parking to commercial and institutional projects that generate a demand for were than 5 new parking spaces. Added per Reference 5, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

14.14.080 Shared Parking

The off-street parking requirements of two or more uses, structures, or parcels may be satisfied by the same parking lot or loading spaces used jointly to the extent that it can be shown by the owners or operators of the uses, structures, or parcels that their parking needs do not overlap. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.

14.14.090 Parking Lot Standards

Parking lots shall comply with the following:

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A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A.~~Size of Spaces. Standard parking spaces shall be nine (9) feet in width by 18 feet in length. Compact spaces may be 7.5 feet wide by 15 feet long. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking space(s) shall be not less than eight (8) feet wide and 22 feet long. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.~~

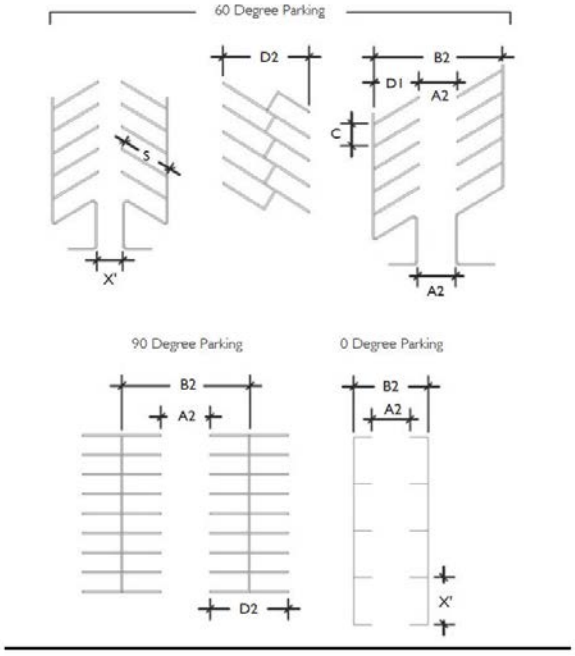
~~B. Aisle Widths. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:~~

~~Parking Angle~~	~~0~~	~~30°~~	~~45°~~	~~60°~~	~~90°~~
~~Aisle Width~~					
~~One way traffic~~	~~13~~	~~11~~	~~13~~	~~18~~	~~24~~
~~Two-way traffic~~	~~19~~	~~20~~	~~21~~	~~23~~	~~24~~

Table 14.14.090-A. Parking Lot Minimum Dimensions for Standard Space

PARKING ANGLE < °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
		SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
60°	10'	20'	40'	17'	18'	57'	58'	23'
45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Figure 14.14.090-A. Parking Lot Minimum Dimensions



C. Surfacing.

1. All parking lots that are required to have more than five parking spaces shall be graded and surfaced with asphalt or concrete. Other material that will provide equivalent protection against potholes, erosion, and dust may be approved by the City Engineer if an equivalent level of stability is achieved.

2. Parking lots having less than five parking spaces are not required to have the type of surface material specified in subsection (1), above. However, such parking lot shall be graded and surfaced with crushed rock, gravel, or other suitable material as approved by the City Engineer. The perimeter of such parking lot shall be defined by brick, stones, railroad ties, or other such similar devices. Whenever such a parking lot abuts a paved street, the driveway leading from such street to the parking lot shall be paved with concrete from the street to the property line of the parking lot.

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3. Parking spaces in areas surfaced in accordance with subsection (1) shall be appropriately demarcated with painted lines or other markings.

D. Joint Use of Required Parking Spaces. One parking lot may contain required spaces for several different uses, but the required spaces assigned to one use may not be credited to any other use.

E. Satellite Parking.

1. If the number of off-street parking spaces required by this chapter cannot be provided on the same lot where the principal use is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to as satellite parking spaces.

2. All such satellite parking spaces shall be located within 200 feet of the principal building or lot associated with such parking.

3. The applicant wishing to take advantage of the provisions of this section must present satisfactory written evidence that the permission of the owner or other person in charge of the satellite parking spaces to use such spaces has been obtained. The applicant must also sign an acknowledgement that the continuing validity of the use depends upon the continued ability to provide the requisite number of parking spaces.

4. Satellite parking spaces allowed in accordance with this subsection shall meet all the requirements contained in this section.

F. Lighting. Lighting from parking lots shall be so designed and located as to not glare onto neighboring residential properties. Such lighting shall be screened, shaded, or designed in such a way as to comply with the requirement contained in this section. This section is not intended to apply to public street lighting or to outdoor recreational uses such as ball fields, playing fields, and tennis courts.

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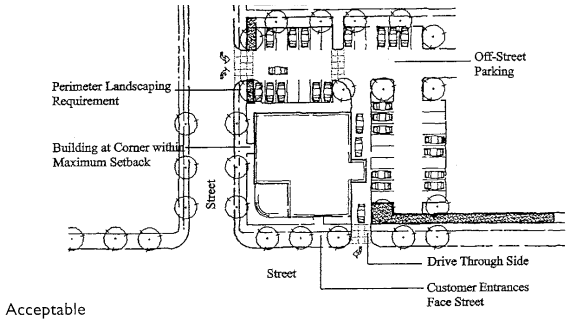
G. Drive-Up/Drive-In/Drive-Through Uses and Facilities. Drive-up or drive-through uses and facilities shall conform to the following standards, which are intended to calm traffic, and protect pedestrian comfort and safety (Figures 1 and 2).

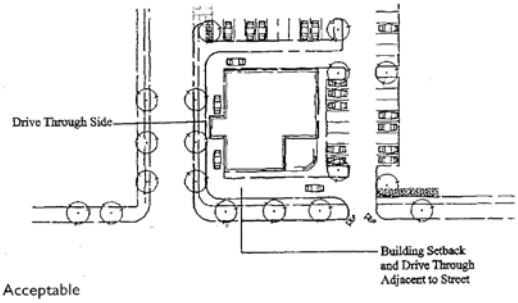
Figure 1 – Drive-Up and Drive-Through Facilities



Acceptable

1. The drive-up/drive through facility shall orient to an alley, driveway, or interior parking area, and not a street; and

2. None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 feet of a street and shall not be oriented to a street corner. (Walk-up only teller machines and kiosks may be oriented to a street or placed adjacent to a street corner); and



Not Acceptable

3. Drive-up/in queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way.

H. Driveway Standards. Driveways shall conform to the requirements of Chapter 14.46.

I. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.

J. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential

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carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

Staff: Updates parking lot standards to include additional information for dimensions required to implement various parking lot configurations. Cross-references to new driveway standards and revised landscaping requirements. Revisions per References 8 and 11, Tech Memo #12, by Angelo Planning Group, dated 12/8/21

14.14.100 Special Area Parking Requirements

These special areas are defined as follows:

A. Nye Beach. That area bounded by SW 2nd Street, NW 12th Street, NW and SW Hurbert Street, and the Pacific Ocean.

B. Bayfront. That area bounded by Yaquina Bay and the following streets: SE Moore Drive, SE 5th and SE 13th, SW 13th Street, SW Canyon Way, SW 10th, SW Alder, SW 12th, SW Fall, SW 13th, and SW Bay.

C. City Center. That area bounded by SW Fall Street, SW 7th Street, SW Neff Street, SW Alder Street, SW 2nd Street, SW Nye Street, Olive Street, SE Benton Street, SW 10th Street, SW Angle Street, SW 11th Street, SW Hurbert Street, and SW 10th Street.

Uses within a special area are not required to provide the parking required in this section if a parking district authorized by the City Council is formed in all or part of the special area. In such circumstances, off-street parking shall be provided as specified by the parking district.

14.14.110 Loading and Unloading Areas

Off-street loading and unloading areas shall be provided per this section.

A. Whenever the normal operation of any use requires that goods, merchandise, or equipment be routinely delivered to or shipped from that use, a sufficient off-

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street loading and unloading area must be provided in accordance with this subsection to accommodate the delivery or shipment operations in a safe and convenient manner.

B. The loading and unloading area must accommodate the numbers as set forth in Table A. At a minimum, a loading and unloading space must be 35 feet in length, 10 feet in width, and 14 feet in height. The following table indicates the number of spaces that, presumptively, satisfy the standard set forth in this subsection.

Table 14.14.110-A, Required Loading Spaces

Square footage of Building	Number of Loading Spaces
0-19,999	0
20,000 – 79,999	1
80,000 – 119,999	2
120,000+	3

C. Loading and unloading areas shall be located and designed so that vehicles intending to use them can maneuver safely and conveniently to and from a public right-of-way or any parking space or parking lot aisle. No space for loading shall be so located that a vehicle using such loading space projects into any public right-of-way.

D. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

E. Whenever a change of use occurs after January 1, 1995, that does not involve any enlargement of a structure, and the loading area requirements of this section cannot be satisfied because there is insufficient area available on the lot that can practicably be used for loading and unloading, then the Planning Commission may waive the requirements of this section.

F. Whenever a loading and unloading facility is located adjacent to a residential zone, the loading and

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unloading facility shall be screened per Section 14.18.

~~14.14.120 Access~~

~~A. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.~~

~~B. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.~~

~~C. All accesses shall be approved by the City Engineer or designate.~~

~~D. Driveway accesses onto Arterial streets shall be spaced a distance of 500 feet where practical, as measured from the center of driveway to center of driveway.~~

~~E, Each parcel or lot shall be limited to one driveway onto an Arterial street unless the spacing standard in (D) can be satisfied.~~

~~F. Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.~~

Staff: NMC 14.14.120 is being replaced with new Chapter 14.46, per Reference 6, Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

14.14.~~130~~120 Variances

Variances to this section may be approved in accordance with provisions of Section 14.33, Adjustments and Variances, and a Type III Land Use Action decision process consistent with Section 14.52, Procedural Requirements.*

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CHAPTER 14.19 LANDSCAPING REQUIREMENT

14.19.010 Purpose

The purpose of this section is to provide for the installation, long-term maintenance and protection of trees, vegetation and other landscape elements within the City of Newport recognizing however, that development often times requires the removal of trees and other plant material. When removal is done, the purpose of this section is to require replacement that is attractive, well placed and enhances the overall appearance of the property and the City as a whole. It is further the purpose of this section to:

A. Aid in air purification and storm water runoff retardation;

B. Aid in the reduction of noise and glare;

C. Provide visual buffers;

D. Enhance the beauty of the city;

E. Improve property values;

F. Reduce erosion; and

G. To protect and enhance the natural beauty, environment and greenspace within the City of Newport to advance economic development, attract residents and promote tourism.

14.19.020 Definitions

For purposes of this section, the following definitions shall apply. Where no definition is given, the common usage of the word shall be used. If there is a conflict between the definitions contained in this section and the more general definitions contained in the definitions section of this Ordinance, this section shall apply.

A. Addition. An increase in the gross floor area.

B. Bayfront. The area of the city defined in the Bayfront Plan section of the City's Comprehensive Plan.

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C. Buffer. The use of landscaping, or the use of landscaping along with berms or fences, that obscure the sight from an abutting property and uses, that at least partially and periodically obstructs view and noise. For purposes of this Section, the buffer does not count toward the required landscaping.

D. City Center. The area of the city defined in Section 14.14.100(C) of this Code.

E. Development. That which is done on a tax lot or parcel of property under one ownership pursuant to any permit issued by the City of Newport Department of Planning and Community Development.

F. Gross Floor Area. The total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.

G. Hanging Basket. A basket of flowers or other plant material that is over a public right-of-way or private property and attached to a building, pole, wall, tree or other attachment. In no case shall a hanging basket be less than eight feet above a sidewalk or other pedestrian way or within two feet of a street or driveway.

H. Landscaped Area. That area within the boundaries of a given lot or other area authorized for landscaping purposes which is devoted to and consists of landscaping.

I. Landscaping. Material placed in a landscaped area including but not limited to grass, trees, shrubs, flowers, vines and other groundcover, native plant materials, planters, brick, stone, natural forms, water forms, aggregate and other landscape features, provided, however that the use of brick, stone, aggregate or other inorganic materials shall not predominate over the use of organic plant material. Landscaping does not include sidewalks, fences, walls, benches or other manufactured materials unless same is incidental to the total area of the landscaped area.

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J. Landscaping Plan. A drawing to scale showing the location, types and density of landscaping.

K. Maintain or Maintenance. Any activity such as pruning, mulching, mowing, fertilizing, removal and replacement of dead vegetation and other similar acts that promote the life, growth, health or beauty of the landscape vegetation.

L. Nye Beach. The area of the City defined in the Historic Nye Beach Overlay District section of this Ordinance.

M. Planter. A decorative container for flowers, bushes, trees and other plant materials including but not limited to window boxes, planter boxes, flower pots and other containers.

N. Sight obscuring. Landscaping, berms, fences, walls or a combination of all those elements that completely blocks the ability to see through it.

O. Window or Planter Box. A decorative box, pot, or other container that contains flowers and other plant material that is placed immediately below a window, along a walkway or other location. In no case shall a window or planter box extend more than two feet or 20% of the distance from the building to the street curb into the public right-of-way, whichever is less.

14.19.030 Applicability

The provisions of this ordinance shall apply to all new commercial, industrial, public/institutional, and multi-family development, including additions to existing development or remodels.

14.19.040 General Requirements

The objective of this section is to encourage the planting and retention of existing trees and other vegetation to improve the appearance of off-street parking areas, yard areas and other vehicular use areas; to protect and preserve the appearance, character, and value of surrounding properties, and thereby promote the general

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welfare, safety and aesthetic quality of the City of Newport; to establish buffer strips between properties of different land uses in order to reduce the effects of sight and sound and other incompatibilities between abutting land uses; to insure that noise, glare and other distractions within one area does not adversely affect activity within the other area. Prior to the issuance of a building permit, landscaping plans showing compliance with this section are required.

A. No landscape plan submitted pursuant to this section shall be approved unless it conforms to the requirements of this ordinance.

B. Landscape plans shall be submitted for all development. Said plans shall include dimensions and distances and clearly delineate the existing and proposed building, parking space, vehicular access and the location, size and description of all landscape areas and materials.

C. Landscaping shall not obstruct the view at the intersection of two or more streets or alleys; or at the intersection of a street and a driveway.

D. A guarantee of performance bond or escrow agreement shall be required in an amount to be determined by the Planning Director and approved by the City Attorney as to form to insure satisfactory completion of the landscaping plan as approved if the required landscaping is not installed prior to certificate of occupancy as required by the Building Code.

14.19.050 Landscaping Required for New Development, Exceptions

All new development, except for one and two family residences, shall be required to install landscaping per this section. For purposes of this section, new development shall mean construction upon a vacant lot or a lot that becomes vacant by virtue of the demolition of an existing building. Landscaping shall be provided as follows:

A. Area. Landscaping shall be ten percent of the total square footage of a lot or parcel.

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B. Location. Landscaping shall be located along a street frontage or frontages.

C. Exceptions. The right-of-way between a curb and a property line, not counting any sidewalk, driveway or other hard surfaces, may be used and counted toward the required landscaping as long as it has been determined by the Planning Director that the right-of-way is not needed for future street expansion. A developer may also plant a street tree within the sidewalk and it shall count toward meeting landscaping requirements subject to approval by the Planning Director and the City Engineer. A window or planter box may also be used to meet landscaping requirements at a ratio of 1 to 1. If the developer chooses to exercise this option, he or she shall enter into an agreement that the landscaping in the right-of-way is to be maintained as landscaping.

D. Landscaping and Screening for Parking Lots. The purpose of this subsection is to break up large expanses of parking lots with landscaping. Therefore, all parking areas or each parking bay where a development contains multiple parking areas~~not abutting a landscaping area with 20 or more parking stalls~~ shall comply with the following provisions:

1. ~~Five percent of the parking area shall be dedicated to a landscaped area and areas.~~ A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. This 10 percent landscaping requirement includes landscaping around the perimeter of parking areas as well as landscaped islands within parking areas. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

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2. ~~In no cases shall a landscaped area required under this subsection be larger than 300 square feet. If more landscaping is required than the 300 square feet it shall be provided in separate landscaping areas.~~ All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 12 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth;

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within 2 years of planting, not less than 50 percent of that area is covered with living plants; and

4. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than 2 feet from any such barrier.

5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

6. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between 3 feet and 4 feet.

7. The provisions of this subsection do not apply to areas for the storage and/or display of vehicles.

Staff: Increases parking lot landscaping requirement from five to 10 percent. Requires at least one tree for every 12 spaces, specifies minimum dimensions for

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landscape islands to ensure sufficient space for plantings, outlines landscaping expectations, includes wheel stop requirements, and adds a standards for landscape screening to ensure headlights do not shine into residential yards or rights-of-way. Changes implement recommendations listed in Reference 8, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

14.19.060 Landscaping Requirements for Additions and Remodels

For purposes of this section, addition means any development that increases the floor area of a building. Remodel is any work requiring a building permit. For additions and remodels, landscaping shall be provided as follows:

A. Area. If the subject development after completion complies with the requirements for new development, no additional landscaping is required. If the subject development does not comply with the requirement for new development, landscaping shall be installed so as follows:

1. For projects with a value of $50,000 or less, no additional landscaping is required.

2. For projects with a value of $50,001 to $100,000, the amount of landscaping shall be no less than 25% of that required for new development.

3. For projects with a value of $100,001 to $175,000, the amount of landscaping shall be no less than 50% of that required for new development.

4. For projects with a value of $175,001 to $300,000, the amount of landscaping shall be no less than 75% of that required for new development.

5. For projects with a value greater than $300,000, the amount of landscaping shall be 100% of that required for new development.

Values shall be based on year 2000 dollars and adjusted on July 1 of each year for inflation. The adjustment shall

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be based on the latest available Portland, Oregon Consumer Price Index.

For purposes of this section, the value shall be based on the amount placed on the application for a building permit. If the Building Official determines that the value is below the actual value as calculated by the formulas developed by the State of Oregon Building Codes Division, the value on the permit shall be as determined by the Building Official. If there is a dispute as to the value, the matter shall be referred to the Planning Commission for resolution. The procedure used shall be the same as for a Type I variance contained in Section 14.33 of this Ordinance.

In the case where a second addition or remodel is commenced within one year of the first addition or remodel, the two projects shall be counted as one with regard to determining the above landscaping requirements.

B. Location. Landscaping shall be located along a street frontage or frontages.

C. Exceptions. The right-of-way between a sidewalk and a property line may be used and counted toward the required landscaping as long as it has been determined by the Planning Director that the right-of-way is not needed for future street expansion. If the developer chooses to exercise this option, he or she shall enter into an agreement that the landscaping in the right-of-way is to be maintained as landscaping. In addition, window boxes may be substituted for surface landscaping. The calculation shall be one square foot of window box accounts for three square feet of surface landscaping as required in Subsection A of this Section. A developer may also plant a street tree within the sidewalk and it shall count toward meeting landscaping requirements subject to approval by the Planning Director and the City Engineer.

14.19.070 Nye Beach*

Development in the Historic Nye Beach Design Review District shall follow the same landscaping requirements

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as Subsection 14.19.080 (City Center and Bayfront) of Section14.19 if landscaping requirements are not specified elsewhere. If landscaping is required under a permit issued under the design review design guidelines or design standards, then the permit requirements shall be the applicable landscaping requirements. If the permit requirements specify landscaping requirements that are to be implemented in conjunction with, or in addition to, the landscape requirements of this section, then the landscaping requirements of the permit shall be implemented in conjunction with, or in addition to, the requirements of landscaping specified in Subsection 14.19.080 (City Center and Bayfront) of Section 14.19.

14.19.080 City Center and Bayfront

Because the City Center and Bayfront areas were platted and built on very small lots and many of the existing buildings are located on or near the property lines, a strict area landscaping requirement is difficult to obtain and places an undue burden on the property owner. Those areas shall therefore be subject to this section rather than Sections 14.19.050 and 14.19.060 of this ordinance.

A. New Development. The requirement for new development, defined as building on a vacant lot, shall be 10% of the lot area. In lieu of the 10%, hanging baskets or window/planter boxes may be substituted for surface landscaping, or any combination thereof. The calculation for square footage may be up to one square foot of hanging basket, planter box or window box for every three feet of otherwise required landscaping.

B. Additions. Landscaping shall be required at a rate of 10% of the area of the addition. In lieu of the 10%, hanging baskets or window/planter boxes may be substituted for surface landscaping, or any combination thereof. The calculation for square footage may be up to one square foot of hanging basket, planter box or window box for every three feet of otherwise required landscaping.

C. Remodels. Landscaping shall be required per Section 14.19.060 except that in lieu of providing

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surface landscaping, window/planter boxes or hanging baskets may be substituted at a rate of one square foot of window/planter box or hanging basket for every ten square feet otherwise required.

14.19.090 Maintenance of Required Landscaping

Landscaping required by this section, whether existing prior to January 1, 1999 or not, shall be reasonably maintained based on the time of year and kept free of weeds and garbage. Failure to maintain required landscaping may be found to be a violation and subject to penalties contained in Section 14.54 of this Code.

14.19.100 Variances

Variances to the requirements of this section shall be subject to the processes and criteria contained in Section 14.33, Adjustments and Variances, and Section 14.52, Procedural Requirements.* As a condition of approval, the Planning Commission may require a bond to assure satisfactory completion of the required landscaping. The Planning Commission may also approve, in lieu of providing a strict landscaping area, window or planter boxes in numbers and size to comply with the intent of this section or a reduction of up to 25% of the required landscaping when the Commission finds that the architectural character of the building is of such quality to justify the reduction. The Commission may also waive up to 25% of the area requirement if the developer puts in an automatic sprinkling system to water the landscaping. The required parking may be reduced up to 10% of the number ordinarily required by this Code if the parking spaces lost is put into landscaping. The site plan prepared by a registered surveyor as required by Sections 14.33.040 is not required for a variance under this Section. If there is a neighborhood design review process, that process supersedes the requirements in this section and, if the design review committee finds that the landscaping is consistent with their review, supersedes the need for a variance otherwise required by this Section.

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CHAPTER 14.33 ADJUSTMENTS, ~~AND~~ VARIANCES, AND TRANSPORTATION MITIGATION PROCEDURE

14.33.010 Purpose

The purpose of this section is to provide flexibility to numerical development standards in recognition of the wide variation in property size, configuration, and topography within the City of Newport and to allow reasonable and economically practical development of a property.

14.33.020 General Provisions

A. Application for an Adjustment or Variance from a numerical standard including, but not limited to, size, height, or setback distance may be processed and authorized under a Type I or Type III decision-making procedure as provided by Section 14.52, Procedural Requirements, in addition to the provisions of this section.

B. No Adjustment or Variance from a numerical standard shall be allowed that would result in a use that is not allowed in the zoning district in which the property is located, or to increase densities in any residential zone.

C. In granting an Adjustment or Variance, the approval authority may attach conditions to the decision to mitigate adverse impacts which might result from the approval.

14.33.030 Approval Authority

Upon receipt of an application, the Community Development Director or designate shall determine if the request is to be processed as an Adjustment or as a Variance based on the standards established in this subsection. There shall be no appeal of the Director's determination as to the type of application and decision-making process, but the issue may be raised in any appeal from the final decision on the application.

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A. A deviation of less than or equal to 10% of a numerical standard shall satisfy criteria for an Adjustment as determined by the Community Development Director using a Type I decision-making procedure.

B. A deviation of greater than 10%, but less than or equal to 40%, of a numerical standard shall satisfy criteria for an Adjustment as determined by the Planning Commission using a Type III decision-making procedure.

C. Deviations of greater than 40% from a numerical standard shall satisfy criteria for a Variance as determined by the Planning Commission using a Type III decision-making procedure.

14.33.040 Application Submittal Requirements

In addition to a land use application form with the information required in Section 14.52.080, the petition shall include a site plan prepared by a registered surveyor that is drawn to scale and illustrates proposed development on the subject property.

A. For requests to deviate from required setbacks, the site plan shall also show survey monuments along the property line subject to the Adjustment or Variance.

B. For requests to deviate from building height limitations, the application shall include exterior architectural elevations, drawn to scale, illustrating the proposed structure and adjoining finished ground elevations.

14.33.050 Criteria for Approval of an Adjustment

The approval authority may grant an Adjustment using a Type I or Type III decision-making process when it finds that the application complies with the following criteria:

A. Granting the Adjustment will equally or better meet the purpose of the regulation to be modified; and

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B. Any impacts resulting from the Adjustment are mitigated to the extent practical. That mitigation may include, but is not limited to, such considerations as provision for adequate light and privacy to adjoining properties, adequate access, and a design that addresses the site topography, significant vegetation, and drainage; and

C. The Adjustment will not interfere with the provision of or access to appropriate utilities, including sewer, water, storm drainage, streets, electricity, natural gas, telephone, or cable services, nor will it hinder fire access; and

D. If more than one Adjustment is being requested, the cumulative effect of the Adjustments results in a project which is still consistent with the overall purpose of the zoning district.

14.33.060 Criteria for Approval of a Variance

The approval authority may grant a Variance using a Type III decision-making process when it finds that the application complies with the following criteria:

A. A circumstance or condition applies to the property or to the intended use that does not apply generally to other property in the same vicinity or zoning district. The circumstance or condition may relate to:

1. The size, shape, natural features, and topography of the property, or

2. The location or size of existing physical improvements on the site, or

3. The nature of the use compared to surrounding uses, or

4. The zoning requirement would substantially restrict the use of the subject property to a greater degree than it restricts other properties in the vicinity or zoning district, or

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5. A circumstance or condition that was not anticipated at the time the Code requirement was adopted.

6. The list of examples in (1) through (5) above shall not limit the consideration of other circumstances or conditions in the application of these approval criteria.

B. The circumstance or condition in "A" above is not of the applicant's or present property owner's making and does not result solely from personal circumstances of the applicant or property owner. Personal circumstances include, but are not limited to, financial circumstances.

C. There is practical difficulty or unnecessary hardship to the property owner in the application of the dimensional standard.

D. Authorization of the Variance will not result in substantial adverse physical impacts to property in the vicinity or zoning district in which the property is located, or adversely affect the appropriate development of adjoining properties. Adverse physical impacts may include, but are not limited to, traffic beyond the carrying capacity of the street, unreasonable noise, dust, or loss of air quality. Geology is not a consideration because the Code contains a separate section addressing geologic limitations.

E. The Variance will not interfere with the provision of or access to appropriate utilities, including sewer, water, storm drainage, streets, electricity, natural gas, telephone, or cable services, nor will it hinder fire access.

F. Any impacts resulting from the Variance are mitigated to the extent practical. That mitigation may include, but is not limited to, such considerations as provision for adequate light and privacy to adjoining properties, adequate access, and a design that addresses the site topography, significant vegetation, and drainage.

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14.33.070 Transportation Mitigation Procedure

A. Purpose. The purpose of this procedure is to allow modifications to transportation standards where meeting the roadway cross-section requirements of Section 14.44.060 is not possible due to existing site constraints.

B. When Standards Apply. The standards of this section apply to new development or redevelopment for which a building permit is required and that place demands on public or private transportation facilities or city utilities. This procedure may be used in cases where full street improvements, half street improvements, and frontage improvements are required.

C. Approval Process.

1. Pre-application Conference. The applicant shall participate in a pre-application conference pursuant to Section 14.52.045 prior to submitting an application requesting a Transportation Mitigation Procedure. The Community Development Director, City Engineer, and other appropriate city officials will participate in the pre-application conference. The meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the application addresses both city and ODOT requirements.

2. The applicable review process will be the same as that accorded to the underlying land use proposal. If not requested as part of a land use proposal, this procedure shall be subject to a Type I process as defined in Section 14.52.020 (A).

D. Approval Criteria.

1. A cross-section other than that identified in the adopted Transportation System Plan (TSP) for the functional classification of the roadway may be approved if one or more of the following conditions apply to the subject property and result

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in site conditions that prohibit the minimum roadway cross-section from being constructed.

a. Slopes over 25%

b. Mapped landslide areas

c. Mapped wetlands (National Wetland Inventory, City Wetlands Areas, or site specific survey)

d. Existing structures

e. Historical resources

f. Insufficient right-of-way

2. The steps to determine an acceptable alternate roadway design must be documented and follow the Process for Determining Street Cross-Sections in Constrained Conditions, as detailed in Table 14.33.070-A.

3. The proposal shall identify which conditions in Subsection 1 above apply to the subject property and show how conditions prevent the minimum cross-section from being constructed.

4. The proposal shall include documentation in the form of a written agreement from the Community Development Director, or designee, in consultation with the City Engineer and other city officials, as appropriate, that the proposed cross-section is consistent with the Process for Determining Street Cross-Sections in Constrained Conditions outlined in Table 14.33.070-A.

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Table 14.33.070-A. Process for Determining Street Cross-Sections in Constrained Conditions

ANY NON-ARTERIAL[1] STREET FUNCTIONAL CLASSIFICATION WITH:	STEPS TO REDUCE LOWER PRIORITY STREET COMPONENTS[5]			
	STEP 1	STEP 2	STEP 3	STEP 4
EQUAL PEDESTRIAN AND BICYCLE CORRIDORS[2]	Eliminate on-street parking on one or both sides	Reduce sidewalk frontage zone to acceptable width	Choose acceptable bike facility	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width
HIGHER PEDESTRIAN VS. BICYCLE CORRIDORS [3]		Implement acceptable bike facility	Reduce sidewalk frontage zone to acceptable width	
HIGHER BICYCLE VS. PEDESTRIAN CORRIDORS[4]		Reduce sidewalk frontage zone to acceptable width	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width	Implement acceptable bike facility

Notes:

1. The street cross-section for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.
2. Includes Major Pedestrian vs. Major Bicycle corridor, Neighborhood Pedestrian vs. Neighborhood Bicycle corridor, or Local Pedestrian vs. Local Bicycle corridor.
3. Includes Major Pedestrian vs. Neighborhood or Local Bicycle corridor, or Neighborhood Pedestrian vs. Local Bicycle corridor.
4. Includes Major Bicycle vs. Neighborhood or Local Pedestrian corridor, or Neighborhood Bicycle vs. Local Pedestrian corridor
5. Local Streets that carry less than 500 vehicles per day are candidates for shared street treatments in lieu of this process

D. Conditions of Approval. The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements are directly related and roughly proportional to the impact.

E. Fee in Lieu. The city may require the applicant to pay a fee in lieu of constructing required frontage

improvements, consistent with Section 14.44.70 - Fee in Lieu Option.

Staff: Subsection added per Reference 12, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Creates an appealable land use process for permitting deviations to minimum street cross-sections adopted in the Transportation System Plan.

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CHAPTER 14.44 TRANSPORTATION STANDARDS

14.44.010 Purpose

The purpose of this Chapter is to provide planning and design standards for the implementation of public and private transportation facilities and city utilities and to indicate when and where they are required. Streets are the most common public spaces, touching virtually every parcel of land. Therefore, one of the primary purposes of this Chapter is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, bus, and bicycling. This Chapter implements the city's Transportation System Plan.

14.44.020 When Standards Apply

The standards of this section apply to new development or redevelopment for which a building permit is required that places demands on public or private transportation facilities or city utilities. Unless otherwise provided, all construction, reconstruction, or repair of transportation facilities, utilities, and other public improvements within the city shall comply with the standards of this Chapter.

14.44.030 Engineering Design Criteria, Standard Specifications and Details

The design criteria, standard construction specifications and details maintained by the City Engineer, or any other road authority within Newport, shall supplement the general design standards of this Chapter. The city's specifications, standards, and details are hereby incorporated into this code by reference.

14.44.040 Conditions of Development Approval

No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this Code. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how

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the required improvements are directly related and roughly proportional to the impact.

14.44.050 Transportation Standards

A. Development Standards. The following standards shall be met for all new uses and developments:

1. All new lots created, consolidated, or modified through a land division, partition, ~~lot~~ property line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.

2. Streets within or adjacent to a development subject to Chapter ~~13.05~~14.48, ~~Subdivision and Partition~~Land Divisions, shall be improved in accordance with the Transportation System Plan, the provisions of this Chapter, and the ~~street~~ standards in Section ~~13.05.015~~14.44.060.

3. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved ~~in accordance Chapter 13.05~~in accordance with the standards of this Chapter, and public streets shall be dedicated to the applicable road authority;

4. Substandard streets adjacent to existing lots and parcels shall be brought into conformance with the standards of this Chapter~~Chapter 13.05~~.

5. Neighborhood Traffic Management such as speed tables, curb bulb outs, traffic circles, and other solutions may be identified as required on-site or off-site improvements along Neighborhood Collector or Local Streets.

Staff: Added per Reference 14, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Introduces neighborhood traffic management concept for neighborhood collector and local streets.

B. Guarantee. The city may accept a future improvement guarantee in the form of a surety bond,

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letter of credit or non-remonstrance agreement, in lieu of street improvements, if it determines that one or more of the following conditions exist:

1. A partial improvement may create a potential safety hazard to motorists or pedestrians;

2. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

3. The improvement would be in conflict with an adopted capital improvement plan; or

4. The improvement is associated with an approved land partition or minor replat and the proposed land partition does not create any new streets.

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets may be created through the approval and recording of a final subdivision or partition plat pursuant to Chapter 13.05; by acceptance of a deed, provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Transportation System Plan and the deeded right-of-way conforms to the standards of this Code; or other means as provided by state law.

D. Creation of Access Easements. The city may approve an access easement when the easement is necessary to provide viable access to a developable lot or parcel and there is not sufficient room for public right-of-way due to topography, lot configuration, or placement of existing buildings. Access easements shall be created and maintained in accordance with the ~~Uniform~~ Oregon Fire Code.

E. Street Location, Width, and Grade. The location, width and grade of all streets shall conform to the Transportation System Plan, subdivision plat, or street plan, as applicable and are to be constructed in a manner consistent with adopted City of Newport Engineering

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Design Criteria, Standard Specifications and Details. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets, pursuant to the requirements ~~in Chapter 13.05~~of this Chapter.

F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in the Lincoln County Transit District's 2018 Transit Development Plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

1. Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 14.01.020.

2. The primary entrance of the building closest to the street where the transit stop is located shall be oriented to that street.

3. A transit passenger landing pad.

4. A passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan or if the transit stop is estimated by the Lincoln County Transit District to have at least 10 boardings per day.

5. Lighting at the transit stop.

6. Other improvements identified in an adopted transportation or transit plan, provided that the improvements are roughly proportional to the impact of the develop

Staff: Added per Reference 5, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Establishes requirements for transit related improvements, where appropriate, in conjunction with new development.

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14.44.060 Streets, Pathways, Accessways, and Trails

A. Street Width and Cross Sections. Right-of-way and roadway widths shall conform to the Minimum Street Cross-Sections in the Transportation System Plan and the standards in Table 14.44.060-A.

Table 14.44.060-A. Minimum Right of Way and Roadway Widths

Functional Classification	Minimum Right-of-Way Width	Minimum Roadway Width
Major Collector	70-ft	48-ft
Neighborhood Collector	50-ft	36-ft
Local	50-ft	36-ft
Yield Street	40-ft	24-ft
Shared Street	30-ft	16-ft. [1]

1. A 12-ft width may apply to local streets that carry fewer than 150 vehicles per day.

B. Travel Lane and On-Street Parking. Travel lanes and on-street parking areas shall be sized in accordance with the standards in Table 14.44.060-B

Table 14.44.060-B. Minimum On-Street Parking and Roadway Widths

Roadway Classification	Arterial Street [1]	Major Collector	Neighborhood Collector	Local Street	Yield Street [2]
Through Lanes	2 to 4	2	2	2	1
Min. Lane Width	11-12 ft. [3]	10 ft. [4]	10 ft. [4]	10 ft.	12 – 16 ft.
Median/Center Turn Lane	11-14 ft. [6]	11 ft. [7]	11 ft. [7]	None	None
Min. On-Street Parking Width	Context Dependent, 7-8 ft.	8 ft.	8 ft.	7-8 ft. [8]	7-ft one side [8]

1. Although guidance is provided for arterial streets, these are under State jurisdiction. Values presented in this table are consistent with the Blueprint for Urban Design (BUD). For detailed design recommendations on US 101 and US 20, the identified urban contexts for Newport are provided in the appendix and the BUD is publicly available.

2. For use along low volume local streets in residential areas only. Requires intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities. For blocks of no more than 300 ft. in length, and with fire access roads at both ends, a 16 ft. width may apply to local streets that carry fewer than 500 vehicles per day, or a 12 ft. width may apply to local streets that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft. to allow for 20 ft. wide clear areas (excluding drainage swales) or 26 ft. wide clear areas near fire hydrants.

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3. 11 ft. travel lanes are preferred for most urban contexts within Newport. 11 ft. travel lanes are standard for central business district areas in the BUD. Adjustments may be required for freight reduction review routes. Final lane width recommendations are subject to review and approval by ODOT.

4. Travel lanes widths of 11-12 ft. are required along designated local truck routes.

5. A minimum 8-ft.-wide pedestrian refuge should be provided at marked crossings. Otherwise, a median can be reduced to a minimum of 4 ft. at midblock locations that are more than 150 ft. from an arterial (i.e., US 101 and US 20), before widening at intersections for left-turn lanes (where required or needed).

6. The BUD recommends a 14 ft. lane for speeds above 40 mph. Final lane width recommendations are subject to review and approval by ODOT.

7. Center turn lane required at and within 150 ft. of intersections with arterials (i.e., US 101 and US 20). Otherwise, it is optional and should be used to facilitate turning movements and/or street crossings; minimum 8-ft-wide median required where refuge is needed for pedestrian/bicycle street crossings.

8. On-street parking is preferred along all City streets where block spacing, and system connectivity standards are met. An 8 ft. width is required in most areas, with a 7 ft. width only allowed along local streets in residential areas. Local yield/shared streets require intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities, with an 8 ft. width required when on only one side, and 7 ft. width allowed when on both sides. Shoulders totaling 8 ft. in collective width may also be provided in lieu of parking

C. If the required cross-section is wider than the available right-of-way, coordination with the City of Newport is required to determine whether right-of-way dedication is necessary or design elements can be narrowed or removed. Any modifications to the minimum street cross-section require approval pursuant to the requirements of Section 14.33.100 - Transportation Mitigation Procedure. Requests for modifications involving ODOT facilities will require review and approval by ODOT.

D. Reserve Strips. Reserve strips giving a private property owner control of access to streets are not allowed.

E. Alignment. Streets shall be in alignment with existing streets by continuations of their center lines. Staggered street alignment resulting in "T" intersections shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet. If not practical to do so because of topography or other conditions, this requirement may be modified by the approving authority.

F. Future Extensions of Streets. Proposed streets within a land division shall be extended to the boundary of the land division. A turnaround if required by the Oregon Fire Code will be required to be provided. If the approval authority determines that it is not necessary to extend the

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streets to allow the future division of adjoining land in accordance with this chapter, then this requirement may be modified such that a proposed street does not have to be extended to the boundary.

G. Intersection Angles.

1. Streets shall be laid out to intersect at right angles.

2. An arterial intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.

3. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection.

4. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.

5. No more than two streets may intersect at any one point.

6. If it is impractical due to topography or other conditions that require a lesser angle, the requirements of this section may be modified by the approval authority. In no case shall the acute angle in Subsection G.(1.) be less than 80 degrees unless there is a special intersection design.

H. Half Street. Half streets are not allowed. Modifications to this requirement may be made by the approving authority to allow half streets only where essential to the reasonable development of the property, when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is divided or developed.

I. Sidewalks. Sidewalks in conformance with the city's adopted sidewalk design standards are required as outlined in the adopted Transportations System Plan and Table 14.44.060(C) below. Any modifications to the sidewalk standards require approval pursuant to the requirements of Section 14.33.100 - Transportation

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Mitigation Procedure. Requests for modifications involving ODOT facilities will require review and approval by ODOT.

Table 14.44.060-C. Minimum On-Street Parking and Roadway Widths

Roadway Classification	Arterial Street [1]	Major Collector (Commercial)	Major Collector (Non-Commercial)	Neighborhood Collector	Local/Yield Street [3]
Edge	1-4 ft.	0 ft.	0 ft.	0 ft.	0 ft.
Pedestrian Throughway	5-10 ft.	8 ft. [4]	6 ft.	6 ft.	5 ft.
Furnishings/Landscape (including curb)	5.5-6.5 ft.	3 ft.	3 ft.	0.5 ft.	0.5 ft.
Min. Walkway Width	Variable [5]	11 ft.	9 ft.	6.5 ft.	5.5 ft.
Minimum Buffer (Pedestrian Throughway to Vehicle Travel Way) [2]	Variable [5]	3 ft.	3 ft.	0.5 ft.	0.5 ft.

1. Minimum widths may be expanded in areas with enhanced pedestrian activity, or when identified as a project in the TSP or subsequently adopted refinement plan. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use.

2. Includes width of on-street parking, bike facilities, and furnishing/landscape zone.

3. Local streets that are also constructed as shared/yield streets do not require curbs and may include a 5 ft. shoulder walkway at street level, with the travel lanes and shoulders satisfying pedestrian needs. In constrained cases, the shoulder walkway may be provided on only one side, or eliminated.

4. In highly constrained locations, the landscape buffer may be eliminated to meet the required 8 ft. pedestrian throughway with approval from the City Engineer, City Engineer's designee or Community Development Director.

5. Desired walkway and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT.

J. Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet and serve building sites for not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around meeting minimum Oregon Fire Code requirements. Modifications to this requirement may be made by the approving authority. A pedestrian or bicycle accessway may be required by easement or dedication by the approving authority to connect from a cul-de-sac to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a modification is approved and the requested easement or dedication has a rational

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nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division or development.

K. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city, as evident in the physical landscape and described in City of Newport Ordinance No. 665, as amended.

L. Alleys. Alleys shall be provided in commercial and industrial districts. If other permanent provisions for access to off-street parking and loading facilities are provided, the approving authority is authorized to modify this provision if a determination is made that the other permanent provisions for access to off-street parking and loading facilities are adequate to assure such access. The corners of alley intersections shall have a radius of not less than 12 feet.

M. Street Trees. Trees and other plantings may be installed within proposed or existing rights-of-ways provided they conform to the City's approved Tree Manual.

N. Accessways. Accessways must be on public easements or rights-of-way and have a minimum paved surface of 8 feet, with a 2-foot shoulder on each side, within a 12-foot right-of-way.

O. Shared Use Paths. A shared use path must be a minimum of 10 feet wide within 14 feet of right-of-way. In areas with significant walking or biking demand, as identified in the Newport Transportation System Plan (e.g., Nye Beach Area, Oregon Coast Bike Route) or on ODOT facilities, the path must be 12 feet wide within a right-of-way of 16 feet (see Figure 14.44.060-A). A shared use path may be narrowed to 8 feet over short distances to address environmental or right-of-way constraints.

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Figure 14.44.060-A, Pedestrian Trail, Accessway, & Shared Use Paths

1. For short segments, a low use shared use path can be as narrow as 8-feet wide, with a 1-foot shoulder on each side and a total right-of-way of 10 feet..

2. A shared use path width of 12 feet is required parallel to ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g. Nye Beach, Oregon Coast Bike Route.

P. Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They may be constructed as a hard or soft surface facility. The City of Newport Parks System Master Plan identifies requirements for specific trail improvements.

Q. Accessway. Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 2-foot shoulder on each side, and 12 feet of right-of-way.

Staff: Added per Reference 14, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Land division street standards have been folded into this section with a cross reference in Section 14.48.015. Marginal Street standard that would allow local streets to parallel arterials in cases where a residential subdivision is adjacent to an arterial has been removed. Tables and Figure are pulled from the February 2022 draft TSP. Sidewalk table added since the Commission's May 9, 2022 work session.

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14.44.070 Fee in Lieu Option

The city may require the applicant to pay a fee in lieu of constructing required frontage improvements.

A. A fee in lieu may be required by the city under the following circumstances:

1. There is no existing road network in the area.

2. There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.

3. When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.

B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted city or ODOT standards at the time of application. Such rate shall be determined by the city, based upon available and appropriate bid price information, including but not limited to surveys of local construction bid prices, and ODOT bid prices. This amount shall be established by resolution of the City Council upon the recommendation of the City Engineer and reviewed periodically. The amount of monies deposited with the city shall be at least 125 percent of the estimated cost of the required street improvements, inclusive of associated storm drainage improvements, or such other percentage to account for inflation, as established by City Council resolution. The fee shall be paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.

C. All fees collected under the provisions of Section 14.44.070 shall be used for construction of like type roadway improvements within City of Newport's Urban Growth Boundary, consistent with the

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Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.

Staff: Moved from Chapter 14.45 to this location per Reference 3, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

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CHAPTER 14.45 TRAFFIC IMPACT ANALYSIS

14.45.010 Applicability

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.

B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051- 3030(4).

C. The proposal may generate 500 or more average daily trips or ~~100~~ 50 PM peak-hour trips or more ~~onto city streets or county roads~~.

D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.

E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.

F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements.

G. For phased development on a lot, parcel or tract, the number of vehicle trips shall be the cumulative number of vehicle trips generated for all phases until such time as traffic impact analysis is required pursuant to this section.

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14.45.020 Traffic Impact Analysis Requirements

A. Pre-application Conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis (TIA). This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.

B. Preparation. The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.

C. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

D. Intersection-level Analysis. Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.

E. Transportation Planning Rule Compliance. The TIA shall comply with the requirements of OAR 660-012-0060.

F. Structural conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.

G. Heavy vehicle routes. If the proposal includes an increase in 10 or more of the vehicles described in Section 14.45.010.D, the TIA shall address the

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provisions of Section 14.45.020.F for the routes used to reach US-101 or US-20.

H. Phased Development. If the land use application is part of a phased development, the TIA shall analyze the ultimate build-out of all phases of the project.

14.45.030 Study Area

The following facilities shall be included in the study area for all TIAs:

A. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

B. Roads through and adjacent to the site.

C. All intersections needed for signal progression analysis.

D. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

14.45.040 Approval Process

When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision making process.

14.45.050 Approval Criteria

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

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A. The analysis complies with the requirements of 14.45.020;

B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and

D. For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A; and~~any Level of Service standards adopted by the city have been met, and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and~~

Table 14.45.050-A. Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan

Intersection Type	Proposed Mobility Standard	Reporting Measure
Signalized	LOS D and v/c ≤0.90	Intersection
All-way stop or roundabouts	LOS D and v/c ≤0.90	Worst Approach
Two-way stop [1]	LOS E and v/c ≤0.95	Worst Major Approach/Worst Minor Approach

[1]. Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

E. Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards~~ or Chapter 13.05, Subdivision and Partition, as applicable~~.

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14.45.060 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan.

~~14.45.070 Fee in lieu Option~~

~~The city may require the applicant to pay a fee in lieu of constructing required frontage improvements.~~

~~A. A fee in lieu may be required by the city under the following circumstances:~~

~~1. There is no existing road network in the area.~~

~~2. There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.~~

~~3. When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.~~

~~4. For any other reason which would result in rendering construction of otherwise required improvements impractical at the time of development.~~

~~B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted city or ODOT standards at the time of application. Such rate shall be determined by the city, based upon available and appropriate bid price information, including but not limited to surveys of local construction bid prices, and ODOT bid prices. This amount shall be established by resolution of the City Council upon the recommendation of the City Engineer and reviewed periodically. The fee shall be~~

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~~paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.~~

~~C. All fees collected under the provisions of Section 14.45.070 shall be used for construction of like type roadway improvements within City of Newport's Urban Growth Boundary, consistent with the Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.~~

Staff: Revisions reflect changes recommended Staff: Added per Reference 10, Tech Memo #12, by Angelo Planning Group, dated 12/8/21. . Changes address phased development, and add Level of Service and volume to capacity standards for intersections. 14.45.010(G) has been updated since the May 9, 2022 work session. Fee in lieu option moved to Chapter 14.44.

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CHAPTER 14.46 VEHICULAR ACCESS AND CIRCULATION

14.46.010 Purpose

Chapter 14.46 implements the street access policies of the City of Newport Transportation System Plan. It is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

14.46.020 Permit Required

Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires a right-of-way permit, pursuant to NMC Chapter 9.10. In addition, approval by Lincoln County is required for connections to county roads within the city limits, and authorization from the Oregon Department of Transportation is required for connections onto US 101 or US 20.

14.46.030 Approach and Driveway Development Standards

Approaches and driveways shall conform to all of the following applicable development standards:

A. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.

B. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.

C. All accesses shall be approved by the City Engineer or designate.

D. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.

E. Access shall be taken from lower classification streets (e.g. local and neighborhood collector streets)

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when it can be accomplished in conformance with these standards.

F. New approaches shall conform to the spacing standards listed in Table 14.46.020-A, and shall conform to minimum sight distance and channelization standards of the city, county or ODOT, as appropriate.

Table 14.46.020-A. Access Spacing Standards [1]

	Arterials [2]	Major Collectors	Neighborhood Collector	Local Street
Minimum Driveway Spacing (Driveway to Driveway)	See Table 14.46.020-B	100 ft.	75-ft.	n/a
Minimum Intersection Setback (Full Access Driveways Only)	See Table 14.46.020-B	150 ft.	75 ft.	25 ft.
Minimum Intersection Setback (Right-In/Right-Out Driveways)	See Table 14.46.020-B	75 ft.	50 ft.	25 ft.
Maximum Length Between Pedestrian/Bicycle Connections	See Table 14.46.020-B	300 ft.	300 ft.	300 ft.

1. All distances measured from edge of adjacent approaches.

2. All Arterial streets are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway Plan, Appendix C Table 14, and the Blueprint for Urban Design. Blueprint for Urban Design Guidelines in Table 14.46.020-B are based on posted speed and urban context.

Table 14.46.020-B. Blueprint for Urban Design Guidelines for Arterial Access Spacing

Urban Context (Posted Speed)	Target Spacing Range (Feet)
Traditional Downtown/CBD (20-25 mph)	250 - 550
Urban Mix (25-30 mph)	250 - v550
Commercial Corridor (30-35 mph)	500 - 1,000
Residential Corridor (30-35 mph)	500 – 1,000
Suburban Fringe (35-40 mph)	750 – 1,500
Rural Community (25-35 mph)	250 - 750

Source: ODOT Blueprint for Urban Design, Tables 3-9 and 3-10

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G. Existing approaches shall be upgraded as specified in an approved Traffic Impact Analysis.

H. With the exception of Private Driveways as defined in Section 14.01.020, all approaches and driveways serving more than five parking spaces shall be paved and meet applicable construction standards.

I. The city may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the city, county, or ODOT requires mitigation to alleviate safety or traffic operations concerns.

J. Where city, county, or ODOT spacing standards limit the number or location of connections to a street or highway, the city may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The city may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

K. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus.

L. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.

M. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

N. Driveways shall be designed so that vehicle areas, including, but not limited to, vehicle storage and service areas, do not obstruct any public right-of-way.

O. Drive-up/drive-in/drive-through uses and facilities shall meet the standards in Section 14.14.090(G).

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P. Approaches and driveways shall be a minimum of twelve (12) feet for a one-way drive and twenty (20) feet for a two-way drives. Approaches and driveways shall not be greater than 150% of the minimum, with the exception of those that serve industrial uses and heavy commercial uses which may be up to 35 feet.

Q. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.

R. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

S. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge.

T. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.

U. The city may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.

V. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The city may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the city will work cooperatively with the applicant and ODOT to avoid unnecessary delays.

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W. Where a proposed driveway crosses a culvert or drainage ditch, the city may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable engineering and stormwater design standards.

X. Temporary driveways providing access to a construction site, staging area, or special event shall be paved, graveled, or treated in an alternative manner as approved by the City Engineer, to prevent tracking of mud onto adjacent paved streets.

14.46.040 Exceptions and Adjustments

The city may approve deviations from the spacing standards in Table 14.46.020-A through a Type I procedure, when one of the following criteria can be met.

A. An existing connection to a city street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance; or

B. Mitigation measures, such as consolidated access, joint use driveways, directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation actions can be shown to mitigate all traffic operations and safety concerns.

14.46.050 Joint Use Access Easement and Maintenance Agreement

Joint Use Access Easement and Maintenance Agreement. Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records.

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Staff: Added vehicle access and circulation standards per Reference 6, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Process for Section 14.46.040, Exceptions and Adjustments, change to a Type I review to align with the transportation mitigation process in 14.33.070.

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CHAPTER 14.47 PEDESTRIAN ACCESS

14.47.010 Purpose

This Chapter implements the pedestrian access and connectivity policies of City of Newport Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

14.47.020 Applicability

The provisions of this chapter shall apply to all new or substantial improvements to commercial, industrial, public/institutional, and multifamily development as defined in 14.01.020. Where the provisions of this chapter conflict with facilities identified in the Newport Parks and Recreation Master Plan, the Newport Parks and Recreation Master Plan shall govern.

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14.47.030 Standards

Developments shall conform to all of the following standards for pedestrian access and circulation:

A. Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any.

B. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:

1. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;

2. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

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3. The walkway network connects to all primary building entrances in a manner consistent with the Oregon Structural Specialty Code.

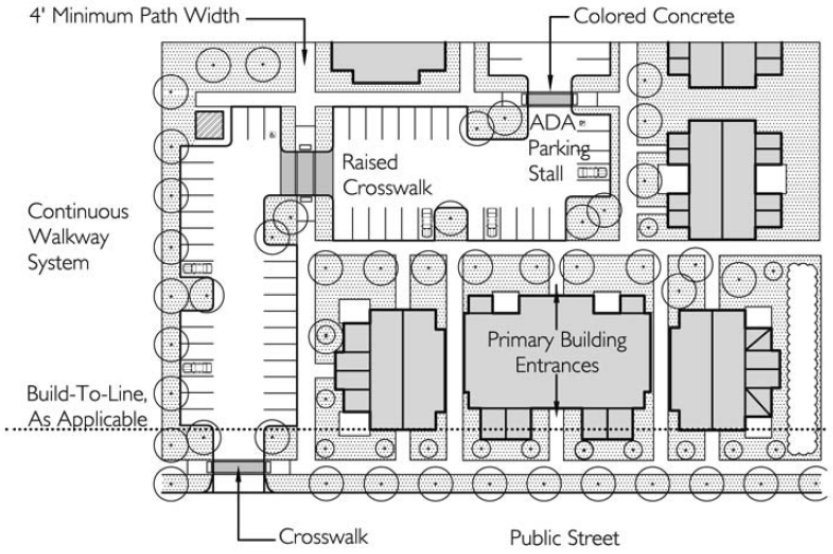
C. Crosswalks. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly identified with pavement markings or contrasting paving materials (e.g., pavers, light color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

D. Walkway Surface. Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans With Disabilities Act requirements.

E. Walkway Width. Walkways shall be not less than 4 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required.

F. Pedestrian Trail, Accessway, and Shared Use Path. Standards for trails, accessways, and shared use paths are found in Section 14.44.60.

Figure 14.47.030-A. Pedestrian Access and Circulation Standards Illustration



Staff: Added pedestrian access standards internal to a property in line with Reference 10, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

CHAPTER 14.48 LAND DIVISIONS

14.48.005 Purpose

This chapter provides uniform standards for the division of land and the installation of related improvements within the corporate limits of the city for the purposes of protecting property values, and furthering the health, safety and general welfare of the citizens of Newport. The provisions of this chapter implement Statewide Planning Goals as addressed in the Newport Comprehensive Plan along with the applicable portions of Chapters 92 and 227 of the Oregon Revised Statutes.

14.48.010 Application Requirements

A. A person seeking approval of a land division shall submit the following to the Community Development Department:

1. A completed city application form signed by the owner of the property or an authorized agent. If the application form is signed by an authorized agent, it must be accompanied by a document signed by the property owner authorizing the agent to act for the owner in the land division process.

2. An original tentative plan and 14 copies (3 copies if a minor replat or a partition).

3. A narrative listing each applicable approval criterion or standard and an explanation as to how the criterion or standard is met.

4. A vicinity map showing existing subdivisions and unsubdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets and utilities will be extended to connect to existing streets and utilities and may be connected to future streets and utilities.

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5. Proposed deed restrictions, if any, in outline form.

6. Approximate center line profiles with extensions for a reasonable distance beyond the limits of the proposed subdivision showing the finished grade of streets and the nature and extent of street construction.

7. A plan for domestic water supply lines and related water service facilities.

8. Proposals for sewage disposal, storm water drainage, and flood control, including profiles of proposed drainage ways.

9. If lot areas are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil.

10. Where geologic hazards are known to exist on part or all of the property in question based on adopted maps of the City of Newport, a geologic hazard report is required and shall be provided in accordance with the requirements of Chapter 14.21. The report must clearly state what measures will be taken to safeguard against existing hazards.

11. Written letters from public facilities (water, sewer, storm water, and streets) and utilities (electric and phone) identifying requirements for providing service to the land division.

12 .An application fee in an amount set by City Council resolution.

13. A Trip Assessment Letter, if required by Chapter 14.43.

14. A Traffic Impact Analysis, if required by Chapter 14.45.

15. Other materials that the applicant believes relevant or that may be required by the city.

B. The tentative plan of a land division shall be drawn on a sheet 18 by 24 inches in size or a multiple thereof at a scale of one inch equals 100 feet or, for areas over 100 acres, one inch equals 200 feet.

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C. The following general information shall be shown on the tentative plan of the land division:

1. If a subdivision, the proposed name of the subdivision. This name shall not duplicate or resemble the name of another subdivision in the county and shall be approved by the Planning Commission.

2. Date, northpoint, and scale of the drawing.

3. Appropriate identification of the drawing as a tentative plan.

4. Location of the property being divided sufficient to define its location and boundaries, and a legal description of the entire property being divided.

5. Names and addresses of the owner, the applicant if different from the owner, and the engineer and/or surveyor.

6. The following existing conditions shall be shown on the tentative plan:

a. The location, widths, and names of existing streets and undeveloped rights of way within or adjacent to the tract, any existing easements, and other important features such as section lines, section corners, city boundary lines, and monuments.

b. Contour lines related to some established bench mark or other datum approved by the city and having minimum intervals as follows:

i. For slopes of less than 5 percent: show the direction of slope by means of arrows or other suitable symbols, together with not less than four (4) spot elevations per acre, evenly distributed.

ii. For slopes of 5 percent to 15 percent: five (5) feet.

iii. For slopes of 15 percent to 20 percent: 10 feet.

iv. For slopes of over 20 percent: 20 feet.

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c. The location and direction of water courses and the location of areas subject to flooding.

d. Natural features such as wetlands, tidelands, marshes, or any natural resource identified as a protected Statewide Land Use Planning Goal 5 or Goal 17 resource on maps adopted by the city shall be identified. Other features, such as rock outcroppings, wooded areas, and isolated trees that serve as the basis of any requested modifications to the land division standards shall also be identified.

e. Existing uses of the property and location of existing structures to remain on the property after platting.

f. The location within the land division and in the adjoining streets and property of existing sewers, water mains, culverts, drain pipes, and utility lines.

7. The following information shall be included on the tentative plan of a subdivision.

a. The location, width, names, approximate grades, and radii of curves of proposed streets and the relationship of proposed streets to streets shown in the Transportation System Plan. Streets in existing adjacent developments and approved subdivisions and partitions shall also be shown, as well as potential street connections to adjoining undeveloped property.

b. The location, width, and purpose of proposed easements.

c. The location and approximate dimensions of proposed lots and the proposed lot and block numbers.

d. Proposed sites, if any, allocated for purposes other than single-family dwellings.

D. If the land division proposal pertains to only part of the property owned or controlled by the owner or

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applicant, the city may require a sketch of a tentative layout for streets in the undivided portion.

14.48.015 Streets

Streets created with a subdivision or partition shall meet the requirements of Section 14.44.060.

14.48.020 Blocks

A. Blocks created in land divisions shall be consistent with the standards in Table 14.48.020-A Modifications to the standards may be made by the approving authority pursuant to the standards in Chapter 14.33 if the street is adjacent to an arterial street, the location of adjoining streets, or other constraints identified in Section 14.33.100 justify the modification.

B. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing; or a rational nexus to the proposed development is not established and the connection is not roughly proportional to the impacts created by the proposed land division.

Table 14.48.020-A. Block Length [1]

	Arterials [2]	Major Collectors	Neighborhood Collector	Local Street
Maximum Block Length (Public Street to Public Street)	550 ft.	1,000 ft.	1,000 ft.	1,000 ft.
Minimum Block Length (Public Street to Public Street)	220 - 550 ft.	200 ft.	150 ft.	125 ft.
Maximum Length Between Pedestrian/Bicycle Connections (Public Street to Public Street, Public Street to Connection, or	220 - 550 ft.	300 ft.	300 ft.	300 ft.

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Connection to Connection) [2]				

[1] All distances measured from edge of adjacent approaches.

[2] See Section 14.48.020(B).

[3] All Arterial streets are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway and the Blueprint for Urban Design which vary based on posted speed and urban context.

Staff: Revised per Reference 7, Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

14.48.020 Easements

A. Utility Lines. Easements for sewers and water mains shall be dedicated to the city wherever a utility is proposed outside of a public right-of-way. Such easements must be in a form acceptable to the city. Easements for electrical lines, or other public utilities outside of the public right-of-way shall be dedicated when requested by the utility provider. The easements shall be at least 12 feet wide and centered on lot or parcel lines, except for utility pole tieback easements, which may be reduced to six (6) feet in width.

B. Utility Infrastructure. Utilities may not be placed within one foot of a survey monument location noted on a subdivision or partition plat.

C. Water Course. If a tract is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage rightof-way conforming substantially to the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to the major water courses may be required.

14.48.025 Lots and Parcels

A. Size. The size (including minimum area and width) of lots and parcels shall be consistent with the applicable lot size provisions of the Zoning Ordinance, with the following exception: Where property is zoned and planned for business or industrial use, other widths and areas may be

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permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

B. Street Frontage. Each lot and parcel shall possess at least 25 feet of frontage along a street other than an alley.

C. Through Lots and Parcels. Through lots and parcels are not allowed. Modifications may be made by the approving authority where they are essential to provide separation of residential development from major traffic arteries or adjacent nonresidential activities or to overcome specific disadvantages of topography and orientation. The approving authority may require a planting screen easement at least 10 feet wide and across which there shall be no right of access. Such easement may be required along the line of building sites abutting a traffic artery or other incompatible use.

D. Lot and Parcel Side Lines. The side lines of lots and parcels shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Modifications to this requirement may be made by the approving authority where it is impractical to do so due to topography or other conditions or when the efficient layout of the land division has the lines running as close to right angles (or radial) as practical.

E. Special Setback Lines. All special building setback lines, such as those proposed by the applicant or that are required by a geological report, which are to be established in a land division, shall be shown on the plat, or if temporary in nature, shall be included in the deed restrictions.

F. Maximum lot and parcel size. Proposed lots and parcels shall not contain square footage of more than 175% of the required minimum lot size for the applicable zone. Modifications to this requirement may be made by the approving authority to allow

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greater square footage where topography or other conditions restrict further development potential or where the layout of the land division is designed and includes restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division into lots or parcels of appropriate size for the applicable zone designation.

G. Development Constraints. No lot or parcel shall be created with more than 50 % of its land area containing wetlands or lands where the city restricts development to protect significant Statewide Land Use Planning Goal 5 or Goal 17 resources, except that areas designated as open space within a land division may contain up to 100% of a protected resource. Modifications to this requirement may be made by the approval authority if the approval authority determines that the proposed lot or parcel contains sufficient land area to allow for construction on the lot or parcel without impacting the Newport Municipal Code Index Page 508 resource or that a variance or other permit has been obtained to allow for impacts on the identified resource.

H. Lots and Parcels within Geologic Hazard Areas. Each new undeveloped lot or parcel shall include a minimum 1000 square foot building footprint within which a structure could be constructed and which is located outside of active and high hazard zones and active landslide areas (See NMC Chapter 14.21 for an explanation of hazard zones). New public infrastructure serving a lot or parcel shall similarly be located outside of active and high hazard zones and active landslide areas.

14.48.030 Public Improvement Requirements

A. The following public improvements are required for all land divisions, except where a subdivision plat is reconfiguring or establishing rights-of-way for future public streets:

1. Streets. All streets, including alleys, within the land division, streets adjacent but only partially

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within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be constructed in accordance with the standards set forth in Chapter 14.44. Street width standards may be adjusted subject to the provisions of Section 14.33.070.

Staff: Subsection amended per Reference 14, Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

2. Surface Drainage and Storm Sewer System. Drainage facilities shall be provided within the land division and to connect the land division drainage to drainage ways or storm sewers outside the land division. Design of drainage within the land division shall consider the capacity and grade necessary to maintain unrestricted flow from areas draining through the land division and to allow extension of the system to serve such areas.

3. Sanitary Sewers. Sanitary sewers shall be installed to serve each lot or parcel in accordance with standards adopted by the city, and sewer mains shall be installed in streets as necessary to connect each lot or parcel to the city's sewer system.

4. Water. Water mains shall be installed to allow service to each lot or parcel and to allow for connection to the city system, and service lines or stubs to each lot shall be provided. Fire hydrants shall be installed as required by the Uniform Fire Code. The city may require that mains be extended to the boundary of the land division to provide for future extension or looping.

5. Sidewalks. Required sidewalks shall be constructed in conjunction with the street improvements except as specified below:

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a. Delayed Sidewalk Construction. If sidewalks are designed contiguous with the curb, the subdivider may delay the placement of concrete for the sidewalks by depositing with the city a cash bond equal to 115 percent of the estimated cost of the sidewalk. In such areas, sections of sidewalk shall be constructed by the owner of each lot as building permits are issued. Upon installation and acceptance by the city engineer, the land owner shall be reimbursed for the construction of the sidewalk from the bond. The amount of the reimbursement shall be in proportion to the footage of sidewalks installed compared with the cash bond deposited and any interest earned on the deposit.

b. Commencing three (3) years after filing of the final plat, or a date otherwise specified by the city, the city engineer shall cause all remaining sections of sidewalk to be constructed, using the remaining funds from the aforementioned cash bond. Any surplus funds shall be deposited in the city's general fund to cover administrative costs. Any shortfall will be paid from the general fund.

c. Notwithstanding the above, a developer may guarantee installation of required sidewalks in an Improvement Agreement as provided in Section 14.48.060.

B. Public Improvement Procedures. In addition to other requirements, public improvements installed by a developer that is dividing land, whether required or voluntarily provided, shall comply with this chapter, and with any public improvement standards or specifications adopted by the city. The following procedure shall be followed:

1. Improvement work, including excavation in the excess of 100 cubic yards, shall not be commenced until plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the proposal, the

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plans shall be required before approval of the tentative plan of a subdivision or partition.

2. Improvement work shall not commence until after the city is notified, and, if work is discontinued for any reason, it shall not be resumed until after the city is notified.

3. Public improvements shall be constructed under the inspection and to the satisfaction of the city engineer. The city may require change in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

4. Underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connection for underground utilities and sanitary sewers shall be placed to allow future connections without disturbing the street improvements.

5. A map showing public improvements as built shall be filed with the city upon completion of the improvements.

6. Public improvements shall not be commenced until any appeals of the subdivision approval are resolved.

14.48.035 Adequacy of Public Facilities and Utilities

A. Tentative plans for land divisions shall be approved only if public facilities and utilities (electric and phone) can be provided to adequately service the land division as demonstrated by a written letter from the public facility provider or utility provider stating the requirements for the provision of public facilities or utilities (electric and phone) to the proposed land division.

B. For public facilities of sewer, water, storm water, and streets, the letter must identify the:

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1. Water main sizes and locations, and pumps needed, if any, to serve the land division.

2. Sewer mains sizes and locations, and pumping facilities needed, if any, to serve the land division.

3. Storm drainage facilities needed, if any, to handle any increased flow or concentration of surface drainage from the land division, or detention or retention facilities that could be used to eliminate need for additional conveyance capacity, without increasing erosion or flooding.

4. Street improvements outside of the proposed development that may be needed to adequately handle traffic generated from the proposed development.

14.48.040 Underground Utilities and Service Facilities

A. Undergrounding. All utility lines within the boundary of the proposed land divisions, including, but not limited to, those required for electric, telephone, lighting, and cable television services and related facilities shall be placed underground, except surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above. The subdivider shall make all necessary arrangements with the serving utility to provide the underground service.

B. Non-City-Owned Utilities. As part of the application for tentative land division approval, the applicant shall submit a copy of the preliminary plat to all non-city-owned utilities that will serve the proposed subdivision. The subdivider shall secure from the non-city-owned utilities, including but not limited to

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electrical, telephone, cable television, and natural gas utilities, a written statement that will set forth their extension policy to serve the proposed land division with underground facilities. The written statements from each utility shall be submitted to the city prior to the final approval of the plat for recording.

14.48.045 Minor Replats and Partitions

A. Approval Criteria. The criteria for approval are as follows:

1. The tentative plan complies with the definition of a replat or partition, as appropriate.

2. All lots or parcels within the tentative plan meet the requirements of Section 14.48.025. Alternatively, if the original lots or parcels were nonconforming, the resultant lots or parcels may be allowed without a variance if they are less nonconforming.

3. Approval of the tentative plan does not interfere with the provision of key public facilities.

4. The applicant has agreed to sign a consent to participate in sewer, water, or street local improvement districts that the subject lots or parcels would be part of once those districts are formed. The consent shall be a separate document recorded upon the lots or parcels subject to the partition. The document shall be recorded prior to final plat approval.

5. Public facilities serving the minor replat or partition are adequate under Section 14.48.035. Proposed streets within the minor replat or partition comply with the standards under Section 14.48.015, including any allowed modification, or a variance has been obtained.

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6. All required public improvements will be provided.

7. Any required submitted geological hazard report concludes that the property can be developed in the manner proposed, in accordance with any recommendations contained in the report.

B. Compliance with Criteria. If the tentative plan complies with the criteria, the plan shall be approved. Conditions of approval, including requirements to provide public improvements necessary to allow development, may be imposed. If the tentative plan does not comply with the criteria or cannot be made to comply through reasonable conditions of approval, the plan shall be denied and the applicant shall be notified in writing why the tentative plan was denied and what items need to be corrected before the tentative plan can be approved.

C. Geological Hazards Reports. Approval of the minor replat or partition pursuant to a submitted geological hazard report includes approval of the geological report recommendations. Based on the report, the community development director shall establish when compliance with the geological report recommendations must be demonstrated. This shall be in the form of a written certification prepared by an engineering geologist or other equivalent certified professional, establishing that the report requirements have been satisfied, and should be noted as a condition of approval.

D. Final Plat Approval. Within twenty-four (24) months of the tentative plan approval, the applicant shall submit to the city a final plat for the replat or partition that is consistent with the tentative plan and state law. A signature block for the Community Development Director, the Lincoln County Surveyor, the Lincoln County Tax Collector, and the Lincoln County Tax Assessor shall be on the final plat. The

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Community Development Director shall approve the final plat if it is consistent with the tentative plan and all conditions have been satisfied, including the provision and acceptance of any required public improvements. The city shall forward approved plats to Lincoln County for review and recordation. The applicant shall submit one paper copy of the recorded final plat within 90 days to the community development department.

E. Procedure for Approval of Replat Other than a Minor Replat. The procedure and criteria for tentative and final approval of replats other than minor replats shall be the same as for subdivisions or partitions, depending on whether the replat is of a subdivision or partition.

14.48.050 Miscellaneous

A. Street Lights. Street lights are required in all land divisions where a street is proposed. The city may adopt street light standards. In the absence of adopted standards, street lights shall be place in new land divisions to assure adequate lighting of streets and sidewalks within and adjacent to the land division.

B. Street Signs. Street name signs, traffic control signs and parking control signs shall be furnished and installed by the city.

C. Monuments. Upon completion of street improvements, monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street center lines.

D. Exceptions for Planned Developments. The standards and requirements of this Chapter

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may be modified without an adjustment or variance for planned developments.

E. Adjustment or Variances. Adjustments or variances to this chapter not otherwise allowed by modification within this chapter are subject to the standards and procedures for set forth in Chapter 14.33. Notice of the adjustment or variance request may be included in the legal notice for the hearing on the tentative plan for a subdivision or may be provided separately.

F. Standards in Effect after Subdivision Approval The land use standards in effect at the time of a subdivision approval apply to all applications for land use approval within the subdivision filed within 180 days of the subdivision approval. After that time, the land use standards in effect at the time the land use application is deemed complete shall apply to the land use application.

14.48.055 Cemeteries

A. Minimum Requirements for the Platting and Subdivision of Land for Cemetery Purposes. The following are the minimum requirements for lot sizes, walkways, streets, and street improvement widths applicable to cemeteries:

1. Lot Sizes:

a. Width - not less than four feet.

b. Length - not less than 10 feet.

2. Walkways:

a. Width - not less than six (6) feet.

b. Location - each individual grave to be served.

3. Street Right-of-Way Widths:

a. Within the plat - not less than 32 feet.

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b. Entrance roads - to conform to present city subdivision regulations.

4. Street Improvement Widths:

a. Within the plat - not less than 24 feet.

b. Entrance roads - to conform to present city subdivision regulations.

5. Dead end Roads (Within the Plat):

a. Right-of-way - not less than 42 feet.

b. Improvement width - not less than 36 feet.

c Cul-de-sac - not less than a 45 foot radius.

B. Buffer Strips. Buffer strips shall be established that are at least 100 feet in width when a cemetery development is adjacent to a residentially zoned property; 75 feet when a cemetery development is adjacent to tourist commercial zoned property; and 50 feet in width when a cemetery development is adjacent to all other commercially zoned property. No lots shall be allowed within the buffer strips.

C. Buffer Strip Planting and Maintenance. All required buffer strips shall be planted at the time the adjacent land planted for cemetery lots is being offered for sale. The buffer strip shall have evergreen trees planted to such a density that they are an effective screen to adjoining property. The evergreen trees shall have an initial minimum planting height of four (4) feet and shall be of such species that they will reach a height of at least 20 feet at maturity. All remaining ground areas in the buffer strip shall be maintained as lawn area, shrubs, or flower beds, as are maintained by the management of the cemetery in all other areas of the cemetery plat that are presently being used.

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D. Location of Cemeteries. No cemeteries shall be allowed to be placed within one mile of the high-water line of the Pacific Ocean and within one-half mile of the high-water line of the Yaquina Bay.

14.48.060 Final Plat Requirements

A. Final Plat Requirements for Land Divisions Other than Minor Replats or Partitions A. Submission of Final Plat. Within twenty-four (24) months after tentative plan approval, such other time established at the time of tentative plan approval, or extensions granted under this chapter, the owner and/or applicant (collectively referred to as the "developer") shall cause the land division to be surveyed and a final plat prepared. If the developer elects to develop the land division in phases, final plats for each phase shall be completed within the time required (e.g. Phase I completed within two years, Phase II completed within the next two years, etc.). The final plat shall be in conformance with the approved tentative plan, this chapter, ORS Chapter 92, and standards of the Lincoln County Surveyor.

B. Provision of Improvements. It shall be the responsibility of the developer to install all required improvements and to repair any existing improvements damaged in the development of the property. The installation of improvements and repair of damage shall be completed prior to final plat approval. Except as provided in Subsection C., or where payment in lieu of constructing a required improvement is allowed by the city and has been paid by the developer per Chapter 14.45, the final plat will not be approved until improvements are installed to the specifications of the city and "as constructed" drawings are given to the city and approved by

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the city engineer. The developer shall warrant the materials and workmanship of all required public improvements for a period of one year from the date the city accepts the public improvements.

C. Improvement Agreements. If all the required improvements have not been satisfactorily completed before the final plat is submitted for approval, the city may, at its discretion, allow final approval of the plat if the developer enters into a written agreement with the city to provide the required improvements secured by a bond or letter of credit. The agreement must provide for completion within one year of the approval of the final plat. The agreement shall be acceptable to the city attorney and include provisions that:

1. Authorize the city to complete the required improvements and recover their full cost and expense from the developer if the developer fails to complete the improvements as required.

2. Authorize the inspection of all improvements by the city engineer and provide for reimbursement to the city of all costs of inspection.

3. Indemnify of the city, its officials, employees and agents, from and against all claims of any nature arising or resulting from the failure of the developer to comply with any requirement of such agreement.

4. Ensure compliance with conditions required by the city in approving the final plat prior to completion of all required improvements.

D. Financial Assurances. A developer that enters into an improvement agreement shall provide financial assurances in the form of one or both of the following:

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1. A surety bond executed by a surety company authorized to transact business in the State of Oregon and in a form satisfactory to the city attorney, or

2. An irrevocable letter of credit in a form satisfactory to the city attorney, or

3. A cashier's check or money order from a bank or similar lending institution.

E. Amount of Security. The financial assurances shall be in an amount equal to 150% of the amount determined by the city engineer as sufficient to cover the cost of the improvements, engineering, inspection, and incidental expenses. The financial assurances may provide for reduction of the amount in increments as improvements are completed and approved by the city engineer. However, the number of reductions or disbursements and the amount of retainage required shall be at the discretion of the city engineer.

F. Post Completion Financial Assurances. On acceptance of all improvements by the city, the amount of the security shall be reduced to 20% of the original sum and shall remain in effect until the expiration of the one year warranty period. All deficiencies in construction and maintenance discovered and brought to the attention of the developer and surety within one year of acceptance must be corrected to the satisfaction of the city engineer. The developer may substitute a new warranty bond rather than amending the original performance bond or letter of credit.

G. Acceptance of Improvements by City, Guarantee. The city will accept public improvements only if they have received final inspection approval by the city engineer and "as constructed" engineering plans have been received and accepted by the city engineer. The developer shall warrant all public

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improvements and repairs for a period of one year after acceptance by the city.

H. Phased Developments. For a phased development, final plats may be submitted consistent with any phasing plan approved at the time of tentative plan approval.

I. Procedure and Standard for Approval of a Final Plat. On receipt of the final plat application, the Community Development Director shall have up to 30 days to review and determine if the application is complete. If the application is not complete, it shall be returned to the applicant with a written explanation of why the application is being returned. If complete, the application shall be accepted.

The Community Development Director shall forward the final plat to the City Engineer for comment. The City Engineer shall have 20 days to comment on the final plat. Comments shall be in writing. After the 20-day comment period, the Community Development Director shall decide whether the final plat complies with the following criteria:

1. The final plat is in substantial compliance with the tentative plan.

2. The required improvements have been completed.

3. The final plat complies with all conditions attached to the tentative plan.

4. Planned public facilities that were relied on to comply with Section 13.05.045 at the time of tentative plan approval have been completed and are available for use.

If the final plat is approved, the plat shall be forwarded to the Planning Commission chair for signature. If the final plat is denied, the applicant shall be notified in writing why the final plat was denied and what items need to

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be corrected before the final plat can be approved.

J. Recording of Final Plat. After final approval, the final plat shall be forwarded to Lincoln County for review and recording as required by law. Within 90 days of approval, the developer shall submit to the city a mylar copy and two paper copies of the recorded final plat.

Staff: Chapter 13.05, Land Divisions, consolidated as new Chapter 14.48. Duplicative procedural provisions have not been carried over, and have been consolidated into Chapter 14.52 where appropriate. Changes are generally consistent with Reference 15, of Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Added cashier's checks or money orders as acceptable financial guarantees under Subsection 14.48.060(D).

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CHAPTER 14.49 PROPERTY LINE ADJUSTMENTS

14.49.010 Property Line Adjustment

The City of Newport hereby establishes a procedure for the adjustment of property lines. A procedure carried out pursuant to this chapter shall be known and referred to as a "property line adjustment."

14.49.020 Approval Criteria

A property line adjustment may be utilized, as an alternative to partition or replatting procedures, under the following circumstances:

A The size, shape or configuration of two existing units (lots or parcels) of land, each of which is a legal lot or parcel, is to be modified by the relocation of a common boundary between the parcels; and

B. An additional unit of land is not created; and

C. If an existing. unit of land is reduced in size by the adjustment, that unit of land will comply with the requirements of any applicable ordinance, and none of the units of land existing after the adjustment will be in nonconformity with any applicable zoning or other requirement of the City of Newport to a greater extent than prior to the adjustment.

14.49.030 City Approval Required

No lot line adjustment shall be undertaken without the prior approval of the City of Newport. Any person desiring to carry out such a property line adjustment shall submit to the Planning Director of the City of Newport an application, together with such fee as the Common Council of the City of Newport may from time-to-time by resolution determine. The lot line adjustment application shall be upon such form as shall be approved by the planning director, and shall include at least the following information:

A. A legal description (by lot and block or by metes and bounds) of the units of land as they exist prior to the proposed boundary line adjustment.

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B. A map (a tax map, survey, or equivalent) depicting the configuration of the units of land as they exist prior to the adjustment.

C A similar map showing the configuration of the lots, as they would exist after the proposed adjustment.

D. Legal description of the parcels as they would exist after the proposed adjustment.

14.49.040 Conveyance and Security

Following such approval, the property line adjustment may be carried out in the following manner.

A. The owners of the property involved in the lot line adjustment shall prepare a conveyance or conveyances in accordance with ORS 92.190(4), containing the names of the parties, the description of the adjusted line, references to original recorded documents and signatures of all parties with proper acknowledgement. The parties shall thereupon attach a certificate of the City of Newport setting forth its approval of the property line adjustment, in accordance with the provisions of this ordinance, and record the property line adjustment deed and such certificate and the survey, if any, required by ORS 92.060(7) with the Lincoln County Clerk, in the manner provided in ORS 92.190(3).

B. The parties shall obtain a survey of the adjusted property line, and the same shall be monumented, and the survey shall be filed with the county surveyor, as required by ORS 92.060(7), except as follows:

1. Such survey and monumentation shall not be required when both parcels affected are greater than 10 acres in size.

2. The requirements of such survey and monumentation shall not apply to the relocation of a common boundary of a lot in a subdivision or a parcel in a partition when the adjusted property line is a distance of even width along the common boundary.

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14.49.050 Responsibility

No property line adjustment shall be effective except upon compliance with the terms, provisions and requirements of this ordinance. The City of Newport does not hereby assume any responsibility to verify or ascertain the ownership of any property or the accuracy of any map, survey or legal description or other information or material submitted to it in connection with this procedure, or to ascertain the adequacy of the form of any property line adjustment deed or other document utilized by party pursuant to this procedure. Any approval granted under the terms and provisions of this ordinance shall be no greater than permitted under the provisions of ORS 92.190 and other applicable statutes, and all actions pursuant to this ordinance shall be subject to the authority and provisions of the laws of the State of Oregon.

Staff: Language was previously included in NMC Chapter 13.99. Moved to this location. No changes to language otherwise. Revision is consistent with Reference 15, Tech Memo #12, by Angelo Planning Group, dated 12/8/21.

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CHAPTER 14.~~46~~50 TSUNAMI HAZARDS OVERLAY ZONE

14.~~46~~50.010 Purpose

The purpose of this section is to promote the public health, safety, and general welfare to minimize risks to essential facilities, and special occupancy structures serving high risk populations within a tsunami inundation area, consistent with Statewide Planning Goals 7 and 18, and the Natural Features Section of the Newport Comprehensive Plan.

14.~~46~~50.020 Definitions

As used in this chapter:

A. Hazardous facility means structures housing, supporting or containing sufficient quantities of toxic or explosive substances to be of danger to the safety of the public if released. Such facilities are subject to a high hazard (Group H) occupancy classification by the Oregon Structural Specialty Code.

B. Tsunami inundation area means those portions of the City of Newport within the "XXL" tsunami inundation area boundary, as depicted on the maps titled "Local Source (Cascadia Subduction Zone) Tsunami Inundation Map Newport North, Oregon" and "Local Source (Cascadia Subduction Zone) Tsunami Inundation Map Newport South, Oregon" produced by the Oregon Department of Geology and Mineral Industries (DOGAMI), dated February 8, 2013.

C. Vertical evacuation structure means a stand-alone structure, portion of a building or constructed earthen mound designed for vertical evacuation from a tsunami that is accessible to evacuees, has sufficient height to place evacuees above the design level of tsunami inundation, and is designed and constructed with the strength and resiliency needed to withstand the effects of tsunami waves.

14.~~46~~50.030 Overlay Zone Established

A Tsunami Hazards Overlay Zone District shall be indicated on the Zoning Map of the City of Newport with

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the letters of THOZ, the boundaries of which encompass and conform to the tsunami inundation area.

14.~~46~~50.040 Relationship to Underlying Zone Districts

Except for the prohibited uses set forth in section 14.46.050, all uses permitted pursuant to the provisions of the underlying zone may be permitted, subject to the additional requirements and limitations of this chapter.

14.~~46~~50.050 Prohibited Uses

A. Unless authorized in accordance with section 14.46.060, the following uses are prohibited in the Tsunami Hazard Overlay Zone:

1. Hospitals and other medical facilities having surgery and emergency treatment areas;

2. Fire and police stations;

3. Emergency vehicle shelters and garages;

4. Structures and equipment in emergency preparedness centers;

5. Standby power generating equipment for essential facilities;

6. Structures and equipment in government communication centers and other facilities required for emergency response;

7. Medical, assisted, and senior living facilities with resident incapacitated patients. This includes residential facilities, but not residential care homes, as defined in ORS 443.400;

8. Jails and detention facilities;

9. Day care facilities;

10. Hazardous facilities; and

11. Tanks or other structures used for fire suppression purposes to protect uses listed in this sub-section.

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B. Unless authorized in accordance with section 14.46.060, the following uses are prohibited in the portions of the Tsunami Hazard Overlay Zone subject to inundation from a Small (S) or Medium (M) magnitude local source tsunami event:

1. Buildings with a capacity greater than 250 individuals for every public, private or parochial school through secondary level;

2. Child care facilities;

3. Buildings for colleges or adult education schools with a capacity greater than 500 persons; and

4. Tanks or other structures used for fire suppression purposes to protect uses listed in this sub-section.

C. The provisions of this section do not apply to water-dependent and water-related facilities, including but not limited to docks, wharves, piers and marinas.

14.~~46~~50.060 Use Exceptions

A use listed in section 14.~~46~~50.050 may be permitted upon authorization of a Use Exception issued in accordance with a Type III decision-making procedure as outlined in Chapter 14.52, Procedural Requirements, provided the following requirements are satisfied:

A. Public schools may be permitted upon findings that there is a need for the school to be within the boundaries of a school district and fulfilling that need cannot otherwise be accomplished.

B. Fire or police stations may be permitted upon findings that there is a need for a strategic location.

C. Uses otherwise prohibited, such as child or day care facilities, are allowed when accessory to a permitted use, provided a plan is submitted outlining the steps that will be taken to evacuate occupants to designated assembly areas.

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D. Other uses prohibited section 14.~~46~~50.050 may be permitted upon the following findings:

1. There are no reasonable, lower-risk alternative sites available for the proposed use; and

2. Adequate evacuation measures will be provided such that life safety risk to building occupants is minimized; and

1. The structures will be designed and constructed in a manner to minimize the risk of structural failure during the design earthquake and tsunami event.

14.~~46~~50.070 Vertical Evacuation Structures

All vertical evacuation structures, irrespective of their height, shall adhere to the provisions set forth in NMC 14.10.020(D)(1-4).

14.~~46~~50.080 Evacuation Route Improvement Requirements

All new, or substantial improvements to, multifamily residential, commercial, industrial or institutional development on existing lots and parcels and land divisions in the Tsunami Hazard Overlay Zone shall:

A. Provide all-weather pedestrian access from the building(s) to adjacent public rights-of-way or City designated evacuation routes; and

B. Install wayfinding signage, in a format and location approved by the City, indicating the direction and location of the closest evacuation routes; and

C. Post emergency evacuation information in public areas, meeting rooms, or common areas, alerting residents, visitors, and employees to the tsunami threat. Such information shall include a map indicating the direction and location of the closest evacuation route.

Staff: Chapter renumbered as a result of a reordering of the chapter. No substantive changes.

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CHAPTER 14.52 PROCEDURAL REQUIREMENTS

14.52.010 Purpose

The purpose of this section is to designate and define the responsibilities of the approving authorities and to set forth the procedural requirements for land use actions requiring public notice before or after the decision.

14.52.020 Description of Land Use Actions/Decision-Making Procedures

The following is a description of four general types of land use actions/decision-making procedures utilized for land use and limited land use decisions within the City of Newport:

A. Type I Land Use Actions. Type I decisions are generally made by the Community Development Director without public notice prior to the decision and without a public hearing. A notice of the decision and opportunity to appeal is provided. Type I decisions involve limited administrative discretion. An example of a Type I action is an estuarine review. An appeal of a Type I decision is heard by the Planning Commission.

B. Type II Land Use Actions. Type II decisions are generally made by the Community Development Director with public notice and an opportunity to comment but without a public hearing. Type II decisions involve administrative discretion in the application of criteria but usually involve land use actions with limited impacts or involve limited land use decisions. Examples of Type II actions include Conditional Use Permits that generate less than 50 vehicle trips per day and involve property that is less than an acre in size, Property Line Adjustments, Minor Partitions, and Minor Replats. An appeal of a Type II decision by the Community Development Director is heard by the Planning Commission, and an appeal of a Type II decision by the Planning Commission is heard by the City Council.

C. Type III Land Use Actions. Type III decisions are considered quasi-judicial land use actions and generally are made by the Planning Commission after public notice and a public hearing. Type III

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decisions generally use discretionary criteria or involve land use actions with larger impacts than those reviewed under a Type I or Type II procedure. Examples of Type III actions include Conditional Use Permits that generate more than 50 trips per day, variances, preliminary and final planned development applications, interpretation requests, and tentative subdivision plat applications. An appeal of a Type III permit decision is heard by the City Council.

D. Type IV Land Use Actions. Type IV decisions are made by the City Council as either quasi-judicial or legislative decisions involving land use action such as urban growth boundary amendments, Comprehensive Plan map/text amendments, Zoning map/text amendments, annexation requests, planned destination resorts conceptual master plans, and street/plat vacations for which an ordinance must be adopted by the City Council. Most Type IV decisions require a public hearing and recommendation by the Planning Commission prior to the City Council public hearing.

14.52.030 Approving Authorities

The approving authority for the various land use actions shall be as follows:

A. City Council. A public hearing before the Council is required for all land use actions identified below. Items with an "*" require a public hearing and recommendation from the Planning Commission prior to a City Council hearing.

1. Annexations*.

2. Comprehensive Plan amendments (text or map)*.

3. Planned destination resorts--conceptual master plans*.

4. Urban growth boundary amendments*.

5. Vacations (plat or street)*.

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6. Withdrawals of territory (public hearing required).

7. Zone Ordinance amendments (text or map)*.

8. Any other land use action defined in ordinance as a Type IV decision*.

9. Any land use action seeking to modify any action or conditions on actions above previously approved by the City Council where no other modification process is identified.

10. Appeals of a Planning Commission action.

B. Planning Commission. A public hearing before the Commission is required for all land use actions identified below. Items with an "*" are subject to Planning Commission review as defined in the section of the ordinance containing the standards for that particular type of land use action. Planning Commission decisions may be appealed to the City Council.

1. Conditional use permits*.

2. Nonconforming use changes or expansions*.

3. Planned destination resorts - preliminary and final development plans*.

4. Planned developments.

5. Subdivisions (tentative subdivision plat).

6. Variances.

7. Adjustments*.

8. Design review*.

9. Interpretations of provisions of the Comprehensive Plan or Zoning Ordinance that require factual, policy, or legal discretion.

10. Any land use action defined as a Type III decision.

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11. Any land use action defined as a Type II decision for which the Planning Commission is the initial approving authority.

12. Any land use action seeking to modify any action or conditions on actions above previously approved by the Planning Commission where no other modification process is identified.

13. Appeal of the Community Development Director decision under a Type I or Type II decision.

C. Community Development Director. Land use actions decided by the Director are identified below. A public hearing is not required prior to a decision being rendered. Items with an "*" are subject to Director review as defined in the section of the ordinance containing the standards for that particular type of land use action. Decisions made by the Community Development Director may be appealed to the Planning Commission.

1. Conditional use permits*.

2. Partitions, minor.

3. Replats, minor.

4. Estuarine review.

5. Adjustments*.

6. Nonconforming use changes or expansions*.

7. Design review*.

8. Ocean shorelands review.

9. Any land use action defined as a Type I or Type II decision for which the Community Development Director is the initial approving authority.

10. Any land use action seeking to modify any action or conditions on actions above previously approved by the Community Development

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Director where no other modification process is identified.

14.52.040 Application for a Land Use Action

All requests for land use actions shall be on forms prescribed by the city. The Community Development Department prepares the application forms and, from time to time, amends the forms as the need arises. At a minimum, the application shall require the following:

A. Name and address of the applicant.

B. Name and address of the property owner, if different and applicable.

C. Legal description of the property, if applicable.

D. A site plan drawn to scale, if applicable, which shows dimension, property lines, existing buildings, and/or the proposed development.

E. A Lincoln County Assessor's map showing the subject property and the notification area, if applicable.

F. Street address of the subject property, if applicable.

G. Names and addresses of property owners within the notification area, if applicable, as shown in the records of the county assessor.

H. Signature blocks for the applicant and property owner, if different and applicable.

I. Comprehensive plan and zoning designation of the subject property, if applicable.

J. Findings of fact and other information that support the request and address all the applicable criteria.

K. A current list of the site addresses of any structure in the area proposed to be annexed, if applicable.

L. Any other information as identified by ordinance for the applicable type of land use action.

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14.52.045 Pre-Application Conferences

A. Purpose and Intent. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the Development Code and to identify issues likely to arise in processing an application. Pre-application conferences shall be conducted by the Community Development Director and/or his or her designee and shall include other city officials and public agency representatives as may be necessary for preliminary staff review of the proposal and to provide guidance to the applicant.

B. Applicability. A pre-application conference with the City of Newport is required for Type III, and Type IV applications and other permit types as specified, unless waived by the Community Development Director.

C. Pre-application Materials. The applicant is requested to provide the following materials prior to the pre-application conference.

1. Location and conceptual site plan of the proposed development.

2. List of questions for staff

Staff: Added per Reference 4, Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Proposed language includes Type I and II permits in only those cases where a pre-application meeting is called out as required for the specific permit type.

14.52.050 Submittal of Applications

A property owner, any person with the written approval of the property owner, or the city manager, may apply for a land use action. All documents or evidence in the file on an application shall be available to the public.

A. Not later than 30 calendar days after receipt, the Community Development Director or designate shall determine whether or not the applicant is complete and notify the applicant in writing of what information is missing and allow the applicant to submit the missing information. If the Community Development

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Director or designate does not make a determination of an incomplete application within 30 days after receipt, the application is deemed complete. Complete applications shall be accepted and processed. If an application is deemed incomplete, the application shall be deemed complete upon receipt by the Community Development Department of:

1. All of the missing information;

2. Some of the missing information and written notice that no other information will be provided; or

3. Written notice that none of the missing information will be provided.

B. The completeness determination is not a review of the merit of the application and a positive completeness determination is not a conclusion that the application can be approved.

C. On the 181st calendar day after first being submitted, the application shall be void if the applicant has been notified of the missing information as required under subsection A above and has not submitted:

1. All of the missing information;

2. Some of the missing information and written notice that no other information will be provided; or

3. Written notice that none of the missing information will be provided.

D. For applications subject to ORS 227.178, if the application was complete when first submitted, or if the applicant submits the requested information within 180 calendar days of the date the application was first submitted, approval or denial of the application shall be based on the standards and criteria that were applicable at the time the application was first submitted.

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E. For applications subject to ORS 227.178, the 100 and 120 day rules as specified in ORS 227.178 shall be applicable.

14.52.060 Notice

The notification requirements in general for the various types of land use actions are identified below. The applicant shall provide city staff with the required names and addresses for notice. Notice of hearings to individual property owners is not required for Type IV legislative actions unless required by state law, such as ORS 227.186 (notice to owners whose property is rezoned). These notification requirements are in addition to any other notice requirements imposed by state law or city ordinance.

A. Information Required in all Notices of Actions and Hearings:

1. Name of applicant and property owner (if different), and file number.

2. Location of property (if applicable).

3. Date, time, and location for public hearing (for all hearings).

4. A brief summary of the nature and substance of the application or decision.

5. A list of applicable Newport Ordinance and/or Comprehensive Plan standards and where the applicable criteria may be found.

6. A statement that relevant information (decision, staff report, application or other materials) may be reviewed and providing information about where and when they can be reviewed, and a statement that copies are available at cost).

7. Staff contact information, including name, address, and phone number.

8. Date the notice is mailed.

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B. Information Required in Specific Notices:

1. Date of decision (for Type I actions).

2. A statement describing the process and the deadline for filing comments (for Type II actions).

3. A statement that the failure to raise an issue with sufficient specificity to allow the decision maker an opportunity to respond to the issue precludes raising the issue on appeal, including an appeal to the Land Use Board of Appeals (for Type II and III and quasi-judicial Type IV actions).

4. Date, time, and location of the hearing (all hearing notices).

5. A statement that the staff report will be available for view at no cost and that copies will be available at a reasonable cost at least seven days before the hearing (Type III and Type IV quasi-judicial actions).

6. A general description of the hearing process, including the process for submitting written materials (Type III and IV decisions).

7. An explanation of the use or uses that could be authorized by the decision (Type IV decisions).

C. Mailing of Notice. Notices of hearings and actions shall be mailed by first class mail at least 14 days prior to the deadline for providing testimony for Type II decisions and at least 20 days prior to the public hearing for Type III and Type IV quasi-judicial actions. Notices shall be mailed to:

1. The applicant and property owner (if different).

2. Any affected public agency including ODOT and Lincoln County Transit, or public/private utility.

3. Any person who has requested notice of the hearing or action in writing.

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4. Any officially recognized neighborhood association whose boundaries include the subject property.

5. Record owners of property (as specified in the most recent Lincoln County Assessor's property tax assessment roll):

    a. Within 200 feet of the subject property (Type I, Type II, and Type III actions).

    b. Within 300 feet of the subject property (Type IV quasi-judicial actions).

Staff: Added per Reference 4, Tech Memo #12, by Angelo Planning Group, dated 12/8/21. Proposed language does not include Type II actions.

D. Written Notice for Rezoning of Mobile Home or Manufactured Dwelling Park. If an application would change the zone of property that includes all or part of a mobile home or manufactured dwelling park, written notice by first class mail shall be given to each existing mailing address for tenants of the mobile home or manufactured dwelling park at least 20 days, but not more than 40 days, before the date of the first hearing on the application.

E. Written Notice to Airport Owners. Notice of a public hearing on a zone use application shall also be provided to the owner of an airport, defined by the Department of Transportation as a "public use airport," if:

1. The name and address of the airport owner has been provided by the Aeronautics Division of the Department of Transportation to the City Community (Planning) Department; and

2. The property subject to the zone use hearing is:

    a. Within 5,000 feet of the side or end of a runway of an airport determined by the Department of Transportation to be a "visual airport," or

    b. Within 10,000 feet of the side or end of the runway of an airport determined by the

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Department of Transportation to be an "instrument airport."

3. Notice of a zone use hearing need not be provided if the permit or zone change would only allow a structure less than 35 feet in height, and the property is located outside of the runway "approach surface" as defined by the Department of Transportation.

F. Published Notice. Notice of each Type III and Type IV hearing shall be published at least once in a newspaper of general circulation in the city at least 5 days, and no more than 14 days, prior to the date set for public hearing.

14.52.070 Staff Reports

Staff reports on any quasi-judicial land use action shall be available for public inspection at least seven (7) days prior to the date set for public hearing, and copies will be provided at the city's rate for photocopies.

14.52.080 Hearings Procedures (Quasi-Judicial/Limited Land Use)

This section shall govern the conduct of quasi-judicial/limited land use hearings. The following public hearing procedures are the minimum procedures for use in conduct of quasi-judicial and limited land use hearings and may be supplemented by any duly adopted rules of procedure.

A. Nature and General Conduct of Hearing. The approving authority, in conducting a hearing involving a land use action, is acting in a quasi-judicial capacity, and all hearings shall be conducted accordingly. Parties to the hearing are entitled to an opportunity to be heard, to present and rebut evidence, and to have a decision based on evidence supported by findings of fact and supporting information. Testimony shall be made with sufficient specificity so as to afford the approving authority and other parties an adequate opportunity to respond to each issue.

B. Disqualification, Ex Parte Contacts, Bias, Challenges to Participation. Proponents and opponents are

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entitled to an impartial tribunal that judge land use actions. A proponent or opponent may, therefore, challenge the qualifications of a member of the approving authority to participate in the meeting or decision. A challenge must state with sufficient specificity the facts relied upon by the submitting party relating the person's bias, prejudgment, personal interest, or other facts from which the party has concluded that the member of the approving authority may be unable to participate and make a decision in an impartial manner. Challenges shall be incorporated into the record of the meeting.

1. Disqualification. No member of the approving authority shall participate in discussion of an application or vote on an application for any land use action when any of the following conditions exist:

    a. Any of the following have a direct or substantial financial interest in the proposal: members of the approving authority or a member's spouse, brother, sister, child, parent, father-in-law, mother-in-law, or household, or there is an actual conflict of interest under state law.

    b. The land use action involves a business in which the member is directly associated or has served within the past two (2) years, or any business with which the member is negotiating for or has an arrangement or understanding concerning prospective partnership or employment.

    c. The member owns property within the area entitled to receive notice of the action.

    d. For any other reason, the member has determined that participation in the decision cannot be in an impartial manner.

2. Disclosure of Potential Conflict of Interest. Even if an approval authority member chooses to participate, the member shall disclose any potential conflict of interest as required by state law.

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3. Ex parte Contacts. In quasi-judicial matters, approving authority members shall reveal any ex parte contacts, including site visits. Parties to a hearing shall have the right to rebut the substance of an ex parte contact.

4. Challenges. Any person may challenge the participation of a member of the approving authority in a decision-making process. A challenge must state with sufficient specificity the factual and legal basis of the reasons for the challenge.

5. Rights of Disqualified Members of the Approving Authority. An abstaining or disqualified member of the approving authority shall be counted if present for purposes of forming a quorum. A member who represents personal interest at a meeting may do so only by abstaining from voting on the proposal, vacating the seat on the approving authority, and physically joining the audience, and by making full disclosure of his or her status and position at the time of addressing the approving authority.

6. Requalification of Disqualified Members of the Approving Authority. If all members of the approving authority abstain or are disqualified, all members present, after stating their reasons for abstention or disqualification, shall by doing so be requalified unless prohibited by state law and proceed to hear the issues and make a decision.

7. Participation in Decision by Absent Member of Approving Authority. A member of the approving authority absent during the presentation of evidence in a land use action meeting may not participate in the deliberations or final decision regarding the matter of the meeting unless the member has reviewed all the evidence in the record to date, including audio tapes of prior meetings.

8. Failure to Achieve Meeting Quorum. In the event an approving authority is not able to achieve a quorum for a meeting at which there is scheduled a consideration of a land use action, the land use

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action shall be automatically set over to the next regularly-scheduled approving authority meeting. In the event that an approving authority other than the City Council is unable to achieve quorum for two consecutive meetings, the land use action shall be scheduled for a public hearing before the next level of approving authority and shall be renoticed and a new public hearing held.

9. Failure to Make a Final Decision on a Quasi-Judicial Land Use Action, Limited Land Use Action, or on Appeal. In the event an approving authority other than the City Council is not able to make a final decision on a quasi-judicial land use action within three meetings after the hearing or record is closed, the land use action shall be scheduled for a public hearing before the next level of approving authority and shall be renoticed and a new public or appeal hearing held. In the event that an approving authority other than the City Council becomes deadlocked through an even split in the approving authority such that a decision cannot be made, the approving authority shall forward the land use action to the next higher review authority for a new public or appeal hearing.

C. Public Hearing. This subsection shall govern the conduct of all public hearings.

1. Nature of Hearing. All parties participating in a public hearing shall have an opportunity to be heard, to present and rebut evidence, to have the proceedings recorded, and to have a decision rendered in accordance with the facts on record and the law. The presiding officer of the approving authority shall have authority to:

a. Regulate the course and decorum of the meeting.

b. Dispose of procedural requests and similar matters.

c. Impose reasonable limitations on the number of witnesses heard and set reasonable time

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limits for oral presentation, questions, and rebuttal testimony.

d. Question any person appearing, and allow other members to question any such person.

e. Waive the application of any rule herein where the circumstances of the hearing indicate that it would be expedient and proper to do so, provided that such waiver does not act to prejudice or deny any party substantial rights as provided herein or otherwise by law.

f. Take such other action as authorized by the approving authority to appropriately conduct the hearing.

A ruling of the presiding officer may be challenged by any member of that approving authority present at the hearing. The challenge must be seconded. A ruling may be reversed by a majority of the members present and voting. A tie vote upholds the presiding officer's decision.

2. Conduct of Participants. Proceedings shall at all times be orderly and respectful. The presiding officer may refuse to recognize or may exclude from the hearing anyone who:

a. Is disorderly, abusive, or disruptive.

b. Takes part in or encourages audience demonstrations such as applause, cheering, display of signs, or other conduct disruptive to the hearing.

c. Testifies without first receiving recognition from the presiding officer.

d. Presents irrelevant, immaterial, or repetitious evidence.

3. Order of Procedure. The hearing shall proceed in the following manner:

a. Open Public Hearing. The presiding officer shall open the public hearing and announce the nature and purpose of the hearing, identify

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the applicant, describe the general nature of the proposal, and state (or defer to staff to state) the applicable substantive criteria by which the application is being judged. The presiding officer shall also state that testimony and evidence must be directed toward the applicable criteria. In addition, for quasi-judicial land use actions or limited land use actions, the presiding officer shall state that failure to raise an issue with sufficient specificity to afford the approving authority and the parties an opportunity to respond to the issue precludes an appeal based on that issue, including to the Land Use Board of Appeals.

b. Call for Abstentions. The presiding officer shall call for any conflicts of interest, and, if applicable, ex parte contacts, or site visits by members of the approving authority.

c. Call for Objections. The presiding officer shall call for any objections to the approving authority hearing the matter before it.

d. Staff Report. Staff present a staff report and any recommendations.

e. Proponents' Presentation. The presiding officer shall call for testimony from the applicant and from any person supporting the application.

f. Opponents' Presentation. The presiding officer shall call for testimony from any person objecting to the application.

g. Rebuttal by Applicant. The presiding officer shall call for rebuttal from the applicant in response to evidence or issues raised by the opponents.

h. Continuance. Review authorities may continue a public hearing or leave a record open to allow for additional testimony. In a quasi-judicial or limited land use action, prior to the conclusion of the initial evidentiary

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hearing, any participant may request an opportunity to present additional evidence, arguments, or testimony regarding the application. If the request is made prior to the conclusion of the initial evidentiary hearing, the review authority shall grant the request by either continuing the public hearing or leaving the record open in conformance with the requirements of ORS 197.763.

i. Close Public Hearing. Unless there is a continuance, the presiding officer shall close the public hearing and state that no further testimony will be received by the approving authority.

j. Deliberation by Approving Authority. The approving authority shall consider the testimony and evidence before it in open discussion. The approving authority may ask questions of staff. The approving authority may ask proponents or opponents for clarification on a matter; but if they choose to do so, others must be given opportunity to rebut.

k. Decision. Following deliberation, the approving authority shall vote on the matter, including on any conditions of approval to be attached (or in the case of a review and recommendation, any recommended conditions of approval).

l. Adoption of Findings of Fact. The approving authority shall adopt findings of fact that support their decision. If there are no findings available to support their decision, staff may prepare findings of fact to be presented at a future meeting. The approving authority may also call for the preparation of findings of fact by the proponent or opponent, or any combination, including staff, of each to be presented at a future meeting. The approving authority may also request that findings of fact be presented at a future meeting other than the next regularly-scheduled meeting. For hearings that are for a review and

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recommendation only, no findings of fact are required.

m. Final Decision. The decision of the approving authority is final when reduced to writing and signed by the presiding officer of the approving authority. Final decisions shall be by order unless an ordinance is required for the decision. Appeal periods shall begin from the date the final decision is signed. For hearings that are for a review and recommendation only, no final order is required.

n. Notice of Decision. A notice of the decision (except for those made for the purpose of a review and recommendation only) made by the approving authority shall be given to:

i. Anyone who has made appearance of record (see Section 14.39.045); and

ii. Anyone who has filed a written request for notice of the approving authority's decision; and

iii. Anyone who has requested notice of any appeal hearing.

14.52.090 Public Hearings Procedures (Legislative)

This section shall govern the conduct of legislative land use hearings. The following public hearing procedures are the minimum procedures for use in conduct of legislative land use hearings and may be supplemented by any duly adopted rules of procedure.

A. Nature and General Conduct of Hearing. The approving authority, in conducting a hearing involving a legislative land use action, is acting in a legislative capacity, and all hearings shall be conducted accordingly.

B. Disqualification. No member of the approving authority shall participate in discussion of an application or vote on an application for any land use action when there exists an actual conflict of interest under state law. Potential conflicts of interest under

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state law shall be disclosed by members of the approving authority. An abstaining or disqualified member of the approving authority shall be counted if present for purposes of forming a quorum.

C. Failure to Achieve Meeting Quorum. In the event an approving authority is not able to achieve a quorum for a meeting at which there is scheduled a consideration of a land use action, the land use action shall be automatically set over to the next regularly-scheduled approving authority meeting. In the event that an approving authority other than the City Council is unable to achieve quorum for two consecutive meetings, the land use action shall be scheduled for a public hearing before the next level of approving authority and shall be renoticed and a new public hearing held.

D. Public Hearing. The public hearing process identified above in 14.52.080(C) for quasi-judicial/limited land use hearings shall be utilized with the following modifications noted for the legislative hearing process to the following subsections of 14.52.080(C)(3):

1. Final Decision. The decision of the approving authority is final when reduced to writing and signed by the presiding officer of the approving authority. Final decisions shall be by order unless an ordinance is required for the decision. Appeal periods shall begin from the date the final decision is signed. For hearings that are for a review and recommendation only, no final order is required. Unless required by law to do so, the approving authority is not obligated to adopt a final order or ordinance if the approving authority chooses not to adopt a legislative amendment.

2. Notice of Decision. A notice of the decision (except for those made for the purpose of a review and recommendation only) made by the approving authority shall be given to:

   a. Anyone who has made appearance of record (see Section 14.52.080(B)) and submitted a written request for a notice of decision; and

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b. Anyone who has filed a written request for notice of the approving authority's decision.

c. The Department of Land Conservation and Development as required for a post acknowledgement plan amendment.

14.52.100 Appeals

Any person with standing may appeal a decision of the approving authority. No person shall have standing to appeal unless the person made an appearance of record in the initial proceeding prior to the close of the public comment period, public hearing, or close of the record. All appeals shall be made no later than 15 calendar days after the date the final order is signed. "Appearance of record" shall mean either appearance in person or in writing. City Council decisions may be appealed to the Oregon Land Use Board of Appeals as provided by state law.

A. Appeal Document. All appeals shall be signed by the appellant or authorized agent and shall contain:

1. An identification of the decision sought to be reviewed, including the date of the decision.

2. A statement demonstrating that the appellant has standing to appeal.

3. A statement of the specific grounds which the appellant relies on as the basis for the appeal. If the appellant contends that the findings of fact made by the approving authority are incorrect or incomplete, the application shall specify the factual matters omitted or disputed. If the appellant contends that the decision is contrary to city code, an ordinance statute, or other law, the appeal shall identify the city code, an ordinance, statute, or other legal provision, and state how the applicable provision has been violated. For appeals of a quasi-judicial or limited land use action, a statement demonstrating that the appeal issues were raised with sufficient specificity in the hearing below.

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B. Scope of Review. Unless the appeal is heard de novo, the appeal of a decision by a person with standing shall be limited to the specific issues raised during the hearing from which the decision is being appealed. Approving authorities may hear appeals on the record of the initial hearing (if a previous hearing was held) or de novo. An appeal from a land use action that had a previous hearing shall be held on the record unless the approving authority determines that a de novo hearing is warranted.

1. When de novo hearing is warranted.

   a. Where a land use decision was made without a public hearing, the appeal shall be heard de novo.

   b. Where a land use decision was made following a public hearing, the approving authority may consider holding the appeal de novo for any of the following reasons:

      i. (The appellant(s) have documented as part of a petition to appeal a significant procedural error that resulted in a substantive harm to their ability to participate in the initial hearing that could be cured by a subsequent de novo hearing.

      ii. The appeal of the decision is part of a package of land use requests submitted by the applicant that include other land use requests that will be considered in a new public hearing before the review authority, and it would be more efficient to conduct the appeal de novo in conjunction with the hearings for the other land use requests.

      iii. A significant number of appeals have been filed such that the efficiency of the appeal process would be better served through a de novo hearing.

2. Procedure for determining when de novo hearing is warranted on appeal from a land use decision made following a public hearing:

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a. Following the end of the appeal period for which an appeal has been filed with a request for a de novo hearing, the matter of the de novo appeal hearing request shall be scheduled at the next available approving authority meeting for consideration.

b. The appeal authority shall review the submitted request for de novo hearing along with any staff and applicant (if other than appellant) input on the matter and make a decision.

C. Notice of Appeal. Notice of the appeal hearing shall be given to the applicant, the applicant's authorized agent (if any), and to interested persons. Interested persons are:

1. Anyone who has made appearance of record.

2. Anyone who has filed a written request for notice of the approving authority's decision; and

3. Anyone who has requested notice of any appeal hearing.

D. Appeal Hearings. The following is a minimum set of procedures supplemented by any duly adopted rules of procedure:

1. Appeal hearings on the record shall be conducted as follows:

a. A record of hearing shall be prepared by the Community Development Department containing the written material involving the approval through the filing of the appeal. A transcript of the hearing shall be prepared and included with the record.

b. Following preparation of the record, a date for the on-the-record hearing shall be set by the Community Development Department, and notice of the date of the appeal hearing shall be given.

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c. The appellant(s) shall have seven calendar days from the date the record is available to supplement the petition for appeal by identifying items in the record in support of the appeal ("support brief").

d. The applicant(s) (if other than the appellant) and city staff shall have seven calendar days from the date the appellant support brief is due to respond ("response brief").

e. The appeal hearing will allow for comments by city staff, argument from appellant(s), applicant(s) (if other than appellant), rebuttal, and questions and deliberation by the approving authority.

2. De novo appeal hearings may be held by the appeals approving authority. In cases of a de novo hearing, the same procedure shall be used as was employed in the initial hearing.

3. Ability for City Council to deny appeal without hearing. The City Council may deny an appeal from a Planning Commission decision where the Planning Commission has held a de novo hearing following an appeal of a decision of the Community Development Director for land use actions subject to the 120-day rule in ORS 227.178. If the City Council votes to deny an appeal, the Council shall adopt the Planning Commission Final Order as the final decision of the City.

E. Appeals Decision. Upon review of the appeal, the appeals approving authority may, by final order, affirm, reverse, or modify in whole or part the initial decision. When the appeals approving authority modifies or reverses a decision of the initial approving authority, the final order shall set forth findings and reasons for the change. The appeals approving authority may also remand the matter back to the initial approving authority for further consideration or clarification. A notice of the decision made by the approving authority shall be given to:

1. Anyone who has made appearance of record; and

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2. Anyone who has filed a written request for notice of the approving authority's decision; and

3. Anyone who has requested notice of any appeal hearing.

F. Judicial Finality. No permit shall be issued, no permit or approval shall be considered valid, and no project may proceed, based on any land use decision of the City of Newport for a land use action processed under this section of the Ordinance, until such time as all rights of appeal from such decision have been exhausted and such decision is "judicially final." A decision shall be considered judicially final at such time as any applicable period for the appeal of such decision shall have expired without initiation of an appeal, or any properly initiated appeal shall have been exhausted, whichever is later. However, this shall not preclude the making of an application for, or the conduct of proceedings to consider, the issuance of a permit or approval based on such land use decision.

14.52.110 Decision Time

Once a complete application is received by the City of Newport, the city shall take final action, including resolution of all local appeals, on applications subject to ORS 227.178 within 100 or 120 days, as applicable, unless otherwise waived by the applicant in accordance with state requirements.

14.52.120 Conditions of Approval

All city decision makers have the authority to impose reasonable conditions of approval designed to ensure that all applicable approval standards are, or can be met.

14.52.130 Consolidated Procedure

Any applicant for a land use action may apply at one time for all related land use actions. Where different land use actions requiring different review authorities are submitted, decisions on applications made by a lower level review authority may be made contingent on the applicant receiving approval from the higher level review

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authority. Alternatively, the higher level reviewing authority may take action on all of the related land use actions. Fees for land use actions that are consolidated are set forth as established by resolution of the City Council for land use fees.

14.52.140 Expiration and Extension of Decision

Expiration or extension of all land use decisions shall be as follows:

A. All land use decisions shall be void if within ~~eighteen~~ twenty-four (~~18~~24) months of the date of the final decision:

1. All necessary building permit(s) have not been issued, if required; or

2. ~~In cases where building permit(s) are not required, t~~The authorized use has been established; or~~.~~

3. In cases where a final plat is required, the final plat has not been signed by the City and referred for recording.

B. Notwithstanding Subsection (A) of this section, the approval authority may set forth in the written decision specific instances or time periods when a permit expires.

C. The Community Development Department may extend any approved decision for a period of ~~six~~ twelve (12) months; provided the permit holder

1. Submits a written request for an extension of time prior to expiration of the approval period;

~~2. Has applied for all necessary additional approvals or permits required as a condition of the land use permit;~~

~~3~~2. There have been no changes to the applicable comprehensive plan policies and ordinance provisions on which the approval was based.

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D. The Planning Commission may grant an additional twelve (12) month extension after public hearing. Notice shall be the same as the original tentative plan. The criteria for an extension are:

1. An unforeseen change in the economic condition has affected the real estate market for the project; or

2. The weather has prevented the physical work; or

3. Other unanticipated hardship, such as change or turnover in engineering firms, contractors, or significant delays in obtaining required state or federal permits requires additional time to complete the project.

4. There have been no changes to the applicable comprehensive plan policies and ordinance provisions on which the approval was based.

~~D~~E. The granting of an extension pursuant to this section is an administrative action, is not a land use decision as described in ORS 197.015, and is not subject to appeal as a land use decision.

~~E~~F. Expiration of an approval shall require a new application for any use on the subject property that is not otherwise allowed outright.

~~F~~G. If a permit decision is appealed beyond the jurisdiction of the city, the expiration period shall not begin until review before the Land Use Board of Appeals and the appellate courts has been completed, including any remand proceedings before the city. The expiration period provided for in this section will begin to run on the date of final disposition of the case (the date when an appeal may no longer be filed).

14.52.150 Revocation of Decisions

In the event an applicant, or the applicant's successor in interest, fails to fully comply with all conditions of approval or otherwise does not comply fully with the city's approval, the city may institute a revocation proceeding under this section.

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A. Type I, Type II, and Type III decisions may be revoked or modified if the Planning Commission determines a substantial likelihood that any of the following situations exists:

1. One or more conditions of the approval have not been implemented or have been violated: or

2. The activities of the use, or the use itself, are substantially different from what was approved or represented by the applicant.

B. A revocation shall be processed as a Type III decision. The Community Development Department or any private complaining party shall have the burden of proving, based on substantial evidence in the whole record, that the applicant or the applicant's successor has in some way violated the city's approval.

C. Effect of revocation. In the event that the permit approval is revoked, the use or development becomes illegal. The use or development shall be terminated within thirty days of the date the revocation final order is approved by the Planning Commission, unless the decision provides otherwise. In the event the Planning Commission's decision on a revocation request is appealed, the requirement to terminate the use shall be stayed pending a final, unappealed decision.

14.52.160 Applicability in the Event of Conflicts

The provisions of this section supersede all conflicting provisions in the Newport Zoning Ordinance.

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~~Chapter 14.53 Council Review~~

~~Chapter 14.54 Applicability of the provisions of this ordinance~~

~~The rules, requirements, and provisions of this Ordinance are in addition and not in lieu of any prior ordinance, resolution, rule, requirement, or procedure previously adopted by the City of Newport except as may have been expressly repealed, provided, however, that the provisions of this Ordinance shall be controlling in cases where there may be conflicting provisions.~~

~~Chapter 14.55 Compliance with ordinance provisions~~

~~No structure or lot shall hereafter be used or occupied, and no structure or part thereof shall be erected, moved, reconstructed, extended, enlarged, or altered contrary to the provisions of this Ordinance.~~

Chapter 14.~~56~~53 ~~Enforcement~~ENFORCEMENT

A. The City Manager, or designee, shall have the power and duty to enforce the provisions of this ~~Ordinance~~Chapter. An appeal from a ruling of the City Manager, or designee, shall be made to the City Planning Commission.

B. Any use authorized under the provisions of this ~~ordinance~~ Chapter shall be open to inspection and review at reasonable times by code enforcement personnel for the purpose of verifying compliance with ~~ordinance~~ approval standards or conditions of approval.

Chapter 14.~~57~~54 ~~Penalty~~PENALTY

~~Except as provided hereafter, a~~ A violation ~~hereof~~ of the provisions of this Chapter shall be punishable as ~~an~~ a civil infraction pursuant to the provisions of Chapter 2.15 of the Newport Municipal Code.~~by a fine not to exceed $500.00 for each violation. If a person has committed more than two violations of this Ordinance within the preceding 24 months, a subsequent violation shall be a misdemeanor, punishable by a fine not to exceed $1,000.00, or by jail not to exceed 60 days, or both. A violation shall be deemed to occur on the date of the occurrence of the act constituting the violation and not on the date the court shall find the defendant guilty of such violation.~~

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~~Each day during which a violation continues shall constitute a separate offense. Violation of more than one provision hereof shall constitute a separate offense with respect to each provision so violated.~~

Staff: Civil infractions are defined in Chapter 2.15 of the Newport Municipal Code. It also covers the process for adjudicating them. No need to duplicate the process.

Chapter 14.~~58~~55 ~~Interpretation~~INTERPRETATION

The provisions of this ~~Ordinance~~ Chapter shall be held to be the minimum requirements for the promotion of the public safety, health, morals, or general welfare. It is not intended by this ~~Ordinance~~ Chapter to interfere with or abrogate or annul any easements, covenants, or other agreements between parties. Where this ~~Ordinance~~ Chapter imposes a greater restriction upon the use of buildings or premises, or upon the heights of buildings, or requires larger yards and open spaces than are required in other ordinances, codes, regulations, easements, covenants, or agreements, the provisions of this ~~Ordinance~~ Chapter shall govern.

Chapter 14.~~59~~56 ~~Severability~~SEVERABILITY

The provisions of this ~~Ordinance~~ Chapter are hereby declared to be severable. If any section, sentence, clause, or phrase of this ~~Ordinance~~ Chapter is adjudged by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ~~Ordinance~~Chapters.

Chapter 14.~~60~~57 ~~Fees~~FEES

~~Zoning and planning fees~~ Fees for the review of land use actions outlined in this Chapter shall be fixed by the City Council by resolution and shall be reviewed annually. ~~Zoning and planning~~Such fees shall be paid upon submission of an application ~~of~~ or petition and shall ~~not~~ be refundable only in those circumstances where the application or petition is withdrawn before the City incurs costs related to the review and/or processing of the request.

Staff: Revisions clarify language and circumstances where fees are refundable.

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Chapter 1: Executive Summary

INTRODUCTION

The City of Newport initiated this update to their Transportation System Plan (TSP) to address a range of challenges and opportunities that emerged since the 2012 Newport TSP. In general, the TSP update process was designed to comply with the State of Oregon guidance and requirements per the Transportation Planning Rule (OAR 660-012-0015), which includes a public outreach process, an evaluation of current and future transportation needs, and a strategic and reasonable funding program (see Figure 5, Chapter 2 for more details).

Critical Community Issues were developed specifically for Newport, under the guidance of city leaders and a committee of key community stakeholders, referred to as the Project Advisory Committee. This TSP update focused on the following critical community issues:

- Developing desired streetscape, urban form, and roadway alignment for downtown commercial core to spur redevelopment.
- Developing transportation enhancements for the Agate Beach neighborhood that are sensitive to local geologic conditions.
- Updating the TSP capital projects and planning level estimates for near- and long-term system investment priorities.
- Clarifying whether the US 101 highway alignment may change as a part of the future replacement of Yaquina Bay Bridge.
- Evaluating the viability and efficiency of NE Harney Street extension as north-south alternative to US 101.
- Developing an integrated multi-use bike and pedestrian network.
- Developing neighborhood traffic calming measures and pedestrian safety needs.

- Identifying transit needs of the community.
- Identifying the city's role in supporting emerging transportation technology.
- Refining street cross-sections requirements to provide options that address constraints.
- Refining infill frontage improvement requirements that better balance cost and community needs.

The outcomes and recommendations are presented in the following chapters. Technical background information that formed the basis for many of the recommendations are available in a separate volume (see Newport TSP, Volume 2). The overall structure of the is summarized below.

Chapter 1: Executive Summary is a high-level overview of the TSP and its findings.

Chapter 2: Transportation System Context introduces the local history of Newport and its transportation system. It defines the planning goals and objectives and lays out the challenges and opportunities that the city addressed through this TSP update. The stated goals and objectives are the basis for choosing preferred transportation projects (see Chapter 5).

Chapter 3: Newport Today & Tomorrow presents how the city is planning to grow through 2040, and how historical travel patterns could change as a result. Each component of the local transportation system was reviewed and evaluated to consider how effectively it performs its intended objectives, and to identify gaps or limitations that should be addressed. The outcomes of these evaluations provide a list of transportation system needs around the city that will be examined to develop solutions (see Chapter 5).

Chapter 4: System Design & Management Principles defines the preferred routes and hierarchy of the system as it relates to freight, motor vehicles, transit, bicycling, and walking. In addition, the facility standards show specific design requirements regarding the overall dimensions, amenities, and provisions for individual travel modes. These facility cross-sections are used later in the process (see Chapter 6) to prepare initial estimate construction costs, and right-of-way requirements.

Chapter 5: Project Development & Evaluation presents the process used to identify investments that best align with the goals and objectives, which involved a combination of technical analysis as well as feedback from the project stakeholders and the public.

Chapter 6: Projects and Priorities lists the outcomes of the solution development and scoring process from Chapter 5. Projects are listed in four groups, according to funding priorities.

Chapter 7: Implementation & On-Going Strategies lays out the steps ahead to act on the TSP update, and to address on-going community issues related to transportation that are not specifically resolved by the TSP process and recommendations.

TRANSPORTATION SYSTEM CONTEXT (CHAPTER 2)

The City of Newport incorporated in 1882, and the 1910 census reported about 700 residents. Over the past century, the city has grown to just over 10,000 permanent residents today. The summertime population peaks at 25,000 because of the seasonal changes in tourist, employment, visitor, and recreational activities. As a popular Oregon Coast community and active seaport, Newport experiences its highest transportation demands during summer months when tourism and recreation are at their peak, whereas travel activity during the winter months is much lower. For example, the daily traffic counts on US 101 near City Hall drop by about 40 percent between July and January. This planning process recognizes how these seasonal swings in travel activity affect the community.

KEY TRANSPORTATION OPPORTUNITIES AND CHALLENGES

Newport faces the challenge of accommodating growth while maintaining acceptable service levels on its transportation network. Some of the key opportunities and challenges noted for this TSP update are listed below:

- **US 101 and US 20** form the primary transportation network and carry most the motor vehicle traffic. Outside of the downtown core area, 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 continues to be a challenge for residents, visitors and tourists who are traveling outside of their motor vehicles.

- **Downtown** is where many of the 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 the downtown area, which is also referred to as the commercial core area, along with upgrading the transportation system to catalyze economic development and provide infrastructure needed to support additional density.

- **Yaquina Bay Bridge** is an integral part of Newport as well as an historic icon on Oregon's coast highway system. Since its opening in 1936, the bridge has been the only transportation link across Yaquina Bay to South Beach. The Oregon Department of Transportation (ODOT) has been working to extend the functional life of the bridge, but expects that it will eventually be replaced. The timing for its replacement is uncertain, however, ODOT has indicated that its current location would be the preferred option to minimize environmental, engineering and community impacts.

- **Natural Hazards** considered in this TSP include the potential tsunami events following earthquakes and mitigating for unstable soils and ocean bluff erosion.

REFINED GOALS AND OBJECTIVES

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

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

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

DECISION-MAKING STRUCTURE

The decision-making structure for this TSP was developed to establish clear roles and responsibilities throughout the project. The primary elements of that structure included:

- A Project Management Team (PMT) that included city staff, ODOT staff and the consultants.

- A Project Advisory Committee (PAC) that included local committee, neighborhood, and business representatives, emergency service providers, and agency staff members from the City of Newport, Lincoln County, and the ODOT.
- The City Council and Planning Commission for Newport were briefed throughout the process.
- The City Council made all final decisions pertaining to this TSP. The PMT made recommendations to the Planning Commission and City Council based on technical analysis and community input.

PUBLIC AND STAKEHOLDER ENGAGEMENT

Public outreach was conducted between November 2020 and August 2021 to share information about the TSP project and community members, stakeholders, and other interested parties were invited to share their ideas and feedback. The project team adapted to the COVID-19 pandemic to provide several engagement opportunities to enable community members to safely participate and provide meaningful input. Approximately 970 people were engaged through a variety of outreach opportunities.

Overall, the respondents wanted a focus on the safety and circulation for the walking, biking, and transit modes of travel. A complete summary of the outreach efforts can be found in Appendix N, Newport TSP Outreach Summary.

Common themes heard from public engagement included the following:

- Pedestrian and bicyclist safety throughout the city.
- Increased bus/transit/shuttle options.
- Interest in improving traffic flow and reducing congestion, for through travelers and local users.
- Parking improvements, especially in the downtown area.
- Traffic speeding enforcement.
- Preserve/rebuild the Yaquina Bay Bridge in the same location.
- Strong support for emerging technology such as electric vehicle (EV) charging stations, parking solutions and solar power.

NEWPORT TODAY AND TOMORROW (CHAPTER 3)

A comprehensive assessment was made of the travel patterns and transportation system performance within Newport as it operates today, and how that is expected to change with planned growth through 2040. To make the future forecast, the designated growth areas within the city were reviewed to determine how travel activity and patterns would change based on historical demographic and travel data. The future year travel forecast was made for summertime conditions, and it was used to evaluate how effectively proposed roadway solutions would operate.

The findings of this technical analysis for all travel modes combined with input from the public engagement process formed a master list of system needs for the community. Later in the update process (see Chapters 5 and 6), the past TSP projects identified from the 2012 TSP were refined

and amended, as needed, to fully address the latest understanding of the community's transportation needs.

For further technical background information, refer to Technical Memorandums *#5 Existing Transportation Conditions*, *#6 Future Traffic Forecast* and *#7 Future Transportation Conditions and Needs* that are contained in Volume 2.

LAND USE AND TRANSPORTATION DEMAND GROWTH

The city's present urban growth boundary (UGB) and adopted land use zoning maps indicate the location and type of development that is expected to occur in Newport. In addition, citywide population forecasts are coordinated with a statewide effort that is led by Portland State University. By 2040, the growth in households and employment for Newport are illustrated in Figures 11 through 16 in Chapter 3. In summary, they include the following planned growth:

- **Households** - About 1,000 more homes are expected throughout the city, with the highest concentrations in the recent UGB addition near NE 36th Street and NE Harney Street, and the emerging neighborhood along SE 40th Street near the Oregon Coast Community College. Many other neighborhoods expect modest residential in-fill development.
- **Population** – About 2,400 more permanent residents are expected to reside in these new homes. In addition, visiting households during peak seasons are forecasted to increase by about 210 more than today (see Figure 19, Chapter 3).
- **Summer Employment** - About 2,700 more jobs are expected during the summer. Overall job growth will be highest in the South Beach area, especially along Marine Science Drive, and south of 40th Street, and in the very north end of the city near 73rd Street.

This combination of new housing, residents and jobs is expected to increase citywide vehicle trips by about 27% year-round by 2040.

MOTOR VEHICLE SYSTEM PERFORMANCE ISSUES

Based on technical evaluation and feedback from the community, the following operational, safety and maintenance issues were identified for the Newport motor vehicle system. ODOT has quantitative performance targets for its highways based on traffic delays, which were applied to determine if conditions were acceptable or not. A total of 20 intersections were selected for the operational analysis review.

- Six of the intersections on US 101 are expected to have major delays for motor vehicle traffic. This includes three locations that are controlled by traffic signals (at NE 52nd Street, US 20, and Hurbert Street) and three stop controlled intersections (at NE 73rd Street, Oceanview Drive, and Angle Street).
- Many other intersections along US 101 that were not specifically analyzed are expected to have severe delays during peak hours for traffic intending to turn left onto the highway.

Several neighborhoods derive their only access from US 101, such as NE San-Bay-O Circle near the Fred Meyer store.

- Two of the US 20 intersections are expected to have major delays including SE Benton Street (stop sign controlled on the side street) and NE Harney Street-SE Moore Drive (traffic signal control).
- The US 20/NE Harney Street-SE Moore Drive intersection was also cited by public feedback as being problematic for serving school related traffic before/after school sessions, and for major events at the Lincoln County fairgrounds.
- Other community safety concerns included the lane merging on southbound US 101 approaching Yaquina Bay Bridge, and the irregular access spacing on US 101 near the Newport Theater.
- Three local bridges were identified as being structurally deficient including US 101 over Big Creek, the Yaquina Bay Bridge, and on Big Creek Road over Big Creek.
- In addition to its weight limited condition, the vehicle traffic using the Yaquina Bay Bridge is expected to grow and it will eventually exceed the carrying capacity.

WALKING AND BICYCLING SYSTEM PERFORMANCE

Walking is an important part of local travel options, both within neighborhoods and parks as well as along and across major roadways. Provision of safe and convenient walking options can help the city move towards a complete multimodal transportation system. Today Newport has 33 miles of sidewalks, although about 70 percent of city streets lack sidewalks on at least one side.

Bicycling is common along US 101, which is part of the designated Oregon Coast Bike Route. Cyclists generally ride on the wide paved shoulders on US 101, since there are very limited designated bike lanes on the highway. Off highway, there is about 10 miles of shared-use pathways or trails available, but generally cyclists are required to share the roadway with vehicles. For both walking and bicycling system, a Level of Traffic Stress (LTS) score was determined that represents the user's experience on that route.

Based on technical evaluation, field observations, and public feedback, the following walking and bicycling issues were identified:

- For walking travelers, about 25 percent of state highway and city collector street blocks were rated in the low to moderate LTS range, which is generally comfortable for the average traveler.
- For bicyclists, about 15 percent of state highways and 90 percent of city collector streets had low to moderate ratings.
- On the other end of the LTS scale, extreme ratings were shown for 60 percent of the highways for walking travelers, and 85 percent of bicyclists. This is the highest level of stress and is considered very challenging.

- Extreme or high bike LTS was noted due to high speeds and traffic volumes and unprotected bike facilities. This includes both state highways and short segments of NE Harney Street, NE 31st Street, NE Yaquina Heights Drive, SE Bay Boulevard and SE Ferry Slip Road.
- Sixteen of the 20 intersections studied on US 101 and US 20 had extreme or high LTS scores due to non-compliant ADA curb ramps, complex elements or limited refuge or enhancements at the crossing. Bicycling LTS has similar scores at these locations.
- NW Oceanview Drive, a component of the Oregon Coast Bike Route, was rated at extreme level of traffic stress between US 101 and the intersection with NW Edenview Way, and medium level of traffic stress from there to Spring Street.

System deficiencies were noted in cases where the walking or bicycle facilities had major gaps, extreme LTS, or were near important destinations, such as parks, schools, transit stops or essential services. These were flagged to be reviewed for possible system improvements (see Chapters 5 and 6).

TRANSIT SERVICES

Lincoln County Transit operates a city loop bus service, an intercity bus service, and a paratransit service. The loop service through Newport connects key destinations six times each day, seven days a week and in the evening. While most residents and businesses are located within one-half mile of a loop transit stops, the time between buses (up to 90 minutes) and limited-service hours (7 am to 5pm) moderates it effectiveness for residents and visitors.

The intercity transit service operates routes to Corvallis and Albany four times each day, to Lincoln City four times each day, to Yachats four times each day, and to Siletz six times a day between Monday and Saturday.

Lincoln County Transit's paratransit service provides public transportation to persons who are unable to use regular fixed route buses. Curb to curb paratransit service, in wheelchair lift equipped minibuses, is available generally between 8:00 a.m. and 3:30 p.m. Monday through Friday.

Lincoln County's transit development plan through 2028 intends to enhance the frequency of services and add more stops on the loop to better serve more riders. This includes two new loop routes with shorter headways between more popular local destinations.

OTHER TRANSPORTATION SYSTEMS

Freight Network

US 101, north of US 20, is a designated federal truck route and US 20, east of US 101, is a designated Oregon freight route. With growing traffic volumes, six intersections along the state highways would not meet their currently adopted mobility target. These are the same six locations noted under the **Motor Vehicle System Performance Issues** section above.

Other locations with identified freight needs include Bay Boulevard which is a working waterfront and is a key freight generator for the City of Newport. This area is also a tourist destination which can create conflicts between the high volume of pedestrians, passenger cars, and freight vehicles which serve Newport's fishing industry.

Freight vehicles face the steep grades for northbound traffic approaching the Yaquina Bay Bridge. The recent relocation of the traffic signal from SE 32nd Street to SE 35th Street has improved this operational issue. The bridge has weight limit restrictions.

Airport

The Newport Municipal Airport, owned and operated by the City of Newport, is a public-use airport located east of US 101 off SE 84th Street, approximately five miles south of downtown. This airport provides general aviation for Newport and surrounding coastal communities and is identified as a critical resource by the Oregon Department of Aviation for emergency response following a major earthquake or tsunami. Currently, the airport supports general aviation aircrafts, cargo, US Coast Guard helicopters, and air ambulance flights.

Waterways

The Port of Newport maintains and operates separate commercial and recreational marinas to serve Newport's ship traffic. The commercial marina, located on the north side of Yaquina Bay, south of Bay Boulevard includes four docks for commercial vehicles and serves a large, prolific fishing fleet and a yacht club. This marina can accommodate vessels up to 100 feet. The recreational marina is located on the south side of Yaquina Bay, near South Beach, with space for 522 vessels and includes power, water, fuel, and sanitary services as amenities. This marina also serves as a public boat launch with space for trailer storage. The Port also provides an International Terminal with a multi-use shipping facility that is one of three deep draft ports on the Oregon Coast. This terminal is located on a 17-acre site about 2.5 miles from the ocean entrance.

CHAPTER 4: SYSTEM DESIGN & MANAGEMENT PRINCIPLES

This chapter presents several refinements to Newport's multimodal transportation system hierarchy and facility design requirements. The recommended changes for city streets, trails, and shared-use pathways were developed to improve safety and accessibility for all users, and to directly responds to several of the critical community issues:

- Developing an integrated multi-use bike and pedestrian network.
- Developing neighborhood traffic calming measures and ped safety needs.
- Refining street cross-sections requirements to provide options that address constraints.

This chapter also acknowledges more recent guidance from ODOT's *Blueprint for Urban Design,* which provides a flexible approach to improvements adjoining the state highways that allow cities to better accommodate urban development that offer enhanced walking, bicycle, on-street parking,

and store front amenities. For the full technical presentation of system design and management changes, please refer to *Transportation Standards (Technical Memorandum #10)* in Appendix K.

STREET FUNCTIONAL CLASSIFICATION CHANGES

The functional classification of a street or roadway defines how it is intended to be used, and its relative purpose compared to other facilities in the network. Transportation agencies that manage and maintain highway and street systems commonly use this practice, including federal, state, county, and city jurisdictions. The City of Newport chose to refine its street functional classifications for city facilities that align with local community values.

The major changes to the street functional classification designations for City of Newport Streets include the following:

- **Designating State Highways as the only Arterial Roadways -** Several city streets that were previously designated as arterials roadways were downgraded to better match their intended use today and in 2040. Arterial streets are primarily intended to serve regional and through traffic. It is determined that only the two State Highways provide that type of service.
- **Dividing City Collector Streets into Two Tiers, Major and Neighborhood Collector** - The city previously had one category for collector streets, which are intended to connect neighborhoods to each other and to arterial roadways. The top tier collector was renamed to a Major Collector. A second tier of collector roadway was introduced where it was most appropriate to apply traffic calming techniques in neighborhoods, and to tailor bike and pedestrian designs to best match the local environment.
- **Adding Private Streets to the system map** - A new designation was added to show Private Streets, which are owned and maintained by the adjoining property owners. Typically, these are driveways or private roadway connections that serve four or fewer parcels.
- **Local Truck Routes Added** – In addition to the state and federal designated truck routes on US 101 and US 20, there are several city streets that serve as key local truck routes within the community. These routes were added to the city's freight network to highlight the need to design and manage them to serve trucks. Examples include Bay Boulevard, and SE Marine Science Drive.

MULTIMODAL NETWORK DESIGN

Street designs are based on the functional classifications. City street improvement projects generally accompany newly developing or redeveloping areas of the city. Roadway cross-section design elements include travel lanes, curbs, furnishings/landscape strips, sidewalks on both sides of the road, and bicycle facilities. In some cases, site constraints may prevent minimum standards from being applied, and design exceptions are required.

The recommended design standards for the City of Newport presented in Chapter 4 encompass all levels of streets, trails and pathways. For full details, refer to that chapter. A summary of the key changes for network design types follows below:

- **Added Yield or Shared Streets -** A new classification for local streets was added to recognize cases where traffic volume is low (fewer than 500 vehicles daily). These cases were referred to as Yield or Shared Streets, and they allow narrower street widths (see Table 2, Chapter 4) and lower speed limits.

- **Sidewalk Minimum Width Varies** - The minimum sidewalk width was changed to be wider depending on the street classification, and fronting land use types (see Table 3, Chapter 4). For example, this allows added space for street side amenities in commercial districts.

- **Bicycle Facilities Tailored to Street Classification** – To better support an integrated bike network, the design standards were modified to better match the required bike facilities with the on-street conditions experienced by cyclists. As shown in Table 4, Chapter 4, where traffic volumes and speeds are high like on the state highways, wide and protected bike facilities are preferred. Whereas, in neighborhoods the bikes can more readily share the street with motor vehicles.

- **Minimum Pedestrian and Bicycle Facilities** – These design standards apply to pedestrian trails, accessways, and shared-use pathways, showing the minimum facility width for each case (see Table 5, Chapter 4).

ADDITIONAL TRANSPORTATION PLANNING STANDARDS AND OTHER ISSUES

A new set of standards are recommended that the City of Newport can apply during on-going development review, and when plan amendments are being considered. These new transportation standards provide staff with a quantitative basis for reviewing proposed development plans and other planning proposals that may affect local transportation conditions. The additional standards include the following:

- **Vehicle Mobility Standards** – The metrics shown in Table 6 of Chapter 4 define the thresholds of acceptable congestion on city streets for a range of intersection types. These standards can be applied to form the basis for requiring conditions of approval for pending development to ensure that the ultimate facility design matches the expected demands.

- **Multimodal Connectivity** – The spacing standards in Table 8 of Chapter 4 define the minimum and maximum spacing standards for block length, driveway spacing, setbacks, and space between ped/bike connections. The intent of these standards is to provide for efficient, safe, and timely multimodal travel, particularly in newer neighborhoods designs.

The final two sections of Chapter 4 highlight unique natural hazards facing the City of Newport, and the city's response to manage those conditions. This includes the Oregon Seismic **Lifeline Routes** that facilitate emergency evacuation and recovery routes following disasters, such as a tsunami

event. This TSP includes projects that promote seismic resilience on lifeline routes, adds pedestrian or bicycle facilities on evacuation routes, and other wayfinding projects.

Also highlighted are the **street stormwater drainage management** strategies that apply to new development areas and major infrastructure improvements, such as new or expanded roadways. These strategies are acutely important in many areas of the city, and most notably the Agate Beach neighborhood, to mitigate runoff impacts such as further erosion of coastal bluffs.

CHAPTER 5: PROJECT DEVELOPMENT AND EVALUATION

Building the updated project list for this TSP involved identifying several new projects to specifically address new community concerns and combining them with past projects from other local transportation plans including the 2012 TSP, Oregon Coast Bike Route Plan and Yaquina Bay Recreation Site Plan.

The prioritization process was applied to emphasize improved system efficiency and management over adding capacity. These priority outcomes were then compared to city goals and objectives for the transportation investments. This process allows the city to maximize use of available funds, minimize impacts to the natural and built environments, and balance investments across all modes of travel.

PROJECT FUNDING

FUNDING SOURCE	AMOUNT AVAILABLE BY 2040
NORTH SIDE URBAN RENEWAL DISTRICT	$37.9 million
OTHER CITY/STATE FUNDS	38.3 million
TOTAL FUNDS AVAILABLE	**$76.0 million**
TOTAL ASPIRATION PROJECTS	**$222.5 million**

Each project was reviewed to assess which agency would lead the project and the likely funding source. It is important to note that these funding assumptions do not obligate any agency to commit to these projects. In general, projects were assigned to either the City of Newport or ODOT as the lead agency, with a few cases where they may jointly fund a project. Also, each project was assigned an assumed funding source, which included the City's North Side Urban Renewal District, South Beach Urban Renewal District, and other City/State revenue. It is recognized that there may be other partnering opportunities with ODOT and Lincoln County Transit, these decisions are ultimately up to those agencies. Also, private development will also likely build TSP projects in coordination with land use actions and future development in the city.

Based on historical and forecasted funding levels, the city expects to have about $76 million through the year 2040 for transportation projects in this TSP. This includes about $38 million for projects in the North Side Urban Renewal District boundary and another $38 million from other City and State funding sources for other citywide projects. And although it was not included in the TSP

revenue forecast, the South Beach Urban Renewal District will also provide an additional $3 million in funding for remaining projects in the district boundary. This is still far below the funding required to implement all the projects in this plan, which total approximately $222 million.

A high priority subset of the City's Aspirational Projects that are constrained to a level of funding that is expected to be available for the next 20 years is presented in Chapter 6 section of this Executive Summary. These projects are referred to as **Financially Constrained**, as they represent the city's highest value projects that can reasonably be funded through 2040.

SPECIAL TRANSPORTATION STUDIES

A series of studies were conducted that provided greater depth of technical review and public engagement than is common for a TSP update. The focus of these special studies included corridor solutions along US 101 and US 20 in the downtown area, and a closer look at the feasibility, effectiveness, and cost to construct a proposed Harney Street extension. The 2012 TSP shows a proposed Harney Street extension parallel to US 101 north of US 20 to NE 36th Street that would provide alternative circulation for longer trips to relieve congestion in the downtown area.

Each of these projects represent large-scale capital investments that could significantly alter Newport's transportation network and travel patterns by increasing roadway capacity for motor vehicles, bicycles, and pedestrians. In addition to mobility and access improvements, the highway corridor studies also sought to leverage economic development opportunities to revitalize the downtown commercial core area.

The following discussion summarize results of each special transportation study. Please refer to Chapter 5 and the Solutions Evaluation (Technical Memo #8) in Appendix I for full details.

US 101 Downtown Corridor (SW 9th Street to SW Angle Street) – Three options were considered for this corridor. Two involved forming one-way couplets with the existing highway and SW 9th Street, and one retained the highway on its current alignment. However, that concept also includes providing quality bicycle facilities on parallel routes of SE 9th Street to reduce impacts to properties adjacent to the highway.

The one-way couplets would provide for southbound traffic along the present highway alignment, and northbound flow along SW 9th Street. The difference between the two couplets was one was longer, it began at the existing intersection of SW 9th Street and US 101, and the other was shorter, it began at SW Fall Street. All three options would upgrade the existing roadways to meet current ODOT design standards, which would address the narrow travel lanes, and lack of bike facilities.

Based on feedback from the public and the PAC, the Long Couplet options was set aside from further review. It was agreed that the Long Couplet concept was not worth the extra investment for a longer improved facility, especially since the area around the hospital complex was already being redeveloped along the adjoining parcels nearby. The PAC suggested that the remaining two options advance for further deliberation during the public adoption process of the TSP.

US 20 Downtown Corridor (Harney Street-Moore Drive to US 101) – Two options were considered for this corridor. One involved forming a one-way couplet with the existing highway and NE 1st Street. In this concept, the eastbound flow would use the existing highway, while the westbound flow of traffic would use NE 1st Street. The other option was to upgrade and expand the highway along its present alignment. Based on feedback from the public and the PAC, the preferred option was the existing two-way highway along its current alignment. However, that concept also includes providing quality bicycle facilities on parallel routes of NE 1st Street to reduce impacts to properties adjacent to the highway.

US 20/US 101 Intersection – Several design concepts were evaluated at this location to serve traffic growth and still meet desired performance targets. Concepts included adding more vehicle turning lanes on high volume approaches, restricting Olive Way to westbound only flow, and converting the intersection to a multi-lane roundabout. The preferred concept is to add another southbound left-turn lane from US 101 onto eastbound US 20 (see INT4 for details). Initial sketches were made to illustrate how roadway widening might impact to adjoining properties (see initial diagrams in Appendix ZZTop).

Harney Street Extension (NE 7th Street to NE 36th Street) – The alignment of this proposed extension was evaluated in-depth by project team engineering staff to navigate the many environmental and topographical constraints of this route. These outcomes of these engineering studies show (see Figure 38, Chapter 5) that the primary new construction would be near NE 7th Street, then it bends around the hillside to the east and then connects to the existing Harney Street at NE Big Creek Road. This route was expected to carry moderate traffic volumes that would provide some relief to the US 101 corridor. However, because of the high estimated cost of the construction, at over $40 million, the PAC recommended that this project be set aside from priority city funding at this time.

NW Nye Street Extension/NW Oceanview Drive – The northerly extension of NW Nye Street to connect to NW Oceanview Drive was recommended to address safety and access concerns in this area (see EXT12 for details). Two circulation options were advanced. The first option limits the Nye Street extension to pedestrian and bike access only with no changes to Oceanview Drive circulation. The second option would allow full motor vehicle, ped/bike use on the Nye Street extension, and restrict Oceanview Drive to one-way southbound for motor vehicles between Nye Street and NE 12th Street. The former northbound travel lane would be restriped as a shared-use path for ped/bike use in the one-way section.

ALTERNATE HIGHWAY MOBILITY TARGETS

As Newport grows, the mobility targets at several state highway intersections will not be met. Today, all state highway intersections comply with those mobility targets. However, by 2040, four highway intersections will exceed that target, including the US 20/US 101 intersection. For a full description, please refer to the Alternate Mobility Targets (Technical Memo #11), in Appendix L.

ODOT has a policy that allows their agency to change mobility targets within local jurisdictions to allow for higher congestion levels. To do so requires the adoption of the mobility targets by the Oregon Transportation Commission or their district representative. This policy was established

because ODOT acknowledges that the limitations of its funding does not provide sufficient resources on state highway facilities to meet their preferred mobility targets. By changing the targets, the local jurisdiction can proceed with planned growth consistent with their adopted land use and transportation plans.

For Newport, the recommended change is to increase the numerical v/c ratio value to 0.99 at all state highway intersections. If enacted, this would be consistent with the numerical standard that is applied to state highway intersections in the South Beach area.

CHAPTER 6: PROJECTS AND PRIORITIES

This chapter presents the transportation system improvements projects that were selected to address the system needs revealed by the technical analysis and the input from the community. The full aspirational project list that includes over 200 projects is provided in Chapter 6. The **Financially Constrained** (reasonably likely to be funded by 2040) projects are shown in Appendix ZZ. These represent the higher priority projects that can reasonably be funded given the available city and state transportation resources of about $76 million through 2040.

CHAPTER 7: IMPLEMENTATION ACTIONS

The City of Newport TSP update incorporates several elements that require further action to facilitate full implementation of the plan.

SUPPLEMENTAL FUNDING OPTIONS

Providing adequate funding for capital investments and on-going maintenance of transportation systems and services is a major challenge. In addition to the two Urban Renewal Districts, the City is encouraged to seek more funding opportunities to advance projects sooner. In general, the best candidates are a transportation utility fee, a local fuel tax increase, and a short-term property tax levy. However, given that the city recently put a local gas tax increase on the voter ballot that failed, perhaps the other options could be further pursued.

ACTION: Pursue and enact supplemental local transportation funding option.

NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

The Transportation System Plan identifies a new classification of city streets that are the best candidates for applying neighborhood traffic management (NTM) strategies. The challenge with a NTM program is to identify a clear and objective process for collecting community inputs, assessing the prevailing concerns, and evaluating which, if any, NTM solution is appropriate to be installed. This will require developing guidelines about which NTM strategies are best for Newport, and where and how they are to be applied. In addition, many cities balance the technical review process with a consensus opinion of the affected neighbors to help ensure community satisfaction with the NTM decision.

ACTION: It is recommended that city develop and implement a NTM program that formalizes these processes.

STREET CROSSINGS

Streets with high traffic volumes and/or speeds in areas with significant volume of pedestrian activity generally require enhanced street crossings with treatments to improve the safety and convenience for pedestrians. The TSP includes several crossing enhancements; however, the city should also update their development code to match the Transportation Facility and Access Spacing Standards stated in the TSP.

ACTION: Update Municipal Code to incorporate street and access spacing standards identified in the TSP for city streets

Similarly, on state highways enhanced pedestrian crossing treatments should be considered on high speed or high-volume roads (*e.g.* US 101, US 20). To ensure these types of treatments are considered during the development review process, the city guidelines for traffic impact studies should be updated to require these types of studies.

ACTION: Amend the city's traffic impact analysis guidelines to include review of pedestrian crossing treatments consistent with NCHRP Report 562.

VEHICLE MOBILITY STANDARDS

The City of Newport does not have adopted mobility standards for motor vehicles. The city should amend its mobility standards for planning and development review to establish clear guidelines for selecting intersection design solutions.

ACTION: Amend city development code to introduce vehicle mobility standards on city streets consistent with the TSP (see specifics in Chapter 7).

Additional implementation actions should:

Indicate that the Public Facilities Chapter of the Newport Comprehensive Plan will be amended to align its transportation goals and objectives with those contained in the TSP.

Emphasize that the City will take into consideration the larger parcel impact of right-of-way acquisitions for transportation projects, and will provide fair market compensation for such impacts.

Note that the City will support and promote emerging transportation technologies, where feasible, including the rollout of infrastructure for electric vehicles.

Require that transportation solutions selected for commercial core areas along US 101 and 20 must promote economic revitalization of these areas in addition to addressing broader transportation needs of the community.

Identify the need for project specific geotechnical analysis in the Agate Beach area in line with the recommendations contained in the HHPR memo.

City of Newport

TRANSPORTATION SYSTEM PLAN

FEBRUARY 2022

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[PLACEHOLDER - TO BE WRITTEN LATER]

Chapter 2: Transportation System Context

This chapter introduces Newport and describes what a Transportation System Plan (TSP) is and how it was developed. The process involved a formal decision-making structure, community engagement, and a structured technical analysis.

NEWPORT AT A GLANCE

Located along the shores of the Pacific Ocean and Yaquina Bay, Newport is a dynamic City with neighborhoods that cater to residents and visitors of all ages and interests. The population of permanent residents in the City is 10,125, but that can rise to 25,000 during a summer day, as visitors are drawn to the City's beachfront, numerous outdoor activities, attractions, eateries, shopping and more. It is home to an active fishing industry, miles of sandy beaches, Oregon State University's Hatfield Marine Science Center, the Oregon Coast Aquarium, and the home port of the National Oceanic and Atmospheric Administration (NOAA) Marine Operations Center-Pacific. Several neighborhoods are within Newport including Agate Beach, the Deco District (aka Downtown Newport), Nye Beach, Bayfront and South Beach, each with its own unique character.

FIGURE 1: KEY TRANSPORTATION FACILITIES (NORTH)

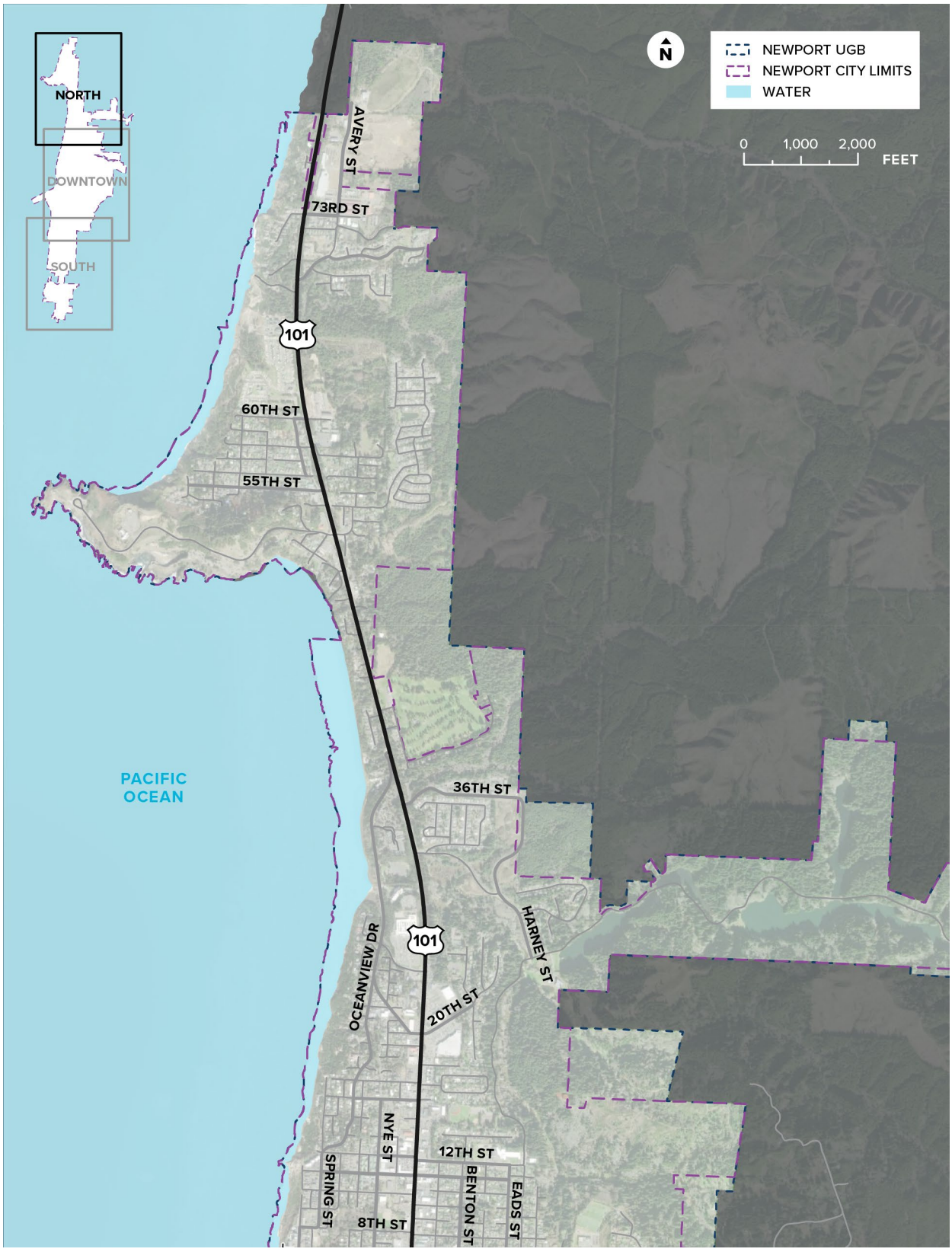


FIGURE 2: KEY TRANSPORTATION FACILITIES (DOWNTOWN)

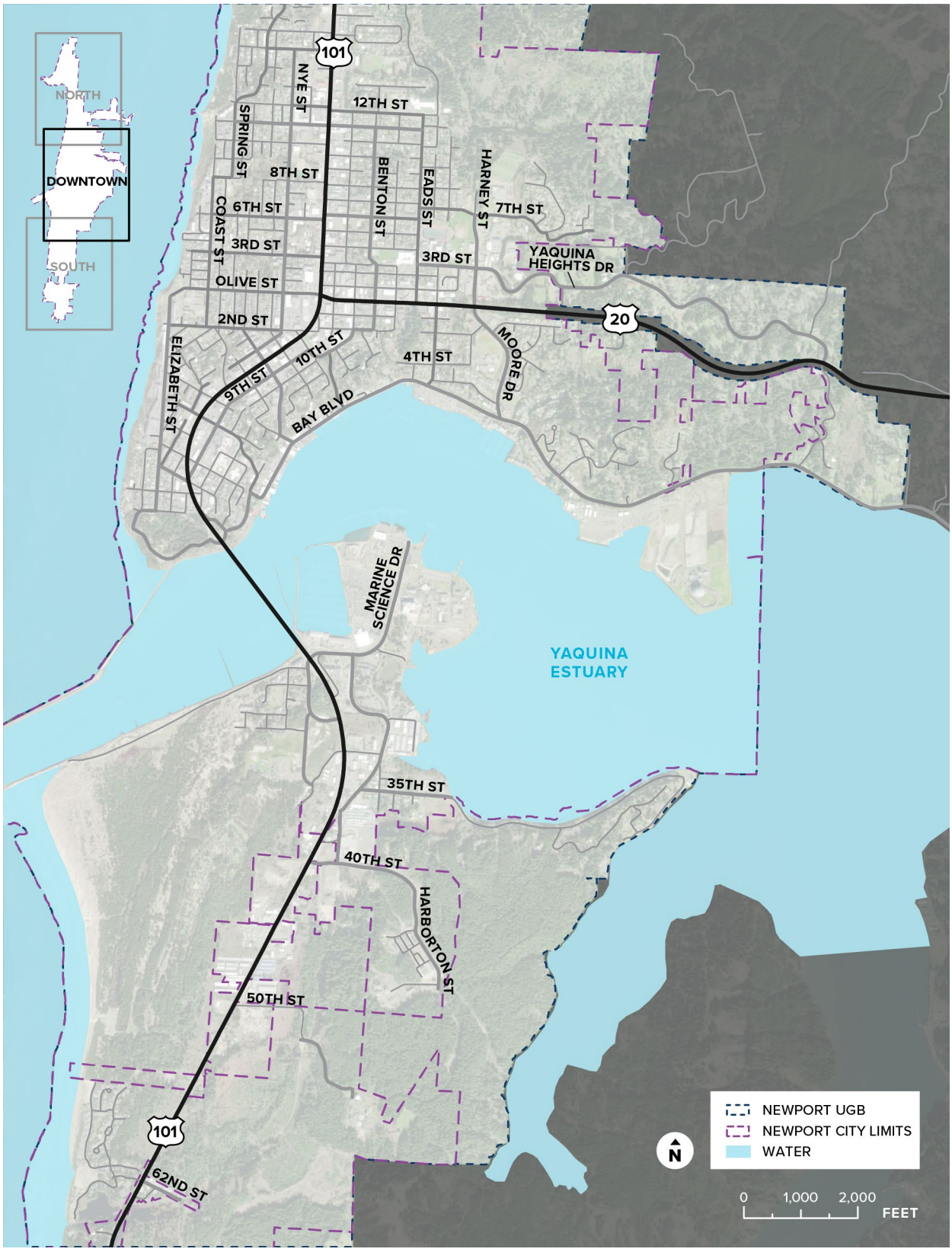
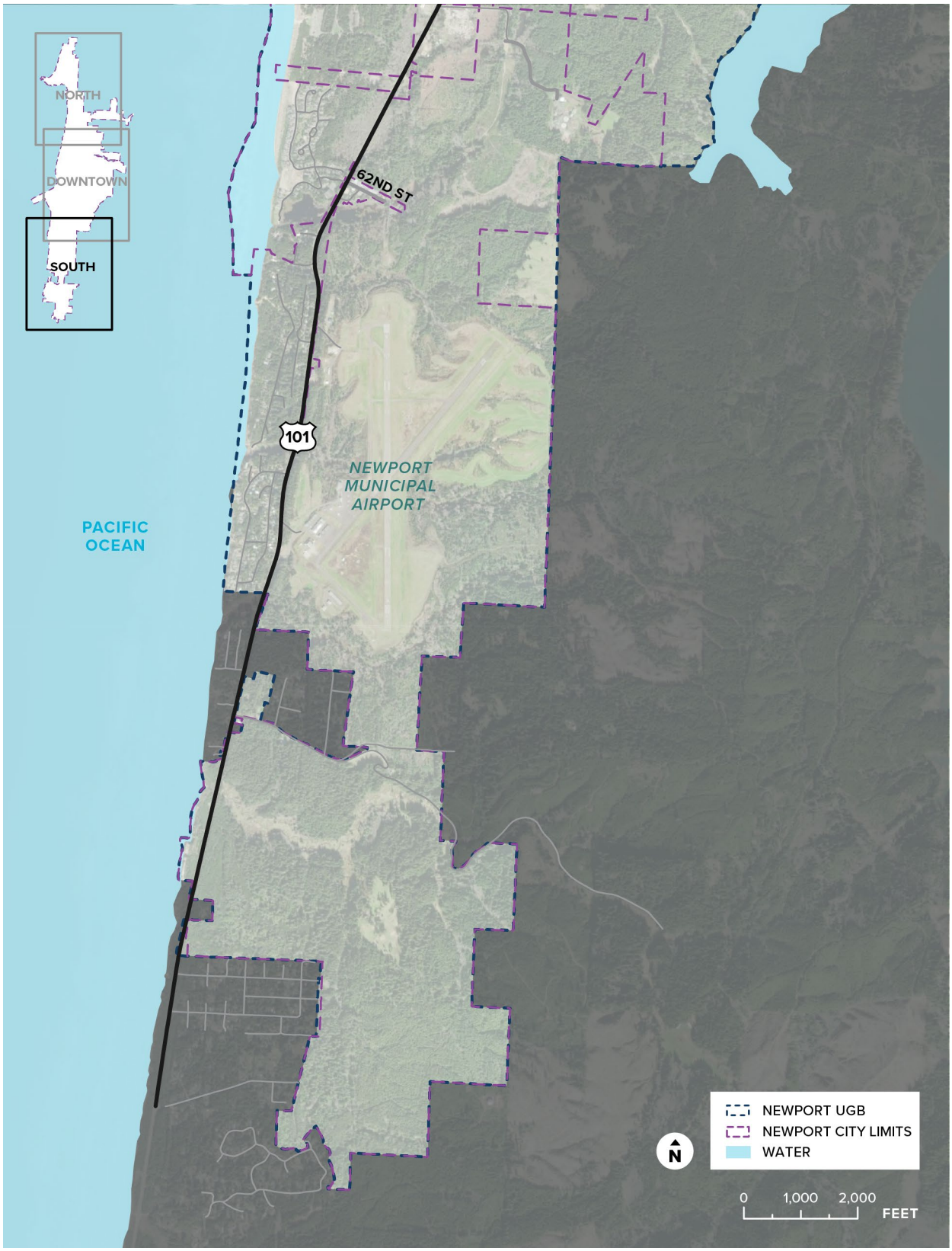
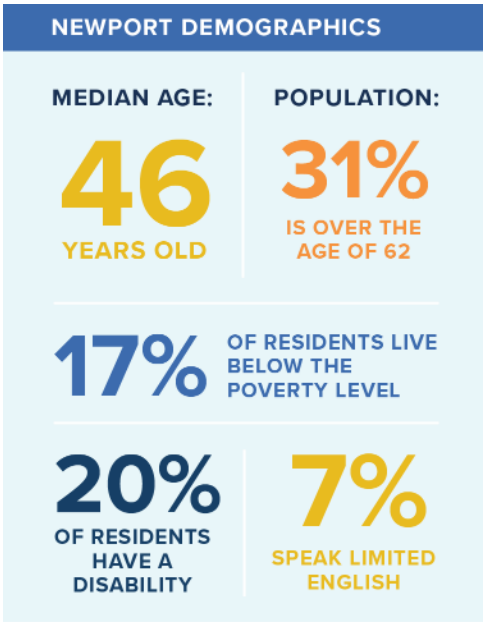


FIGURE 3: KEY TRANSPORTATION FACILITIES (SOUTH)



Residents of Newport have a median age of 46 years and just over half, 51%, of all residents are within the peak working age range. Also shown in Figure 4, about one-third (31 percent) of the population is over the age of 62. The City has similar demographics with the rest of Lincoln County in terms of the share below the poverty income level, 17 percent, and people with disabilities, 20 percent, while 7 percent speak limited English. These demographics are significantly different from those of the State, with the City accounting for a 10 percent larger share of residents aged over 62 and up to a 5 percent greater share of residents living below the poverty level, with a disability, or speaking limited English. The source for the Newport demographic data was taken from the American Community Survey, 2015 to 2019, as reported by the US Census Bureau.

FIGURE 4: KEY DEMOGRAPHICS



As growth continues in the City, it will likely to show a higher share of older residents choosing to retire on the coast compared to other areas of the State, which influences the likelihood of more residents living on limited retirement incomes or having a disability. The City will also likely continue to see younger people and families choosing to visit and live in Newport, and likewise will continue to see people of all ages and abilities walking, biking and using transit.

KEY TRANSPORTATION OPPORTUNITIES AND CHALLENGES

Newport faces the challenge of accommodating population and employment growth while maintaining acceptable service levels on its transportation network. The transportation system must accommodate highway through traffic, residents, and thousands of tourists who are here in the summer and over holiday weekends. With limited funding for transportation improvements, and built and natural environment challenges, the City must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the City and everyone who travels in it. Some of the key transportation opportunities and challenges in the City are summarized below, with more details provided in Chapter 3 of this TSP.

US 101 and US 20

U.S. Highway 101 (US 101) and U.S. Highway 20 (US 20) are the backbone of Newport's transportation network. US 101 runs north and south through the City, connecting coastal communities along the entire west coast of the United States, while US 20 runs east and west through the City, connecting it to Corvallis, Interstate 5 and eventually Boston, Massachusetts 3,365 miles to the east. These roadways intersect in the downtown area forming one of the most complex intersections in the City. These statewide highways serve as designated freight routes along all of US 20 and the northern portion of US 101, specifically the section north of US 20 which serves the primary commercial centers. Because these highways carry the highest levels of traffic

in the city, they present many great opportunities, but also bring many challenges. Each day these highways bring thousands of visitors and economic opportunities for the City. These visitors often arrive in a mix of large recreation vehicles or towing trailers that must traverse narrow and busy sections of streets through the City. These highways were designed and built in an era that focused on serving motor vehicle traffic, and they lag behind ODOT's current vision of a complete multimodal street facility. As a result, this creates conflicts with parked vehicles, and often leads to uncomfortable and difficult walking and biking conditions for residents and visitors along and across these highways.

Downtown

US 101 runs through Newport's downtown area and the historic heart of the City, spanning both sides of US 101 between US 20 and Yaquina Bay to the north and south, and Bayfront and Nye Beach neighborhoods to the east and west. The central city is an area where many of the properties are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings. The City established an urban renewal district in 2015 to generate funding to revitalize the area and is considering how the transportation system can be redefined to catalyze economic development and provide infrastructure needed to support additional density. The downtown area is home to many shopping, dining, cultural, and City service establishments and has emerged as a destination for residents and visitors alike. The increased energy draws many people who walk, ride bikes and take transit to and from nearby neighborhoods and along and across streets throughout downtown. Many more people drive vehicles and park within the area, and then walk or bike. Streets will need to be repurposed and reimagined to complement the street side activity, support desired economic development and balance the expected uptick in travel among all travel modes.

Yaquina Bay Bridge

Just to the south of Newport's downtown area is Yaquina Bay and the iconic Yaquina Bay Bridge. Here the structure serves US 101 and spans 3,223 feet across Yaquina Bay. It opened in 1936 and provides the only crossing of Yaquina Bay and connection to the South Beach area of the City and its major employment and recreational destinations. With one travel lane in each direction, today the bridge carries nearly 17,000 motor vehicles per day during the summer and 14,000 per day during an average weekday. With narrow roadway-adjacent walkways and no separated bicycle facilities, the crossing is often uncomfortable and challenging for pedestrians and bicyclists.

In 2013, ODOT placed weight limit restrictions on this bridge considering the degraded maintenance conditions of the structure, particularly as it relates to seismic events. This weight limitation was intended to prolong the effective service life of the bridge before major reconstruction would be required. The current estimate for replacing the bridge exceeds $200 million. Given the uncertainty of the bridge's viability long-term, the Newport City Council requested a statement from ODOT regarding their plans for this facility. In a letter dated February 4, 2021, the ODOT Director responded and indicated that the Yaquina Bay Bridge is on their Seismic Resilience Plan, and a specific date for funding major construction is uncertain at this time. However, the letter did also indicate that based on their understanding to date, retaining the bridge

essentially in its current location would be the preferred option to minimize environmental, engineering and community impacts.

Nye Beach

Nye Beach was named for John Nye who claimed a 160-acre parcel in 1866. In the 1880's the property was purchased by Sam Irvin, and in the 1890's the "summer people" began coming to Newport Beach in large numbers. They came by train to Yaquina Bay, where the railroad ended, then by ferry boat to the Bayfront, and finally by the boardwalk built in 1891 to connect the Bayfront with Nye Beach.

Today, Nye Beach has become a mixed-use neighborhood with direct beach access anchored by Performing Arts and Visual Art Centers. Commercial development is concentrated along Beach Drive and Coast Street, both of which include streetscape enhancements that encourage a dense pedestrian friendly atmosphere. This area includes a mix of retail, dining, lodging, professional services, galleries, single family homes, condominiums, long term and short-term rentals.

Bayfront

A working waterfront with a mix of tourist-oriented retail, restaurants, fish processing facilities (e.g. Pacific Seafood), and infrastructure to support the City's commercial fishing fleet. The Port of Newport is a major property owner, and a boardwalk and fishing piers provide public access to the bay. The area is terrain constrained, with steep slopes rising up from commercial sites situated along Bay Boulevard.

South Beach

Nestled on the south side of the Yaquina Bay Bridge, Newport's South Beach provides a mix of regional institutions, recreational facilities, neighborhoods, and retail businesses, including the popular Oregon Coast Aquarium, Hatfield Marine Science Center, OMSI's Camp Gray, Oregon Coast Community College, Newport Municipal Airport, and the Port of Newport's South Beach Marina and RV Park. The City's largest residential planned development is also located in South Beach, known as the "Wilder" community.

Natural Hazards

As an Oregon coastal city, Newport is at risk from a variety of natural hazards that should be considered in developing a Transportation System Plan to reduce risks to public health, facilitate emergency evacuation and prolong the serviceable life cycle of transportation infrastructure.

The first category of hazard is the tsunami events that follow earthquakes. The impacts on the Oregon coastline for a range of potential major earthquake events has been studied extensively by Oregon Department of Geology and Mineral Industries (DOGAMI), which is the best source of information for identifying areas that may be subject to tsunami inundation. The City and State have taken actions to prepare for these events, including developing emergency response and evacuation routes, and designating evacuation assembly areas. Establishing resilient transportation facilities and bridges along these routes is a critical element to facilitate the movement of people

during these emergency situations. The tsunami inundation and assembly areas in Newport can be found in the Appendix, Technical Memo #5, Existing Conditions.

Landslides and bluff erosion also present significant challenges to maintaining a stable foundation for roads and structures. The soil composition in many beach areas require special design considerations to adequately treat storm drainage and runoff to mitigate against degrading soil conditions. These design treatments are commonly applied in designated areas such as Agate Beach, which has experience chronic bluff erosion in recent years.

PURPOSE OF THE TSP

The TSP is a long-range plan to guide future transportation investments for the next 20 years and beyond within the Urban Growth Boundary (UGB). It is a key resource for implementing transportation system improvements that address current deficiencies and will also serve expected local and regional growth, and ensure that they align with the community's goals, objectives, and vision for the future. This TSP was developed through community and stakeholder input and is based on the transportation system's needs, opportunities, and anticipated available funding. The requirements of a TSP are summarized in Figure 5.

FIGURE 5: REQUIREMENTS OF A TRANSPORTATION SYSTEM PLAN

REQUIREMENTS OF A TSP

A TSP is required by the State of Oregon Transportation Planning Rule (TPR). Oregon Administrative Rule 660-012-0015 defines the primary elements of a TSP. The TPR requires that a city TSP includes the following components:

1. Comprehensive understanding of the existing multimodal transportation system that serves the city and how well that system performs its expected function today
2. Reasonable basis for estimating how the city and the surrounding region might grow in its population and employment over the next 20 or more years
3. Evaluation of how the expected growth could change system performance
4. Goals, policies and transportation system improvements that address community multimodal transportation needs
5. Understanding of the on-going funding required to build and maintain the transportation system as the city grows

In compliance with State requirements, the City of Newport updated their 2012 TSP. This latest update provides a plan for the City to support the transportation needs from land use growth within the UGB through the 2040 planning horizon. The City's UGB is shown earlier in Figure 1. The UGB is a land use planning line to control urban expansion and promote the efficient use of land, public facilities, and services. Land inside the UGB supports urban services such as roads, water and sewer systems, parks, schools and fire and police protection. This boundary also supports 20-years' worth of population and employment growth, of which cities must plan for urban services.

The TSP is the City's tool for planning transportation infrastructure for all modes within the UGB. This TSP will be used by the City to make strategic decisions about transportation system investments and will be instrumental in supporting grant applications to fund future projects, and ensuring projects are built in coordination with land use actions and future development.

SETTING DIRECTION FOR THE PLAN

A transportation vision, and set of goals, objectives, and evaluation criteria (see Figure 6) were used to guide the project team in the development, evaluation, and prioritization of solutions that best fit the community and provided the basis for policies to support Plan implementation. They were established with guidance from the Newport City Council and Planning Commission, Project Advisory Committee (PAC) and general public.

Collectively, the transportation-related goals, objectives, and evaluation criteria describe what the community wants the transportation system to do in the future, as summarized by a vision statement. A vision statement generally consists of an imaginative description of the desired condition in the future. It is important that the vision statement for transportation align with the community's core values.

Goals and objectives create manageable stepping stones through which the broad vision statement can be achieved. Goals are the first step down from the broader vision. They are broad statements that should focus on outcomes, describing a desired end state. Goals should be challenging, but not unreasonable. Each goal must be supported by more finite objectives. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing objectives, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

The solutions recommended through the TSP must be consistent with the goals and objectives. To accomplish this, evaluation criteria based on the goals and objectives were developed. For the Newport TSP, they were used to inform the selection and prioritization of projects and policies for the plan by describing how well they support goal areas.

FIGURE 6: DIRECTION FOR THE PLAN

VISION FOR THE PLAN

VISION STATEMENT

Travel to and through Newport is safe and efficient, with convenient options available for everyone. Investments in the transportation system are made in a cost-effective manner and respect the City's resources. The system supports local business activity, and all streets, including US 101 and US 20, complement a vibrant streetscape environment where people stop and visit and can travel by all modes safely and comfortably.

GOAL 1 **SAFETY**

Improve the safety of all users of the system for all modes of travel.

Objectives:

- Reduce the frequency of crashes and strive to eliminate crashes resulting in serious injuries and fatalities.
- Proactively improve areas where crash risk factors are present.
- Improve the safety of east-west travel across US 101.
- Improve the safety of north-south travel across US 20.
- Apply a comprehensive approach to improving transportation safety that involves the five E's (engineering, education, enforcement, emergency medical services, and evaluation).

GOAL 2 **MOBILITY AND ACCESSIBILITY**

Promote efficient travel that provides access to goods, services, and employment to meet the daily needs of all users, as well as to local and regional major activity centers.

Objectives:

- Support expansions of the local and regional transit network and service.
- Support improvements that enhance mobility of US 101 and US 20.
- Manage congestion according to current mobility standards.
- Support transportation options and ease of use for people of all ages and abilities.
- Ensure safe, direct, and welcoming routes to provide access to schools, parks, and other activity centers for all members of the community, including visitors, children, people with disabilities, older adults, and people with limited means.
- Provide an interconnected network of streets to allow for efficient travel.

GOAL 3 **ACTIVE TRANSPORTATION**

Complete safe, convenient and comfortable networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.

Objectives:

- Continuously improve existing transportation facilities to meet applicable City of Newport and Americans with Disabilities Act (ADA) standards.
- Provide walking facilities that are physically separated from auto traffic on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide low-cost improvements to enhance walking and biking on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide safe street crossing opportunities on high-volume and/or high-speed streets.
- Provide walking access to transit routes and major activity centers in the City.
- Work to close gaps in the existing sidewalk network.
- Provide biking facilities that are comfortable, convenient, safe and attractive for users of all ages and abilities on or near all arterials and collectors, and streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide biking access to transit routes, major activity centers in the City, and regional destinations and recreational routes.

GOAL 4 **GROW THE ECONOMY**

Develop a transportation system that facilitates economic activity and draws business to the area.

Objectives:

- Support improvements that make the City a safe and comfortable place to explore on foot.
- Manage congestion along freight routes according to current mobility standards.
- Provide safe, direct, and welcoming routes between major tourist destinations in Newport.

GOAL 5 **ENVIRONMENT**

Minimize environmental impacts on natural resources and encourage lower-polluting transportation alternatives.

Objectives:

- Support strategies that encourage a reduction in trips made by single-occupant vehicles.
- Minimize negative impacts to natural resources and scenic areas, and restore or enhance, where feasible.
- Support facility design and construction practices that have reduced impacts on the environment.

GOAL 6 **SUPPORT HEALTHY LIVING**

Support options for exercise and healthy lifestyles to enhance the quality of life.

Objectives:

- Develop a connected network of attractive walking and biking facilities, including off-street trails, which includes recreational routes as well as access to employment, schools, shopping, and transit routes.
- Provide active transportation connections between neighborhoods and parks/open spaces.
- Provide for multi-modal circulation on-site and externally to adjacent land uses and existing and planned multi-modal facilities.

GOAL 7 **PREPARE FOR CHANGE**

Ensure that the choices being made today make sense at a time when Newport is growing, and the transportation industry is rapidly changing.

Objectives:

- Anticipate the impacts and needs of connected and automated vehicles.
- Seek to supplement traditional transportation options with more emphasis given to walking, biking, and transit and consideration for new alternatives such as car sharing, bike sharing, driverless vehicles, ride sourcing, and micro-mobility.
- Explore opportunities to partner with state, regional, and private entities to provide innovative travel options.

GOAL 8 **FISCAL RESPONSIBILITY**

Sustain an economically viable transportation system.

Objectives:

- Improve transportation system reliance to seismic and tsunami hazards, extreme weather events, and other natural hazards.
- Identify and develop diverse and stable funding sources to implement transportation projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.
- Preserve and maintain existing transportation facilities to extend their useful life.
- Seek to improve the efficiency of existing transportation facilities before adding capacity.
- Ensure that development within Newport is consistent with, and contributes to, the City's planned transportation system.

GOAL 9 **WORK WITH REGIONAL PARTNERS**

Partner with other jurisdictions to plan and fund projects that better connect Newport with the region.

Objectives:

- Coordinate projects, policy issues, and development actions with all affected government agencies in the area.
- Build support with regional partners for the improvement of regional connections.

SUPPLEMENTAL STRATEGIES

In addition to the goals and objectives outlined above, a set of supplemental strategies and guidelines were developed to address specific issues of concern within the Commercial Core and the Agate Beach areas of the City. The Commercial Core area is also commonly referred to as the Downtown. The strategies are extensions of the citywide goals and objectives to provide adequate depth and context for addressing the unique issues within these areas.

Commercial Core

- Consider improvements that enhance the safety of US 101 and US 20 and their intersections through the Commercial Core.
- Explore options for alternative highway routing through the Commercial Core.
- Consider options to meet the future capacity needs of the Yaquina Bay Bridge.
- Explore options for improved pedestrian and bicycle facilities across Yaquina Bay.
- Explore options for safe crossing opportunities of US 101 and US 20 in the Commercial Core.
- Consider streetscape improvements that define and enhance the character of the Commercial Core and serve as attractive gateways.
- Support the economic vitality of businesses in the Commercial Core by making multi-modal access safer, more convenient and more attractive.

Agate Beach

- Provide options for local street sections that consider the stormwater management needs of the Agate Beach area.
- Plan for local street connections adjacent to existing coastal routes given future erosion concerns.
- Evaluate safe crossing opportunities of US 101 in Agate Beach.
- Upgrade vehicle access onto US 101 to correct substandard conditions.
- Explore options to provide pedestrian and bicycle facilities on US 101 in Agate Beach.
- Explore options for a connection for pedestrians and bicyclists in Agate Beach to areas further south in the City.

PERFORMANCE BASED PLANNING PROCESS

The TSP utilizes a performance-based planning process. The community vision is distilled into the measurable goals and supporting objectives. These goals and objectives were used to identify evaluation criteria to help evaluate potential projects and to measure long-term alignment between Newport's transportation system and the community's vision of this system. The plan process is illustrated below in Figure 7, along with the key questions that were considered during three development stages of the TSP.

FIGURE 7: PERFORMANCE BASED PLANNING PROCESS

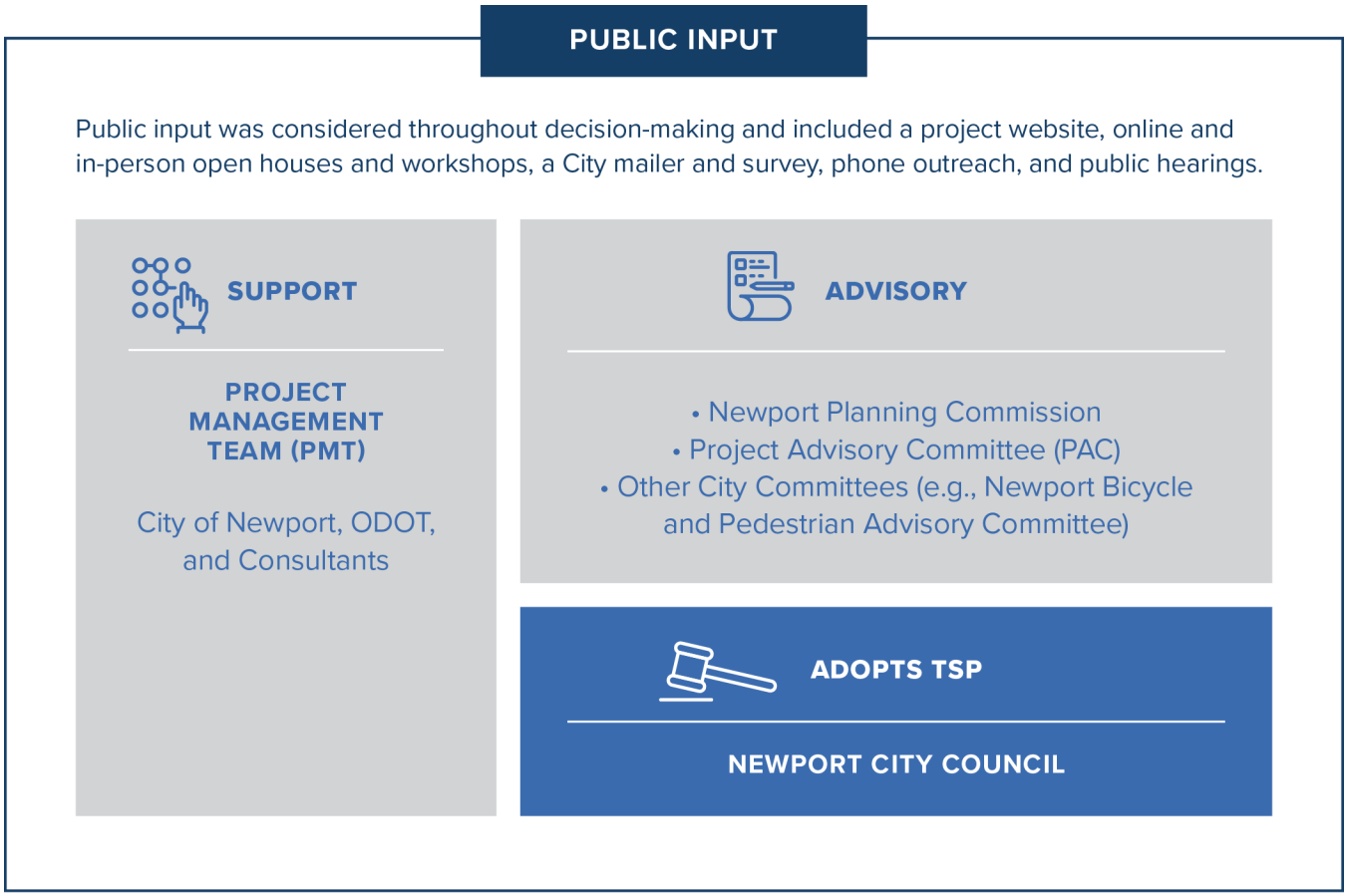
DECISION MAKING STRUCTURE

The decision-making structure for this TSP was developed to establish clear roles and responsibilities throughout the project. The decision-making structure (Figure 8) established a framework for broad-based community engagement for the project.

As the TSP was developed, the Project Management Team (PMT) worked with a Project Advisory Committee (PAC) that included local committee, neighborhood, and business representatives, emergency service providers, and agency staff members from the City of Newport, Lincoln County, and the Oregon Department of Transportation. The PAC was formed to provide community-based recommendations, and informed and guided the plan by reviewing draft deliverables, providing insight into community perspectives, commenting on technical and regulatory issues, and providing recommendations for the TSP.

The City Council and Planning Commission for Newport were all briefed on the development of this TSP throughout the process. The City Council made all final decisions pertaining to this TSP. The PMT made recommendations to the City Council based on technical analysis and community input.

FIGURE 8: NEWPORT TSP ROLES AND RESPONSIBILITIES



PUBLIC AND STAKEHOLDER ENGAGEMENT

The strategy used to guide stakeholder and public involvement throughout the TSP update reflects the commitments of the City of Newport and the Oregon Department of Transportation (ODOT) to carry out public outreach that provided community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within the City and UGB.

Public outreach was conducted between November 2020 and August 2021 to share information about the TSP project. Community members, stakeholders, and other interested parties were invited to share their ideas and feedback about how people currently get around, what can be improved, and to solicit feedback on transportation projects. Feedback received through this outreach helped the City and its consultants address planned growth and the evolving transportation needs of residents. Feedback was also used to develop a list of transportation projects to be included in this TSP.

The Public and Stakeholder Involvement Strategy for the TSP (included in Appendix A) considered the demographic makeup of the area to inform outreach activities. Considering the COVID-19 pandemic, the project team adapted to provide several engagement opportunities (virtual, in-

person, by phone and by mail) to enable community members to safely participate and provide meaningful input. Approximately 970 people were engaged through a variety of outreach opportunities. These opportunities are summarized in Figure 9. These engagement opportunities were promoted through social media posts, updates on the City and project websites, postcards mailed to residents within the City, emails sent to interested parties, stakeholders, and community organizations, and press releases. In addition, a virtual workshop was held with Spanish-speaking community members.

FIGURE 9: PUBLIC AND STAKEHOLDER ENGAGEMENT FACTS

SUMMARY OF COMMUNITY FEEDBACK

Overall, the respondents wanted to see improvements to Newport's transportation system that will benefit all residents and visitors, with a particular focus on the safety and circulation for the walking, biking and transit modes of travel. There was also a strong call for linking the transportation improvements to the city's land use and redevelopment opportunities. A complete summary of the outreach efforts can be found in the Appendix, Newport TSP Outreach Summary.

Common themes:

- Pedestrian and bicyclist safety throughout the City
- Increased bus/transit/shuttle options
- Interest in improving traffic flow and reducing congestion, for through travelers and local users
- Parking improvements, especially in the downtown area
- Traffic speeding enforcement
- Preserve/rebuild the Yaquina Bay Bridge in the same location
- Strong support for emerging technology such as electric vehicle (EV) charging stations, parking solutions and solar power

AUGUST 2021 WORKSHOP WHERE PEOPLE COULD TALK TO STAFF AND PROVIDE INPUT ON PROJECTS

TECHNICAL DEVELOPMENT

Figure 10 illustrates the technical tasks involved in updating the TSP. These are categorized in three major stages: the first to understand system needs and constraints, the second to develop solutions, and the third to prepare and adopt the plan. Community input guided the TSP development through all stages.

LEARN & UNDERSTAND	ANALYZE & EVALUATE	RECOMMEND / ADOPT
• Introduce project to stakeholders. • Evaluate existing conditions and future growth trends. • Discuss community values and transportation goals. • Develop performance measures and evaluation. • Coordinate with state and regional plans.	• Determine future conditions. • Develop alternative solutions for all modes of travel. • Evaluate and refine draft solutions with the community.	• Identify preferred alternatives. • Develop draft plan for public review. • Hold public meetings with city boards, commissions and council. • City Council adopts TSP.

Chapter 3: Newport Today and Tomorrow

This chapter identifies the needs for the Newport transportation system. The needs reflect where the transportation system can better accommodate the desired activities of the community. Needs were determined based on a comprehensive multimodal existing conditions analysis and projecting future conditions through the planning horizon (2040) based on assumed growth in households and employment.

LAND USE AND TRANSPORTATION

Land use is a key component of transportation system planning. Where people live and where they go to work, shop, or access services has a big impact on how they get around and the demands they place on the transportation system.

Household and employment information is used as the basis for estimating future transportation activity in Newport. Figure 11, Figure 12, and Figure 13 summarize where household growth is expected, and Figure 14, Figure 15, and Figure 16 summarize where employment growth is expected through 2040 (see Technical Memorandum #6 in the Appendix for more information). High housing growth is concentrated around Newport's urban fringe including in northern Newport along US 101, Big Creek Park, Newport Middle School, in eastern Newport between US 20 and Yaquina Bay Road, and near the Oregon Coast Community College.

High employment growth is concentrated near Avery Street, the Lincoln County Fairgrounds, the Port of Newport, the South Beach area, Oregon Coast Community College, the Newport Airport, and the Holiday Beach area. Moderate employment growth is also expected along US 101 and in Newport's downtown area.

FIGURE 11: NEWPORT HOUSEHOLD GROWTH (NORTH)

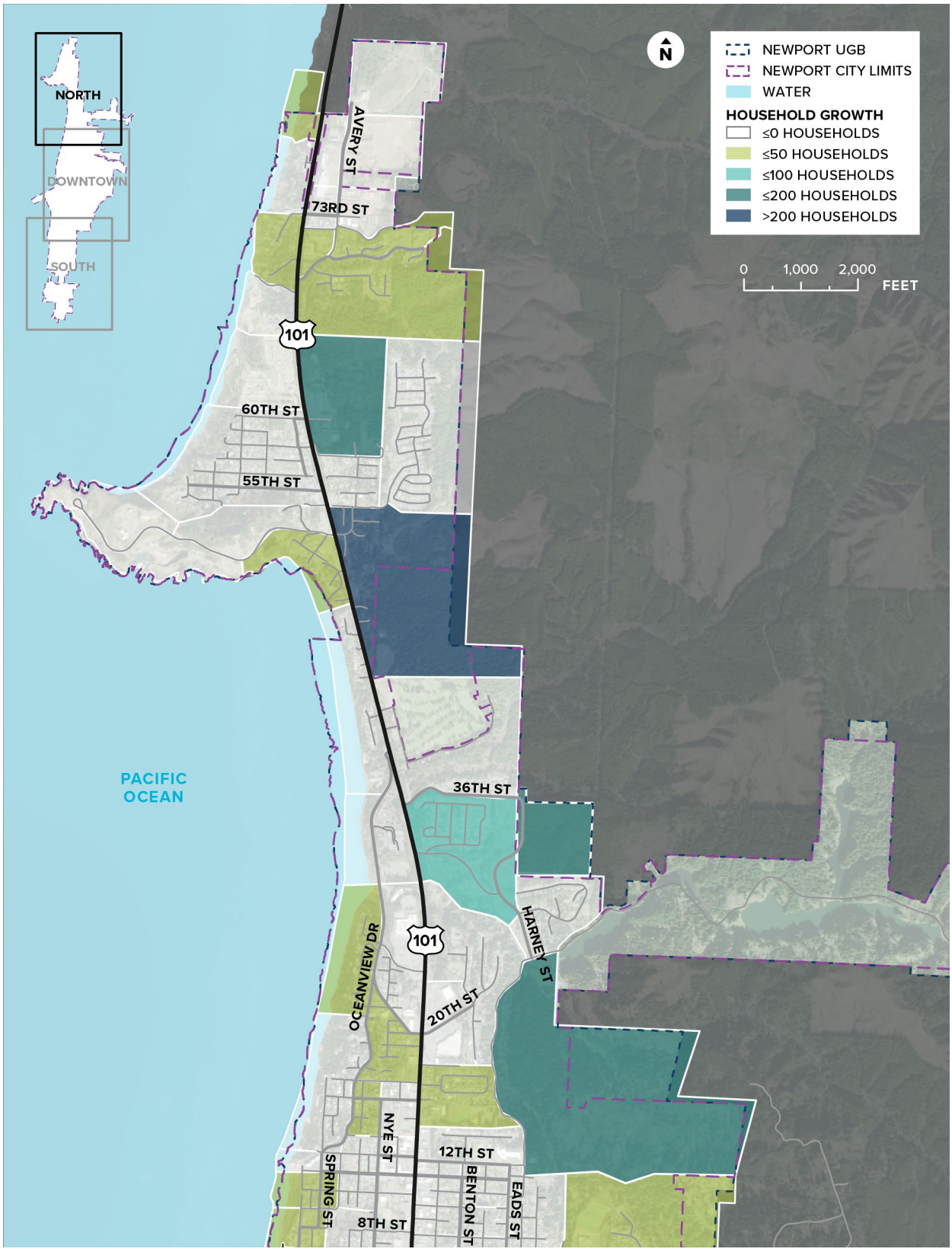


FIGURE 12: NEWPORT HOUSEHOLD GROWTH (DOWNTOWN)

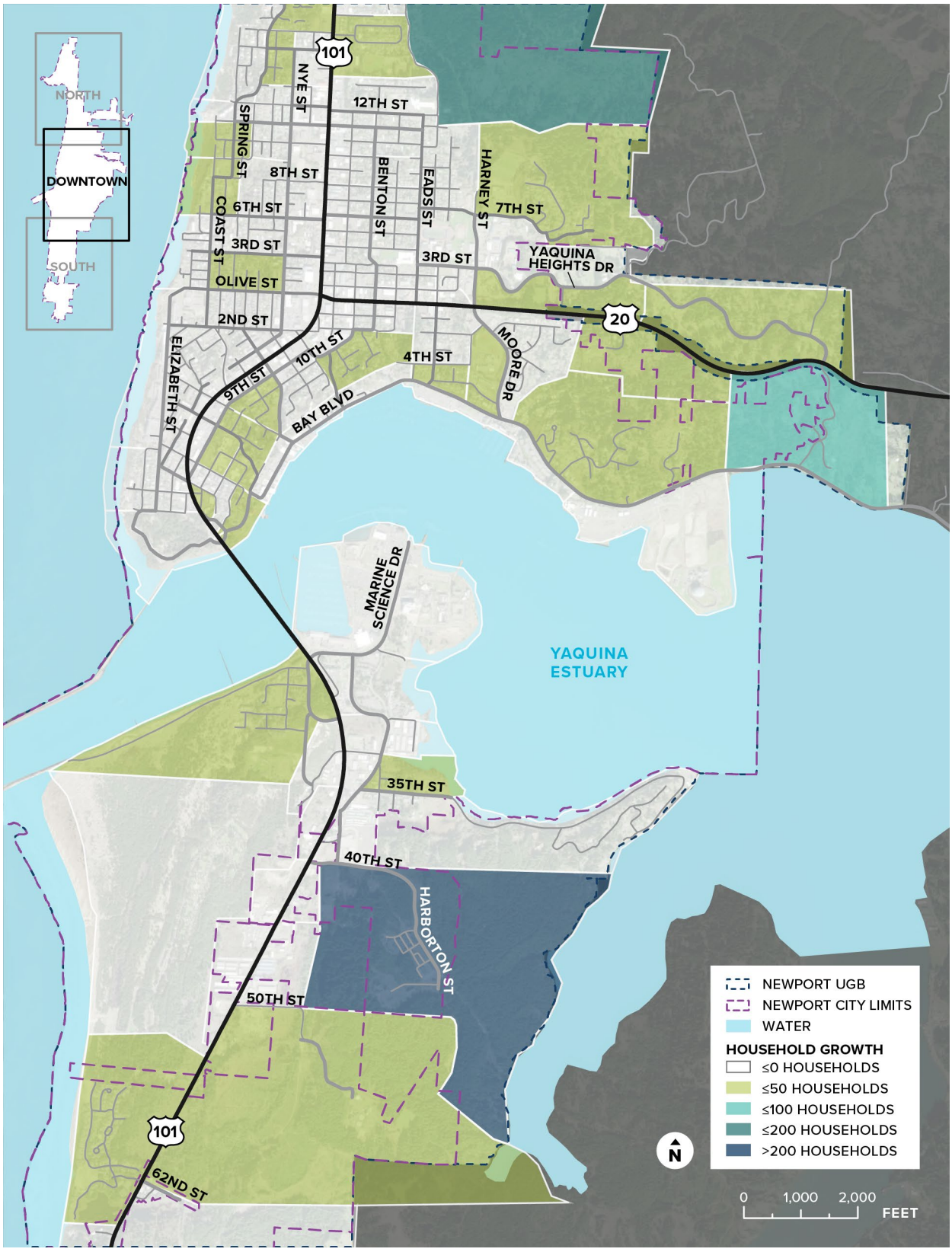


FIGURE 13: NEWPORT HOUSEHOLD GROWTH (SOUTH)

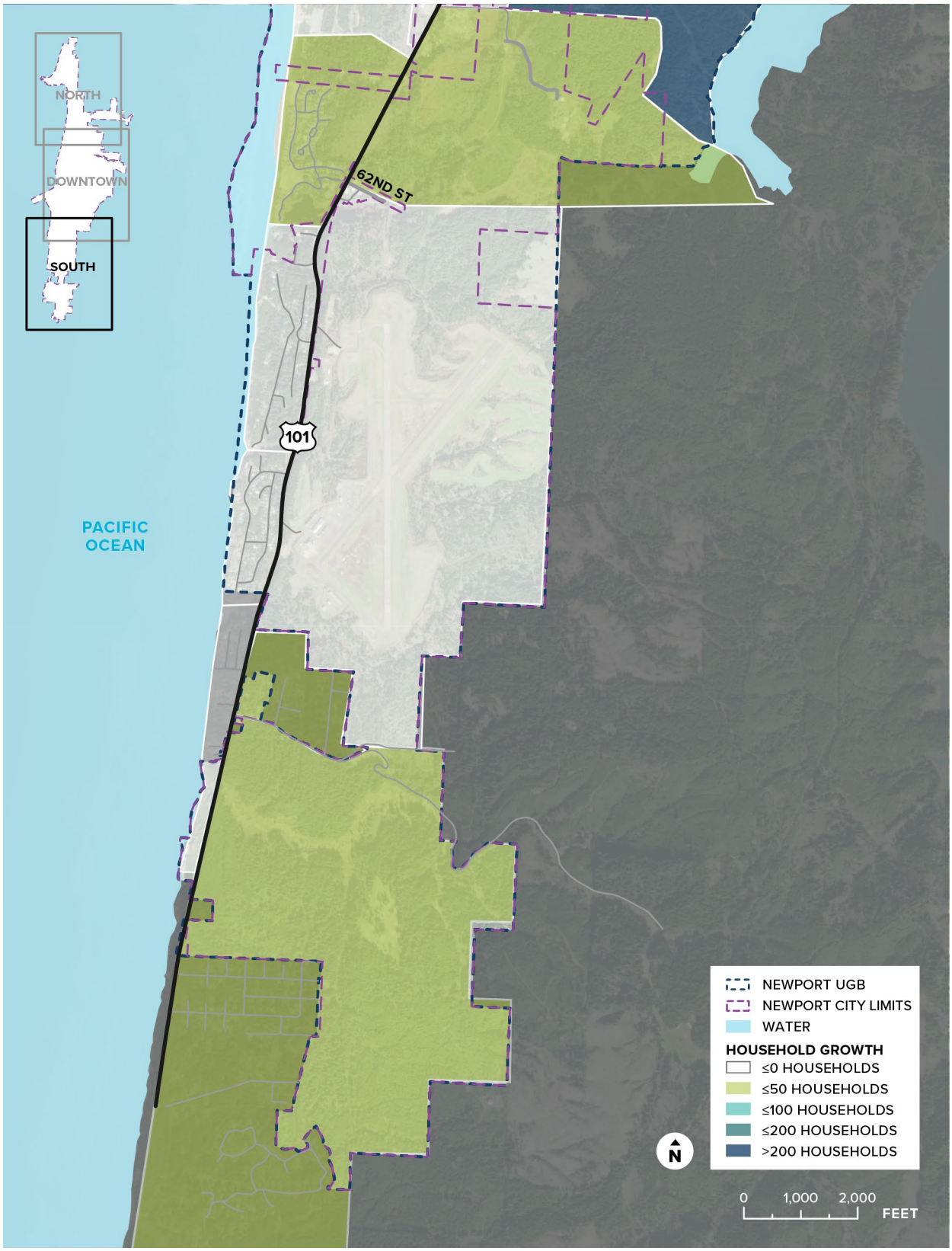


FIGURE 14: NEWPORT EMPLOYMENT GROWTH (NORTH)

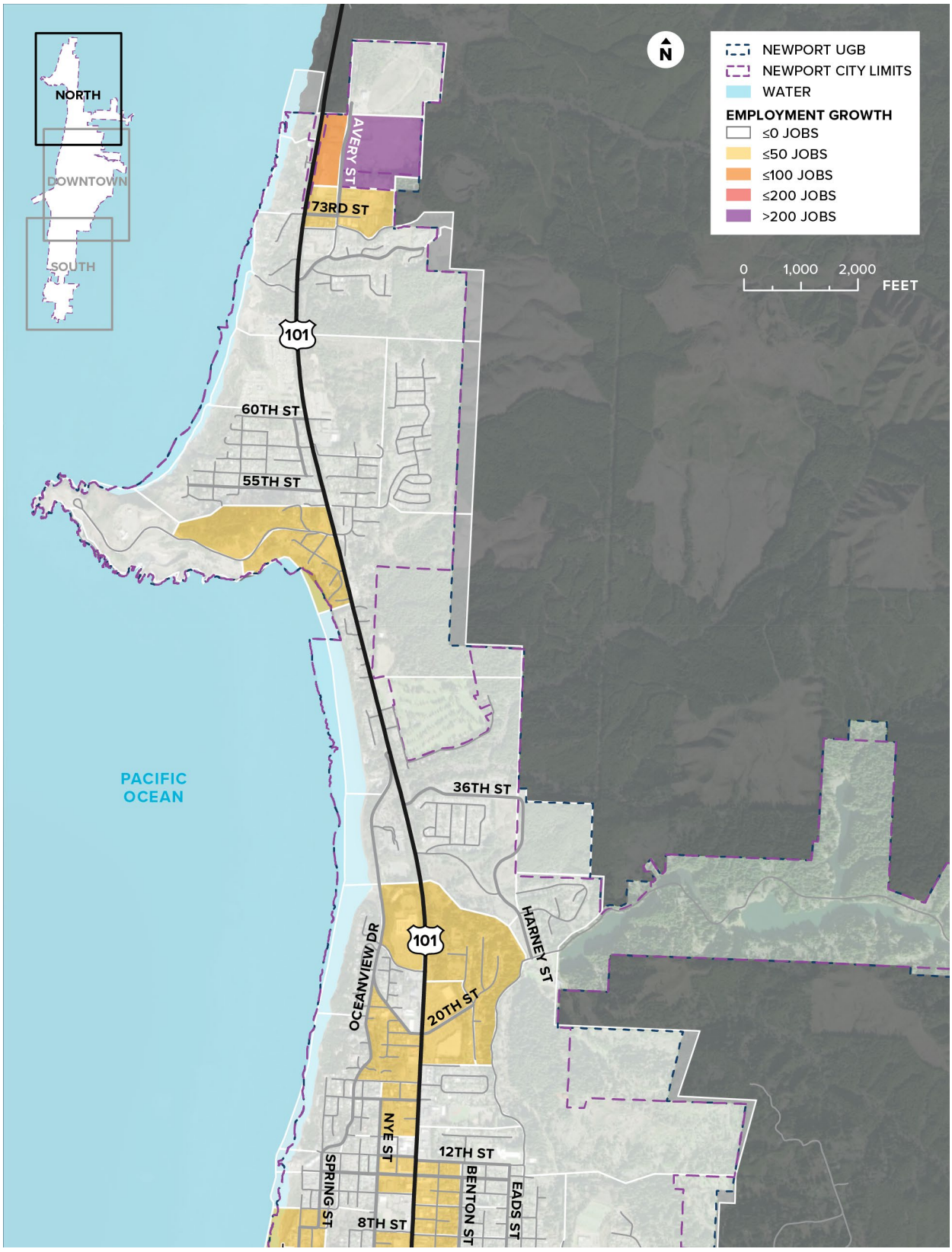


FIGURE 15: NEWPORT EMPLOYMENT GROWTH (DOWNTOWN)

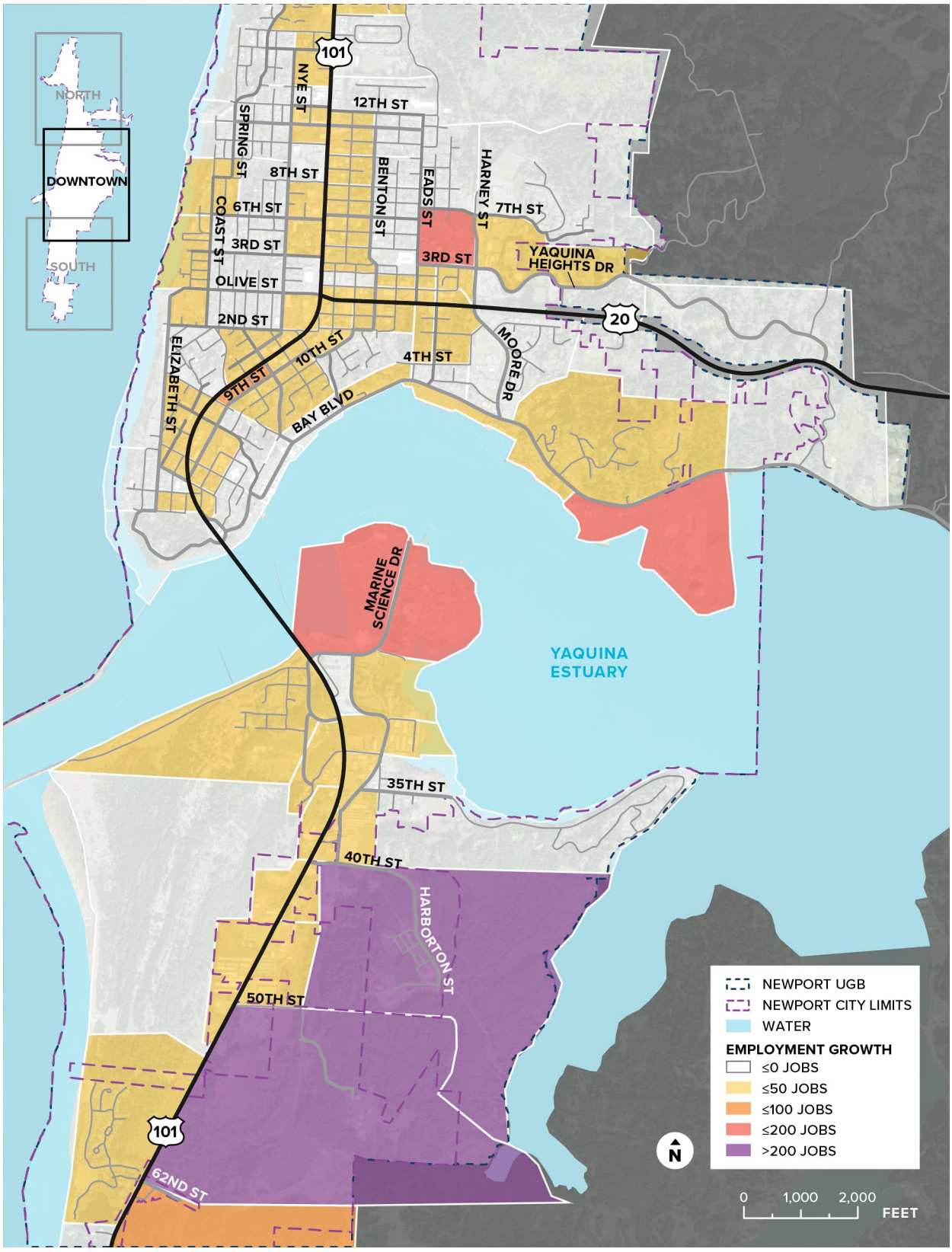
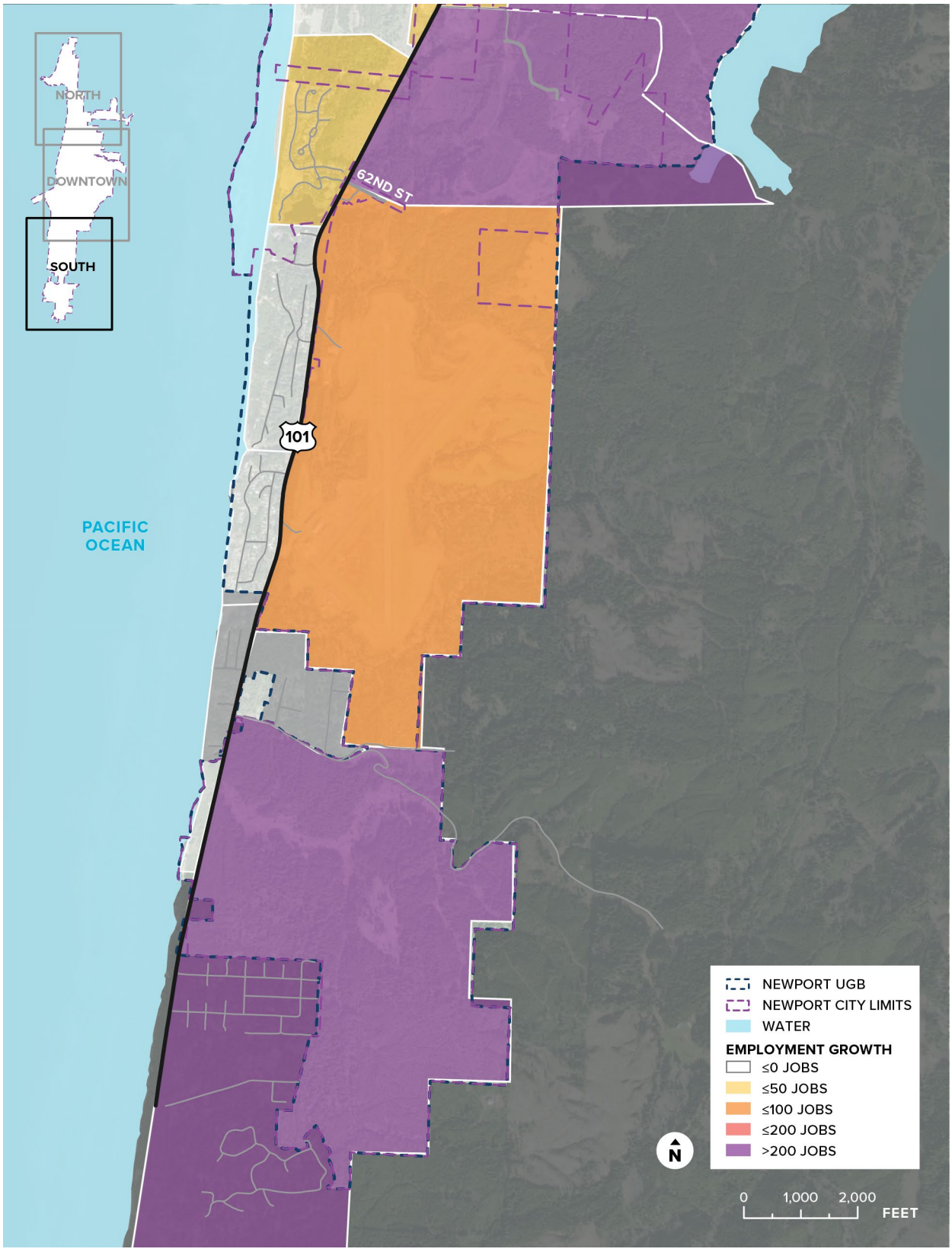


FIGURE 16: NEWPORT EMPLOYMENT GROWTH (SOUTH)

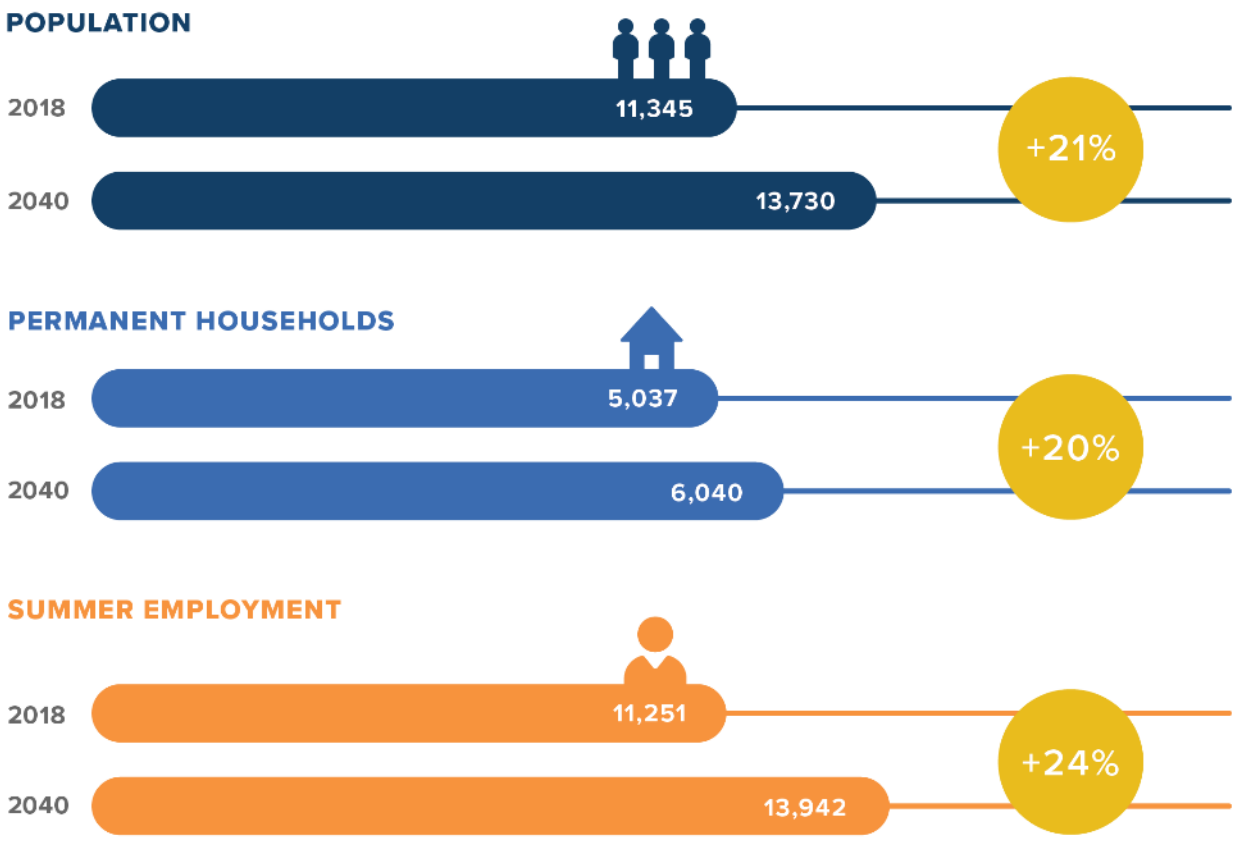


POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH

As growth continues to the year 2040, the demands on the City's transportation system will be influenced by changes in population, housing, and employment. These changes in travel demands will require better ways to manage the system, more choices for getting around, and targeted improvements to make the system safer and more efficient.

As shown in Figure 17, Newport is expected to add about 2,385 more people[1] living here by 2040. For travel forecasting purposes, the population and employment during the average summer weekday is used, which typically have higher levels than the off-season. In the City, for example, the population of 10,125 rises to 11,345 during that period. By 2040 that summertime population is expected to be 13,730. This includes an expected 1,003 new households by 2040, for a total of 6,040. Newport's current summertime average employment of 11,251 is estimated to increase to 13,942, with 2,691 more jobs in the UGB by 2040 (see Figure 17).

FIGURE 17: NEWPORT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH TRENDS



SOURCE: NEWPORT TRAVEL DEMAND MODEL

[1] The 2017 Portland State University population forecast for Newport including its Urban Growth Boundary expansion was 2,385 more people. The 2021 PSU report showed a lower growth total of 547.

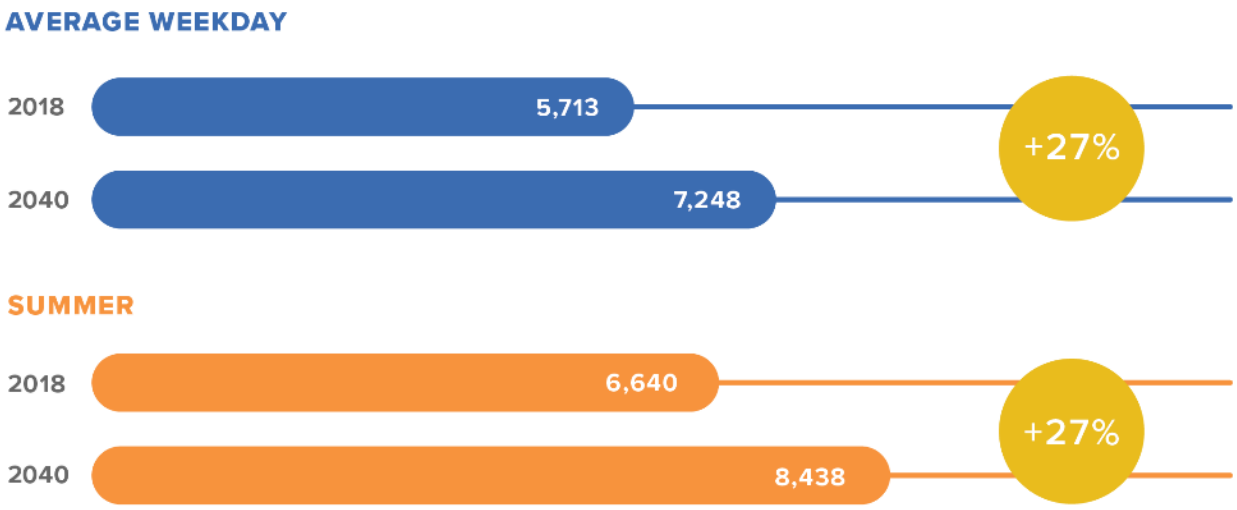
TRAVEL DEMANDS

The number of people who choose to walk, bike, ride transit or drive and the distances they travel is important for assessing how well existing transportation facilities serve the needs of users. Available data on travel mode choice, travel demand and trip length are used to better understand travel behavior in the community and inform the needs analysis for the transportation system.

Travel demands levels are influenced by the local housing and employment, seasonal visitors, and the amount of through traffic on the highway. Each of these components were considered in forecasting how current conditions in Newport will change by 2040. The increase in the number of local households and employees in the Newport UGB increases the overall number of trips generated. Figure 18 summarizes the total p.m. peak hour motor vehicle trip ends for the Newport UGB for year 2018 and year 2040. The number of vehicle trips is expected to grow by approximately 27 percent over this period if the land develops according to the land use assumptions during both an average weekday and the summer.

Being on the Oregon Coast, Newport is also impacted by a significant number of visitors and other regional travel on US 20 and US 101. This regional recreation-based travel significantly increases traffic volumes on these facilities in the summer months when compared to an average weekday. As shown in Figure 18, this tourism and recreational activity adds approximately 900 p.m. peak hour motor vehicle trip ends today (i.e., 5,713 during an average weekday versus 6,640 during the summer) and is expected to add 1,200 p.m. peak hour motor vehicle trip ends by 2040 within the Newport UGB, an increase of over 16 percent (i.e., 7,248 during an average weekday versus 8,438 during the summer).

FIGURE 18: NEWPORT VEHICLE TRIP ENDS (PM PEAK HOUR)



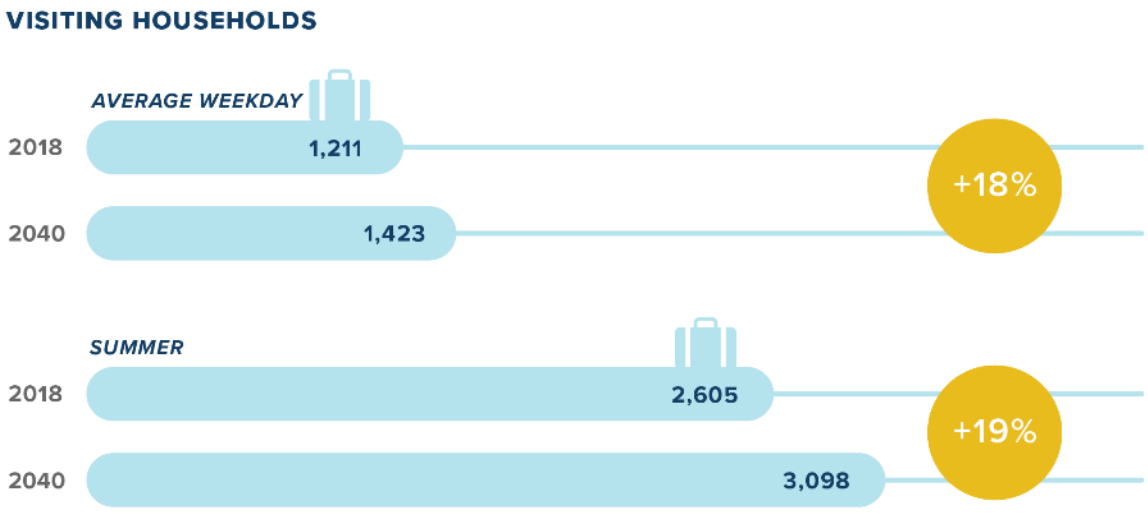
SOURCE: NEWPORT TRAVEL DEMAND MODEL

VISITING HOUSEHOLD TRIPS

Located within a two-hour drive from Albany, Corvallis, Eugene and Salem and a 3-hour drive from Portland, Newport is a desirable choice for getaways. Visitors arrive via US 20 and US 101 and often stay for extended periods, traveling to key attractions throughout the City. During the peak summer travel periods, more than 25,000 people may be in Newport at any time and motor vehicle volumes increase by as much as 45 percent on area roadways[2] compared to the winter months. These visitors are drawn to key lodging areas of the City including downtown, Nye Beach, Bayfront, South Beach and along US 101. Walking and biking is a popular travel choice for visitors among hotels or vacation rentals and the many destinations in the City, with most of the key lodging areas within a 30-minute walk or 10-minute bike ride north of Yaquina Bay. However, narrow sidewalks and lack of bike facilities on the Yaquina Bay Bridge creates a significant barrier for visitors to travel by these modes to tourist destinations located on the south side of Yaquina Bay.

Due to the importance of seasonal tourism on the Oregon Coast, the number of visiting households was also estimated. These visiting households stay in the City at area hotels and other short-term rentals. As shown in Figure 19, Newport is expected to accommodate 212 additional visiting households during an average weekday through 2040, from 1,211 today to 1,423 by 2040, an increase of 18 percent. As tourism increases during the summer, so does the number of visiting households. Today, the City accommodates 2,605 visiting households during the summer, or more than double the number during the average weekday. By 2040, Newport is expected to accommodate 493 additional visiting households during the summer, for a total of 3,098, an increase of 19 percent from today.

FIGURE 19: NEWPORT VISITING HOUSEHOLDS



SOURCE: NEWPORT TRAVEL DEMAND MODEL

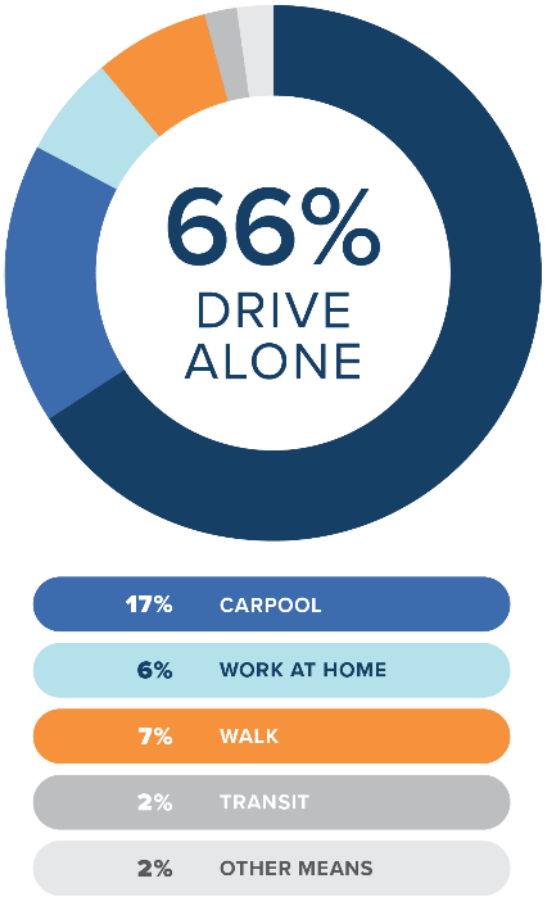
[2] Between January and August, average daily volumes on US 101 can vary by up to 45 percent of the annual average. In January, volumes are 20 percent below the annual average, and in August they are 25 percent above it.

COMMUTER TRIPS

Much of the traffic in Newport, especially during the more congested weekday peak periods, is related to employment. Approximately 70 percent of existing jobs in Newport are filled by people who live in another City[3]. Residents of Newport also contribute to travel between cities, with about 54 percent of employed residents commuting to employment locations outside of the City. Workers in Newport typically commute by single-occupant motor vehicle (about 66 percent), with about 7 percent of residents walking to work, and approximately 2 percent using transit (see Figure 20).

About 6 percent of employed residents in Newport worked from home pre-COVID, and that figure likely increased due to COVID-19. It is not yet known how many of those workers will continue to telework after the threat of COVID-19 passes, but it seems likely that a higher percentage of workers will continue teleworking, at least part time. Any increase in the remote work share will change the demand on streets. It is possible that we may see a decrease in the share of the workers that need to travel during the morning and evening peak commute times and may see an increase during off-peak times.

FIGURE 20: NEWPORT COMMUTER MODE SHARE



Source: US Census Bureau, 2015-2019 American Community Survey

COMMERCIAL ACTIVITY TRIPS

Area businesses also create demands on the transportation system. This includes customers purchasing goods and trucks servicing these businesses. Key areas of the City with commercial, retail or industry related activity includes downtown Newport, Port of Newport, historic Bayfront, Nye Beach, South Beach, and the US 101 and US 20 corridor. Residents within Newport's historic downtown core are typically within a five-minute drive, twenty-minute walk or seven-minute bike ride of these areas. Recent residential developments north of Agate Beach or in South Beach typically have limited neighborhood commercial opportunities and are located farther from Newport's historic downtown core which increases trip lengths and limits mode choices for residents of these areas. Trucks servicing these areas typically travel from major cities outside Newport and can travel over 60 miles from major distribution centers in the Willamette Valley and the I-5 corridor before using US 20 or US 101. Within Newport, freight traffic is common on US 101, US 20, Moore Drive, Bay Boulevard, and 73rd Street to serve the fishing industry, Port of Newport and businesses throughout Newport.

[3] US Census Bureau, OnTheMap. Home/Work Distance/Direction Analysis, 2018.

TRANSPORTATION SYSTEM FACTS

To address changing transportation needs within the UGB though 2040, the existing and future travel conditions were reviewed. The transportation system review documented the existing pedestrian, bicycle, transit, and motor vehicle infrastructure. It also identified shortfalls and limitations into how people can travel within the City (such as lack of bike lanes or sidewalks).

Figure 21 provides a summary of some of the existing transportation facilities in the City, with more details provided in the following sections. A complete summary of existing and future transportation conditions and needs can be found in Technical Memorandums #5 and #7 in the Appendix. Solutions for the transportation infrastructure that are determined to not maintain acceptable service levels for residents are identified in Chapter 6.

FIGURE 21: NEWPORT TRANSPORTATION SYSTEM FACTS

ROADWAY NETWORK

The existing transportation system in the UGB includes 89 miles of roadways. Two highways under State jurisdiction bisect the City, including US 101 and US 20. US 101 runs north-south through Newport, connecting coastal communities along the entire west coast of the United States, while US 20 runs east-west just north of the downtown area of the City, connecting it to Corvallis, Interstate 5 and eventually Boston, Massachusetts 3,365 miles to the east. These roadways intersect in the downtown area forming one of the most complex intersections in the City.

Key City streets that are adjacent to or intersect US 101 and US 20 include NE 73rd Street, NW 55th Street, Lighthouse/NE 52nd Street, NE 36th Street, NE Harney Street, SE Moore Drive, SE Bay Boulevard, SW Abalone Street, SE Marine Science Drive, SE Ferry Slip Road, 6th Street, SE 40th Street, Nye Street, Hurbert Street, Benton Street, and NW Oceanview Drive.

This TSP addresses vehicle speeds, vehicle flow, and safety for all users of streets in Newport. Traditionally, agencies have widened streets to respond to traffic congestion. But widening does not always work to reduce congestion in the long term. Widening is costly, has negative effects on adjacent properties, and makes the street even less safe and inviting for walking and biking. This TSP uses widening to add capacity as only the last option to respond to vehicle congestion issues. Instead, it generally emphasizes designing streets to slow vehicles and increase safety. The design of a street influences how a person drives more than the actual speed limit.

INTERSECTION OPERATIONS

Forecasted intersection operations were compared to currently adopted agency mobility targets to identify where significant congestion is likely to occur. Of the 20 study intersections, eight will not meet their respective mobility target during the 2040 design hour conditions. Nineteen of the study intersections met their mobility targets under existing conditions (2020); the intersection of US 101/US 20 is the only intersection that also exceeded its mobility target under existing PM peak hour conditions. All of the substandard intersections are on state highways and half are two-way stop control intersections. Increased traffic on US 101 will lead to excessive delay for left-turning traffic by 2040 at all unsignalized intersections, particularly during the summer peak.

Intersections that are expected to exceed mobility targets under the 2040 design hour conditions, include:

- US 101/73rd (stop controlled on side street)
- US 101/52nd (signalized intersection)
- US 101/Oceanview (stop controlled on side street)
- US 101/US 20 (signalized intersection)
- US 101/Angle (stop controlled on side street)
- US 101/Hurbert (signalized intersection)
- US 20/Benton (stop controlled on side street)
- US 20/Moore (signalized intersection)

Other Community Concerns

Additional intersection and roadway network concerns expressed by the community include congestion around NE Harney Street/SE Moore Drive due to school and County fairground traffic, limited access to the hospital from US 101, limited access and high delay travelling to and from residential neighborhoods whose only access is from US 101, irregular access alignments to US 101, such as near the Newport Theater and southbound vehicle speeds on US 101 approaching the Yaquina Bay Bridge as vehicles merge. In addition, several locations on US 101 were noted for challenges for pedestrians crossings, such as near NE 60th Street.

BRIDGES AND TUNNELS

There are 11 bridges and two tunnels within the Newport UGB. Nine of the bridges are along state highways (i.e., US 101 or US 20) and one is along a City roadway. The State Parks system also owns a pedestrian bridge and a pedestrian tunnel at Agate Beach State Park.

Three bridges are classified as structurally deficient with poor conditions, including:

- The bridge on US 101 over Big Creek, between NE 31st Street and NW 25th Street (maintained by ODOT)
- The Yaquina Bay Bridge (maintained by ODOT)
- The bridge on Big Creek Road over Big Creek, between NE Harney Street and NE 12th Street (maintained by the City of Newport)

Yaquina Bay Bridge

The Yaquina Bay Bridge is a key constraint for north-south travel in Newport both today and in the future. Existing narrow travel lanes, lack of shoulders, no bike lanes, and a steep grade all contribute to a lower carrying capacity compared to similar highway segments. Traffic volumes along the bridge (shown in Table 1) are forecasted to be around 20,000 during an average weekday, and around 22,000 during the summer, based on the projected local growth in the City, and growth in regional through traffic. This means that during both average weekday and summer conditions, the forecasted volumes are expected to exceed the capacity on the Yaquina Bay Bridge. As traffic volumes grow, this congestion could impact segments of US 101 approaching the Yaquina Bay Bridge or lead to additional congestion in off-peak hours without any mitigation.

TABLE 1: EXPECTED TRAFFIC VOLUMES ON THE YAQUINA BAY BRIDGE

SCENARIO	2018 AVERAGE DAILY TRAFFIC	2040 AVERAGE DAILY TRAFFIC	PERCENT GROWTH
AVERAGE WEEKDAY	14,200	19,800	39%
SUMMER	16,900	21,800	28%

Source: Technical Memorandum #7: Future Transportation Conditions and Needs, Table 3.

Like many coastal bridges, the Yaquina Bay Bridge is a designated historic structure. The ODOT Historic Bridge Preservation Plan details treatment options to extend the useful life of historic structures and maintain their original purpose. ODOT ensures that every reasonable effort is pursued to maintain transportation service for their historic bridges prior to other, more impactful decisions. The existing historic structural elements will be maintained to the maximum extent necessary, and any new elements must maintain the historical significance of the structure. Maintenance considerations could also include vehicle or load restrictions that limit traffic on historic bridges.

If in the future ODOT determines that the Yaquina Bay Bridge can no longer maintain its intended function, the bridge could be paired with a parallel crossing to lessen vehicle demands or converted to a new use. Only after these options are exhausted will ODOT consider a full closure of the bridge and replacement. All future decisions regarding the use of the Yaquina Bay Bridge will be coordinated with ODOT. This TSP recommends that the City coordinate with ODOT to prepare a Facility Plan (which would become a Refinement Plan to the TSP with City council support) for the Yaquina Bay bridge area to further clarify the alignment, cost, and impacts associated with a future replacement bridge project.

PARKING

US 101 and US 20 serves thousands of vehicle trips each day bringing many visitors and economic opportunities for the City, which also means large recreation vehicles or towing trailers traversing narrow and busy sections through the downtown area. This leads to conflicts with parked vehicles

along US 101 due to the narrow travel lanes. In addition, the community has expressed concerns related to limited parking in tourist-oriented areas such as Nye Beach and the Bayfront, particularly during peak summer periods, and potential for parking spillover into the neighborhoods.

PEDESTRIAN NETWORK

Walking plays a key role in Newport's transportation network and planning for pedestrians helps the City provide a complete multimodal transportation system. It also supports healthy lifestyles and addresses a social equity issue ensuring that the young, the elderly, and those not financially able to afford motorized transport have access to goods, services, employment, and education.

In this plan, "walking" and "pedestrian" are terms that include people who walk independently or use canes, wheelchairs, other walking aids, or strollers. As noted earlier in this TSP, approximately seven percent of commuters in the City walk to work, with two percent utilizing public transportation, which often includes walking at the beginning or end of the trip. In addition to the work commute trips, walking trips are made to and from recreational areas, shopping areas, schools, or other activity generators. Continuous and direct sidewalk connections to all activity generators and along all streets, in addition to safe crossing opportunities along major roadways, are essential to encourage walking and transit use.

The existing pedestrian network in the Newport UGB is composed of 33 miles of sidewalks, and about 10 miles of shared use paths or pedestrian trails. Curb ramps are available at about 80 percent of intersections along US 101 and US 20, but many of them are not compliant with the Americans with Disabilities Act. In addition, nearly 70 percent of streets lack a sidewalk on at least one side, including several segments of US 101 and US 20. Although there is generally good sidewalk coverage near downtown Newport, many of the residential areas of Newport were developed without sidewalks, and these sidewalk gaps will remain through 2040 without redevelopment or sidewalk infill projects as part of the TSP.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

The pedestrian level of traffic stress[4] (LTS) evaluation provides a metric to understand a multimodal user's perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to walking to be addressed through targeted improvements in this TSP. In addition to the LTS evaluation, consideration was given to acknowledge cases where traffic volumes were expected to be very low, such as under 500 vehicles daily on a local or shared street. Feedback from the community indicated that under such conditions, residents were comfortable walking within the roadway given that the chance of vehicle conflicts are remote.

[4] Refer to Technical Memorandum #5: Existing Conditions, page 3 for a complete definition of the Level of Traffic Stress. The LTS scale ranges from LTS 1(Low) to LTS 4(Extreme).

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for pedestrians based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced pedestrian facilities are needed to maintain a system that is accessible for all users.

A pedestrian walking along roughly 25 percent of the analyzed streets (i.e., arterial and collector roadways) within the UGB will experience a low or moderate level of stress. This is generally representative of streets with low volumes and speeds where sidewalks are provided. An extreme level of stress is experienced along 60 percent of the analyzed streets, mainly those with no sidewalks or buffers and the highest speeds and traffic volumes. This includes most of US 101 and US 20 through the UGB, streets that are important for pedestrian travel. Overall, the pedestrian network near downtown has a consistent set of continuous walkways which provides a low stress environment, and whereas towards the edges of the City and in residential areas many streets lack sidewalks or walkways such that travelers walk within the roadway. Where traffic volumes and speeds are higher, the absence of a dedicated walkway can create extreme stress on the traveler.

As redevelopment and frontage improvements occur through 2040, streets will be built to align with the standards outlined in Chapter 4 of this TSP. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel, and contribute towards a network wide lower stress pedestrian experience.

Equally important is the pedestrian experience crossing streets. These locations are often when a pedestrian experiences some of the highest amount of stress, particularly along major streets with high travel speeds and traffic volumes. This TSP team looked at 20 intersections in the UGB. Sixteen of the intersections, including many of those along the busiest streets (i.e., US 101 and US 20), have a pedestrian stress level of extreme or high, while only four intersections that this TSP looked at have a low or moderate level of stress for pedestrians. In general, the studied interections lack ADA compliant curb ramps, have complex elements, or offer limited refuge or enhancements at the crossing.

METHODOLOGY USED TO IDENTIFY TSP PEDESTRIAN PROJECTS

The list of pedestrian network improvement projects shown in Chapter 6 was developed based on streets with pedestrian deficiencies. The solutions for these deficiencies were selected to support the overall goals and objectives of the TSP. For pedestrian projects that is primarily related to improvements that deliver safer, more accessible, and convenient facilities.

A street is considered deficient for walking if it meets one or more of the following conditions:

- **Sidewalk Gaps**
  Arterial or collector street segment without pedestrian facilities.
- **Pedestrian Level of Traffic Stress**
  Arterial or collector street segment with an extreme pedestrian level of stress.
- **Pedestrian Level of Traffic Stress near important Destinations**
  High or extreme pedestrian level of stress near parks, schools, transit stops, or other important destinations.

BICYCLE NETWORK

Bicycling is important for both transportation and recreation in Newport. This includes people who bike to work and school, people biking for fun, or people just running errands by bike. Riding bicycles also plays a key role in the transportation system's ability to support healthy and active lifestyles, with suitable facilities that provide a viable alternative to the automobile. While walking tends to be a competitive choice for trips under half a mile, bicycling tends to be suited for longer trips. Bicycle trips can often work well for distances between a half mile and three miles. Newport's relatively compact size makes biking a great choice for many trips, with local jobs and housing, in addition to hotels and other tourism destinations, typically in bikeable proximity.

This TSP includes projects to provide continuous bicycle connections between activity generators and arterial/collector roadways that are essential for safe and attractive non-motorized travel options. It includes bicycle infrastructure that appeals to a wider range of people, both in age and ability. Many people want to bike, but they find riding near traffic in standard bike lanes stressful and a deterrent. This TSP includes a bicycle network of streets with facility standards designed to minimize interactions between people on bikes and car traffic (see Chapter 4 of this TSP).

The bicycle network in Newport is composed of two lane miles of bike lanes, four miles of streets with shared lane markings and one mile of shared-use pathways. Bike lanes are currently striped along portions of US 101 near the NE 52nd Street/NW Lighthouse Drive intersection and SW Naterlin Drive, and on US 101 from the bridge south to the former intersection of SE Ferry Slip Road. Sharrows are currently located along portions of NW Oceanview Drive, NW Spring Street, NW Coast Street, SW Elizabeth Street, NW-NE 6th Street and SW Naterlin Drive. However, many of

the existing facilities are not continuous. In addition, nearly 90 percent of arterial streets currently lack bike facilities, including much of US 101 and US 20. Critical gaps existing across the Yaquina Bay Bridge, along the NW Oceanview Drive corridor and the Oregon Coast Bike Route.

BICYCLE LEVEL OF TRAFFIC STRESS

The bicycle level of traffic stress (LTS) evaluation provides a metric to understand a multimodal user's perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to biking to be addressed through targeted improvements in this TSP.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for bicyclists based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced bicycle facilities are needed to maintain a system that is accessible for all users.

A bicyclist riding along roughly 15 percent of the analyzed arterial roadways and 90 percent of the analyzed collector roadways within the UGB will experience a low or moderate level of stress. This is generally representative of the many low volume and speed streets of the highway. Even still, an extreme or high level of stress is experienced along 85 percent of the analyzed arterial roadways and 10 percent of the analyzed collector roadways, mainly those with no bicycle facilities and the highest speeds and traffic volumes. This includes the extent of US 101 and US 20 through the UGB, and short segments of NE Harney Street, NE 31st Street, NE Yaquina Heights Drive, SE Bay Boulevard and SE Ferry Slip Road. These streets are important for bicycle travel as they connect to most businesses and services and in many cases provides the only through route for cyclists (e.g., the Yaquina Bay Bridge). NW Oceanview Drive, a component of the Oregon Coast Bike Route, was rated at extreme level of traffic stress between US 101 and the intersection with NW Edenview Way, and medium level of traffic stress from there to Spring Street.

As redevelopment and frontage improvements occur through 2040, streets will be built to align with the standards outlined in Chapter 4 of this TSP. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel, and contribute towards a network wide lower stress bicycle experience. For very low traffic volume conditions on local streets, consideration was given to allow for bicycling to be done within the roadway with designations for sharing the road when separate bikeway facilities are not available. This same shared street treatment was applied for pedestrian travel in the previous section for very low traffic conditions.

Equally important is the bicycle experience crossing streets. This TSP looked at 20 intersections in the UGB, of which 15 have a bicycle stress level of low or moderate. These are mainly at signalized intersections along US 101 or US 20, or at locations with low vehicle travel speeds and narrow crossing widths for cyclsits. Five unsignalized intersections along US 101 have a bicycle stress level of extreme or high. In general, these intersections are in locations with high vehicle travel speeds and wider crossing widths for cylists.

METHODOLOGY USED TO IDENTIFY TSP BICYCLE PROJECTS

The list of bicycle network improvement projects shown in Chapter 6 were developed based on streets with bicycle deficiencies. The solutions for these deficiencies were selected to support the overall goals and objectives of the TSP. For cycling projects that is primarily related to improvements that deliver safer, more accessible, and more convenient facilities such as dedicated bike lanes and multi-use pathways.

A street is considered deficient for bicycling if it meets one or more of the following conditions:

- **Bicycle Facility Gaps**

  Arterial or collector street segment without bicycle facilities or adjacent corridor with bicycle facilities.
- **Bicycle Level of Traffic Stress**

  Arterial or collector street segment with an extreme bicycle level of stress.
- **Bicycle Level of Traffic Stress near important Destinations**

  High or extreme bicycle level of stress near parks, schools, transit stops, or other important destinations.

TRANSIT

Transit service is provided in Newport via a city loop service, an intercity service, and an Americans with Disabilities Act (ADA) paratransit service. All Lincoln County Transit buses are equipped with a lift to allow wheelchair access and include bicycle racks. Riders are permitted to load their bicycle inside the bus only if the bike racks are full.

The Newport city loop completes a full loop through Newport six times each day, seven days a week, and in the evening, there is an additional southbound run to City Hall. This route has 41 bus stops, providing access to key destinations within Newport including grocery stores and other shopping, restaurants, local hotels and residences, Newport City Hall, post office, Oregon Coast Aquarium, NOAA facilities, and Nye Beach. The bus stops offer limited amenities, and many are unmarked, making the transit system challenging to navigate, particularly for visitors who may be unfamiliar with it. Most Newport residents are within a half mile of a transit stop, and in the downtown core, most residents are within a quarter mile of a transit stop. Long headways (up to 90 minutes) and limited service hours (approximately between 7 am and 5pm) for the Newport city loop transit service limits the utility of this service for residents and visitors. In addition, transit service is not currently provided south of SE 50th Avenue.

The intercity transit service operates routes to Corvallis and Albany four times each day, to Lincoln City four times each day, to Yachats four times each day, and to Siletz six times a day between Monday and Saturday.

Lincoln County Transit also provides curb to curb coordinated and accessible dial-a-ride transit service that is available to everyone in Newport. The paratransit service, in wheelchair lift equipped minibuses, is available generally between 8:00 a.m. and 3:30 p.m. Monday through Friday.

TRANSIT DEVELOPMENT PLAN

Lincoln County's Transit Development Plan will guide future changes to transit service. Identified changes through 2028 include:

- Add additional stops at Newport's Walmart and Fred Meyer as part of the Newport-Siletz route
- Add up to four additional daily runs on the Coast to Valley route which serves Corvallis and Albany and coordinate these runs to better align with work or Amtrak schedules
- Increase frequency up to 50 percent on weekdays and weekends for the Newport-Lincoln City Route
- Add additional stops at the Oregon Coast Community College as part of the Newport-Yachats route
- Extend Dial-A-Ride service hours and provide service seven days a week
- Modify the Newport City Loop route to remove the Nye Beach and Bayfront and maintain existing 90-minute headways
- Add a new Newport City Loop route which serves Fred Meyer, Nye Beach, City Hall, Bayfront, and Embarcadero with 45-minute headways
- Add a new Newport City Loop route which serves Nye Beach, City Hall, Bayfront, and Embarcadero with 30-minute headways

These transit enhancements were identified by Lincoln County Transit to address the most significant unmet needs within their transit system. Further investments will be coordinated with Lincoln County Transit. The recommended enhancements address several public concerns made during this TSP process related to transit access. Specific comments noted the need for additional stops, more bus shelters, and added tourist shuttles.

In addition, these enhancements also align with several of the goals and objectives of this TSP, including:

TSP Goal 2: Mobility and Accessibility

- Support expansions of the local and regional transit network and service
- Support transportation options and ease of use for people of all ages and abilities

TSP Goal 7: Prepare for Change

- Seek to supplement traditional transportation options with more emphasis give in to walking, biking, and transit

TSP Goal 9: Work with Regional Partners

- Build support with regional partners for the improvement of regional connections

FREIGHT NETWORK

US 101, north of US 20, is a designated federal truck route and US 20, east of US 101, is a designated Oregon freight route. As a designate truck route, the section of US 101 north of US 20 is also identified as a Reduction Review Route, which means that any improvements within the highway right-of-way needs to consider its impact of freight truck carrying capacity. In addition, about 8.5 miles of roadways are located adjacent to or connecting to industrial lands. These roadways include portions of NE Avery Street and NE 73rd Street at the north end of the City, SE Moore Drive and Bay Boulevard in the central part of the City, and US 101, SE 35th Street, SE 40th Street, SE 50th Street and SE Ferry Slip Road at the south end of the City.

With growing traffic volumes, six intersections along Oregon Freight Routes or Federal Truck Routes would not meet their currently adopted mobility target during the 2040 design hour conditions. These intersections are shown below.

Intersections that might experience increased freight delay through 2040:

- US 101/73rd (stop controlled on side street)
- US 101/52nd (signal)
- US 101/Oceanview (stop controlled on side street)
- US 101/US 20 (signal)
- US 20/Benton (stop controlled on side street)
- US 20/Moore (signal)

Note: Refer to Future Transportation Conditions and Needs, Technical Memo #7, for more information in the Appendix.

Although all these intersections are on a designated freight route, three of the intersections are two-way stop control where the side street will experience significant delay in the future. Since freight traffic is concentrated on US 101 and US 20 in Newport, high side-street delay at the intersections of US 101/Oceanview and US 20/Benton will likely have a minimal impact to freight. However, 73rd Street serves an industrial area which can generate high freight traffic, and increased side street delay at this location will negatively impact freight operations. High vehicle delay at the other three traffic signals will also increase delay for freight travel through Newport on US 101 or US 20.

Other locations with identified freight needs include Bay Boulevard and the Yaquina Bay Bridge. Bay Boulevard is a working waterfront and is a key freight generator for the City of Newport. This area is also a tourist destination which can create conflicts between the high volume of pedestrians, passenger cars, and freight vehicles which serve Newport's fishing industry. Freight vehicles can also struggle to navigate the steep grades for northbound traffic approaching the Yaquina Bay Bridge. The recent relocation of the traffic signal from SE 32nd Street to SE 35th Street

has improved this operational issue for freight vehicles. In addition, as noted previously, the Yaquina Bay Bridge has weight limit restrictions which directs heavier freight vehicles to reduce their loads below the maximum levels to comply, which increases the amount of truck activity along this segment of the highway.

AIRPORT

The Newport Municipal Airport, owned and operated by the City of Newport, is a public-use airport located east of US 101 off SE 84th Street, approximately five miles south of downtown. This airport provides general aviation for Newport and surrounding coastal communities and is identified as a critical resource by the Oregon Department of Aviation for emergency response following a major earthquake or tsunami. Currently, the airport supports general aviation aircrafts, US Coast Guard helicopters, and air ambulance flights.

The airport currently supports 28 based aircraft. Other services and facilities include: hangars, tie-downs, fueling, and rental cars. The airport has two runways, and serves 19,600 annual operations (i.e., take-offs or landings).

Regional and international air service for passengers and freight is provided via Portland International Airport (PDX). The airport is located approximately 140 miles (over three hours) northeast of Newport. Eugene Airport located approximately 80 miles (or 90 minutes) southeast of Newport also provides regional air service.

WATERWAYS

Newport is bounded to the west by the Pacific Ocean and is divided north-south by Yaquina Bay, a commercially navigable waterway. Yaquina Bay is a 30-foot deep basin and 300 feet across at its narrowest point; at high water, there is 129 feet of vertical clearance under the Yaquina Bay Bridge.

The Port of Newport maintains and operates separate commercial and recreational marinas to serve Newport's ship traffic. The commercial marina, located on the north side of Yaquina Bay, south of Bay Boulevard includes four docks for commercial vehicles and serves a large, prolific fishing fleet and a yacht club. This marina can accommodate vessels up to 100 feet. Marine supplies and a customs office are available for patrons. The recreational marina is located on the south side of Yaquina Bay, near South Beach, with space for 522 vessels and includes power, water, fuel, and sanitary services as amenities. This marina also serves as a public boat launch with space for trailer storage.

The Newport International Terminal provides two berths for cargo ships, research vessels, cruise ships, and fishing boats on the north side of Yaquina Bay. This terminal is one of three deep draft ports on the Oregon Coast and has traditionally been used to ship timber products. NOAA also maintains a marine operations center to the south of Yaquina Bay and serves as the home port for two research vessels in addition to supporting five ships.

Chapter 4: System Design & Management Principles

Newport applies transportation standards and regulations to the construction of new transportation facilities and to the operation of all facilities to ensure that they are designed appropriately and that the system functions as intended. These standards enable consistent future actions that reflect the goals and objectives of the City.

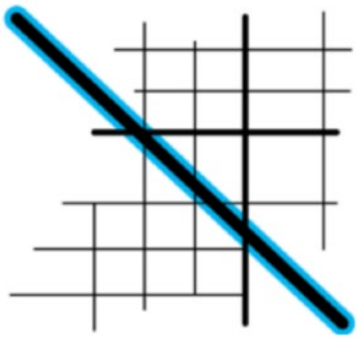
FUNCTIONAL CLASSIFICATION

Functional classification for streets helps support the movement of vehicles and is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that serves travel needs on a regional, citywide, neighborhood and local level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired.

The street functional classification system for roadways in the Newport is described below. The functional classification map (Figure 22, Figure 23, and Figure 24) shows the designated classification for all roadways in the City, including new street extensions proposed as part of this plan. From highest to lowest intended use, the classifications are arterial, major collector, neighborhood collector, and local streets. For a summary of functional classification changes from the prior TSP, see Technical Memorandum #10: Transportation Standards, in the appendix.

The federal government also has a functional classification system that is used to determine federal aid funding eligibility. Roadways federally designated as a minor collector (urban), major collector, minor arterial, principal arterial, or interstate are eligible for federal aid. Newport's functional classification system uses the similar designations as the federal government (e.g., a City designated arterial is intended to be the same as a federally designated principal arterial, a City designated major collector is intended to be the same as a federally designated major collector, and a City designated neighborhood collector is intended to be the same as a federally designated urban minor collector). Future updates to the federal functional classification system should incorporate the designations reflected in the TSP along City roadways.

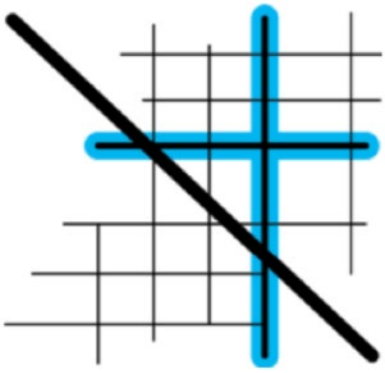
ARTERIAL STREETS



Arterial streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to other arterial streets or collector streets. Safety should be the highest priority on arterial streets and separation should be provided between motor vehicles and people walking, and bicycling. Safe multimodal crossings should also be provided to key destinations. Where an arterial street intersects with a neighborhood collector or local street, access management and/or turn restrictions may be employed to reduce traffic delay. The only arterial streets in Newport are US 101 and US 20, which also include a Federal Classification of urban other principal arterial.

MAJOR COLLECTOR STREETS

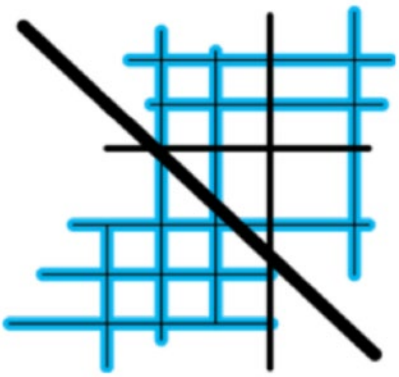
Major collector streets are intended to distribute traffic from arterial Streets to streets of the same or lower classification. They provide both access and circulation within and between residential and non-residential areas. Major collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials) and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system. Safety should be a high priority on major collectors. Where a major collector street intersects with a neighborhood collector or local street, access management and/or turn restrictions may be employed to reduce traffic delay.



NEIGHBORHOOD COLLECTOR STREETS

Neighborhood collector streets distribute traffic from arterial or major collector streets to local streets. They are distinguishable from major collectors in that they principally serve residential areas. Neighborhood collector streets should maintain slow vehicle operating speeds to accommodate safe use by all modes and through traffic should be discouraged, especially in areas with topography or other line of sight constraints. Where a neighborhood collector street intersects with a higher-classified street, access management and/or turn restrictions may be employed to reduce traffic delay and discourage through traffic.

LOCAL STREETS



All streets not classified as arterial, major collector, or neighborhood collector streets are classified as local streets. Local streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local streets should maintain slow vehicle operating speeds to accommodate safe use by all modes.

Private Streets

Private streets are a special type of local street that are used to facilitate access to specific properties or small neighborhoods. Private streets can include driveways or private roadway connections that serve four or fewer parcels. The City is not responsible for maintenance on private streets.

FIGURE 22: FUNCTIONAL CLASSIFICATIONS (NORTH)

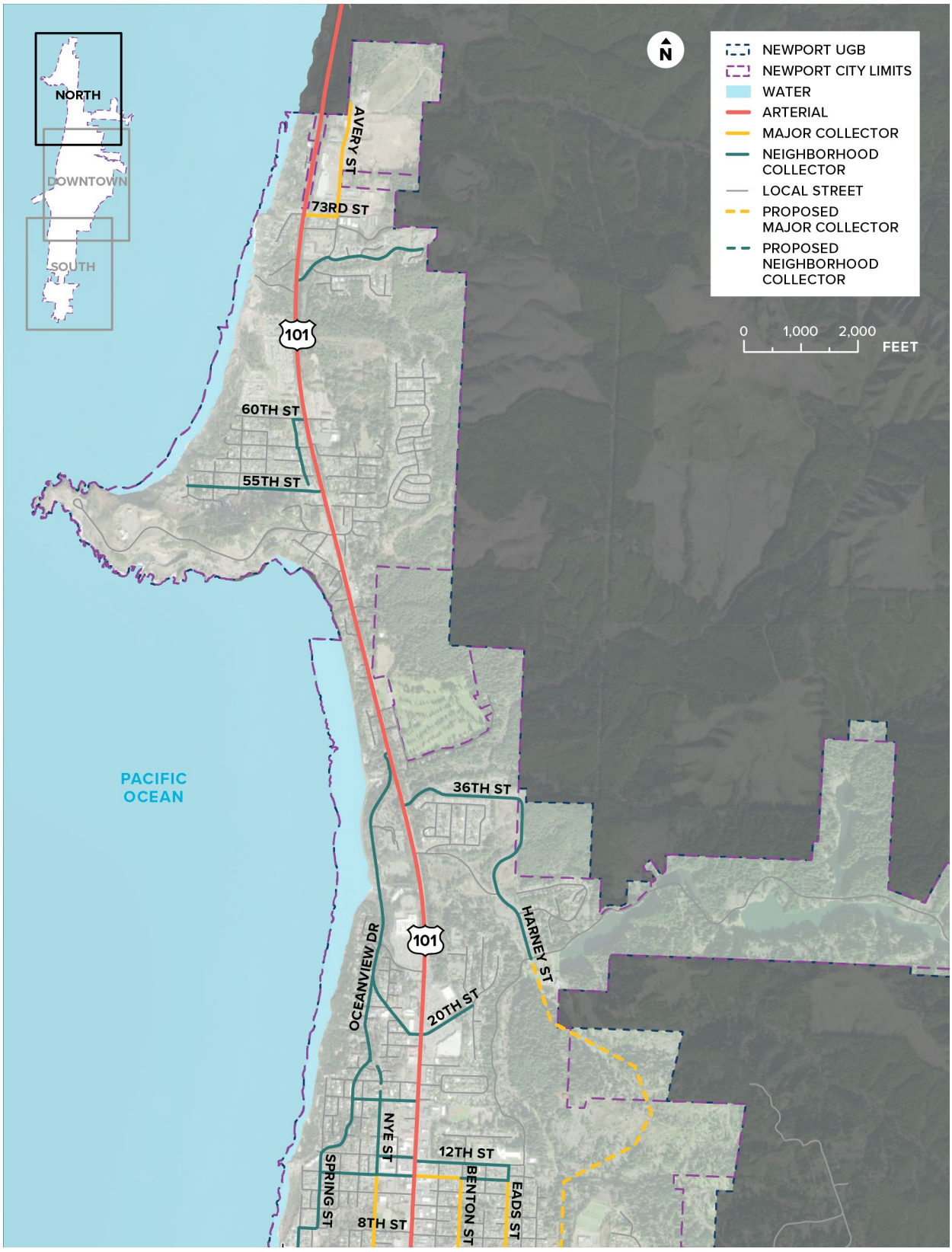
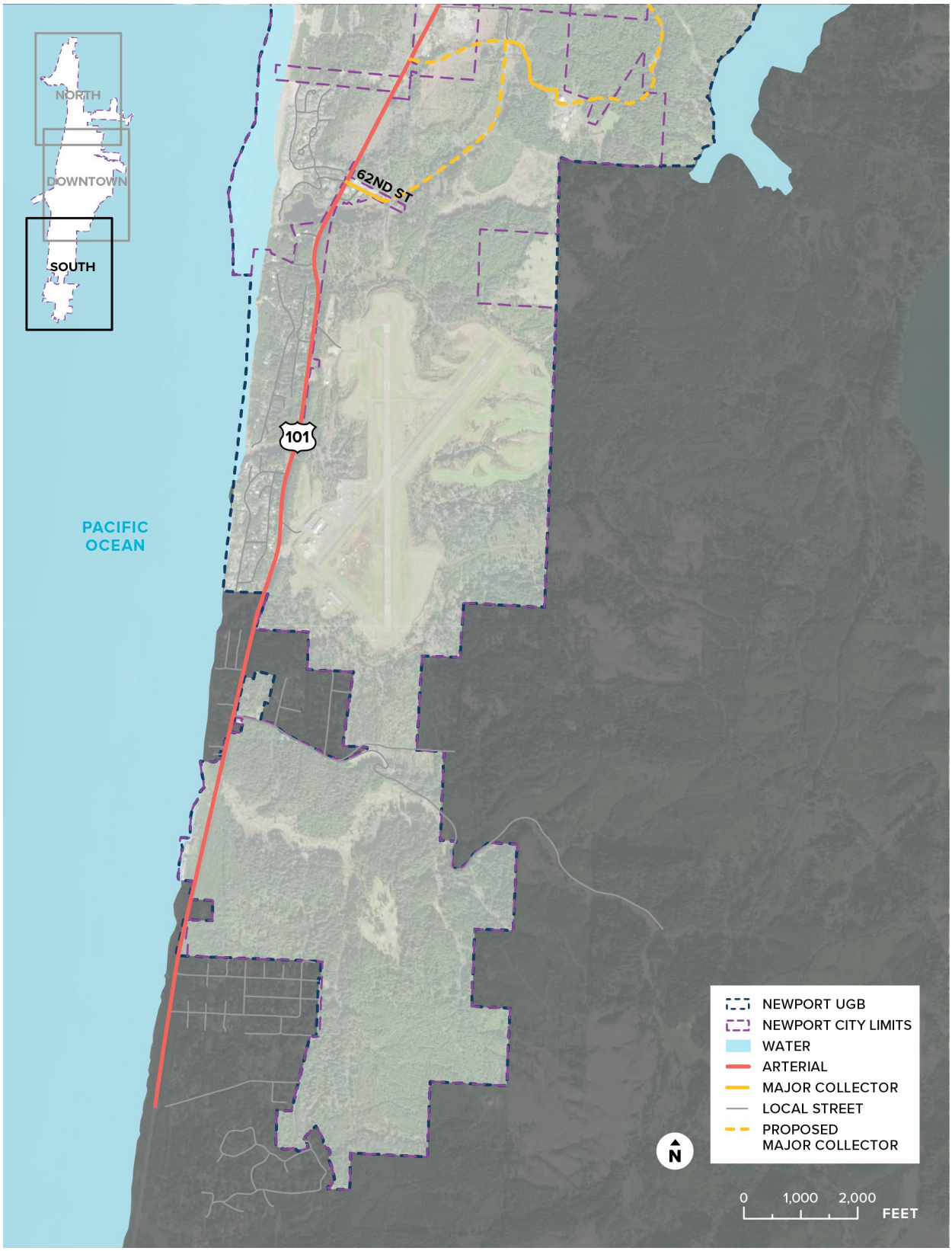


FIGURE 23: FUNCTIONAL CLASSIFICATIONS (DOWNTOWN)

FIGURE 24: FUNCTIONAL CLASSIFICATIONS (SOUTH)



FREIGHT AND TRUCK ROUTES

Figure 25, Figure 26, and Figure 27 show roadways designated to help ensure trucks can efficiently travel through and access major destinations in Newport. These routes play a vital role in the economical movement of raw materials and finished products, while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system.

STATE AND FEDERAL FREIGHT ROUTES

Newport currently has two designated statewide freight routes. US 101 (north of US 20) is a National Network freight route while US 20 is a designated freight route in the Oregon Highway Plan (OHP). The National Network designates a set of highways based on geometric specifications (e.g., 12 foot wide travel lanes) specifically for use by large trucks while the OHP identifies freight routes based on the tonnage carried. Both of these corridors are also identified freight reduction review routes that requires the Mobility Advisory Committee to review and approve proposed changes to any reduction in the vehicle carrying capacity of these routes. US 101 south of US 20 is not a National Network freight route, OHP freight route, or reduction review route.

LOCAL TRUCK ROUTES

The City has local truck routes designed to facilitate the movement of truck freight between local industrial and commercial uses and state highways. These roadways serve an important role in the City roadway network and should be designed and managed to safely accommodate the movement of goods. These routes require a minimum of 11-foot travel lanes.

The local truck network, shown in Figure 25, Figure 26, and Figure 27, includes NE 73rd Street, NE Avery Street, NE 36th Street, NE Harney Street, SW/E Bay Boulevard, SE Moore Drive, Yaquina Bay Road, US 101 (south of US 20), SE Marine Science Drive, SE Ferry Slip Road, SE 35th Street, and the future extensions of SE 50th Street and SE 62nd Street.

FIGURE 25: FREIGHT AND TRUCK ROUTES (NORTH)

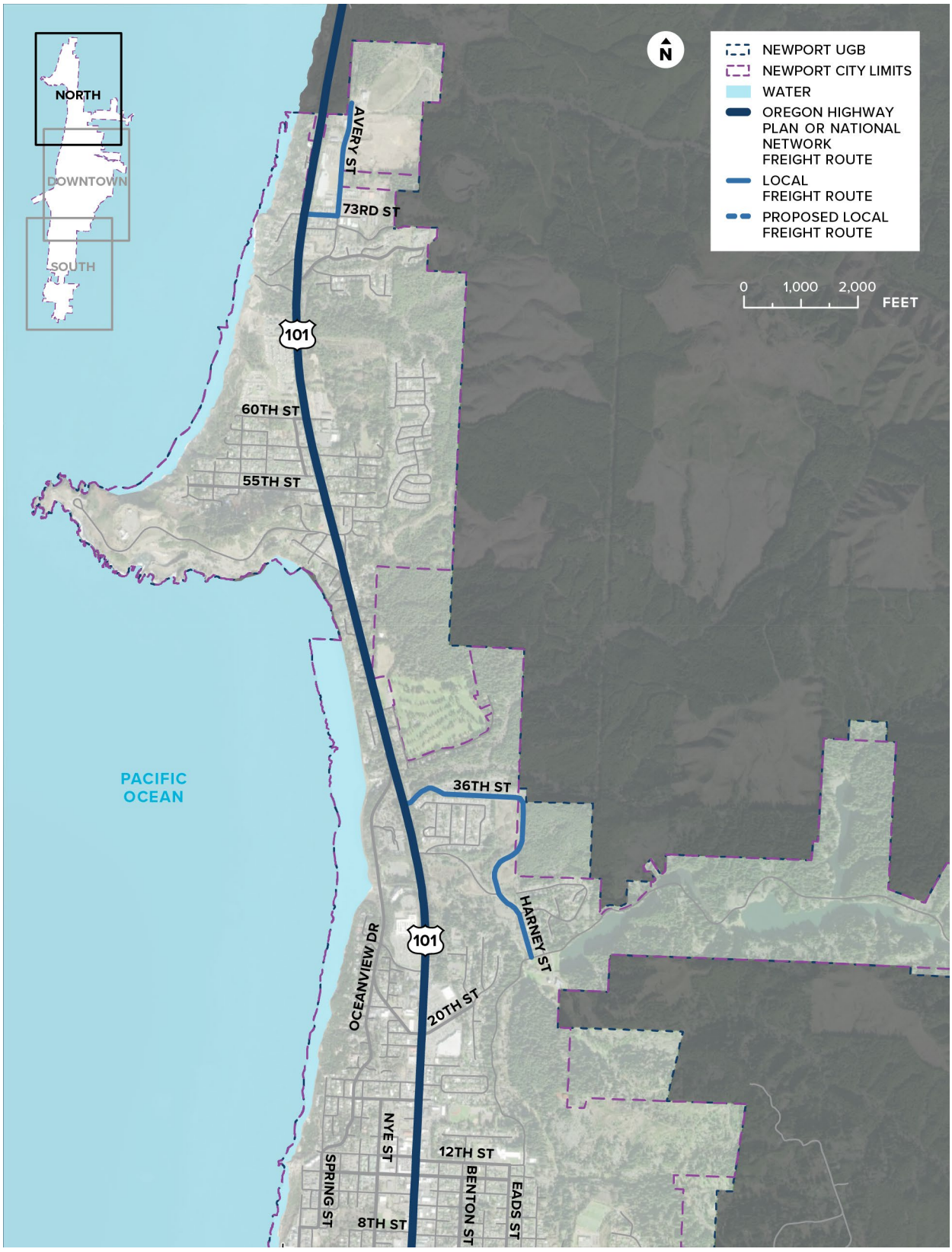


FIGURE 26: FREIGHT AND TRUCK ROUTES (DOWNTOWN)

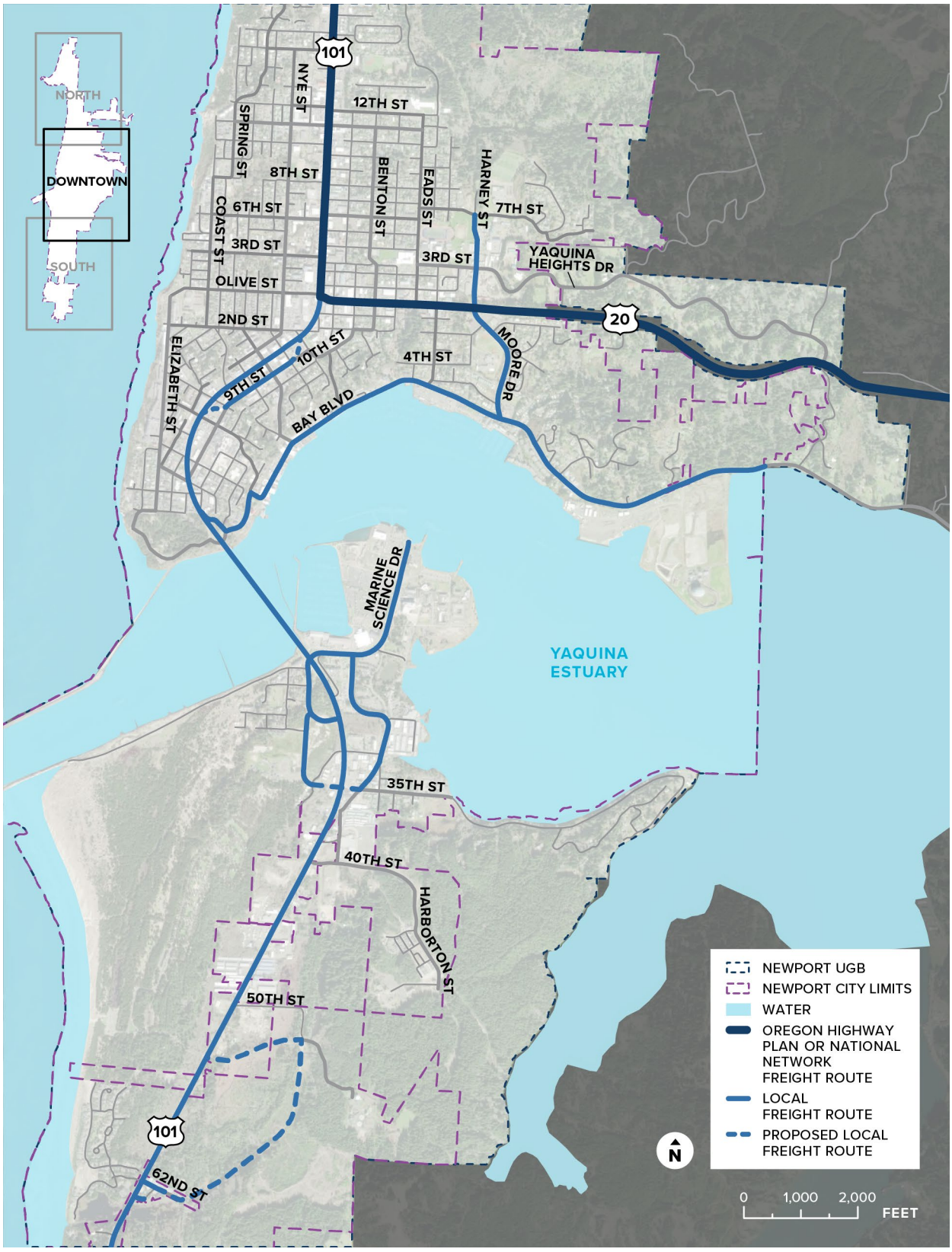
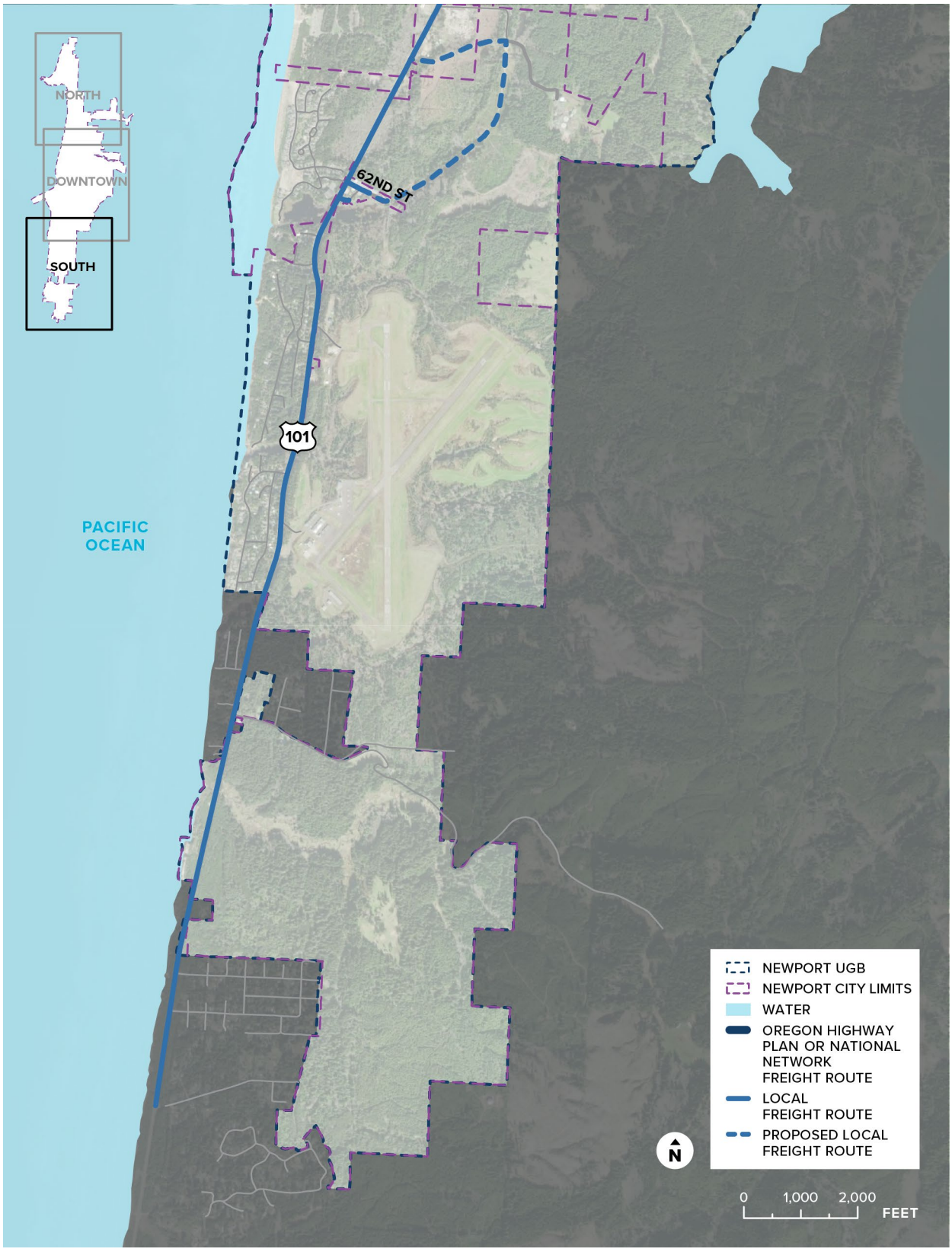


FIGURE 27: FREIGHT AND TRUCK ROUTES (SOUTH)



MULTIMODAL NETWORK DESIGN

The design of the streets in Newport is based on the functional classifications. The designs are intended to be implemented in newly developing or redeveloping areas of the City. The City may also choose to reconstruct existing streets to meet the typical designs should right-of-way or other factors not prevent it from occurring.

Roadway cross-section design elements include travel lanes, curbs, furnishings/landscape strips, sidewalks on both sides of the road, and bicycle facilities. The following sections detail the minimum widths for each of Newport's functional classifications.

The construction or reconstruction of some streets may be constrained by various factors that prevent it from being constructed according to the minimum standards that apply. A deviation to the City street standards may be requested from the City Engineer or City Engineer's designee to consider a constrained cross-section or other adjustments. In some cases, unconstrained local streets in residential areas may also apply the yield or shared street design parameters if they serve a low volume of traffic (i.e., fewer than 500 vehicles per day).

Typical conditions that may warrant consideration of a deviation include:

- Infill sites
- Innovative designs
- Reallocation of right-of-way between modes (e.g., narrow travel lanes to accommodate wider bike lanes)
- Severe constraints presented by topography, environmental, or other resources present
- Existing developments and/or buildings that make it extremely difficult or impossible to meet the standards

Although the facility requirements along arterial streets are provided, both US 101 and US 20 are under the State's jurisdiction and are subject to the design criteria in the Highway Design Manual (HDM), other ODOT manuals, and the companion document, the Blueprint for Urban Design (BUD). The BUD supplements existing design manuals and provides enhanced design guidance until a full design manual update can be completed. The facility requirements along arterial streets are consistent with the BUD and the applicable urban contexts for US 101 and US 20 through Newport (more details provided in the Appendix). Any deviation to standards along these facilities must be approved by the State.

TRAVEL LANES AND PARKING

The vehicle classifications and local truck routes determine the design parameters for travel lanes of each street. This is the throughway for drivers, including cars, buses, and trucks. Table 2 provides the travel lane and on-street parking requirements. The vehicle functional classification of the street is the starting point to determine the number of through lanes, lane widths, and median and left-turn lane requirements. However, Newport's local truck routes take precedence when determining the appropriate lane width regardless of the functional classification. Streets identified as part of Newport's local truck network may include travel lanes up to 12 feet wide, although 11 feet travel lanes are also acceptable. Wider lanes (over 12 feet) should only be used for short distances along curves and at intersections to allow trucks to maneuver. Streets that require a median/ center turn lane should include a minimum 8-foot-wide pedestrian refuge at marked crossings. Otherwise, the median can be reduced to a minimum of 4 feet at midblock locations, before widening at intersections for left-turn lanes (where required or needed).

Select low-volume local streets (i.e., fewer than 500 vehicles per day) in residential areas are also candidates for narrower roadway widths. These narrower streets, referred to as yield streets, should be designed so that moving cars must occasionally yield between parked cars before moving forward, as shown in Figure 28, allowing for the development of narrow streets, encouraging vehicles to move slower, and allowing for periodic areas where a 20-foot-wide clear area is available for parking of fire apparatus. Yield streets require placement of no-parking locations (i.e., driveways, fire hydrants, mailboxes) at appropriate intervals to provide the needed gaps for queuing opportunities. For blocks longer than 300 feet, 30-foot-long pullouts/no parking zones should be provided every 150 feet to allow for 20-foot-wide clear areas or 26-foot-wide near fire hydrants. Because fire apparatus preconnected hoses are 150 feet in length, blocks shorter than 300 feet do not require pullouts. With a connected street system and 300-foot block lengths, the fire apparatus can be parked at the end of the block where a fire is located, and the hose can reach the fire. Also, parking near intersections on narrow streets should not be permitted because it can interfere with the turning movements of large vehicles.

FIGURE 28: YIELD STREETS

Source: Neighborhood Street Design Guidelines, State of Oregon

These streets may also be designed as shared streets, which also require vehicle traffic to yield to pedestrians and bicyclists within the roadway. Shared streets accommodate pedestrians, bicyclists, and motor vehicles, giving pedestrians priority over cars and bicyclists. The shared street does not have clear division between pedestrian and auto space (i.e., no continuous curb), so motorists must slow down and drive with caution.

Features of shared streets should include: 1) gateways that announce the entrance(s) to the shared street; 2) curves to slow vehicle traffic by limiting sightlines for drivers; 3) amenities such as trees and play equipment that force vehicles to slow down; 4) no curbs; and 5) intermittent parking. Cars can pass each other along a shared street, but typically only in selected locations. The speed limit is typically about 10 miles per hour.

The City consulted with the Newport Fire Department when developing the design requirements for yield/shared streets shown in Table 2, as required by ORS 368.039(3).

Shared street example with intermittent on-street parking.

Shared street example with street level pedestrian walkway.

TABLE 2: TRAVEL LANE AND ON-STREET PARKING REQUIREMENTS

ROADWAY CLASSIFICATION	ARTERIAL STREET (ODOT)[1]	MAJOR COLLECTOR STREET (CITY)	NEIGHBORHOOD COLLECTOR STREET (CITY)	LOCAL STREET (CITY)	YIELD/SHARED STREET (CITY)[2]
TYPICAL THROUGH LANES (BOTH DIRECTIONS)	2 to 4	2	2	2	1
MINIMUM LANE WIDTH	11-12 ft.[3]	10 ft.[4]	10 ft.[4]	10 ft.	12-16 ft. single lane
MEDIAN/ CENTER TURN LANE [5]	Required 11-14 ft. median/ center turn lane[6]	Required 11 ft. center turn lane near arterial intersections[7]	11 ft. center turn lane when needed near arterial intersections	None	None
MINIMUM ON-STREET PARKING WIDTH	Context dependent, 7-8 ft.	Preferred 8 ft. [8]	Preferred 8 ft.[8]	Preferred 7-8 ft.[8]	Required 7-8 ft. on at least one side[8]

Notes:

1. Although guidance is provided for arterial streets, these are under State jurisdiction. Values presented in this table are consistent with the Blueprint for Urban Design (BUD). For detailed design recommendations on US 101 and US 20, the identified urban contexts for Newport are provided in the appendix and the BUD is publicly available.
2. For use along low volume local streets in residential areas only. Requires intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities. For blocks of no more than 300 ft. in length, and with fire access roads at both ends, a 16 ft. width may apply to local streets that carry fewer than 500 vehicles per day, or a 12 ft. width may apply to local streets that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft. to allow for 20 ft. wide clear areas or 26 ft. wide clear areas near fire hydrants.
3. 11 ft. travel lanes are preferred for most urban contexts within Newport. 11 ft. travel lanes are standard for central business district areas in the BUD. Adjustments may be required for freight reduction review routes. Final lane width recommendations are subject to review and approval by ODOT.
4. Travel lanes widths of 11-12 ft. are required along designated local truck routes.
5. A minimum 8-ft.-wide pedestrian refuge should be provided at marked crossings. Otherwise, a median can be reduced to a minimum of 4 ft. at midblock locations that are more than 150 ft. from an arterial (i.e., US 101 and US 20), before widening at intersections for left-turn lanes (where required or needed).
6. The BUD recommends a 14 ft. lane for speeds above 40 mph. Final lane width recommendations are subject to review and approval by ODOT.
7. Center turn lane required at and within 150 ft. of intersections with arterials (i.e., US 101 and US 20). Otherwise, it is optional and should be used to facilitate turning movements and/or street crossings; minimum 8-ft-wide median required where refuge is needed for pedestrian/bicycle street crossings.
8. On-street parking is preferred along all City streets where block spacing, and system connectivity standards are met. An 8 ft. width is required in most areas, with a 7 ft. width only allowed along local streets in residential areas. Local yield/shared streets require intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities, with an 8 ft. width required when on only one side, and 7 ft. width allowed when on both sides. Shoulders totaling 8 ft. in collective width may also be provided in lieu of parking.

SIDEWALKS

Sidewalks provide for pedestrian movement and access, enhance pedestrian connectivity, and promote walking. The pedestrian facilities in Newport encourage walking by making it more attractive. The street functional classification determines the appropriate pedestrian facilities along streets, including the width of the throughway for pedestrians and the buffer from the vehicle travel way. Sidewalks are typically required on both sides of newly constructed streets, but in some cases may be provided on only one side where it can be demonstrated that it aligns with the existing developed street section or that construction on both sides is not cost effective due to significant topographical constraints, as determined by the City Engineer or City Engineer's designee. A non-remonstrance agreement (i.e., agreement to participate in a future local improvement district) is also an option for infill development on streets that lack sidewalks.

The sidewalk encompasses four zones (as shown in Figure 29), including the edge, pedestrian throughway, furnishings/ landscape, and the buffer (i.e., on-street parking or bike facilities). These zones are summarized below, with the minimum configuration for each provided in Table 3. Sidewalk facilities constructed on State facilities are subject to review and approval by ODOT based on guidance from the BUD.

FIGURE 29: SIDEWALK ZONES

- The **edge** describes the section where a pedestrian interacts with the adjacent buildings or private property and includes entryways and outdoor seating. This zone is optional along City streets and may include a concrete or natural surface depending on the adjacent land use.
- The **pedestrian throughway** is the accessible zone in which pedestrians travel. It includes a minimum eight-foot-wide clear throughway along major collector streets in commercial areas, a minimum six-foot-wide clear throughway for major collector streets in non-commercial areas (e.g., residential) and neighborhood collector streets, and five-feet wide clear throughway along local streets.
- The **furnishings/ landscape** zone is the sidewalk section located between the pedestrian throughway and the curb, and includes street furnishings or landscaping (e.g., benches, lighting, bicycle parking, tree wells, and/or plantings). If adjacent to on-street parking, it should also include a clearance distance between any curbside parking and the street furnishing area or landscape strip (i.e., so vehicles parking, or opening doors do not interfere with street furnishings and/or landscaping). Streets located along a transit route should incorporate furnishings to support transit ridership, such as transit shelters and benches, into the

furnishings/landscape strip. It should include a minimum width between ½ and three feet along City streets.

- The **buffer** is the space between the pedestrian throughway and the vehicle travel way, and may consist of bike facilities, on-street parking, curb extensions, or other elements. This is also the location where users will access transit. It should include a minimum width between ½ and three feet along City streets, depending on the functional classification, and encompasses the width of on-street parking, bike facilities, and furnishings/landscape zone.

TABLE 3: MINIMUM SIDEWALK CONFIGURATION

FUNCTIONAL CLASSIFICATION	ARTERIAL (ODOT)	MAJOR COLLECTOR (CITY)		NEIGHBORHOOD COLLECTOR (CITY)	LOCAL/ YIELD STREET (CITY)[3]
		COMMERCIAL	NON-COMMERCIAL		
MINIMUM CONFIGURATION [1]					
EDGE	1-4 ft.	0 ft.	0 ft.	0 ft.	0 ft.
PEDESTRIAN THROUGHWAY	5-10 ft.	8 ft. [4]	6 ft.	6 ft.	5 ft.
FURNISHINGS/ LANDSCAPE (INCLUDES CURB)	5.5-6.5 ft.	3 ft.	3 ft.	0.5 ft.	0.5 ft.
MINIMUM WALKWAY WIDTH	Variable[5]	11 ft.	9 ft.	6.5 ft.	5.5 ft.
MINIMUM BUFFER (PEDESTRIAN THROUGHWAY TO VEHICLE TRAVEL WAY)[2]	Variable[5]	3 ft.	3 ft.	0.5 ft.	0.5 ft.

Notes:

1. Minimum widths may be expanded in areas with enhanced pedestrian activity, or when identified as a project in this TSP or subsequently adopted refinement plan. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use.
2. Includes width of on-street parking, bike facilities, and furnishings/landscape zone.
3. Local streets that are also constructed as shared streets do not require curbs and may include a 5 ft. shoulder walkway at street level, with the travel lanes and shoulders satisfying pedestrian needs. In constrained cases, the shoulder walkway may be provided on only one side, or eliminated.
4. In highly constrained locations, the landscape buffer may be eliminated to meet the required 8 ft. pedestrian throughway with approval from the City Engineer, City Engineer's designee or Planning Director.
5. Desired walkway and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.

BICYCLE FACILITIES

Bike facilities help support the movement of people riding bikes. Streets should be safe and comfortable for bicyclists of all ages and abilities to encourage ridership. Building high quality bicycle infrastructure can improve transportation safety, minimize public health risks, reduce congestion, and provide more equitable access to transportation. The minimum bicycle facilities can be seen in Table 4. Vehicle function classification is used to determine the appropriate facilities along streets. The minimum treatments include protected or separated facilities from the vehicle travel way along arterial streets, bicycle lanes along major collector streets, and shared streets with shared lane markings along neighborhood collector streets. All local streets in Newport are shared streets for bikes, but they do not include shared lane markings unless specifically called out in the TSP.

In general, facilities that are protected or separated from the vehicle travel way include a 10-foot two-way or 6-foot one-way cycle track, 10-foot shared use path, or 8-foot buffered bike lanes. Standard bike lanes should be a minimum of 6-feet wide, while some shared streets should include shared lane markings, with vehicle speed and volume management.

TABLE 4: MINIMUM BICYCLE FACILITIES

VEHICLE CLASSIFICATION	ARTERIAL (ODOT) [2]	MAJOR COLLECTOR (CITY)	NEIGHBORHOOD COLLECTOR (CITY)	LOCAL/YIELD/ SHARED STREET (CITY)
MINIMUM BIKE FACILITY[1]	Protected or separated facilities from the vehicle travel way (e.g., shared use path, cycle track, buffered bicycle lanes)	Standard Bicycle lanes[3]	Shared bike streets with shared lane markings[4]	Shared bike streets without shared lane markings

Notes:

1. Any modification of the minimum bike facility requires justification of any constraints (e.g., topography, environmental, existing buildings) and approval of an acceptable deviation from ODOT, or the City Engineer or City Engineer's designee prior to construction.
2. Bicycle facility and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD
3. Standard bicycle lanes require a minimum width of 6 ft.
4. Minimum treatments include shared lane markings, and wider travel lanes to encourage safe passing for motorists. May also include treatments to manage vehicle speeds and volumes.

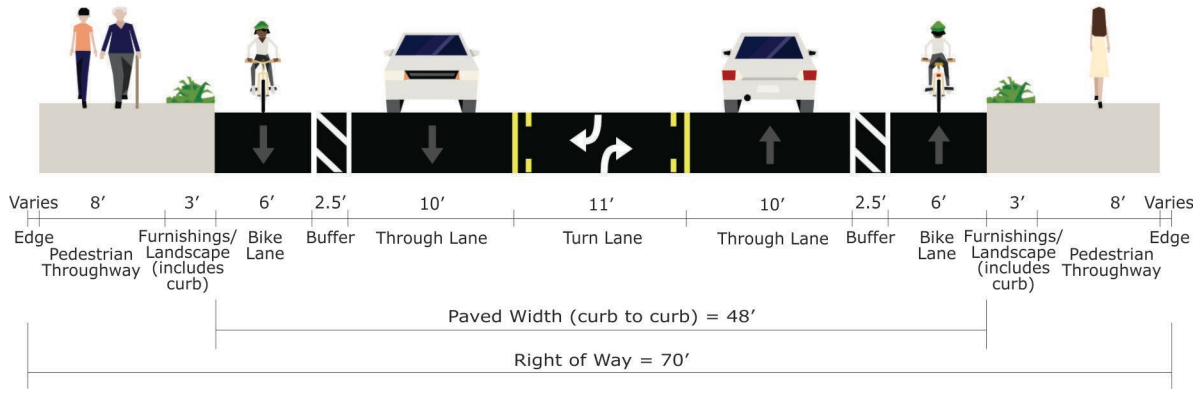
MINIMUM STREET CROSS-SECTIONS

The minimum cross-sections for City major collectors, neighborhood collectors, local streets, and yield/shared streets are provided in Figure 30, Figure 31, Figure 32, Figure 33, Figure 34 and Figure 35, respectively. These are based on the minimum design requirements outlined earlier in Table 2, Table 3, and Table 4. In cases other than those involving needed housing as defined in ORS 197.303(1), the minimum widths may be expanded with justification, at the discretion of the City Engineer or City Engineer's designee. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use. All cross-sections provided below assume that the street is not located on a designated Newport local truck route. Local truck routes require travel lanes widths of 11 to 12 feet.

No minimum cross-sections are provided for arterials (i.e., US 101 and US 20) in Newport since these streets are subject to review and approval by ODOT. Design guidance from ODOT can be found in the BUD and is summarized earlier in Table 2, Table 3, and Table 4. ODOT's design guidance is context dependent which provides flexibility in specific element widths when determining the cross-sections.

FIGURE 30: CITY MAJOR COLLECTOR (COMMERCIAL AREA) CROSS-SECTION

Within 150 feet of Intersection with Arterials (i.e., US 101 and US 20)



More than 150 feet from Intersection with Arterials (i.e., US 101 and US 20)

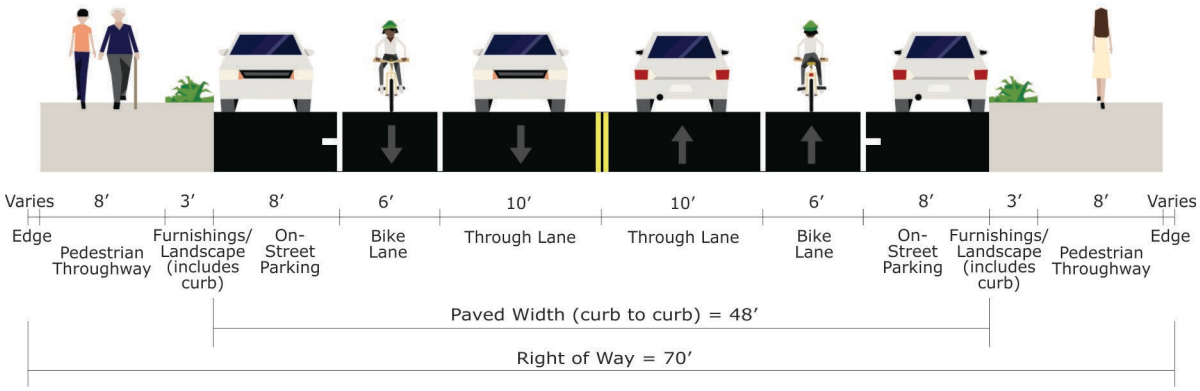
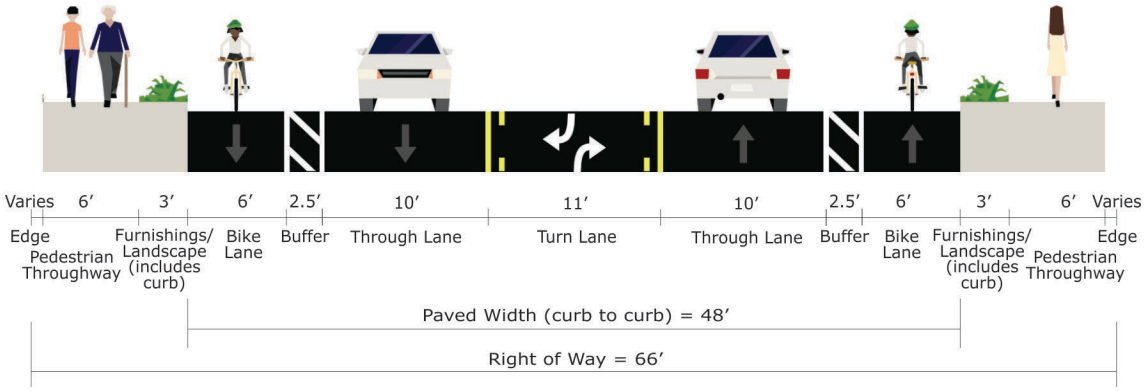


FIGURE 31: CITY MAJOR COLLECTOR (NON-COMMERCIAL AREA) CROSS-SECTION

Within 150 feet of Intersection with Arterials (i.e., US 101 and US 20)



More than 150 feet from Intersection with Arterials (i.e., US 101 and US 20)

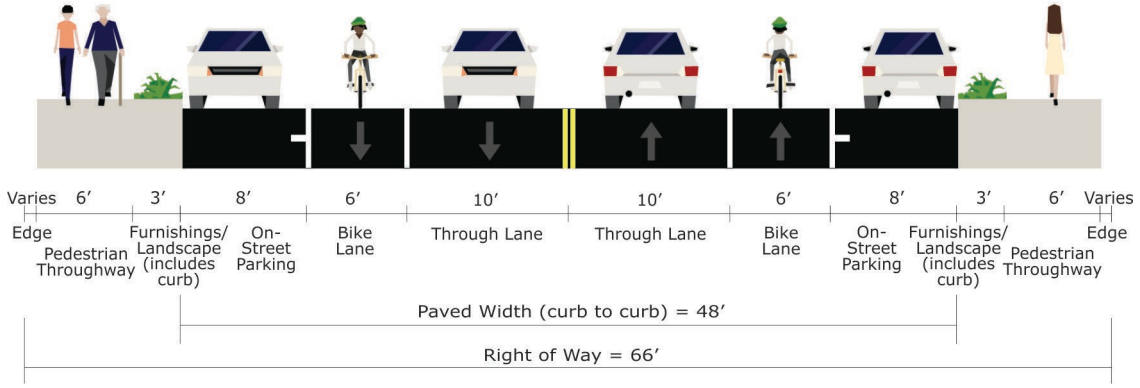


FIGURE 32: CITY NEIGHBORHOOD COLLECTOR CROSS-SECTION

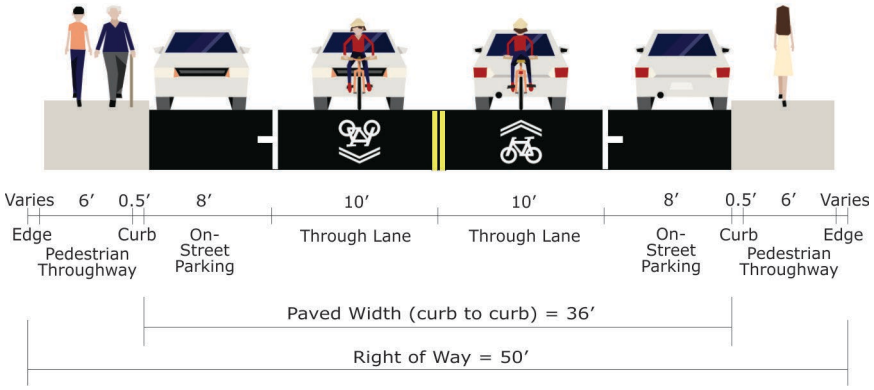


FIGURE 33: CITY LOCAL STREET CROSS-SECTION

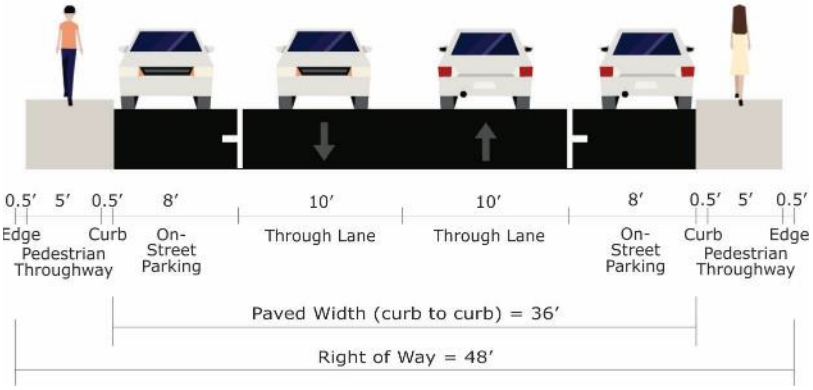
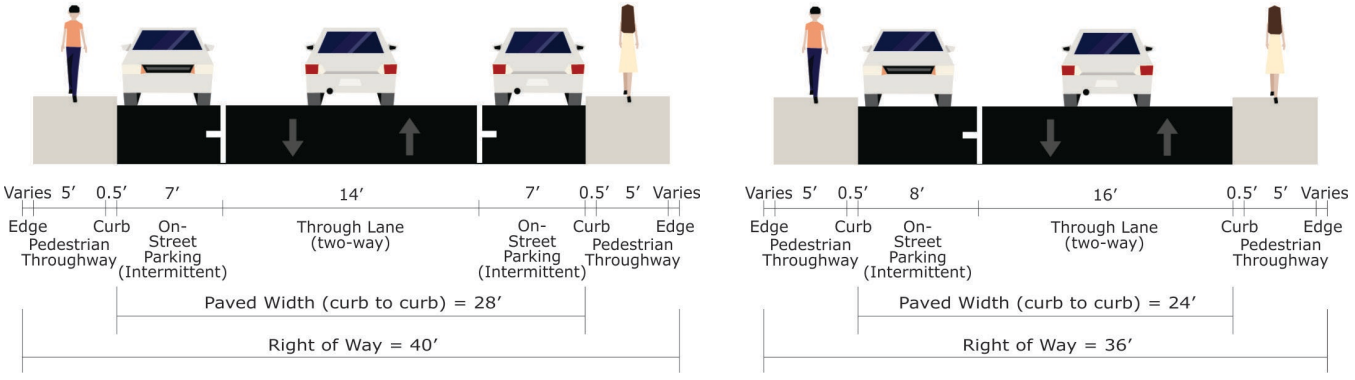
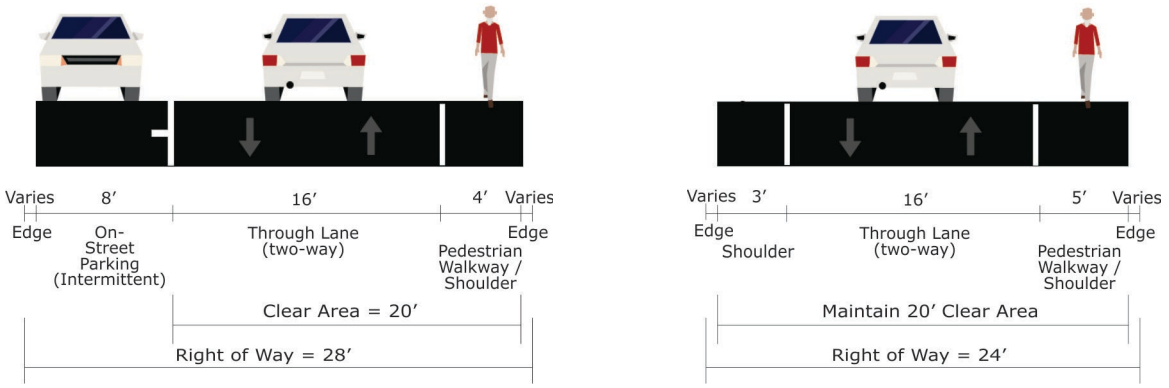


FIGURE 34: CITY LOCAL YIELD STREET CROSS-SECTION



Note: For use along low volume local streets in residential areas only that carry fewer than 500 vehicles per day, with blocks of no more than 300 ft. in length. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft.

FIGURE 35: CITY LOCAL SHARED STREET CROSS-SECTION



Note: For use along low volume local streets in residential areas only that carry fewer than 500 vehicles per day, with blocks of no more than 300 ft. in length. Through lane width of yield and shared streets may be reduced to 12 ft. in areas that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft.

SEPARATED PEDESTRIAN AND BICYCLE FACILITIES

Some pedestrian and bicycle facilities may be separated from the right-of-way of a street. These facilities include pedestrian trails, pedestrian and bicycle accessways, and shared use paths. These facilities serve a variety of recreation and transportation needs for pedestrians and bicyclists.

PEDESTRIAN TRAIL

Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They are recommended to include a minimum width of 5 feet (see Table 5) and may include a hard or soft surface.

ACCESSWAY

Accessways provide short path segments between disconnected streets or localized recreational walking and biking opportunities. Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 1-foot shoulder on each side, and 10 feet of right-of-way. Accessways should be provided in any locations where the length between existing pedestrian and bicycle connections exceeds the maximum allowable length identified in Table 5.

SHARED USE PATH

Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths, although hard surfaces are generally better for bicycle travel. Widths need to provide ample space for both walking and biking and should be able to accommodate maintenance vehicles.

A shared use path should be at least 10 feet wide, with a 1-foot shoulder on each side, and 12 feet of right-of-way (see Table 5). A shared use path width of 12 feet is required along ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g., Nye Beach Area, Oregon Coast Bike Route), or when identified as a project in this TSP or subsequently adopted refinement plan.

TABLE 5: MINIMUM SEPARATED PEDESTRIAN AND BICYCLE FACILITY DESIGNS

FACILITY OPTIONS	PEDESTRIAN TRAIL DESIGN	ACCESSWAY OR LOW USE SHARED USE PATH DESIGN[1]	TYPICAL SHARED USE PATH DESIGN[2]
MINIMUM CONFIGURATION			

Notes:

1. For short segments, a low use shared use path can be as narrow as 8 feet wide, with a 1-foot shoulder on each side and a total right-of-way of 10 feet.

2. A shared use path width of 12 feet is required parallel to ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g., Nye Beach Area, Oregon Coast Bike Route).

VEHICLE MOBILITY STANDARDS

Mobility standards for streets and intersections in Newport provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two common methods currently used in Oregon to gauge traffic operations for motor vehicles are volume to capacity (v/c) ratios and level of service (LOS), described below.

- Volume-to-capacity (v/c) ratio: A v/c ratio is a decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00 (generally above 0.70), congestion noticeably increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.
- Level of service (LOS): LOS is a "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive, and demand exceeds capacity, typically resulting in long queues and delays.

City street performance standards for motor vehicles are shown in Table 6.

TABLE 6: VEHICLE MOBILITY STANDARDS FOR CITY STREETS

INTERSECTION TYPE	MOBILITY STANDARD	REPORTING MEASURE
SIGNALIZED	LOS D and v/c ≤0.90	Intersection
ALL-WAY STOP OR ROUNDABOUTS	LOS D and v/c ≤0.90	Worst Approach
TWO-WAY STOP [1]	LOS E and v/c ≤0.95	Worst Major Approach/ Worst Minor Approach

Notes:

1. Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

State facilities must comply with the existing mobility targets included in the Oregon Highway Plan and shown in Table 7. Alternative mobility targets have previously been adopted on US 101 in South Beach, and because constraints make meeting mobility targets along US 101 (north of Yaquina Bay) and US 20 impractical, the TSP also recommends that the Oregon Transportation Commission adopt alternative mobility targets for these highway segments. More information can be found in Technical Memorandum #11 in the Appendix.

TABLE 7: EXISTING MOBILITY TARGETS FOR US 20 AND US 101

ROADWAY	EXTENTS	ADOPTED V/C MOBILITY TARGET	
		SIGNALIZED	UNSIGNALIZED[1]
US 101	North Urban Growth Boundary to NE 20th Street	≤ 0.80	≤ 0.80/0.90
	NE 20th Street to SE 40th Street[2]	≤ 0.90 except US 101/SE 35th St: ≤0.99	≤ 0.90/0.95
	SE 40th Street to south Urban Growth Boundary[2]	≤ 0.80 except US 101/SE 40th St: ≤0.99 US 101/South Beach State Park/SE 50th St: ≤0.85	≤ 0.80/0.90
US 20	Urban Growth Boundary to Moore Drive	≤ 0.80	≤ 0.80/0.90
	Moore Drive to US 101	≤ 0.85	≤ 0.85/0.95

Notes:

1. For unsignalized intersections, the mobility target is listed for major approach/minor approach.
2. Alternative mobility targets have been adopted in South Beach.

MULTIMODAL CONNECTIVITY

Transportation facility and access spacing standards include a broad set of techniques that balance the need to provide for efficient, safe, and timely multimodal travel with the ability to allow access to individual destinations. These standards help create a system of direct, continuous, and connected transportation facilities to minimize out-of-direction travel and decrease travel times for all users, while enhancing safety for people walking, biking and driving by reducing conflict points.

Table 8 identifies maximum and minimum public roadway intersection, minimum private access, and maximum pedestrian and bicycle accessway spacing standards for streets in Newport. New streets or redeveloping properties must comply with these standards. A deviation to the standards may be requested to the City Engineer or City Engineer's designee. The request must include appropriate documentation to illustrate why the standards cannot be met, and that, as proposed, the access can function safely and efficiently. As the opportunity arises through redevelopment, existing streets or driveways not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.

All arterial streets in Newport are under State jurisdiction. See the Oregon Highway Plan and Blueprint for Urban Design for spacing standards along US 101 and US 20.

TABLE 8: TRANSPORTATION FACILITY AND ACCESS SPACING STANDARDS

SPACING STANDARD[1]	ARTERIALS (ODOT)[3]	MAJOR COLLECTORS (CITY)	NEIGHBORHOOD COLLECTORS (CITY)	LOCAL STREETS (CITY)
MAXIMUM BLOCK LENGTH (PUBLIC STREET TO PUBLIC STREET)	NA	1,000 ft.	1,000 ft.	1,000 ft.
MINIMUM BLOCK LENGTH (PUBLIC STREET TO PUBLIC STREET)	NA	200 ft.	150 ft.	125 ft.
MAXIMUM LENGTH BETWEEN PEDESTRIAN/BICYCLE CONNECTIONS (PUBLIC STREET TO PUBLIC STREET, PUBLIC STREET TO CONNECTION OR CONNECTION TO CONNECTION)[2]	NA	300 ft.	300 ft.	300 ft.
MINIMUM DRIVEWAY SPACING (DRIVEWAY TO DRIVEWAY)	350-1,320 ft. [3]	100 ft.	75 ft.	N/A
MINIMUM INTERSECTION SET BACK (FULL ACCESS DRIVEWAYS ONLY)	350-1,320 ft. [3]	150 ft.	75 ft.	35 ft.
MINIMUM INTERSECTION SET BACK (RIGHT-IN/RIGHT-OUT DRIVEWAYS ONLY)	350-1,320 ft. [3]	75 ft.	50 ft.	35 ft.

Notes:

1. All distances measured from the edge of adjacent approaches. All properties are allowed one driveway, which must take access from the lowest classified roadway when adjacent to more than one roadway.
2. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use or other factors that may prevent safe crossing. When the block length is less than 300 feet, mid-block pedestrian and bicycle connections are not required.
3. All arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing standards in the Oregon Highway Plan (see Table 14 of Appendix C) which vary based on posted speed, traffic volumes and setting. A summary of the current standards is provided below by segment:

   US 101:

   - North UGB to NW 66th Drive (55 mph): 1,320 feet
   - NE 60th Drive to NE 20th Street (45 mph): 800 feet
   - NE 20th Street to NE 2nd Street (35 mph): 500 feet
   - NE 2nd Street to SW Neff Way (25 mph): 350 feet
   - SW Neff Way to SE 40th Street (35 mph): 500 feet
   - SE 40th Street to SE 50th Street (45 mph): 800 feet
   - SE 50th Street to south UGB (55 mph): 1,320 feet

   US 20:

   - US 101 to NE Harney Street (30 mph): 500 feet
   - NE Harney Street to east UGB (55 mph): 1,320 feet

LIFELINE ROUTES

Newport's location on the Oregon Coast makes it vulnerable to both earthquakes and tsunamis. Statewide planning efforts have previously identified seismic lifeline routes and tsunami evacuation routes within Newport. The Oregon Seismic Lifeline Routes are a set of streets designated to facilitate emergency response and rapid economic recovery following a disaster. These routes are categorized as Tier 1, 2 and 3, with higher tier routes prioritized for seismic retrofits on existing state-owned facilities[5]. Within Newport, US 101 (north of US 20) is a designated Tier 1 lifeline route. Both US 101 (south of US 20) and US 20 are designated Tier 3 lifeline routes. These routes are identified in Technical Memorandum #10 in the Appendix.

In the event of a tsunami, the City's beach front, creek drainages, and the south beach area will need to evacuate. The tsunami hazard areas and identified evacuation assembly areas are also identified in Technical Memorandum #10 in the Appendix. Specific evacuation routes for each low-lying area are also available online. While much of Newport is outside of the tsunami inundation area, it is still susceptible to other hazards resulting from a seismic event (i.e., bridge failure).

Ensuring the lifeline and evacuation routes serve their intended purpose both during and following a disaster will be critical to ensure public safety and facilitate recovery. This TSP includes projects that promote seismic resilience on lifeline routes, adds pedestrian or bicycle facilities on evacuation routes, and other wayfinding projects.

STREET STORMWATER DRAINAGE MANAGEMENT

The City of Newport Municipal Code states that drainage facilities should be designed to consider the capacity and grade necessary to maintain unrestricted flow from areas draining from a new land division and to allow extension of the system to serve such areas. In addition to providing conveyance capacity, improvements to City streets should incorporate stormwater Best Management Practices (BMPs) to mitigate the negative effects to water quality and attenuate runoff volumes and peak flows where practical. The type and extent of these BMPs will depend on the extent of the improvements, potential pollutant loading and potential for significant downstream impacts due to increased peak flows and volumes. The physical constraints of topography or environmentally sensitive, historic or developed areas that make constructing or reconstructing a roadway a challenge also apply to finding suitable space for stormwater management BMPs. See TSP Appendix M for some of the potential BMP types and where they may be suitable.

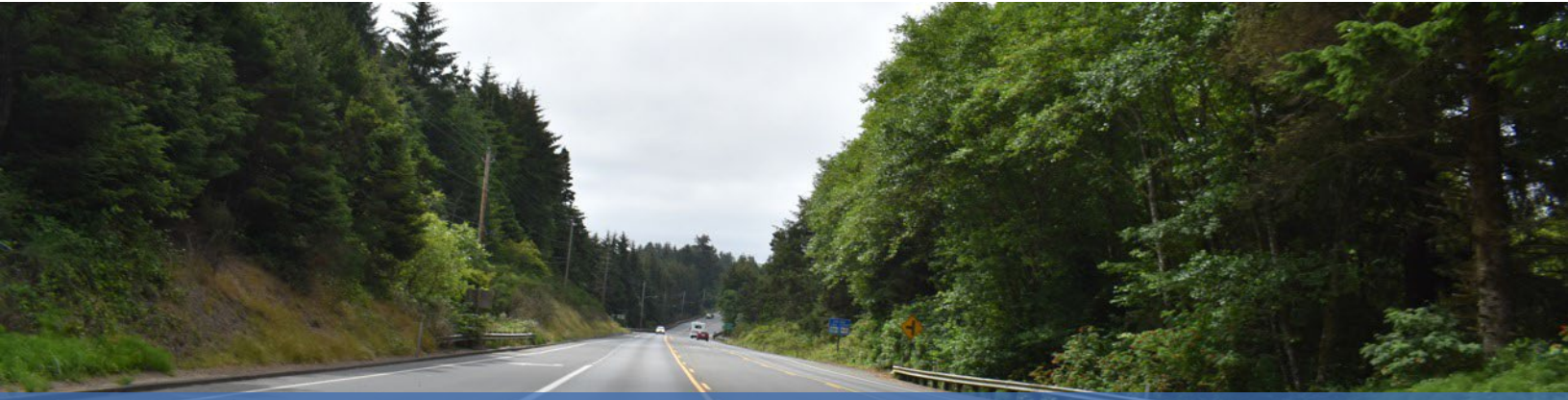
[5] The routes identified as Tier 1 are the most significant and necessary to ensure a functioning statewide transportation network. A functioning Tier 1 lifeline system provides traffic flow through the state and to each region. The Tier 2 lifeline routes provide additional connectivity and redundancy to the Tier 1 lifeline system. The Tier 2 system allows for direct access to more locations and increased traffic volume capacity, and it provides alternate routes in high-population regions in the event of outages on the Tier 1 system. The Tier 3 lifeline routes provide additional connectivity and redundancy to the lifeline systems provided by Tiers 1 and 2.

Prior to construction of any transportation improvements, a project specific stormwater investigation should be completed to determine the site specific constraints and appropriate BMPs. The ODOT Hydraulics Manual along with DEQ stormwater guidance should be consulted for specific design parameters.

A review of the downstream stormwater conveyance system should be completed as part of any modifications to ensure that the runoff is not contributing to issues with capacity or integrity of the stormwater outfall. The extent of the downstream analysis will depend on the extent of the improvements and specific site conditions.

AGATE BEACH STORMWATER CONSIDERATIONS

As noted in the Geotechnical Consultation for Agate Beach memorandum prepared by Foundation Engineering, Inc. as part of the TSP update, the Agate Beach neighborhood is experiencing a high amount of coastal erosion along with potential for settlement of undocumented fill in the low-lying areas. A site-specific analysis by a certified engineering geologist is required for development within areas of high risk of erosion, settlement or landslides. These constraints make the need for stormwater BMPs that attenuate peak flows and volumes even more critical to ensuring that erosion and settlement isn't exacerbated by newly constructed transportation infrastructure. With potential for erosion and the presence of undocumented fill, facility types that rely on infiltration (drywells, soakage trenches, infiltration planters/basins) may not be appropriate due to the varying infiltration capacity and potential to increase settlement or erosion. Flow-through facilities such as swales, vegetated filter strips or mechanical treatment are likely more appropriate, with structured/mechanical treatment being the most likely approach to achieve stormwater management goals while minimizing the potential for increased settlement or erosion.



Chapter 5: Project Development and Evaluation

This chapter describes the process followed to develop the transportation system improvement projects.

PROCESS FOR DEVELOPING PROJECTS

The project team developed the recommended transportation solutions using guidance provided by the project goals and with input from three main sources:

- Stakeholders (via advisory committee meetings, in-person events, online open houses, community workshops, project website comments, and mail-in survey responses)
- Previous Plans (such as the 2012 Newport Transportation System Plan, Oregon Coast Bike Route Plan, Yaquina Bay State Recreation Site Plan)
- Independent Project Team Evaluation (Technical Memoranda #5 through #8 Existing and Future Transportation Conditions and Needs Evaluation, and Solutions Evaluation)

The full list of projects in this TSP are referred to as Aspirational Projects. Aspirational projects include all identified projects for improving the transportation network along major streets in Newport, regardless of their priority or their likelihood to be funded. This TSP focuses on streets in the City with a vehicle functional classification of neighborhood collector and higher. Additional improvements beyond the Aspirational project list will occur with private development in the UGB, including the build out of the local street network consistent with the standards in Chapter 4.

Newport's approach to developing transportation projects emphasized improved system efficiency and management over adding capacity. The approach considered four tiers of priorities that included:

1. Highest Priority – preserve the function of the system through management practices such as improved traffic signal operations, encouraging alternative modes of travel, and implementation of new policies and standards.

2. High Priority – improve existing facility efficiency through minor enhancement projects that upgrade roads to desired standards, fill important system connectivity gaps, or include safety improvements to intersections and corridors.

3. Moderate Priority – add capacity to the system by widening, constructing major improvements to existing roadways, or extending existing roadways to create parallel routes to congested corridors.

4. Lowest Priority – add capacity to the system by constructing new facilities.

The project team recommended higher priority solution types to address identified needs unless a lower priority solution was clearly more cost-effective or better supported the goals and objectives of the City. This process allowed the City to maximize use of available funds, minimize impacts to the natural and built environments, and balance investments across all modes of travel. The TSP planning process screens candidate projects to set aside those that may not be feasible due to environmental or existing development limitations. The remaining projects are a combination of new and previous ideas for the transportation system that seek to address the gaps and deficiencies in the City.

PROJECT FUNDING

Each project was reviewed to consider how it might be funded during the next 20 years. In general, the primary funding agency was assumed to be the current or future facility owner, as they are responsible to oversee construction and long-term maintenance. For the TSP, all projects were assigned to either Newport or the State as the primary funding agency. In some cases, funding partnerships were identified for projects that were expected to provide mutual benefits between agencies or where there were opportunities to accelerate projects to completion. It is important to note that these funding assumptions do not obligate any agency to commit to these projects. Each project was also assigned an assumed funding source, which included the City's North Side Urban Renewal District, South Beach Urban Renewal District and other City/State revenue (i.e., Federal Funding, State Highway Trust Fund, local gas tax, System Development Charges, etc.).

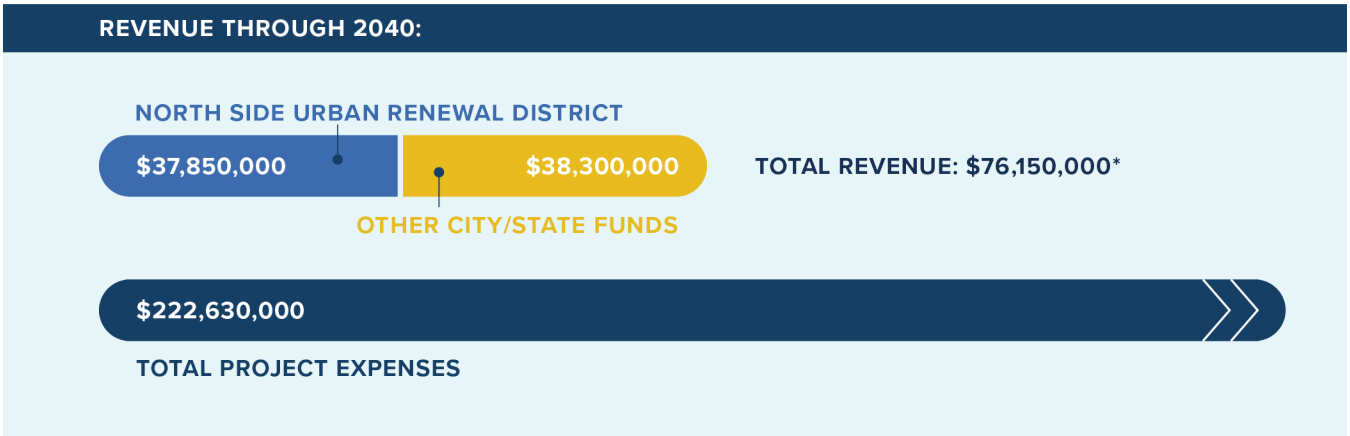
This TSP also presents a high priority subset of the City's Aspirational Projects that are constrained to a level of funding that is expected to be available for the next 20 years. While there may be other partnering opportunities with ODOT and Lincoln County Transit, these decisions are ultimately up to those agencies. Private development will also likely build TSP projects in coordination with land use actions and future development in the City. While projects related to property development or re-development may occur within the TSP planning horizon, no funding was assumed from current City revenue sources since these projects will not be needed until the fronting development occurs. If the City chooses to update the local transportation system development charge in the future to incorporate the updated project list from the TSP and reassess the corresponding fees, much of the private development share will likely be included in that fee[6].

Based on historical and forecasted funding levels, the City expects to have about $76 million through the year 2040 for transportation projects in this TSP (see Figure 36). This includes about

[6] The funding analysis for the TSP assumes new private development contributions towards transportation improvements based on the current system development charge project list and fees.

$38 million for projects in the North Side Urban Renewal District boundary and another $38 million from other City and State funding sources for other citywide projects. And although it was not included in the TSP revenue forecast, the South Beach Urban Renewal District will also provide an additional $3 million in funding for remaining projects in the district boundary. This is still far below the funding required to implement all the projects in this plan, which total approximately $222 million, but may be sufficient to advance many of the higher priority projects in the City. The City may consider increasing existing fee levels, or adding new funding options to close these gaps and better prepare to accommodate growth. Refer to Technical Memorandum #9 in the Appendix for more information on the expected transportation revenue and expenditures.

FIGURE 36: EXPECTED TRANSPORTATION FUNDING COMPARED TO PROJECT EXPENSES



Note: * The South Beach Urban Renewal District will also provide an additional $3 million in funding for remaining projects in the district boundary, beyond the $76 million shown.

SPECIAL STUDIES

A series of special transportation studies was conducted as part of the TSP. The detailed evaluation process considered solutions along US 101 and US 20 in the downtown area, as well as a possible Harney Street extension to establish a new circulation route through the east end of the City between US 20 and US 101, near NE 36th Street. These solutions are large-scale capital investments that could significantly alter Newport's transportation network and travel patterns by increasing roadway capacity and constructing enhanced bicycle and pedestrian facilities. Other low-cost transportation strategies were also considered to manage congestion at all highway intersections. The following sections summarize results of each special transportation study, including factors like the available right-of way or environmental constraints which could impact implementation.

US 101 CIRCULATION OPTIONS

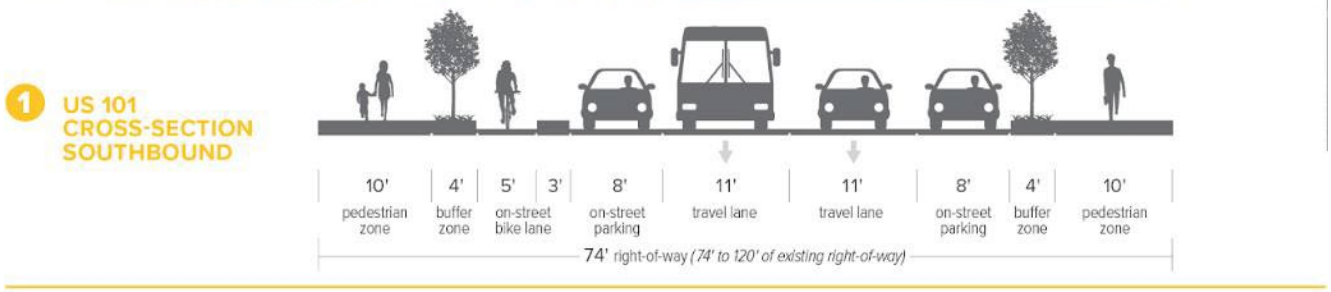
US 101 serves residents and visitors travelling along the Oregon Coast or within Newport. The highway, today, cuts through downtown Newport and creates a significant barrier for travel within the downtown core. High vehicle volumes on US 101 lead to significant congestion and delay on US 101 which limits 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 Hurbert 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



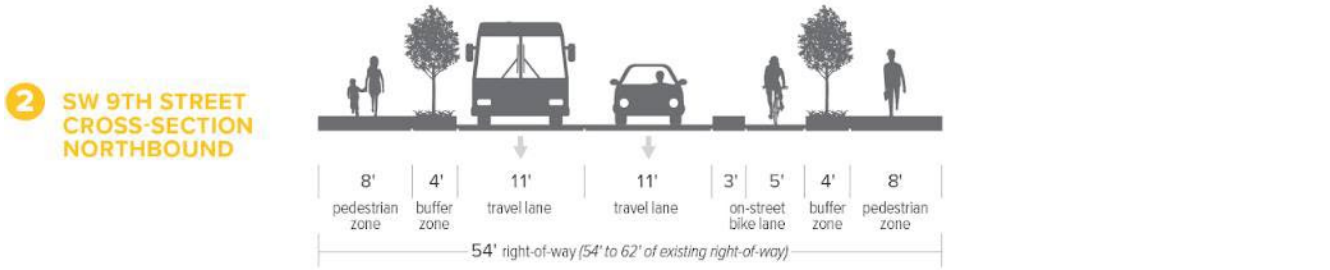
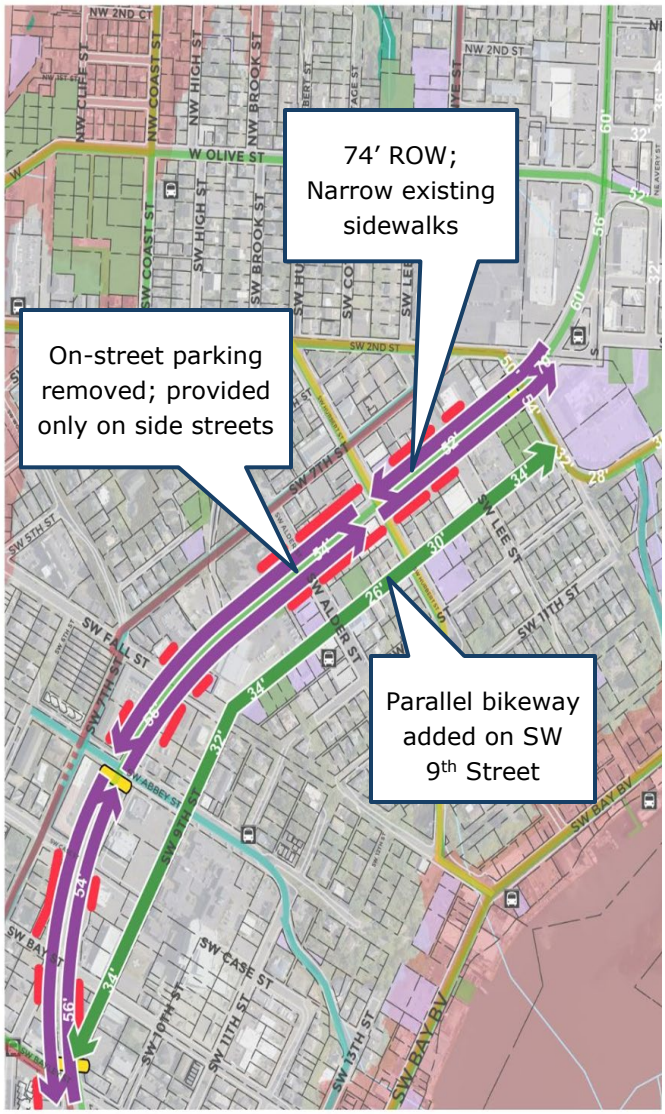
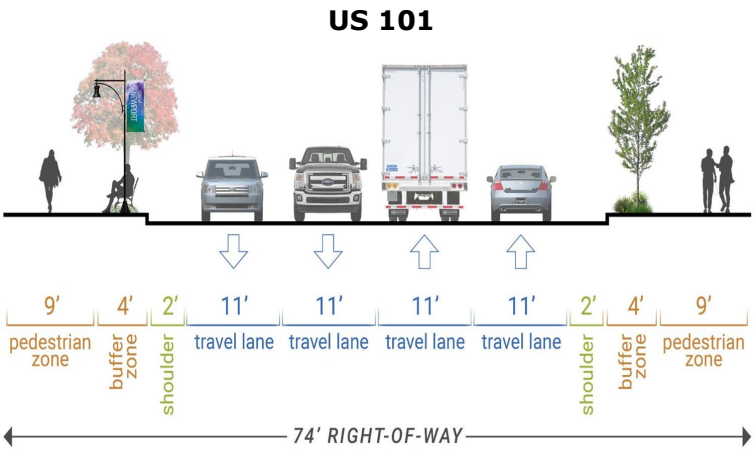


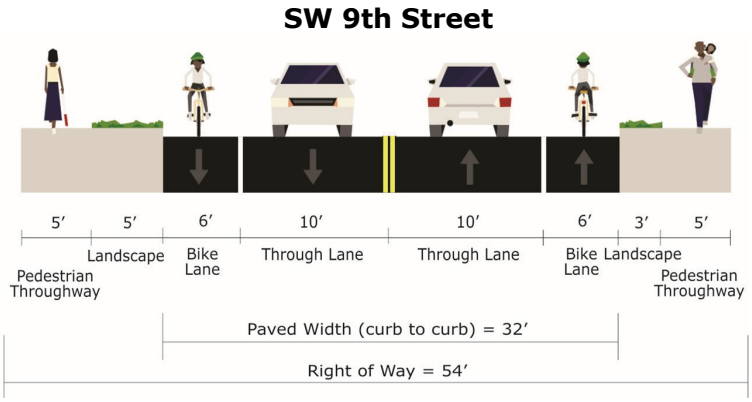
FIGURE 38: US 101 TWO-WAY CIRCULATION OPTION





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)
PROMOTES MIXED-USES AND ACTIVITY CENTERS	+ 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	+ + + 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
DISTRIBUTES TRANSPORTATION INVESTMENT TO THE WIDEST RANGE OF OPPORTUNITY STREETS AND SITES	+ + Primary benefit on SW 9th Street only; US 101 remains the same	+ + + Better site access, visibility, and circulation improvements in SW Fall Street to SW Angle Street corridor
IMPROVES OVERALL MOBILITY	+ + Basic traffic calming and intersection cleanup; center turn lane reduces delays, where feasible	+ + + New traffic pattern, bikeways, sidewalk upgrades, parking
IMPROVES WALKING AND BIKING NETWORK	+ + Dedicated bikeways on SW 9th Street only; no bikeways on US 101; Walking degraded on US 101 as motor vehicles are closer to sidewalk	+ + + Overall improvements provide benefits; new facilities on both street segments
INCREASES STREETSCAPE IMPROVEMENT OPPORTUNITIES	+ + No change on US 101; new opportunities on SW 9th Street	+ + + Provides much space for streetscape upgrades
IMPROVES THE STREET GRID AND URBAN PATTERN	+ Overall circulation improvements; related side-street impacts	+ + + Major upgrades to highway segments and interconnected side streets

US 20 CIRCULATION OPTIONS

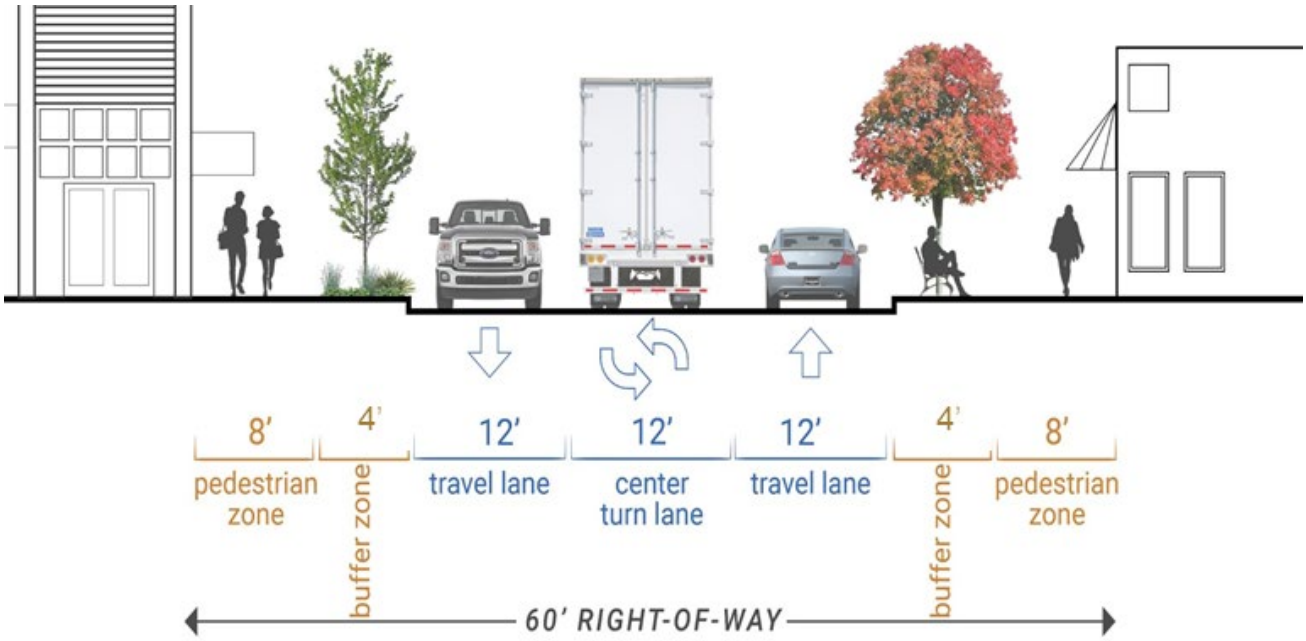
US 20 is the primary route that connects Newport east to Corvallis and other regional destinations along I-5. The existing three-lane section leads to significant congestion in the summer for traffic entering Newport that must turn at the US 101/US 20 intersection. The long vehicle queues approaching the US 101/US 20 signal reduce business access and increase delay for the existing, unsignalized intersections along US 20. Congestion on US 20 coupled with limited right-of-way and poor multimodal facilities also creates significant challenges for all users. Today, there are only narrow, curb-tight sidewalks for a portion of the corridor, no bicycle facilities, and limited opportunities for future widening to relieve congestion.

Two circulation options were considered for US 20 as part of the TSP. The first option maintains the existing alignment of US 20 in downtown Newport but includes several streetscape alternatives to enhance the bicycle or pedestrian environment. The second option constructs a couplet on US 20 between NE Harney Street/SE Moore Drive and US 101. This option would place westbound traffic on NE 1st Street while eastbound traffic would remain on the existing alignment of US 20; US 20 westbound would tie back into the existing alignment prior to the US 101/US 20 intersection. Converting US 20 to a couplet increases the total available right-of-way and allows wider sidewalks with protected bike facilities to be implemented along the corridor. This option also increases the total number of properties that front US 20 which may increase economic development opportunities for downtown Newport although US 20 is located outside of Newport's historic downtown core.

The circulation options were evaluated both quantitatively and qualitatively for their impact on pedestrian travel, bicycle travel, vehicle operations, 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 20. Through the evaluation process, maintaining two-way traffic on US 20, seen below in Figure 39, emerged as the preferred alternative. This option would include on-street bike facilities between NE Harney Street and NE Fogarty Street, but would include no bike facilities west of NE Fogarty Street to US 101. It would, however, be complemented by adjacent bike facilities along NE 1st Street to the north and SE 1st Street to the south, connected by an enhanced crossing at the SE Fogarty Street intersection with US 20. A summary of the full evaluation for each US 20 circulation option is included in the Appendix. Although this is the preferred cross section, US 20 is a Freight route and a Reduction Review route and will be subject to further review by ODOT.

Improving the existing streetscape on US 20 will improve segments of the bicycle and pedestrian environment at a comparably low cost. Although a couplet would increase vehicle capacity on US 20, the right-of-way needed to upgrade NE 1st Street and implement improvements at the US 101/US 20 signal outweigh the potential benefits of a couplet. Retaining the existing alignment of US 20 can improve segments of the bicycle and pedestrian environment while minimizing the negative impacts to the surrounding residential neighborhood.

FIGURE 39: PREFERRED US 20 CIRCULATION OPTION



US 101/US 20 INTERSECTION OPTIONS

Several improvement options were considered at the US 101/US 20 intersection. This intersection experiences high delay during the peak periods today, and the delay is forecasted to worsen in the future. High volumes on each approach to the intersection limit the potential for cost effective signal timing or other minor modifications to manage congestion. Alternatives considered included a two-lane roundabout and restricting the Olive Street approach to a single direction (i.e., westbound only), but ultimately adding a second southbound left turn lane from US 101 to eastbound US 20 emerged as the preferred option. This improvement will widen the southbound US 101 approach to US 20 to include six lanes (two southbound through lanes, two southbound left-turn lanes, and two northbound lanes), will require widening along US 20 to include a second receiving lane, and will enhance sidewalks and add bike lanes near the intersection. These improvements will likely have significant impacts to properties surrounding the intersection. While the concepts have highlighted the potential property impacts, they are only illustrative at this stage of the planning process and will be fully vetted and ultimately determined during the engineering design process prior to the construction drawings. It is worth noting that the PAC prefers a widening option that focuses the US 101 widening to the east, since it had the lowest impact to adjacent properties.

HARNEY STREET EXTENSION

Newport does not have a parallel route on the east side of US 101 to connect northern areas of the city to the downtown core, so most vehicle trips between these areas must occur on US 101. The Harney Street Extension proposes a new minor arterial road between NE 7th Street and NE Big Creek Road before connecting to US 101 at the proposed NE 36th Street traffic signal. This extension will provide a continuous connection between US 20 and NE 36th Street with limited

access to amenities along US 101 north of NE 7th Street and allow travelers to bypass some of the most congested segments of US 101. The Harney Street extension will also provide a critical connection to serve future growth in this area.

The Harney Street extension was previously identified in long-range transportation plans, but this special study included additional refinement to understand the costs and benefits of this improvement. Figure 40 illustrates the refined project concept. The extension was evaluated both quantitatively and qualitatively for its impact on pedestrian travel, bicycle travel, vehicle operations, and cost.

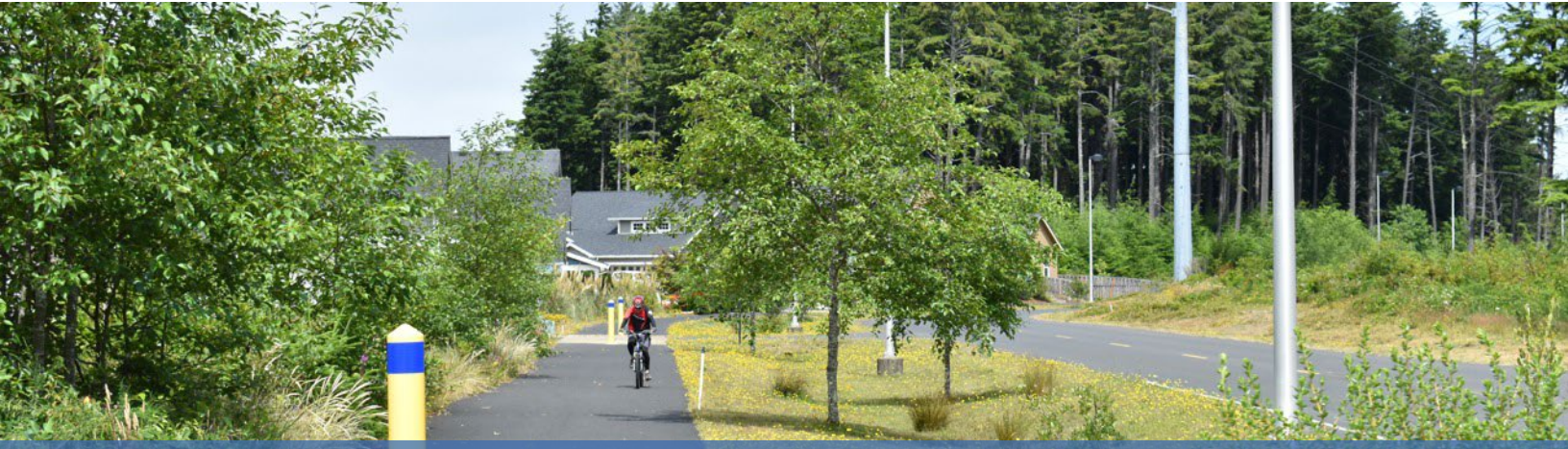
Due to the limited access to amenities along US 101 in Newport from the Harney Street extension, this road will primarily serve regional traffic travelling between US 20 and US 101 to the north of Newport along with future residential growth that is projected to occur along the proposed alignment. Between 4,000 and 7,000 vehicles are expected to use this extension by 2040 which will provide only modest relief for congestion on US 101 in Newport. However, this street extension will also include pedestrian and bicycle facilities to connect to Newport's planned network, significantly enhancing travel for these modes. The Harney Street extension will enhance local circulation for Newport although the high project cost makes this a lower priority improvement for Newport.

FIGURE 40: HARNEY STREET EXTENSION CONCEPTUAL ALIGNMENT

ALTERNATIVE HIGHWAY MOBILITY TARGETS

Assuming Newport grows in accordance with its current adopted land use plan and travelers continue to rely heavily on private automobiles for their trips, roadways in the City will not be able to meet ODOT's v/c ratio-based mobility targets in the Oregon Highway Plan. In this situation (which is common in communities with roadways that experience high travel demands), adoption of alternative mobility targets is appropriate. Alternative mobility targets reflect realistic expectations for roadway performance at the end of the 20-year planning horizon, based on traffic projections. Adopting realistic alternative targets relieves the state and local governments from having to limit development or make investments to comply with targets they cannot possibly achieve.

PLACEHOLDER



Chapter 6: Projects and Priorities

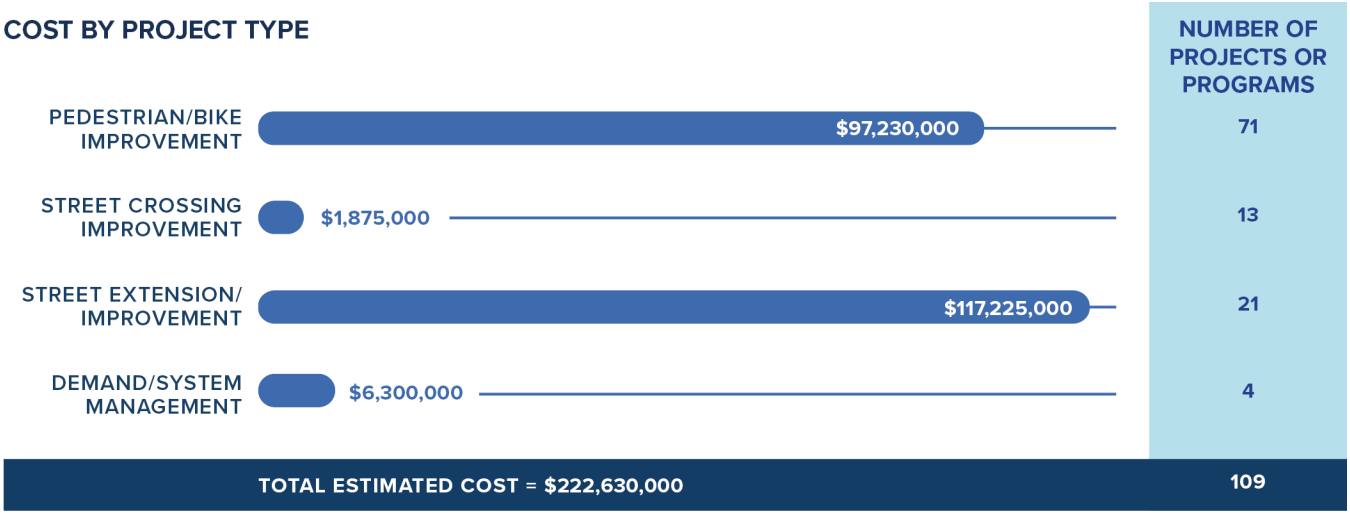
This chapter describes the transportation system improvement projects identified to address the system needs discussed in Chapter 3.

ASPIRATIONAL PROJECTS

The full aspirational list includes 109 projects totaling over $222 million in total investments (see Figure 41). For the purposes of cost estimates, project design elements are identified, however, the actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to City, ODOT and/or other partner agency approval. The Aspirational projects were assigned to one of several categories:

- **Street Extension/Street Improvement** – these projects will improve or construct new multi-modal streets and intersections throughout the UGB, each with facilities for motorists, pedestrians and bicyclists. They are listed with project identification numbers beginning with "INT", "EXT" and "REV". The TSP includes a total of 21 projects that, as of 2021, will cost an estimated $117.2 million to complete.
- **Pedestrian/ Bike Improvement** – these projects include stand-alone sidewalk, path and an integrated network of bicycle lanes, marked on-street routes and shared-use paths to facilitate safe and convenient travel citywide. They are listed with project identification numbers beginning with "SW", "TR", "BR", "SBL" and "BL". A total of 71 pedestrian and bicycle projects were identified that, as of 2021, will cost an estimated $97.2 million to complete.
- **Street Crossing Improvement** – these projects will improve safety and mobility at street crossings throughout the UGB. They are listed with project identification numbers beginning with "CR". A total of 13 projects were identified to construct new or improve existing crossings that, as of 2021, will cost an estimated $1.8 million to complete.
- **Demand/ System Management** – these projects will encourage more efficient usage of the transportation system. They are listed with project identification numbers beginning with "PRO". The TSP includes four projects that, as of 2021, will cost an estimated $6.3 million.

FIGURE 41: LEVEL OF INVESTMENT BY MODE OF TRAVEL



PRIORITIZING ASPIRATIONAL PROJECTS

Unless the City expands its funding options, most of the Aspirational projects identified are not reasonably likely to be funded by 2040. For this reason, projects from the Aspirational list were evaluated and ranked using a set of evaluation criteria that reflect how well it achieves the transportation goals and objectives described in Chapter 2. The prioritization score was calculated for each project using the criteria associated with 8 of the 9 TSP goals. TSP Goal 9 (Work with Regional Partners) did not have any associated criteria and was therefore not a factor in the evaluation score calculation.

There was a total of 13 criteria overall associated with the TSP Goals, as some goals had more than one criterion. The projects were initially given a score of 1 (one) for each of the 13 criteria it addressed, with each goal weighted equally, resulting in overall possible scores ranging from 0 to 8. Projects were then assigned an evaluation rank of "high" for projects with the highest total scores, "medium" for the middle one-third of project scores, and "low" for projects with the lowest total scores (see Table 10). The methodology for calculating the scores for each criterion can be found in Technical Memorandum #8 in the Appendix.

The final priority ranks listed in Table 10 were used to divide projects from the Aspirational project list into two improvement packages, referred to as Financially Constrained and Unconstrained (see descriptions of these improvement packages in the following sections). The project priority rankings do not create an obligation to construct projects in any order and it is recognized that these priorities may change over time. The City of Newport will use the priorities listed in this TSP to guide investment decisions but will also regularly reassess local priorities to leverage new opportunities and reflect evolving community interests.

The City is not required to implement projects identified on the Financially Constrained list first. Priorities may change over time and unexpected opportunities may arise to fund particular projects. The City is free to pursue any of these opportunities at any time. The purpose of the

Financially Constrained project list is to establish reasonable expectations for the level of improvements that will occur and give the City initial direction on where funds should be allocated.

FINANCIALLY CONSTRAINED PROJECTS

Financially Constrained projects are the most valued, in terms of how they meet critical needs and how well they work to deliver on community goals. Projects in this group have a total construction budget that is similar to the reasonably available funding over the planning horizon, meaning the $76 million that is likely to be available through existing City and State funding sources. This package also includes the $3 million in additional funding from the South Beach Urban Renewal District for remaining projects in the district boundary, beyond the $76 million.

The projects included in the Financially Constrained list are shown in Table 10 and Figure 42, Figure 43, Figure 44, Figure 45, Figure 46 and Figure 47. These projects were grouped within the following priority horizons, based on the overall project evaluation score and available funding:

- **Tier 1:** Projects recommended for implementation within 1 to 10 years.
- **Tier 2:** Projects likely to be implemented beyond 10 years.

UNCONSTRAINED PROJECTS

Unconstrained projects are those remaining from the Aspirational list that likely will not include funding by 2040. The projects included in the Unconstrained list are shown in Table 10 and Figure 42, Figure 43, Figure 44, Figure 45, Figure 46 and Figure 47. These projects were grouped within the following priority horizons, based on the project evaluation score:

- **Unconstrained Tier 1:** Projects with the highest priority for implementation beyond the projects included on the Financially Constrained list, should additional funding become available.
- **Unconstrained Tier 2:** The last phase of projects to be implemented, should additional funding become available.

ASPIRATIONAL PROJECT TABLE AND FIGURES

The Aspirational projects listed in Table 10 are also displayed on Figure 42, Figure 43, Figure 44, Figure 45, Figure 46 and Figure 47, with the corresponding figure shown in the column labeled "Map Area" (i.e., North, Downtown or South). Multimodal projects (i.e., "SW", "TR", "BR", "SBL", "BL" and "CR" labels) and motor vehicle projects (i.e., "INT", "EXT" and "REV" labels) are displayed on separate figures in each map area. The "north area" maps are shown in Figure 42 and Figure 43, the "downtown area" maps shown in Figure 44 and Figure 45, and the "south area" maps shown in Figure 46 and Figure 47.

The project identification numbers in the first column are coded to indicate the category of the improvement, as follows:

- "INT" to represent an intersection improvement project
- "EXT" to represent a roadway extension project
- "REV" to represent an existing roadway improvement or reconfiguration project
- "SW" to represent a sidewalk improvement project
- "TR" to represent a trail or shared use path improvement project
- "BR" to represent a bike route improvement project
- "SBL" to represent an improvement project to add separated or buffered bike lanes
- "BL" to represent an improvement project to add standard bike lanes
- "CR" to represent a roadway crossing improvement project
- "PRO" to represent a citywide demand or system management project

The improvement package for each Aspirational project is shown in the column labeled "Package", and is either Financially Constrained (i.e., projects likely to be funded) or Unconstrained (i.e., projects not likely to be funded).

TABLE 10: ASPIRATIONAL PROJECTS

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT1	**US 101/NE 73rd Street** Improve the intersection with either a traffic signal or roundabout. Cost assumes installation of a traffic signal.	State	City/State Funds	$950,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT3	**US 101/NW Oceanview Drive** Widen the eastbound NW Oceanview Drive approach to include separate left and right turn lanes.	State	NURA	$225,000	Low	2,8	Unconstrained	Unconstrained Tier 2	North
INT4	**US 101/US 20** Construct a second southbound left turn lane. Requires a signal modification, widening along US 101 and along the south side of US 20 to support a second receiving lane, and conversion of the US 101/NE 1st Street intersection to right-in, right-out movements only.	State	NURA	$5,000,000	High	1,2,4,7, 8	Financially Constrained	Tier 1	Downtown
INT6	**US 20/SE Moore Drive/NE Harney Street** Improve the intersection with a traffic signal (with separate left turn lanes on the northbound and southbound approaches). Coordinate improvements with Project SBL1.	State	NURA	$1,050,000	Medium	1,2,4,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT8	**US 101/NE 36th Street** Improve the intersection with either a traffic signal (with separate left and right turn lanes for westbound traffic) or a roundabout. Cost assumes installation of a traffic signal.	State	City/State Funds	$1,175,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT9	**US 101/SW 40th Street** Improve the intersection with a traffic signal. Cost assumes installation of a traffic signal, curb ramps, striping, signing and repaving, as identified in the South Beach Refinement Plan.	State	SBURA	$1,550,000	High	1,2,4,7, 8	Financially Constrained	Tier 1	Downtown
INT10	**US 20/Benton Street** Restripe northbound approach to include separate left/through lane and right turn lane (requires removal of on-street parking).	State	NURA	$75,000	Low	2,8	Unconstrained	Unconstrained Tier 2	Downtown
INT11	**US 101/NW-NE 6th Street** Realign NW 6th Street to the north and/or NE 6th Street to the south to create a standard 4-leg intersection. Requires right-of-way acquisition and a signal modification.	State	NURA	$3,075,000	Low	1,2,4	Unconstrained	Unconstrained Tier 2	Downtown
INT12	**US 101/NE 57th Street** Realign approach to intersect with NW 58th Street.	State	NURA	$1,275,000	Low	1,2	Unconstrained	Unconstrained Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT1	**NW Gladys Street (from NW 55th Street to NW 60th Street)** Improve NW Gladys Street to create a continuous neighborhood collector street.	Newport	NURA	$1,100,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
EXT3	**NE 6th Street (from NE Laurel Street to NE Newport Heights Drive)** Extend NE 6th Street to create a continuous neighborhood collector street.	Newport	City/State Funds	$5,200,000	Low	2,3,7	Unconstrained	Unconstrained Tier 2	Downtown
EXT4	**NE Harney Street (from NE 7th Street to NE Big Creek Road)** Extend NE Harney Street to create a continuous major collector street and install a mini roundabout at the intersection of NE Harney Street/NE 7th Street.	Newport	City/State Funds	$58,600,000	High	2,3,4,6, 7	Unconstrained	Unconstrained Tier 1	North, Downtown
EXT8	**SE Ash Street-SE Ferry Slip Road (from SE 40th Street to SE 42nd Street)** Extend SE Ash Street-SE Ferry Slip Road to create a continuous major collector street.	Newport	City/State Funds	$2,275,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT9	**SE 50th Place (from Emery Trailhead to US 101)** Extend SE 50th Place to the entrance of South Beach State Park at US 101 to create a continuous major collector street. Cost includes the construction of a shared use path on one side and widening of US 101 to create a southbound left turn lane.	Newport	City/State Funds	$3,375,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT10	**SE 62nd Street (from current terminus to SE 50th Place)** Extend SE 62nd Street from the current terminus to SE 50th Place, near Emery Trailhead, to create a continuous major collector street. Cost includes the construction of a shared use path on one side.	Newport	City/State Funds	$6,150,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT11	**SE Harborton Street (from SE College Way to SE 62nd Street extension)** Extend SE Harborton Street to the SE 62nd Street extension intersection with SE 50th Place to create a continuous major collector street. Cost includes the construction of a shared use path on one side.	Newport	City/State Funds	$4,000,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT12	**NW Nye Street (from NW Oceanview Drive to NW 15th Street)** Extend/Improve NW Nye Street to create a continuous neighborhood collector street between NW Oceanview Drive and NW 15th Street. Cost assumes bridge will be needed, installation of a sidewalk, and signing and striping as needed to designate a shared bike route.	Newport	City/State Funds	$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
REV1	**NW Oceanview Drive (from NW Nye Street Extension to NW 12th Street)** Convert NW Oceanview Drive to one-way southbound between the NW Nye Street Extension and NW 12th Street and shift northbound vehicle traffic to NW Nye Street. Cost assumes utilization of the existing roadway width to include a southbound travel lane for vehicles, and an adjacent shared use path for pedestrians and bicycles. Project EXT12 must be completed before Project REV1.	Newport	City/State Funds	$350,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV5	**Yaquina Bay Bridge Refinement Plan** Conduct a study to identify the preferred alignment of a replacement bridge, typical cross-section, implementation, and feasibility, and implement long-term recommendations from the Oregon Coast Bike Route Plan.	State	City/State Funds	$500,000	High	2,3,4,6, 7,8	Financially Constrained	Tier 1	Downtown
REV6	**US 101 and SW 9th Street (from SW Abbey Street to SW Angle Street)** Convert US 101 to one-way southbound between SW Abbey Street and SW Angle Street, and shift northbound US 101 to SW 9th Street. Cost assumes cross-sections as identified in Chapter 5 of this TSP, construction of new roadway segments to transition northbound traffic to and from SW 9th Street, and some intersection and crossing improvements. Specific treatments will be identified during design phase of the project.	State	NURA	$11,700,000	High	2,3,4,6, 7,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV7	**US 20 (from US 101 to NE Harney Street)** Enhance the existing street cross-section with widened sidewalks and new landscape buffers. Cost assumes cross-sections as identified in Chapter 5 of this TSP, with on-street bicycle lanes only provided between SE Fogarty Street and NE Harney Street. Requires a design exception and documented public acceptance. Parallel bicycle facilities provided between US 101 and SE Fogarty Street in Project BR5, TR12 and BL3.	State	NURA	$6,500,000	High	2,3,4,6, 7,8	Financially Constrained	Tier 1	Downtown
SW1	**NW 3rd Street (from NW Brook Street to NW Nye Street)** Complete existing sidewalk gaps using either standard sidewalk widths or restripe to provide a designated pedestrian walkway in-street.	Newport	City/State Funds	$1,100,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
SW2	**NE 3rd Street (from NE Eads Street to NE Harney Street)** Complete existing sidewalk gaps.	Newport/ Lincoln County	City/State Funds	$950,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW3	**SW Elizabeth Street (from W Olive Street to SW Government Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,600,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW6	**NE 7th Street (from NE Eads Street to NE 6th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,175,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW8	**NE Harney Street (from US 20 to NE 3rd Street)** Complete existing sidewalk gaps.	Newport	NURA	$700,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW11	**SE Benton Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SE 10th Street to NE 12th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$3,050,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown
SW12	**SW 2nd Street (from SW Elizabeth Street to SW Nye Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$1,275,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW13	**NW Nye Street (from W Olive Street to NW 15th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$4,450,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW14	**NW/NE 11th Street (from NW Spring Street to NE Eads Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,150,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown
SW16	**NW Edenview Way/NE 20th Street (from NW Oceanview Drive to NE Crestview Drive)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,475,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
SW17	**NW 60th Street (from US 101 to NW Gladys Street)** Complete existing sidewalk gaps.	Newport	NURA	$175,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW18	**SE 35th Street (from SE Ferry Slip Road to South Beach Manor Memory Care)** Complete existing sidewalk gaps as identified in the South Beach Refinement Plan.	Newport	SBURA	$750,000	High	1,2,3,6, 7	Financially Constrained	Tier 1	Downtown
SW19	**NW 8th Street/NW Spring Street (from NW Coast Street to NW 11th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$1,175,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown
SW20	**NW Gladys Street/NW 55th Street (from NW 60th Street to US 101)** Complete existing sidewalk gaps.	Newport	NURA	$1,425,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW21	**US 101 (from NW 25th Street to NE 31st Street)** Construct pedestrian path on east side of US 101. Cost assumes 10-ft wide sidewalk with sheet pile wall.	State	NURA	$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
SW22	**Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive)** Complete existing sidewalk gaps and install enhanced pedestrian crossings consistent with the Yaquina Bay State Recreation Site Master Plan.	Newport	State Funds	$2,250,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW23	**SW Bay Boulevard (from SE Fogarty Street to SE Moore Drive)** Complete existing sidewalk gaps.	Newport	City/State Funds	$1,300,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW24	**NW 55th Street (from NW Gladys Street to NW Piney Street)** Complete existing sidewalk gaps.	Newport	NURA	$1,775,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 1	North
SW25	**NE Harney Street/NE 36th Street (from US 101 to NE Big Creek Road)** Complete existing sidewalk gaps.	Newport	City/State Funds	$5,300,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW26	**NE Avery Street/NE 71st Street (from US 101 to NE Echo Court)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,475,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW27	**NE 12th Street (from US 101 to NE Benton Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$625,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North, Downtown
SW28	**SW Bayley Street (SW Elizabeth Street to US 101)** Complete existing sidewalk gaps.	Newport	NURA	$325,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW29	**US 101 (from SE Ferry Slip Road to SE 40th Street)** Complete the sidewalk gaps on the east side.	State	City/State Funds	$425,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW30	**Yaquina Bay Road (from SE Vista Drive to SE Running Spring)** Complete existing sidewalk gaps on north side only.	Newport	City/State Funds	$1,800,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW31	**SW Abalone Street (from US 101 to SW 35th Street)** Construct a sidewalk on the south side of SW Abalone Street.	Newport	City/State Funds	$350,000	Medium	2,3,4,6	Unconstrained	Unconstrained Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR1	**NW Oceanview Drive (from US 101 to NW Nye Street Extension)** Construct a shared use path on one side. The short term improvement along this segment included in Project BR15.	Newport	City/State Funds	$4,775,000	High	1,2,3,6	Financially Constrained	Tier 1	North
TR2	**US 101 (from NW Lighthouse Drive to 600 feet north of NW 77th Court)** Construct a shared use path on the east side of US 101. Sidewalk infill will also be completed on the west side south of NW 60th Street. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path).	State	NURA	$6,650,000	High	1,2,3,6, 7	Unconstrained	Unconstrained Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR3	**US 101 (from NW Lighthouse Drive to NW Oceanview Drive)** Construct a shared use path on the west side of US 101, with sidewalk infill on the east side. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path). Cost included with Project TR8.	State	Federal Funds/ NURA	Included with Project TR8	High	1,2,3,4, 6,7	Financially Constrained	Tier 1	North
TR4	**US 101 (from SE 35th Street to SE 40th Street)** Construct a shared use path on the west side of US 101.	State	City/State Funds	$500,000	Medium	1,2,3,7	Unconstrained	Unconstrained Tier 1	Downtown, South
TR5	**US 101 (from SE 40th Street to South UGB)** Construct a shared use path on the west side of US 101.	State	City/State Funds	$5,500,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
TR6	**NE Big Creek Road (from NE Fogarty Street to NE Harney Street)** Reconfigure the roadway to provide a shared use path. Cost assumes utilization of the existing roadway width to include a one-way 12 ft. travel lane and an adjacent shared use path.	Newport	City/State Funds	$450,000	High	2,3,4,5, 6,7	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR7	**NW Rocky Way (from NW 55th Street to NW Lighthouse Drive)** Construct a shared use path and other improvements as identified by the BLM/FHWA. Cost included with Project TR8.	Newport	Federal Funds/ NURA	Included with Project TR8	Medium	1,2,3,6	Financially Constrained	Tier 1	North
TR8	**NW Lighthouse Drive (from US 101 to terminus)** Construct a shared use path on one side and other improvements as identified by the BLM/FHWA. Cost includes pedestrian/bicycle crossing improvements at the intersection of US 101/NW Lighthouse Drive, and Projects TR3 and TR7.	State	Federal Funds/ NURA	$4,000,000	Medium	2,3,6	Financially Constrained	Tier 1	North
TR9	**SE 40th Street (from US 101 to SE Harborton Street)** Construct a shared use path on one side to complete existing gap.	Newport	City/State Funds	$675,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
TR10	**US 101 (from NW Oceanview Drive to NW 25th Street)** Construct a shared use path along US 101. Note the side and extents are subject to further consideration.	State	NURA	$5,275,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR12	**SE 1st Street (from SE Douglas Street to SE Fogarty Street)** Construct a shared use path. Cost assumes bridge will be needed.	Newport	NURA	$2,550,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
TR13	**South Beach Improvements** Pedestrian and bicycle priority improvements as identified in the South Beach Refinement Plan. This project does not include the cost associated with Project SW18.	Newport	SBURA	$700,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	n/a
BR1	**NE 12th Street (from NE Benton Street to NE Fogarty Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR2	**NE Harney Street/NE 36th Street (from NE Big Creek Road to US 101)** Install signing and striping as needed to designate as interim shared bike route. Long term, on-street bike lanes to be provided as part of the Harney Street extension (Project EXT4). Cost assumes interim improvement only.	Newport	City/State Funds	$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR3	**NE Eads Street (from NE 1st Street to NE 12th Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR4	**Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive)** Install signing and striping as needed to designate a bike route, consistent with the Yaquina Bay State Recreation Site Master Plan.	State	State Funds	$50,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 2	Downtown
BR5	**SE 1st Street (from SE Coos Street to SE Fogarty Street), SE Fogarty Street (from US 20 to SE 2nd Street), and SE 2nd Street (SE Fogarty Street to SE Moore Drive)** Install signing and striping as needed to designate a bike route. Project TR12 must be completed before/with Project BR5.	City	NURA	$25,000	High	2,3,4,6, 8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR7	**SW 2nd Street/SW Angle Street (from SW Elizabeth Street to SW 10th Street)** Install signing and striping as needed to designate a bike route. Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR9	**NW Edenview Way/NE 20th Street (from NW Oceanview Drive to NW Crestview Drive)** Install signing and striping as needed to designate a bike route. Restripe through US 101/NE 20th Street intersection to provide on-street bike lanes between the NW Edenview Way/NW 20th Street intersection and the eastern Fred Meyer Driveway.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR10	**NW 60th Street/NW Gladys Street/NW 55th Street (from US 101 to US 101)** Install signing and striping as needed to designate a bike route through Agate Beach.	Newport	NURA	$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR12	**NE Avery Street/NE 71st Street (from US 101 to NE Echo Court)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR13	**NW 3rd Street (from US 101 to NW Cliff Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR14	**Yaquina Bay Bridge Interim Improvements** Install signing as needed to designate a bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan such as flashing warning lights or advisory speed signs.	State	City/State Funds	$75,000	High	1,2,3,6, 8	Financially Constrained	Tier 1	Downtown
BR15	**NW Oceanview Drive Interim Improvements (from US 101 to NW Nye Street Extension)** Install signing and striping as needed to designate as an interim bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan. Long term improvement along this segment included in Project TR1.	Newport	City/State Funds	$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR16	**NW 55th Street (from NW Gladys Street to NW Pinery Street)** Install signing and striping as needed to designate a bike route.	Newport	NURA	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR17	**NW 6th Street (from NW Coast Street to NW Nye Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR18	**NE 7th Street/NE 6th Street (from NE Eads Street to NE Laurel Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR19	**NW Spring Street/NW Coast Street/SW Alder Street/SW Neff Way (from NW 12th Street to US 101)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SBL1	**SE Moore Drive/NE Harney Street (from SE Bay Boulevard to NE 7th Street)** Restripe to install buffered bike lanes between SE Bay Boulevard and US 20; Widen to install buffered bike lanes between US 20 and NE Yaquina Heights Drive; Restripe and upgrade the existing on-street bike lanes between NE Yaquina Heights Drive and NE 7th Street (project removes on-street parking on one side only). Coordinate improvements through the US 20 intersection with Project INT6.	Newport	NURA	$825,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
SBL2	**US 101 (from Yaquina Bay Bridge to SW Abbey Street)** Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	State	NURA	$1,350,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
SBL3	**US 101 (from SW Angle Street to NW 25th Street)** Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	State	NURA	$5,915,000	High	1,2,3,4, 6	Unconstrained	Unconstrained Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SBL4	**US 101 (from Yaquina Bay Bridge to SE 35th Street)** Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	State	City/State Funds	$925,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
BL1	**SW Canyon Way (from SW 9th Street to SW Bay Boulevard)** Restripe to provide on-street bike lanes in uphill direction and mark sharrows in the downhill direction (project may require conversion of angle parking near SW Bay Boulevard to parallel parking).	Newport	City/State Funds	$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL2	**NW Nye Street/SW 7th Street (from NW 15th Street to SW Hurbert Street)** Restripe NW Nye Street to include on-street bicycle lanes (project removes on-street parking on one side only) between NW 15th Street and SW 2nd Street. Install signing and striping to designate SW 7th Street a shared bike route between SW 2nd Street and SW Hurbert Street.	Newport	City/State Funds	$100,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL3	**NE 1st Street (from US 101/NE 1st Street intersection to US 20/NE Fogarty Street intersection)** Restripe to provide on-street bike lanes (project removes on-street parking on one side).	Newport	NURA	$100,000	High	1,2,3,4, 6,7	Financially Constrained	Tier 1	Downtown
BL4	**SW 9th Street (from US 101 to SW Fall Street)** Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking).	Newport	NURA	$465,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
BL5	**SW Bayley Street (from US 101 to SW Elizabeth Street)** Restripe to provide on-street bike lanes (project removes on-street parking on one side).	Newport	NURA	$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL6	**SW Hurbert Street (from SW 9th Street to SW 2nd Street)** Restripe to provide on-street bike lanes (existing angle parking will be converted to parallel parking on one side). Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.	Newport	NURA	$25,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL7	**NW/NE 6th Street (from NW Nye Street to NE Eads Street)** Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking on one side).	Newport	City/State Funds	$775,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL8	**NW/NE 11th Street (from NW Spring Street to NE Eads Street)** Restripe to provide on-street bike lanes (project removes on-street parking on one side, although on-street parking may be impacted on both sides between NW Lake Street and NW Nye Street).	Newport	City/State Funds	$50,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL9	**NE 3rd Street (from NE Eads Street to NE Harney Street)** Widen as needed to provide on-street bike lanes.	Newport/ Lincoln County	City/State Funds	$525,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL10	**NE Yaquina Heights Drive (from NE Harney Street to US 20)** Widen as needed to provide on-street bike lanes.	Newport	City/State Funds	$8,075,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL11	**SW Angle Street/SW 10th Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SW 9th Street to Frank Wade Park)** Restripe to provide on-street bike lanes (project removes on-street parking on one side between NE 12th Street and US 20). Install signing and striping to designate NE Benton Street a shared bike route between NE 12th Street and NE Chambers Street/Frank Wade Park. Note 5 ft. bike lanes assumed between US 20 and SE 2nd Street. Construct with Project CR2.	Newport	City/State Funds	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL12	**SW Elizabeth Street (from SW Government Street to W Olive Street)** Restripe to provide on-street bike lanes (project removes on-street parking on one side).	Newport	City/State Funds	$75,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL13	**W Olive Street (from SW Elizabeth Street to US 101)** Restripe to provide on-street bike lanes (project removes on-street parking on one side). Note project requires modification of existing curb extensions at Coast Street; on-street bike lanes may terminate prior to the US 101 intersection to provide space for turn pockets.	Newport	City/State Funds	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL14	**Yaquina Bay Road (from SE Moore Drive to SE Running Spring)** Restripe or widen as needed to provide on-street bike lanes.	Newport	City/State Funds	$1,625,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR1	**NW 60th Street/US 101** Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR2	**SE Coos Street/US 20** Install an enhanced pedestrian and bicycle route crossing. Construct with Project BL11.	State	NURA	$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR3	**NW 55th Street/US 101** Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
CR4	**NE Fogarty Street/US 20** Install an enhanced pedestrian and bicycle route crossing. This intersection should be designed to facilitate bicycle turn movements from US 20 on-street bike facilities to/from parallel bike facilities on side streets to the north and south. Construct with Project BR5 and/or Project BL3.	State	NURA	$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR5	**NW Oceanview/US 101** Install an enhanced pedestrian crossing.	State	City/State Funds	$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	North
CR6	**SE 32nd Street/US 101** Install an enhanced pedestrian crossing.	State	City/State Funds	$100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR7	**SW Naterlin Drive/US 101** Improve pedestrian connections between Yaquina Bay Bridge and downtown Newport through pedestrian wayfinding, marked crossings, and other traffic control measures.	State	City/State Funds	$25,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
CR8	**NW 68th Street/US 101** Install an enhanced pedestrian crossing.	State	City/State Funds	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
CR9	**Pacific Shores MotorCoach Resort/US 101** Install an enhanced pedestrian crossing to serve existing transit stops and RV park.	State	City/State Funds	$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR10	**NW 58th/US 101** Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR11	**NW 48th/US 101** Install an enhanced pedestrian and bike crossing.	State	City/State Funds	$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR16	**NW 8th/US 101** Install an enhanced pedestrian crossing.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
CR18	**SW Bay/US 101** Install an enhanced pedestrian crossing.	State	NURA	$150,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
PRO1	**Parking Management** Implement additional parking management strategies for the Nye Beach and Bayfront Areas. Strategies could include metering, permits, or other time restrictions.	Newport	City Funds	$600,000	Medium	2,5,8	Financially Constrained	Tier 1	n/a

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
PRO2	**Transportation Demand Management** Implement strategies to enhance transit use in Newport. Specific strategies could include public information, stop enhancements, route refinement, or expanded service hours.	Newport	City Funds	$475,000	Medium	2,4,5,8	Financially Constrained	Tier 2	n/a
PRO3	**Neighborhood Traffic Management** Implement a neighborhood traffic calming program.	Newport	City Funds	$475,000	Medium	2,3,6,8	Financially Constrained	Tier 1	n/a
PRO4	**Yaquina Bay Ferry Service** Implement a foot ferry for bicyclists and pedestrians across Yaquina Bay.	State	City/State Funds	$4,750,000	High	2,3,4,6, 7	Unconstrained	Unconstrained Tier 1	n/a

Notes:* "INT" represents an intersection improvement project; "EXT" represents a roadway extension project; "REV" represents an existing roadway improvement or reconfiguration project; "SW" represents a sidewalk improvement project; "TR" represents a trail or shared use path improvement project; "BR" represents a bike route improvement project; "SBL" represents an improvement project to add separated or buffered bike lanes; "BL" represents an improvement project to add standard bike lanes; "CR" represents a roadway crossing improvement project; "PRO" represents a citywide demand or system management project.

** Financially Constrained = projects likely to be funded; Unconstrained = projects not likely to be funded.

FIGURE 42: ASPIRATIONAL MULTIMODAL PROJECTS (NORTH)

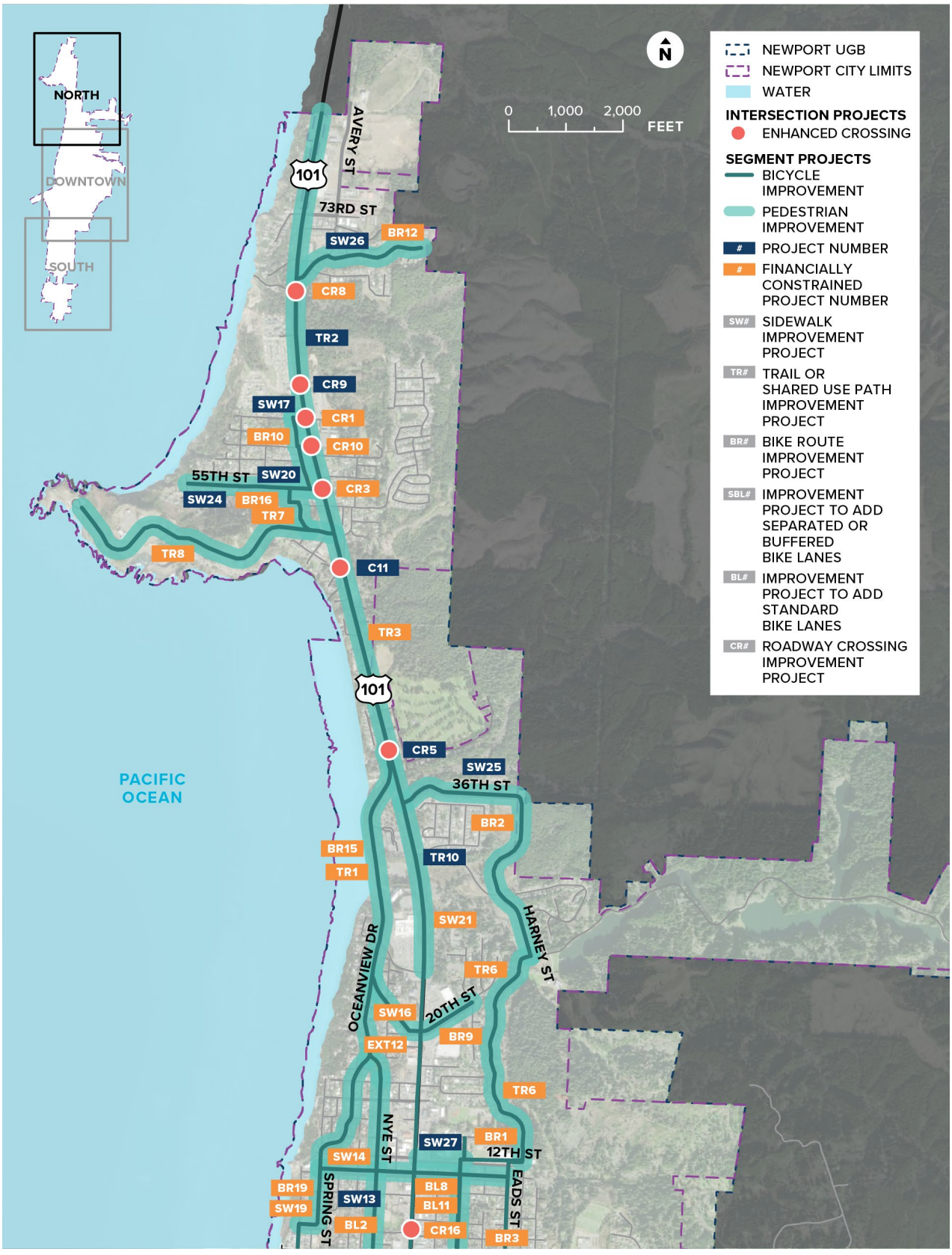


FIGURE 43: ASPIRATIONAL MOTOR VEHICLE PROJECTS (NORTH)

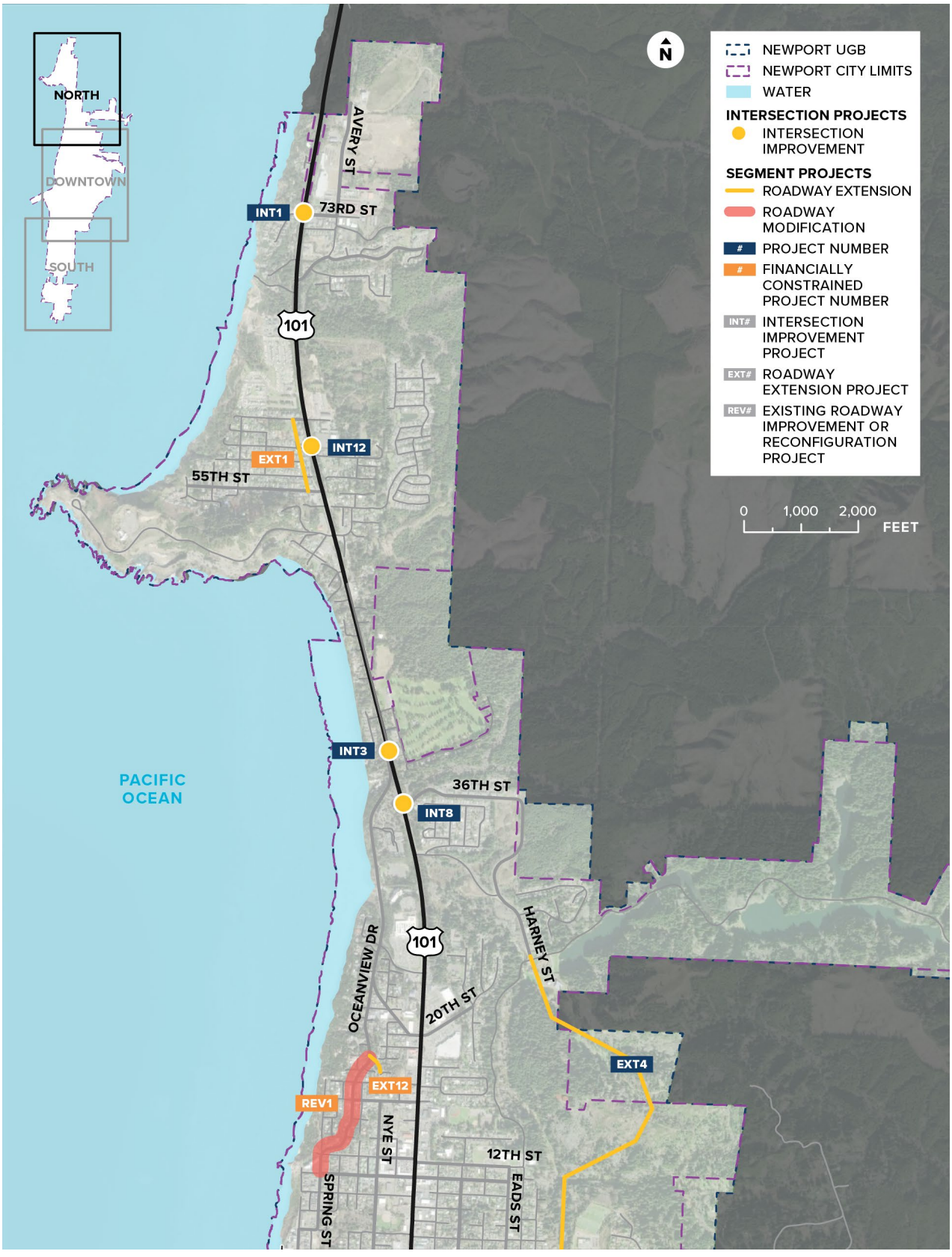


FIGURE 44: ASPIRATIONAL MULTIMODAL PROJECTS (DOWNTOWN)

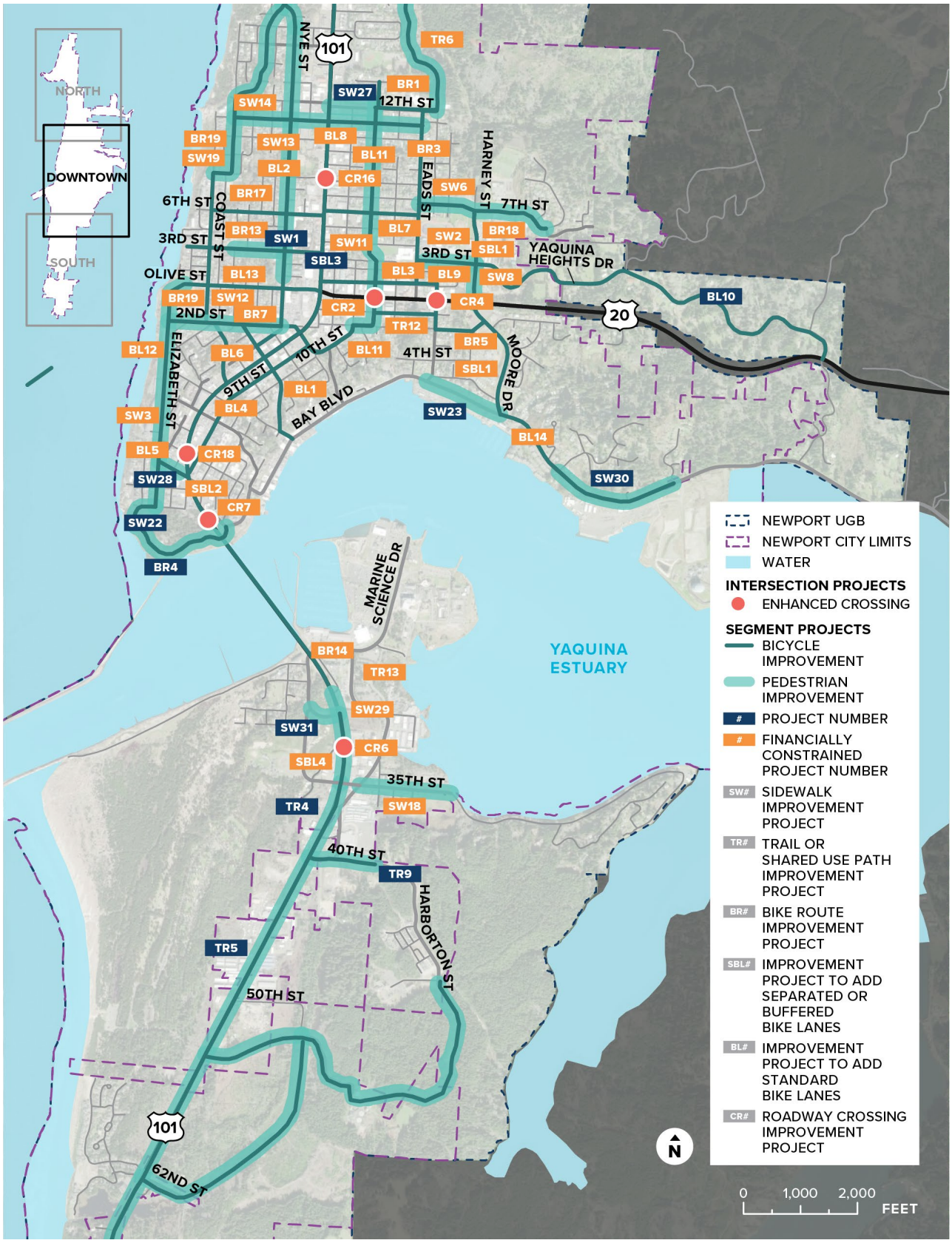


FIGURE 45: ASPIRATIONAL MOTOR VEHICLE PROJECTS (DOWNTOWN)

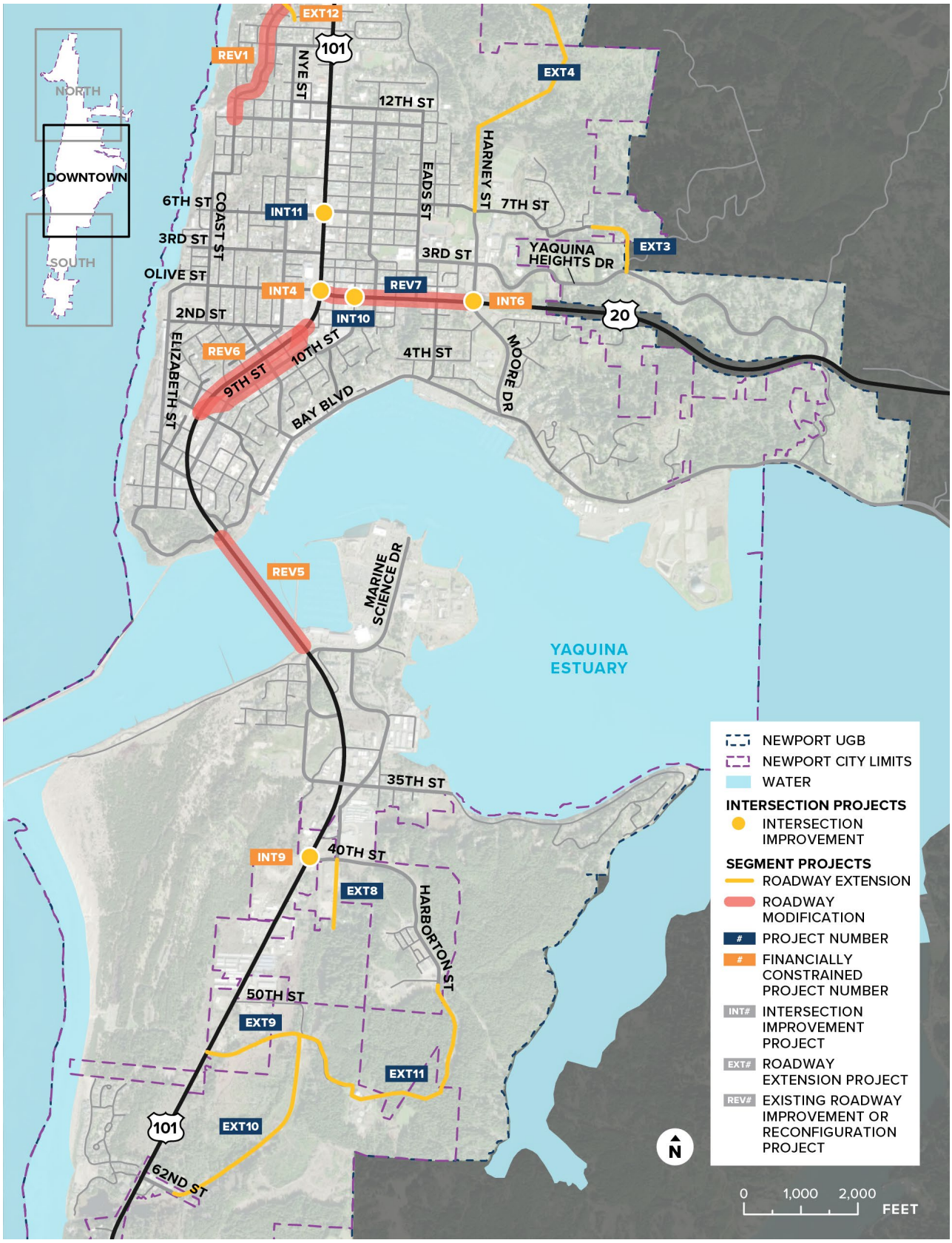


FIGURE 46: ASPIRATIONAL MULTIMODAL PROJECTS (SOUTH)

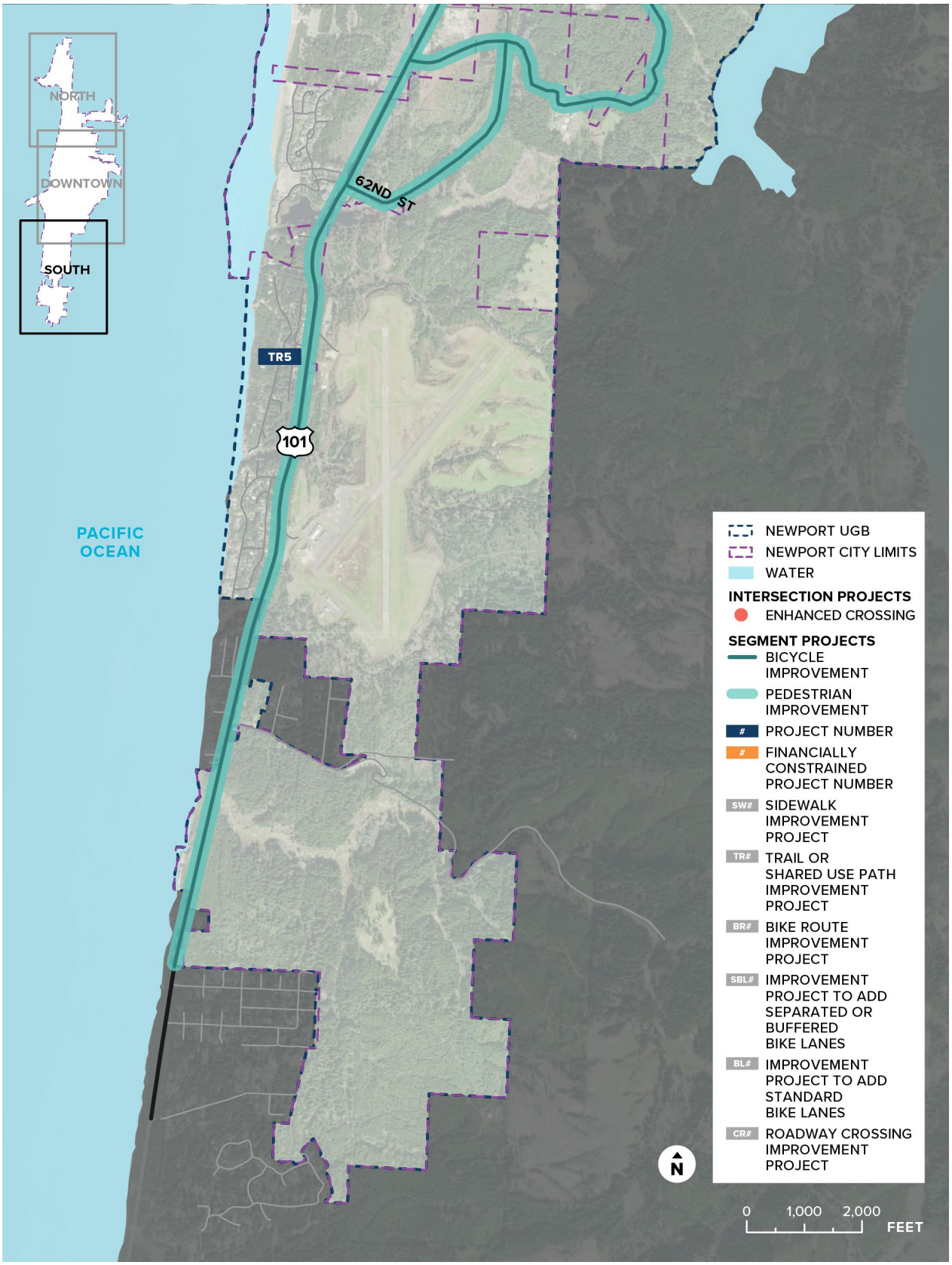
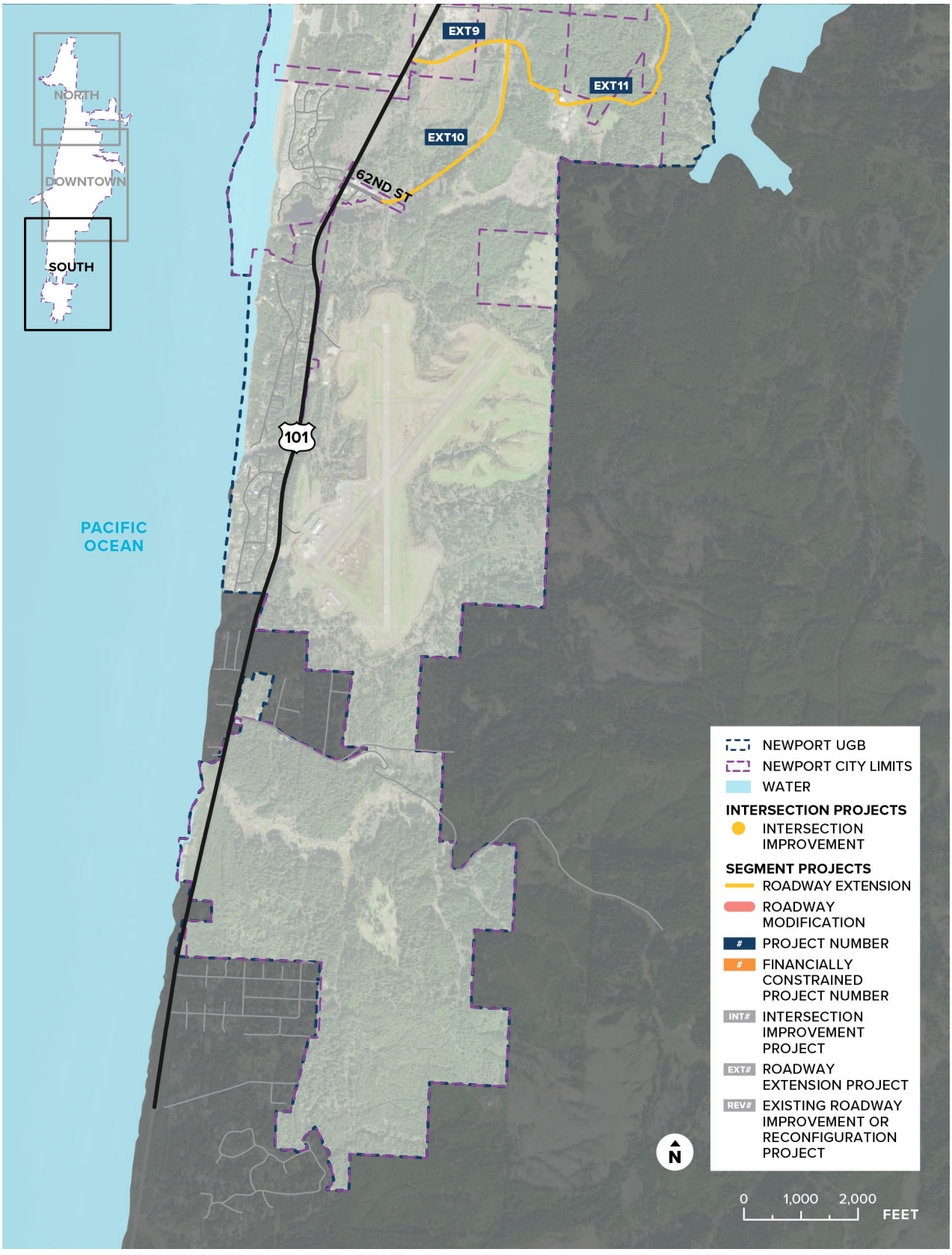


FIGURE 47: ASPIRATIONAL MOTOR VEHICLE PROJECTS (SOUTH)



Chapter 7: Implementation and On-Going Strategies

The foregoing chapters presented the goals, policies, plans and programs to support the city's Transportation System Plan and its vision of growth to 2040. The City of Newport TSP update incorporates several elements that require further action to facilitate full implementation of the plan. These implementation actions are described in the following sections.

Furthermore, it is recognized that there are a host of on-going community issues related to general transportation needs that will not be resolved by this TSP process and outcomes. These issues are acknowledged in the final section along with a summary of their status, applicable on-going strategies, and the expected path forward.

STEPS TO SUPPORT PLAN IMPLEMENTATION

SUPPLEMENTAL FUNDING OPTIONS

Providing adequate funding for capital investments and on-going maintenance of transportation systems and services is a major challenge. One of the unique funding features available to the City of Newport is its Urban Renewal Districts that were established in 2015 for the Northside and for the South Beach areas. These two districts augment traditional transportation revenue sources, which will enable the city to advance priority capital investments to support economic growth and other community objectives within the district boundaries.

As reported earlier during this TSP update process[7], the City's current funding programs are expected to generate about $76 million for transportation system improvements through 2040 (with an additional $3 million from the South Beach Urban Renewal District). This was identified as the amount that could fund higher priority projects, which were referred to as Financially Constrained projects. Compared to other Oregon coastal cities, this is a significant capital funding resource. However, when compared to the full list of improvement projects identified through this TSP update, which totals $222 million, additional funding options are needed to fund any lower priority projects, especially those projects that are located outside of Urban Renewal Districts.

[7] Finance Program Technical Memorandum dated February 18, 2021, (see Appendix)

If the City desires to add more funding opportunities, the best candidates are a transportation utility fee, a local fuel tax increase, and a short-term property tax levy. Table 11 shows some illustrative examples of possible revenues along with actions required for implementation. The transportation utility fee is enacted by council resolution and could generate $450,000 annually ($8.5 million through 2040) for each $1 charged per residential unit monthly. Other cities with such fee programs charge between $4 and $10 per month for a residential unit. Applying the high end in Newport, it would provide about $85 million through 2040.

The other notable option for Newport is the potential increased local fuel tax, however voters in the City have recently turned down an increase. Given their latest rate proposals, the local fuel tax would add about $200,000 annually, or just under $4 million through 2040. The final option listed is a limited property tax levy, which would produce the least additional revenue.

TABLE 11: SELECTED SUPPLEMENTAL FUNDING OPTIONS

FUNDING OPTION	ACTION REQUIRED TO IMPLEMENT	EXAMPLE CHARGE	ILLUSTRATION OF ADDITIONAL ANNUAL REVENUE
TRANSPORTATION UTILITY FEE	City Council adoption	$1 per month for residential units and $.01 per month per square foot for non-residential uses	$450,000
LOCAL FUEL TAX INCREASE	Voter Approval	+Four cents per gallon during the winter and +two cents per gallon during summer	$253,000
PROPERTY TAX LEVY	Voter Approval	$0.20 per $1,000 in assessed value (per year, for 5 years)	$300,000 (per year, for 5 years)

If the City wants to supplement the transportation funding beyond what is currently available to advance lesser priority project improvements, it is recommended to further consider one of the above supplemental options.

ACTION: Pursue and enact supplemental local transportation funding option.

NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

The Transportation System Plan identifies a new classification of city streets that are the best candidates for applying neighborhood traffic management (NTM) strategies. The primary purpose of this new classification is to address community concerns about autos speeding through neighborhoods or diverting away from state highways while they are under severe congestion. These streets are referred to as neighborhood collector routes, and they are shown in Figure 22,

Figure 23, and Figure 24, and listed in the supporting technical memorandum[8]. Potential management strategies include traffic humps, traffic circles and raised crosswalks, which are illustrated in the memorandum.

The challenge with a NTM program is to identify a clear and objective process for collecting community inputs, assessing the prevailing concerns, and evaluating which, if any, NTM solution is appropriate to be installed. This will require developing guidelines about which NTM strategies are best for Newport, and where and how they are to be applied. In addition, many cities balance the technical review process with a consensus opinion of the affected neighbors to help ensure community satisfaction with the NTM decision.

ACTION: It is recommended that city develop and implement a NTM program that formalizes these processes.

STREET CROSSINGS

Streets with high traffic volumes and/or speeds in areas with trail crossings, or nearby transit stops, residential uses, schools, parks, shopping and employment destinations generally require enhanced street crossings with treatments to improve the safety and convenience for pedestrians. The TSP includes several recommended crossing enhancements. However, going forward, it is recommended that the city update their development code to match the TSP Transportation Facility and Access Spacing Standards[9].

ACTION: Update Municipal Code to incorporate street and access spacing standards identified in the TSP for city streets

Street crossings along US 101 or US 20 should be provided between every 250 to 1,500 feet, depending on the urban context, as summarized in Table 3-9 of the *Blueprint for Urban Design*. Exceptions include where the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use or other factors that may prevent safe crossing. All crossings on state facilities require review and approval by ODOT.

Enhanced pedestrian crossing treatments should be considered on high speed or high volume roads (*e.g.* US 101, US 20) at transit stops, trail crossings, and at major pedestrian street highway crossings that connect major destinations (*e.g.* parks, grocery stores, schools) to residential areas. The recommended enhanced pedestrian crossing treatment should be determined using the National Cooperative Highway Research Program (NCHRP) Report 562, Improving Pedestrian Safety at Unsignalized Intersections. It is recommended that these guidelines be reviewed with all traffic studies for any potential street crossing associated with new development in the city

ACTION: Amend the city's traffic impact analysis guidelines to include review of pedestrian crossing treatments consistent with NCHRP Report 562.

[8] Technical Memorandum #10 Transportation Standards, June 30, 2021

[9] Ibid., Table 8: Transportation Facility and Access Spacing Standards

VEHICLE MOBILITY STANDARDS

Mobility standards for streets and intersections in Newport provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two common methods currently used in Oregon to gauge traffic operations for motor vehicles are volume to capacity (v/c) ratios and level of service (LOS). For State facilities, mobility targets are v/c ratio based and listed in the Oregon Highway Plan (OHP). The TSP process identified alternative mobility targets on state facilities, which will be addressed by ODOT to amend the OHP.

The City of Newport does not have adopted mobility standards for motor vehicles. It is recommended that the city consider adopting mobility standards to include both a v/c ratio and LOS standard. Having both a LOS (delay-based) and v/c (congestion-based) standard can be helpful in situations where one metric may not be enough, such as an all-way stop where one approach is over capacity, but the overall intersection delay meets standards. The City of Newport should also introduce mobility standards that depend on the intersection control which can better capture acceptable levels of performance across different intersection control types.

ACTION: Amend city development code to introduce vehicle mobility standards on city streets consistent with the TSP, as summarized below.

TABLE 12: RECOMMENDED VEHICLE MOBILITY STANDARDS FOR LOCAL STREETS

INTERSECTION TYPE	PROPOSED MOBILITY STANDARD	REPORTING MEASURE
SIGNALIZED	LOS D and v/c ≤0.90	Intersection
ALL-WAY STOP OR ROUNDABOUTS	LOS D and v/c ≤0.90	Worst Approach
TWO-WAY STOP [1]	LOS E and v/c ≤0.95	Worst Major Approach/Worst Minor Approach

Notes:

[1] Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

ON-GOING ISSUES AND AREAS OF EMPHASIS

YAQUINA BAY BRIDGE

The Yaquina Bay Bridge is an essential component of regional mobility for Newport and the central Oregon coastal area. Existing narrow travel lanes, lack of shoulders, and a steep grade contribute to a reduced capacity compared to similar highways. Traffic volumes along the bridge are forecasted to be around 20,000 during an average weekday which is near capacity for several hours each day. As traffic volumes grow, this congestion could impact segments of US 101 approaching the Yaquina Bay Bridge or lead to additional congestion in off-peak hours.

During the Transportation System Plan process the central questions posed by the community about this historic structure were around the expected timing of a replacement, and whether the highway alignment and bridge crossing might be shifted to another location. The City Council sent a letter to ODOT with these questions. In a letter dated February 4, 2021, ODOT Director Kris Strickler replied that ODOT would continue to maintain and preserve the bridge in the best condition possible for the foreseeable future. The latest bridge replacement cost was estimated to be over $200 million and noted that ODOT allocated about $300 million for statewide bridge work over the 2024-2027 improvement cycle. It was further noted that this is one of 11 unique, historic, or significant in size bridges in ODOT's Seismic Resilience Plan that require major investments that is beyond the reach of current funding. As such, the State will be looking at new opportunities to secure the necessary funding for future improvements to the crossing of Yaquina Bay. The timing for a replacement is uncertain, and not expected to occur within the next 20 years.

In the meantime, ODOT will continue to strengthen the existing bridge to better endure seismic events and generally prolong the usable life of this bridge. ODOT did recommend that the city add policy to its Transportation System Plan that supports keeping the current general highway alignment for any future bay bridge. For example, a new bridge could be placed immediately adjacent to the existing bridge so that the highway is operational throughout construction. This policy statement will be important at a later date to guide further studies, which could include an ODOT led Facility Plan that conducts more in-depth preliminary design and environmental studies to select a footprint for bridge replacement.

FERRY

Yaquina Bay Bridge congestion and the lack of certainty of a replacement has prompted alternative ideas on how to serve trips between the South Beach area and the northside of Newport. One idea stemming from the South Beach Redevelopment Plan was to provide a short-range ferry service across the bay to serve pedestrians and bicyclists during the summer months. Further studies are needed to identify likely landing points on either side of the bay for this new ferry service, and to evaluate the expected capital and maintenance costs to operate it, and the funding source to initialize it.

OTHER ISSUES

[PLACEHOLDER - TO BE WRITTEN LATER]

VOLUME 2: APPENDIX

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APPENDIX H- TECHNICAL MEMORANDUM #8: SOLUTIONS EVALUATION

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APPENDIX L- PUBLIC INVOLVEMENT SUMMARY

APPENDIX M- CITY OF NEWPORT TSP STORMWATER CONSIDERATIONS

The Revised Draft Newport TSP has been reviewed with City staff, ODOT and with the TSP project advisory committee. The following is a summary of requested changes that will be made to the Adoption Draft TSP.

1. Remove neighborhood collector designations along 3 short segments along SW 7th Street between SW Hurtbert and SW Bayley Street. These segments become local streets.
2. Classify the segment of Alder/Neff between SW 2nd and US 101 as a neighborhood collector and provide a sidewalk project along a single-side.
3. Add an improvement project along Eads between 3rd and 6th (adjacent to the school) to add curb extensions and improve lighting.
4. US 101/NE 73rd Street: Add to the description of the proposed signal project at this intersection about consideration of short-term pedestrian crossing needs for an interim improvement.
5. Add project to "Coordinate with ODOT to develop signage and/or pavement marking solutions where appropriate to limit side street blockage by stopped vehicles".
6. Update project INT 12, to include a striped left turn lane on the 58th Street and movie theatre driveway approaches to US 101.
7. Add a sentence in the document to acknowledge the projects from the Resiliency Plan, but specific TSP projects will not be added.
8. Remove "Other Issues" placeholder text.
9. Alternative Mobility Targets section: Add text reference to technical memo included in the TSP Appendix.
10. Minor editorial changes from ODOT.

BCD Building Codes Division

Department of Consumer and Business Services

Notice of Rulemaking Hearing

Filed March 12, 2022

Electric vehicle charger service capacity for parking spaces HB 2180 implementation

Opportunity for public input

A rulemaking hearing is scheduled to receive public testimony regarding the proposed rules to implement HB 2180 (2021) regarding electric vehicle charger service capacity for parking spaces.

Hearing date: June 22, 2022
Time: 9:30 a.m.
Location: This will be a hybrid meeting, open to the public both in-person and virtually.

In-person hearing
BCD Conference Room A
1535 Edgewater St. NW
Salem, Oregon 97304

Virtual connection and live online streaming
This hearing will be hosted virtually through Zoom and live-streamed online at Oregon.gov/bcd/Pages/bcd-video.aspx.

The Zoom connection information will be posted on that web page the day of the hearing.

Comments and testimony: The division accepts written and verbal testimony from the public.

Written comments/testimony may be submitted by email to RulesCoordinator.bcd@dcbs.oregon.gov, or to the mailing address below no later than **June 24, 2022 at 5 p.m.**

If you wish to provide verbal comments/testimony at the hearing you may do so in person or virtually. Email RulesCoordinator.bcd@dcbs.oregon.gov to sign up in advance. Please include your name, email address, and organization, and whether you will be attending in-person or virtually.

Purpose of the rule: These rules implement HB 2180 and create requirements to install electric vehicle charging infrastructure sufficient to serve 20 percent of a newly constructed building's associated parking spaces.

Citation

Adopts: OAR 918-460-0200
Amends: OAR 918-305-0030
Repeals: OAR 918-020-0380

The anticipated effective date is July 1, 2022.

History: During the 2021 session the legislature passed HB 2180 which created requirements for certain newly constructed buildings to provide the necessary infrastructure, consisting of service capacity or space to provide additional future service capacity as well as installed conduit, for the future installation of level 2 electric vehicle chargers at 20 percent of the building's associated parking spaces. The bill created a specific definition for electric vehicle charging infrastructure to be used as well as identifying the types of construction covered. The bill also specified that a local jurisdiction may increase the required number of spaces through a local land use process outside the scope of the building code. Based on the parameters in the bill, these rules are intended to implement the requirements of the bill, while maintaining the flexibility for local jurisdictions wishing to exceed the minimum space requirements.

Contact: If you have questions or need further information, contact Tony Rocco, structural program chief at, 503-910-1678 or at Anthony.J.Rocco@dcbs.oregon.gov.

OFFICE OF THE SECRETARY OF STATE
SHEMIA FAGAN
SECRETARY OF STATE

CHERYL MYERS
DEPUTY SECRETARY OF STATE

ARCHIVES DIVISION
STEPHANIE CLARK
DIRECTOR

800 SUMMER STREET NE
SALEM, OR 97310
503-373-0701

NOTICE OF PROPOSED RULEMAKING
INCLUDING STATEMENT OF NEED & FISCAL IMPACT

CHAPTER 918
DEPARTMENT OF CONSUMER AND BUSINESS SERVICES
BUILDING CODES DIVISION

FILED
05/12/2022 2:21 PM
ARCHIVES DIVISION
SECRETARY OF STATE

FILING CAPTION: Electric vehicle charging station infrastructure requirements

LAST DAY AND TIME TO OFFER COMMENT TO AGENCY: 06/24/2022 5:00 PM

The Agency requests public comment on whether other options should be considered for achieving the rule's substantive goals while reducing negative economic impact of the rule on business.

CONTACT: Laura Burns
971-375-7031
laura.l.burns@dcbs.oregon.gov

1535 Edgewater St NW
Salem,OR 97304

Filed By:
Laura Burns
Rules Coordinator

HEARING(S)

Auxiliary aids for persons with disabilities are available upon advance request. Notify the contact listed above.

DATE: 06/22/2022
TIME: 9:30 AM - 10:30 AM
OFFICER: BCD Staff
ADDRESS: Building Codes Division
1535 Edgewater St NW
Salem, OR 97338
SPECIAL INSTRUCTIONS:
This will be a hybrid hearing, open to the public both in-person and virtually.
In-person: BCD Conference Room A
Virtual connection and online streaming: View the live hearing or access the connection information for the Zoom meeting at: http://www.oregon.gov/bcd/Pages/bcd-video.aspx
Individuals who wish to give verbal testimony should timely appear at the hearing.
This hearing may close as early as 9:40 a.m. depending on the number of individuals present at the hearing to give testimony.

NEED FOR THE RULE(S)

HB 2180 passed the Oregon legislature during the 2021 session and was signed into law by the Governor. The content of the bill was added to the Oregon Revised Statutes at 455.417.
The law requires the Director of the Department of Consumer and Business Services (DCBS) to amend state building codes to require that new construction of certain buildings (commercial, multi-family, and mixed use) include provisions for electrical service capacity for 20 percent of the building's associated parking spaces. It allows a municipality to use a land use process to adopt a local percentage of parking space requirements higher than state building code requirements. The code amendments must be effective by July 1, 2022.

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE

Draft rules are available from the division's rules coordinator located at 1535 Edgewater Street NW, Salem, OR 97304 and are posted on the division's Web site at: http://www.oregon.gov/bcd/laws-rules/Pages/proposed-rules.aspx.

STATEMENT IDENTIFYING HOW ADOPTION OF RULE(S) WILL AFFECT RACIAL EQUITY IN THIS STATE

The proposed rules may have a positive impact on racial equity in the state. One of the stated goals of proponents of the bill, as well as feedback received at the RAC, was that increased availability of electric vehicle infrastructure will lead to increased installation of electric vehicle chargers and lower costs of entry and operation of electric vehicles. The division invites public feedback on this issue.

FISCAL AND ECONOMIC IMPACT:

These rules are expected to have a fiscal impact on the construction of new buildings. The fiscal impact to a particular building will depend on a variety of factors, including but not limited to, the number of associated parking spaces, the location of parking spaces in relation to the building, and what the required electrical service capacity of the building would have been without the requirement to install electric vehicle charging service capacity. The bill and these implement rules, provide multiple compliance paths to allow building owners to chose a least cost path of compliance while still complying with the law. Due to the high number of variables, design choices, and compliance paths, a specific cost estimate is not possible. Additional fiscal impact information can also be found in the legislative history of HB 2180 from the 2021 legislative session.

COST OF COMPLIANCE:

(1) Identify any state agencies, units of local government, and members of the public likely to be economically affected by the rule(s). (2) Effect on Small Businesses: (a) Estimate the number and type of small businesses subject to the rule(s); (b) Describe the expected reporting, recordkeeping and administrative activities and cost required to comply with the rule(s); (c) Estimate the cost of professional services, equipment supplies, labor and increased administration required to comply with the rule(s).

1. Impact on state agencies, units of local government and the public (ORS 183.335(2)(b)(E)):

The Building Codes Division and local government with delegated inspection programs may have increased costs to provide plan review and inspection, as well as increase in staff time to assist construction projects complying with the new requirements. These increased costs should be offset by existing permit fees, but outcomes may vary for individual inspection programs or specific projects.

Members of the public who construct or own buildings will be impacted by the increased cost of construction requirements. Members of the public who are users or occupants of impacted buildings may be indirectly impacted by the increased construction costs through higher rent, parking fees, or other pass through effects from building owners seeking to offset the increase in construction and maintenance costs.

2. Cost of compliance effect on small business (ORS 183.336):

a. Estimate the number of small businesses and types of business and industries with small businesses subject to the rule:

The division does not track the number of small businesses directly or indirectly involved in the construction industry, and not all such businesses require licensing from the division. The division is a aware that a significant number of small businesses are anticipated to be impacted by the rule. Any small business that is involved in the construction industry, electrical industry, or otherwise associated with the construction of parking lots or installation of electric vehicle charging station infrastructure or electric vehicle chargers will have to comply with these rules when working on the new construction of a building type covered by these rules.

b. Projected reporting, recordkeeping and other administrative activities required for compliance, including costs of professional services:

A minimal new cost related to reporting, record keeping, or other administrative activity, including costs of professional services is possible for compliance with these rules. These costs would be associated with existing design, review, and

other normal construction activities. Any specific increased costs would be project dependent and difficult to separate or anticipate from the existing expected costs of construction. Any additional cost is anticipated to be small in comparison to the overall cost of a project.

c. Equipment, supplies, labor and increased administration required for compliance:

Additional equipment, supplies, labor and increased administration is expected to comply with these rules. The rules create new construction requirements, based on the requirements in the bill, that will require additional increased costs to comply. The rules create multiple compliance paths to provide flexibility to building designers and owners to find a least cost path of compliance with these rules.

DESCRIBE HOW SMALL BUSINESSES WERE INVOLVED IN THE DEVELOPMENT OF THESE RULE(S):

Small businesses, or people representing the interest of small businesses, were involved in the creation and passage of HB 2180, as well as the Rule Advisory Committee that was formed for this rule. Small businesses also have representation on the Building Codes Structures Board that reviewed and approved the draft rules. Small businesses or their representatives are also invited to provide feedback during the public comment period for this rulemaking.

WAS AN ADMINISTRATIVE RULE ADVISORY COMMITTEE CONSULTED? YES

HOUSING IMPACT STATEMENT:

No known housing impact

RULES PROPOSED:

918-020-0380, 918-305-0030, 918-460-0200

REPEAL: 918-020-0380

RULE SUMMARY: This rule created a program to mandate electric vehicle charging infrastructure in new construction and the program was available for local adoption. This rule is made obsolete by 918-460-0200.

CHANGES TO RULE:

~~918-020-0380~~
~~Electric Vehicle Ready Parking~~
~~(1) Effective October 1, 2017, there is established in Oregon a program for providing electric vehicle charging station infrastructure to the new construction of a parking facility. This program establishes mandatory code requirements for building owners or contractors as specified in this rule. Municipalities participating in this program must enforce the requirements of this rule.¶~~
~~(2) As used in this rule:¶~~
~~(a) "Parking facility" means a property or part of a property for which the major occupancy or use is parking spaces for motor vehicles.¶~~
~~(b) "Open parking space" means a defined area that has two or more indicated marked edges and is designed for the parking of a single motor vehicle including spaces designated for accessible parking.¶~~
~~(c) "New construction" means the construction of entirely new structures on a site. Additions are not considered new construction.¶~~
~~(3) Nothing in this rule requires the installation of electric vehicle charging stations in a parking facility.¶~~
~~(4) The program is mandatory within the jurisdictional boundaries of:¶~~
~~(a) The cities of Portland, Eugene, Salem and Gresham; and¶~~
~~(b) A municipality that has adopted the program through the local amendment process under OAR 918-020-0370.¶~~
~~(5) The division will maintain and make available a list of all participating jurisdictions.¶~~
~~(6) The program applies to the new construction of parking facilities with 50 or more open parking spaces. Five percent (5%) of the open parking spaces must be available for future installation of electric vehicle charging stations. Fractional numbers derived from this calculation must be rounded up to the nearest whole number.¶~~
~~(7) The program only applies to the following occupancy classifications as specified in the Oregon Structural~~

~~Specialty Code:¶~~
~~(a) Group B - Businesses;¶~~
~~(b) Group M - Mercantile;¶~~
~~(c) Group R-2 - Residential; and¶~~
~~(d) Group S-2 - Parking garages.¶~~
~~(8) Unless otherwise stated in this rule, electrical installations must be according to the Oregon Electrical Specialty Code.¶~~
~~(a) A parking facility must have a conduit system installed from the building electrical service to the open parking spaces.¶~~
~~(A) The conduit system must be, at a minimum, capable of supporting the installation of electrical wiring for the future installation of electric vehicle charging stations rated "Level 2" (40 amp/3.3 - 6.6 kW) or larger, as specified by the owner.¶~~
~~(B) Any conduit installed for future electric vehicle charging stations must be labeled "For Future EV Charging Stations." Both ends of the conduit must be labeled for the environment it is located in.¶~~
~~(b) A construction project required to install electric vehicle charging station infrastructure may comply with the rule through one of the following options:¶~~
~~(A) Provide a building electrical service sized for the anticipated load of the electric vehicle charging stations. The building electrical service must have the overcurrent devices necessary for the electric vehicle charging stations, or have adequate space within the service to add the necessary overcurrent devices;¶~~
~~(B) Provide adequate space within the building to add a second electrical service for future installation of service capacity for electric vehicle charging stations. The building official must allow a second electrical service of the same phase and voltage according to Article 230.2 of the Oregon Electrical Specialty Code; or¶~~
~~(C) Notwithstanding section (8)(a) of this rule, designate a location on the property to install a remote service. Potential electric vehicle charging stations served from a remote service location located in or adjacent to a landscaping area may not require installation of conduit. The building owner or contractor should coordinate with the electric utility serving the property to plan for a future service. Installation of conduits in these areas is at the discretion of the building owner or contractor.¶~~
~~(9) Fees for plan review, permit, and inspection are as established by the municipality under the authority of ORS 455.020 and 455.210.¶~~
~~(10) Construction documents associated with the construction of a parking facility must show the location of designated parking spaces and any conduits intended for future installation of electric vehicle charging stations.¶~~
~~(11) For the purposes of this rule persons certified to perform electrical plan review or inspection are not required to determine or ensure that the appropriate number parking spaces are designated for future electric vehicle charging stations.¶~~
~~(12) Parking facility requirements do not apply to:¶~~
~~(a) A temporary parking facility that is reasonably expected to be in service for three years or less.¶~~
~~(b) The installation of an electrical supply capacity or conduit system to serve parking spaces that are not open parking spaces. The areas listed below are not considered open parking spaces. Parking spaces:¶~~
~~(A) Reserved for motor vehicles that are inventory.¶~~
~~(B) Reserved for motor vehicles awaiting transport at a port or other transit facility.¶~~
~~(C) Reserved for use by commercial motor vehicles, emergency vehicles, or commercial or farm motorized equipment.¶~~
~~(D) Reserved for use by motorcycles, mopeds, or all-terrain vehicles.¶~~
~~[Publications: Publications referenced are available from the agency.]~~
~~Statutory/Other Authority: ORS 455.030, 455.110, 479.730~~
~~Statutes/Other Implemented: ORS 455.030, 455.110, 479.730~~

AMEND: 918-305-0030

RULE SUMMARY: This rule lists other rules outside of the normal sections dedicated to the electrical program that may impact electrical installations. This amendment replaces the reference to OAR 918-020-0380, which is being repealed, with OAR 918-460-0200.

CHANGES TO RULE:

918-305-0030
Other Codes or Publications that Impact Electrical Installations ¶

Other codes and publications that impact electrical installations include, but are not limited to those listed below:¶
(1) Chapter 9 of the Oregon Structural Specialty Code relating to fire protection systems and Chapter 3 of the Oregon Residential Specialty Code relating to smoke alarm installations.¶
(2) ORS 455.420 requiring individual electric meters for dwelling units.¶
(3) The Oregon Energy Efficiency Specialty Code, and chapter 11 of the Oregon Residential Specialty Code which address the energy efficiency issues of motors, electric lighting and other electric equipment; and¶
(4) Chapter 16 and 17 of the Oregon Structural Specialty Code which addresses the seismic requirements of nonstructural components and special inspection requirements.¶
(5) Publications and requirements of the serving utility.¶
(6) Public Law 101-336, the Americans with Disabilities Act, Part III; Department of Justice Regulations of Friday, July 26, 1991; 28 CFR Part 36, as amended, including the 2010 ADA Standards for Accessible Design and Public Law 100-430, the Fair Housing Act and the regulations adopted thereunder.¶
(7) Chapter 11 of the Oregon Structural Specialty Code which relates to the Americans with Disabilities Act for mounting height requirements for electrical and communication receptacles located in affected buildings and structures.¶
(8) The interconnection of all net-metering facilities and solar photovoltaic systems operated as interconnected power production sources shall comply with the Oregon Electrical Specialty Code. In addition, the interconnection of all net-metering facilities utilizing solid-state inverters shall comply with OAR 860-039 Net Metering.¶
(9) Oregon Manufactured Dwelling Installation Specialty Code. The electrical installations shall be in accordance with the requirements of the Oregon Electrical Specialty Code.¶
(10) The electrical portions of the installation or product standards identified in OAR 918-306-0005. These standards are informational only and are to be used to clarify code intent. They may be used as installation guides when not specifically referenced or covered in the Oregon Electrical Specialty Code. Examples include, but are not limited to, the electrical sections of NFPA 20, NFPA 54, NFPA 99, NFPA 101, NFPA 110, NFPA 780 and NFPA 820.¶
(11) Electrical installation requirements for electric vehicle ready parking facilities specified in OAR 918-~~02~~460-~~0380.~~¶
~~[Publications: Publications referenced are available from the agency.]~~200.
Statutory/Other Authority: ORS 479.730
Statutes/Other Implemented: ORS 479.730~~, 757.262~~

ADOPT: 918-460-0200

RULE SUMMARY: This rule creates minimum requirements for electric vehicle charging infrastructure included in required accessory parking spaces for certain types of new construction. Allows for local jurisdiction to use a land use process to require a higher number of parking spots to meet the infrastructure requirements in the rule.

CHANGES TO RULE:

918-460-0200
Electric Vehicle Charging Station Infrastructure Requirements
(1) This rule amends the Oregon Structural Specialty Code to require certain buildings to install electric vehicle charging infrastructure at a minimum of 20 percent of the building's accessory parking spaces, as required by local government, in accordance with the requirements of ORS 455.417.¶
(2) This rule only applies to newly constructed buildings and the locally required associated parking spaces in newly constructed garages or parking areas for the following building types, excluding townhouses as defined in ORS 197.758:¶
(a) Commercial buildings under private ownership;¶
(b) Multifamily residential buildings with five or more residential dwelling units; and¶
(c) Mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units.¶
(3) Coordination with the Oregon Electrical Specialty Code (OESC).¶
(a) Unless otherwise specified in this rule, when terms used in this rule have been defined in the OESC, the OESC definitions will be used.¶
(b) For purposes of this rule a Level 2 charger means Level 2 Electric Vehicle Supply Equipment supplied by not less than 40 amps at 208/240 volts, unless otherwise defined in the OESC.¶
(c) The use or planned use of energy management systems in compliance with the requirements of the OESC may be included when determining the infrastructure requirements of this rule, including the size or planned size of a service.¶
(d) All electrical installations must comply with the provisions of the OESC.¶
(4) The calculation of the minimum number of parking spaces required to have electric vehicle charging infrastructure is determined by the following methods:¶
(a) No less than 20 percent, rounded up to the nearest whole number, of the spaces in the garage or parking area for the building; or¶
(b) When a local jurisdiction has increased the minimum required number of spaces to be provided with electric vehicle charging station infrastructure through a land use process in accordance with ORS 455.417(4), the number of spaces will be determined by the local process. The calculated number of spaces may not be less than the calculated number of spaces under section (4)(a) of this rule.¶
(5) Newly constructed buildings identified in section (2) are required to install electric vehicle charging station infrastructure consisting of a conduit system described in section (6) and at least one of the following options:¶
(a) Provision of building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add overcurrent devices;¶
(b) A designated space within a building to add electrical service with capacity for electric vehicle charging stations; or¶
(c) A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations.¶
(6) A conduit system installed from the building electrical service, or from the dedicated space or location for a future electrical service as described in subsection (5)(b) or (5)(c), to parking spaces that can support, at a minimum, electrical wiring for the installation of one level 2 charger for each parking space. Both ends of the conduit must be labelled to show that the conduit is provided for future electric vehicle supply equipment.¶
(7) The installation of a level 2 charger or level 3 DC fast charger at a parking space satisfies the infrastructure requirements of this rule for that parking space.
Statutory/Other Authority: ORS 455.030, ORS 455.417
Statutes/Other Implemented: ORS 455.417

MEMORANDUM

DATE: December 8, 2021

TO: Newport TSP Project Management Team

FROM: Andrew Parish, Shayna Rehberg, and Darci Rudzinski, APG

SUBJECT: Newport Transportation System Plan Update
Development Code Amendments

Introduction

The City of Newport is undertaking an update of the City of Newport Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. This memorandum identifies needed amendments to the City's Municipal Code, Title 13 Land Division and Title 14 Zoning Code (collectively known as the "Development Code") to be consistent with the updated TSP. This material is an outgrowth of:

- TM #3 – Regulatory Review and Transportation Planning Rule (TPR)
- Code Concepts – Transportation Mitigation and Implementation
- Additional discussion with city staff and the consultant team

Table 1 identifies the proposed amendments and includes a reference number for the associated text that follows the table, with code additions and deletions shown in underline-strikeout text.

Table 1. Municipal Code Recommendations

Recommendation and Discussion	Reference
Identify "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city's Transportation System Plan)" as a permitted use in all land use districts as required by the Transportation Planning Rule (TPR)	1
Consolidate the definitions of transportation facilities throughout the Development Code.	2
Adjust the Traffic Impact Assessment (TIA) threshold and process described in the Zoning Ordinance to reduce the number of peak hour trips for which a TIA is required.	3

Recommendation and Discussion	Reference
Add specific language requiring that transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services. Additionally, add provisions for pre-application conferences in the procedures section of the code.	4
Update the Development Code to better address transit by requiring transit amenities as identified in the Lincoln County Transit Development Plan, update bicycle parking requirements to include transit facilities, and improve provision of bicycle parking through development.	5
Amend the Development Code to include language addressing vehicular access, circulation, connections, and pedestrian access through parking lots.	6
Amend the Development Code to include the TSP's updated street standards, block lengths, and accessway requirements	7
Provide new code language for drive aisles and parking lot layouts.	8
Amend the Development Code to clarify that development along state highways requires coordination with ODOT.	9
Address TPR requirements related to bicycle and pedestrian access and mobility through the addition of a new Pedestrian Access and Circulation section	10
Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.	11
Develop a new "Transportation Mitigation Procedure" section of the code.	12
Identify city authority and process for deploying traffic calming on neighborhood collectors.	13
Consolidate the transportation-related sections of Title 13 and Title 14 in one location.	14
Incorporate remaining provisions of Title 13 into Title 14.	15

Reference 1: Transportation Facilities as Allowed Use

Recommendation: Consolidate the definition of transportation facilities throughout the Development Code, and identify "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city's Transportation System Plan)" as a permitted use in all land use districts as required by the TPR.

14.03.050 Residential Uses

		R-1	R-2	R-3	R-4
Z	Transportation Facilities	P	P	P	P

14.03.070 Commercial and Industrial Uses.

		C-1	C-2[1]	C-3	I-1	I-2	I-3
12	Basic Utilities ~~and Roads~~ [3]	P	P	P	P	P	P
22	Transportation Facilities	P	P	P	P	P	P

14.03.080 Water-dependent and Water-related Uses.

		W-1	W-2
22	Transportation Facilities	P	P

14.03.100 Public Uses

		P-1	P2	P-3
25.	~~Trails, paths, bike paths, walkways, etc.~~ Transportation Facilities	P	P	P

Reference 2: Consolidation of Definitions

Recommendation: Consolidate the definitions of transportation facilities throughout the Development Code.

Reference 3: Traffic Impact Analysis

Recommendation: Adjust threshold and process of the Traffic Impact Assessment (TIA) described in the Development Code to reduce the number of peak hour trips for which a TIA is required.

CHAPTER 14.45 TRAFFIC IMPACT ANALYSIS

14.45.010 Applicability

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.
B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).
C. The proposal may generate 500 or more average daily trips or ~~100~~ 50 PM peak-hour trips or more ~~onto city streets or county roads~~.
D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.
F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements;
G. Where a parcel adjacent to the site and under the same ownership as the subject parcel or parcels has received land use approval for development that resulted in an increase in traffic within the last three (3) years, the TIA shall include the adjacent development impacts for the purposes of meeting applicability thresholds.

…

14.45.020 Traffic Impact Analysis Requirements

…

H. Phased Development. If the land use application is part of a phased development, the TIA shall be analyze the ultimate build-out of all phases of the project.

14.45.050 Approval Criteria

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

A. The analysis complies with the requirements of 14.45.020;

B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and

D. For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the city in the Transportation System Plan (see Table 14.45.050-A) have been met. ~~and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and~~

Table 14.45.050-A. Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan

Intersection type	Proposed mobility standard	Reporting measure
Signalized	Los d and v/c ≤0.90	Intersection
All-way stop or roundabouts	Los d and v/c ≤0.90	Worst approach
Two-way stop[1]	Los e and v/c ≤0.95	Worst major approach/worst minor approach

1: Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

E. Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards. ~~or Chapter 13.05, Subdivision and Partition, as applicable.~~

14.45.060 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan.

Note: Recommend removing Fee in Lieu option from the TIA section – it is referenced in the new Transportation Mitigation Procedure (Reference 12) and may otherwise be required even in cases where a TIA is not needed.

~~14.45.070 Fee in lieu Option~~

…

14.44.65 Fee in Lieu Option

The city may require the applicant to pay a fee in lieu of constructing required frontage improvements.

A. A fee in lieu may be required by the city under the following circumstances:

1. There is no existing road network in the area.

2. There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.

3. When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.

~~4. For any other reason which would result in rendering construction of otherwise required improvements impractical at the time of development.~~

B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted city or ODOT standards at the time of application. Such rate shall be determined by the city, based upon available and appropriate bid price information, including but not limited to surveys of local construction bid prices, and ODOT bid prices. This amount shall be established by resolution of the City Council upon the recommendation of the City Engineer and reviewed periodically. The amount of monies deposited with the city shall be at least 125 percent of the estimated cost of the required street improvements, inclusive of associated storm drainage improvements, or such other percentage to account for inflation, as established by City Council resolution. The fee shall be paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.

C. All fees collected under the provisions of Section 14.45.070 shall be used for construction of like type roadway improvements within City of Newport's Urban Growth Boundary, consistent with the Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.

Reference 4: Notice Requirements & Pre-Application Conference

Recommendation: Add specific language for applications requiring transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services.

Add pre-application requirements.

CHAPTER 14.52 PROCEDURAL REQUIREMENTS
14.52.060 Notice
…

C. Mailing of Notice...

…

2. Any affected public agency, including ODOT and Lincoln County Transit, or public/private utility.

14.52.045 Pre-Application Conference

A. Purpose and Intent. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the Development Code and to identify issues likely to arise in processing an application. Pre-application conferences shall be conducted by the Community Development Director and/or his or her designee and shall include other city officials and public agency representatives as may be necessary for preliminary staff review of the proposal and to provide guidance to the applicant.

B. Applicability. A pre-application conference with the City of Newport is required for Type II, Type III, and Type IV applications unless waived by the Community Development Director.

C. Pre-application Materials. The applicant is requested to provide the following materials prior to the pre-application conference.

1. Location and conceptual site plan of the proposed development.

2. List of questions for staff

Reference 5: Transit-Supportive Requirements

Recommendation: Update the Development Code to better address transit by requiring provision of transit amenities as identified in the Lincoln County Transit Development Plan and amend bicycle parking requirements to include transit amenities and improve provision of bicycle parking through development.

CHAPTER 14.44 TRANSPORTATION STANDARDS

14.44.50 Transportation Standards

…

F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in the Lincoln County Transit District's 2018 Transit Development Plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

(a) Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 13.05.005.

(b) The primary entrance of the building closest to the street where the transit stop is located shall be oriented to that street.

(c) A transit passenger landing pad.

(d) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan or if the transit stop is estimated by the Lincoln County Transit District to have at least 10 boardings per day.

(e) Lighting at the transit stop.

(f) Other improvements identified in an adopted transportation or transit plan, provided that the improvements are roughly proportional to the impact of the development on the City's transportation system and the County's transit system.

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of ~~four~~ five units or more; ~~and~~ new retail, office, and institutional developments; and park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows, rounding up to the nearest whole number:

Parking Spaces ~~Required~~	**Bike Spaces Required**
1 to 4 [a]	1 ~~0~~
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/~~50~~ 25

[a] Residential developments less than 5 units are exempt from bicycle parking requirements

Reference 6: Vehicular Access and Circulation

Recommendation: Amend the Development Code to include language for vehicular access and circulation and connections, and pedestrian access through parking lots.

CHAPTER 14.14 PARKING AND LOADING~~, AND ACCESS~~ REQUIREMENTS

CHAPTER 14.61 VEHICULAR ACCESS AND CIRCULATION

A. Purpose and Intent. Section 14.61 implements the street access policies of the City of Newport Transportation System Plan. It is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

B. Permit Required. Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires a right-of-way permit, pursuant to NMC Chapter 9.10. In addition, approval by Lincoln County is required for connections to county roads within the city limits, and authorization from the Oregon Department of Transportation is required for connections onto US 101 or US 20.

C. Approach and Driveway Development Standards. Approaches and driveways shall conform to all of the following applicable development standards:

1. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.
2. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.
3. All accesses shall be approved by the City Engineer or designate.
4. Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.
5. Access shall be taken from lower classification streets (e.g. local and neighborhood collector streets) when it can be accomplished in conformance with these standards.
6. New approaches shall conform to the spacing standards of subsections Table 14.61-A, and shall conform to minimum sight distance and channelization standards of the city, county or ODOT, as appropriate.
7. Existing approaches shall be upgraded as specified in an approved Traffic Impact Analysis.
8. With the exception of Private Driveways as defined in Section 14.01.020, all approaches and driveways serving more than five parking spaces shall be paved and meet applicable construction standards.
9. The city may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the city, county, or ODOT requires mitigation to alleviate safety or traffic operations concerns.
10. Where city, county, or ODOT spacing standards limit the number or location of connections to a street or highway, the city may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The city may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
11. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus.
12. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.
13. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

14. Driveways shall be designed so that vehicle areas, including, but not limited to, vehicle storage and service areas, do not obstruct any public right-of-way.
15. Drive-up/drive-in/drive-through uses and facilities shall meet the standards in Section 14.14.090(G).
16. Approaches and driveways shall be a minimum of twelve (12) feet for a one-way drive and twenty (20) feet for a two-way drives. Approaches and driveways shall not be greater than 150% of the minimum, with the exception of those that serve industrial uses and heavy commercial uses which may be up to 35 feet.
17. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.
18. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
19. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge.
20. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.
21. The city may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.
22. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The city may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the city will work cooperatively with the applicant and ODOT to avoid unnecessary delays.
23. Where a proposed driveway crosses a culvert or drainage ditch, the city may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable engineering and stormwater design standards.

24. Temporary driveways providing access to a construction site, staging area, or special event shall be paved, graveled, or treated in an alternative manner as approved by the City Engineer, to prevent tracking of mud onto adjacent paved streets.

Table 14.61-A. Access Spacing Standards [1]

	Arterials [3]	**Major Collectors**	**Neighborhood Collectors**	**Local Streets**
Minimum Driveway Spacing (Driveway to Driveway)	See Table 14.61-B	100 feet	75 feet	n/a
Minimum Intersection Setback (Full Access Driveways Only)	See Table 14.61-B	150 feet	75 feet	25 feet
Minimum Intersection Setback (Right-In/Right-Out Driveways Only)	See Table 14.61-B	75 feet	50 feet	25 feet
Maximum Length Between Pedestrian/Bicycle Connections	See Table 14.61-B	300 Feet	300 Feet	300 Feet

1. All distances measured from the edge of adjacent approaches.

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway Plan, Appendix C Table 14, and the Blueprint for Urban Design. Blueprint for Urban Design Guidelines in Table 14.61-B are based on posted speed and urban context.

Table 14.61-B. Blueprint for Urban Design Guidelines for Arterial Access Spacing Standards.

Urban Context (Posted Speed)	**Target Spacing Range (Feet)**
Traditional Downtown/CBD (20-25 mph)	250-550
Urban Mix (25-30 mph)	250-550
Commercial Corridor (30-35 mph)	500-1,000
Residential Corridor (30-35 mph)	500-1000
Suburban Fringe (35-40 mph)	750-1,500
Rural Community (25-35)	250-750
Source: ODOT Blueprint for Urban Design, Tables 3-9 and 3-10	

D.. Exceptions and Adjustments. The city may approve deviations from the spacing standards in Table 14.61-A through a Type II procedure, where the criteria in 1. or 2. can be met.

1. An existing connection to a city street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance.

2. Mitigation measures, such as consolidated access, joint use driveways, directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation actions can be shown to mitigate all traffic operations and safety concerns.

E. Joint Use Access Easement and Maintenance Agreement. Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records.

~~**14.14.120 Access**~~

~~A. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.~~

~~B. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.~~

~~C. All accesses shall be approved by the City Engineer or designate.~~

~~D. Driveway accesses onto Arterial streets shall be spaced a distance of 500 feet where practical, as measured from the center of driveway to center of driveway~~

~~E. Each parcel or lot shall be limited to one driveway onto an Arterial street unless the spacing standard in (D) can be satisfied.~~

F. ~~Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.~~

Reference 7: Street, Block Length, and Accessway Standards

Recommendation: Update street, block length, and accessway standards to match TSP recommendations.

Street standards are included as part of Recommendation 14, Consolidation of Transportation Standards. Block length standards addressed below and are recommended to remain as part of subdivision/partition requirements.

13.05.020 Blocks

~~A. General. The length, width, and shape of blocks for non-residential subdivisions shall take into account the need for adequate building site size and street width, and shall recognize the limitations of the topography.~~

A. ~~B. Size. No block shall be more than 1,000 feet in length between street corners.~~ Blocks created in land divisions shall be consistent with the standards in Table 14.44.065 -A. Modifications to ~~this requirement~~ the standards may be made by the approving authority pursuant to the standards in Chapter 14.33 if the street is adjacent to an arterial street, ~~or the topography or~~ the location of adjoining streets, or other constraints identified in **Section 14.33.100** justify ~~ies~~ the modification. ~~A pedestrian or bicycle way may be required by easement or dedication by the approving authority to allow connectivity to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a block of greater than 1,000 feet if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.~~

B. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing; or a rational nexus to the proposed development is not established and the connection is not roughly proportional to the impacts created by the proposed land division.

Table 13.05.020 -A. Block Length [1]

	Arterials [3]	**Major Collectors**	**Neighborhood Collectors**	**Local Streets**
Maximum Block Length	550 Feet	1000 feet	1000 feet	1000 feet

(Public Street to Public Street)				
Minimum Block Length (Public Street to Public Street)	220-550 Feet	200 feet	150 feet	125 feet
Maximum Length Between Pedestrian/Bicycle Connections (Public Street to Public Street, Public Street to Connection, or Connection to Connection) [2]	220-550 Feet	300 feet	300 feet	300 feet

1. All distances measured from the edge of adjacent approaches.

2. See 13.05.020(B).

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway and the Blueprint for Urban Design which vary based on posted speed and urban context.

Reference 8: Parking Lot Standards

Recommendation: Provide new code language for drive aisles and parking lot layouts.

14.14.060 Compact Spaces

For parking lots of ~~four~~ five vehicles or more, 40% of the spaces may be compact spaces~~, as defined in Section 14.14.090(A)~~ measuring 7.5 feet wide by 15 feet long. Each compact space must be marked with the word "Compact" in letters that are at least six inches high.

14.14.090 Parking Lot Standards

Parking lots shall comply with the following:

A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A.~~Size of Spaces. Standard parking spaces shall be nine (9) feet in width by 18 feet in length. Compact spaces may be 7.5 feet wide by 15 feet long. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking space(s) shall be not less than eight (8) feet wide and 22 feet long. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.~~

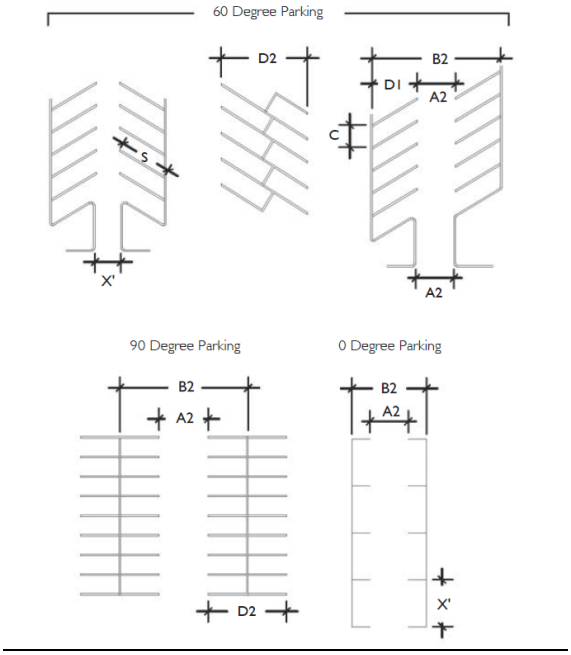
~~B. Aisle Widths. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:~~

Parking Angle	0	30°	45°	60°	90°
Aisle Width					
One way traffic	13	11	13	18	24
Two-way traffic	19	20	21	23	24

Table 14.14.090-A - Parking Lot Minimum Dimensions

	PARKING ANGLE < °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
			SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
Standard Space	90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
	60°	10'	20'	40'	17'	18'	57'	58'	23'
	45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
	30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
	0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Figure 14.14.090-A - Parking Lot Minimum Dimensions



C. Surfacing. […]

D. Joint Use of Required Parking Spaces. […]

E. Satellite Parking. […]

F. Lighting. […]

G. Drive-Up/Drive-In/Drive-Through Uses and Facilities. […]

H. Driveway Standards. Driveways shall conform to the requirements of Section 14.61.D.

I. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.

14.19.050 Landscaping Required for New Development, Exceptions

All new development, except for one and two family residences, shall be required to install landscaping per this section. For purposes of this section, new development shall mean construction upon a vacant lot or a lot that becomes vacant by virtue of the demolition of an existing building. Landscaping shall be provided as follows:

[…]

D. Landscaping and Screening for Parking Lots. The purpose of this subsection is to break up large expanses of parking lots with landscaping. Therefore, all parking areas or each parking bay where a development contains multiple parking areas ~~not abutting a landscaping area with 20 or more parking stalls~~ shall comply with the following provisions:

1. ~~Five percent of the parking area shall be dedicated to a landscaped area and areas.~~ A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. This 10 percent landscaping requirement includes landscaping around the perimeter of parking areas as well as landscaped islands within parking areas. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

2. ~~In no cases shall a landscaped area required under this subsection be larger than 300 square feet. If more landscaping is required than the 300 square feet it shall be provided in separate landscaping areas.~~ All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 12 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth;

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within 2 years of planting, not less than 50 percent of that area is covered with living plants; and

4. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than 2 feet from any such barrier.

5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

6. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between 3 feet and 4 feet.

7. The provisions of this subsection do not apply to areas for the storage and/or display of vehicles.

Reference 9: Coordination with ODOT

Recommendation: Amend the Development Code to clarify that development along state highways requires coordination with ODOT.

This recommendation is addressed through amendments elsewhere in this memorandum:

- Reference 2: Access Management (standards table footnote)
- Reference 3: Transportation Impact Analysis
- Reference 4: Notice Requirements & Pre-Application Conference
- Reference 6: On-Site Circulation and Connections
- Reference 12: Transportation Mitigation Procedure (Process table)

Reference 10: Pedestrian Access and Circulation

Recommendation: Add new code section addressing pedestrian access and circulation.

CHAPTER 14.65 PEDESTRIAN ACCESS AND CIRCULATION

A. **Purpose and Intent.** This Chapter implements the pedestrian access and connectivity policies of City of Newport Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. **Applicability.** The provisions of this chapter shall apply to all new or substantial improvements to commercial, industrial, public/institutional, and multifamily development as defined in 14.1.020. Where the provisions of this chapter conflict with facilities identified in the Newport Parks and Recreation Master Plan, the Newport Parks and Recreation Master Plan shall govern.

C. Standards. Developments shall conform to all of the following standards for pedestrian access and circulation:

1. **Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any.

2. **Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:

   a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;

   b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

   c. The walkway network connects to all primary building entrances in a manner consistent with the Oregon Structural Specialty Code.

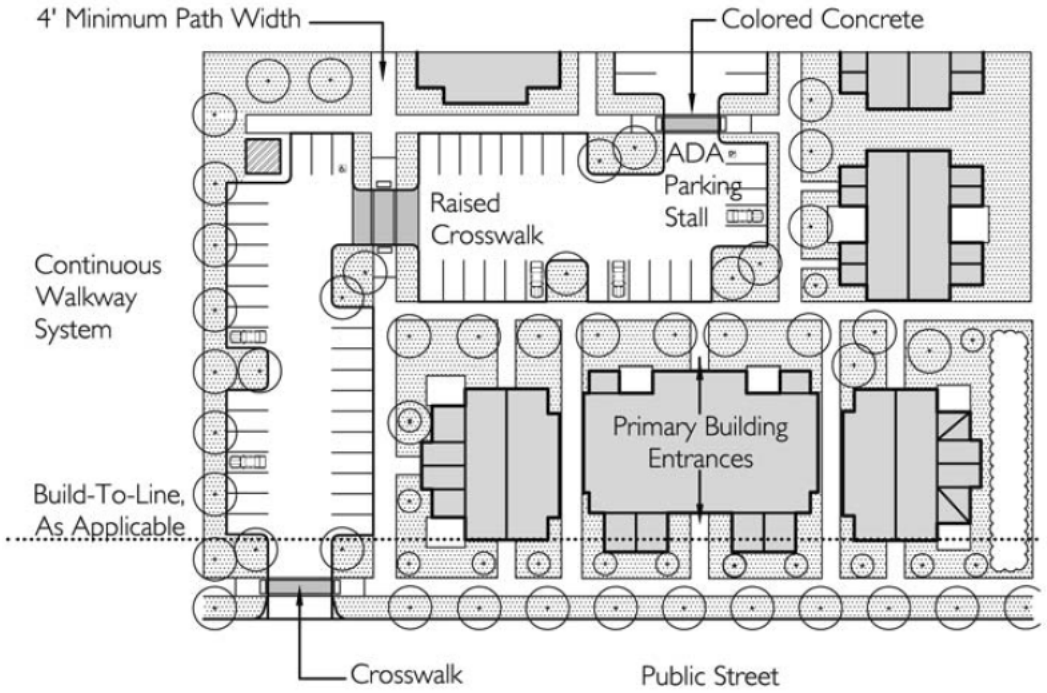
3. **Crosswalks**. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly identified with pavement markings or contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

4. **Walkway Surface.** Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans With Disabilities Act requirements.

5. **Walkway Width.** Walkways shall be not less than 4 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required.

6. **Pedestrian Trail, Accessway, and Shared Use Path.** Standards for trails, accessways, and shared use paths are found in Section 14.44.60.

Figure 14.65-A. - Pedestrian Access and Circulation Standards Illustration



Reference 11: Preferential Carpool/Vanpool Parking

Recommendation: Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.

14.14.090 Parking Lot Standards

[…]

K. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

Reference 12: Transportation Mitigation Procedure

Recommendation: Add new procedure for approving alternative cross-sections and future guarantees in areas with topographical or other constraints.

Section 14.33.100 Transportation Mitigation Procedure

A. Purpose. The purpose of this procedure is to allow modifications to transportation standards where meeting the roadway cross-section requirements of Section 14.44.060 is not possible due to existing site constraints.

B. When Standards Apply. The standards of this section apply to new development or redevelopment for which a building permit is required and that place demands on public or private transportation facilities or city utilities. This procedure may be used in cases where full street improvements, half street improvements, and frontage improvements are required.

B. Approval Process.

1. Pre-application Conference. The applicant shall participate in a pre-application conference pursuant to Section 14.52.045 prior to submitting an application requesting a Transportation Mitigation Procedure. The Community Development Director, City Engineer, and other appropriate city officials will participate in the pre-application conference. The meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the application addresses both city and ODOT requirements.

2. When a requested, the applicable review process will be the same as that accorded to the underlying land use proposal. If not requested as part of a land use proposal, this procedure shall be subject to a Type 1 process as defined in Section 14.52.020 (A).

C. Approval Criteria.

1. A cross-section other than that identified in the adopted TSP for the functional classification of the roadway may be approved if one or more of the following conditions apply to the subject property and result in site conditions that prohibit the preferred roadway cross-section from being constructed.

a. Slopes over 25%

b. Mapped landslide areas

c. Mapped wetlands (National Wetland Inventory, City Wetlands Areas, or site-specific survey)

d. Existing structures

e. Historical resources

f. Insufficient right-of-way

2. The steps to determine an acceptable alternate roadway design must be documented and follow the Process for Determining Street Cross-Sections in Constrained Conditions, as detailed in Table 14.33.100-A and the Newport Transportation System Plan.

3. The proposal shall identify which conditions in Subsection 1 above apply to the subject property and show how conditions prevent the preferred cross-section from being constructed.

4. The proposal shall include documentation in the form of a written agreement from the Community Development Director, or designee, in consultation with the City Engineer and other city officials, as appropriate, that the proposed cross-section is consistent with the Process for Determining Street Cross-Sections in Constrained Conditions as shown in the adopted Transportation System Plan.

Table 14.33.100-A. Process for Determining Street Cross-Sections in Constrained Conditions

ANY NON-ARTERIAL[1] STREET FUNCTIONAL CLASSIFICATION WITH:	STEPS TO REDUCE LOWER PRIORITY STREET COMPONENTS[5]			
	STEP 1	STEP 2	STEP 3	STEP 4
EQUAL PEDESTRIAN AND BICYCLE CORRIDORS[2]	Eliminate on-street parking on one or both sides	Reduce sidewalk frontage zone to acceptable width	Choose acceptable bike facility	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width
HIGHER PEDESTRIAN VS. BICYCLE CORRIDORS [3]		Implement acceptable bike facility	Reduce sidewalk frontage zone to acceptable width	
HIGHER BICYCLE VS. PEDESTRIAN CORRIDORS[4]		Reduce sidewalk frontage zone to acceptable width	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width	Implement acceptable bike facility

Notes:

1. The street cross-section for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.
2. Includes Major Pedestrian vs. Major Bicycle corridor, Neighborhood Pedestrian vs. Neighborhood Bicycle corridor, or Local Pedestrian vs. Local Bicycle corridor.
3. Includes Major Pedestrian vs. Neighborhood or Local Bicycle corridor, or Neighborhood Pedestrian vs. Local Bicycle corridor.
4. Includes Major Bicycle vs. Neighborhood or Local Pedestrian corridor, or Neighborhood Bicycle vs. Local Pedestrian corridor
5. Local Streets that carry less than 500 vehicles per day are candidates for shared street treatments in lieu of this process

14.47.40 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development

approval shall indicate how the required improvements are directly related and roughly proportional to the impact.

14.47.50 Fee in Lieu. The city may require the applicant to pay a fee in lieu of constructing required frontage improvements, consistent with Section 14.44.60 - Fee in Lieu Option

Reference 13: Traffic Calming

Recommendation: Identify city authority and process for deploying traffic calming on neighborhood collectors.

This recommendation is addressed in Section 14.44.050 Transportation Standards under **Reference 14**

Reference 14: Consolidating Transportation Standards

Recommendation: Currently, standards relating to transportation facilities lie within Title 13 (Subdivisions and Partitions) and Title 14 (Zoning). The recommendation is to move standards to the existing Section 14.44: Transportation Standards. Definitions have been addressed as part of Reference 2.

13.05.005 Definitions

The definitions within Section 14.01.020 apply in this chapter.

Note: Other text is struck.

14.01.020 Definitions

Note: All definitions from 13.05.005 are moved to this chapter. Underline/strikeout language shows new text and changes to existing language.

…

Alley. A narrow street ~~25 feet or less~~ through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. ~~Frontage on said alley shall not be construed as satisfying the requirements of this Ordinance related to frontage on a dedicated street.~~

…

Accessway. A walkway providing a through connection for pedestrians between two streets, between two lots, or between a development and a public right-of-way. It may be an accessway for pedestrians and bicyclists (with no vehicle access), or a walkway on public or private property (i.e., with a public access easement); it may also be designed to accommodate emergency vehicles.

Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation.

Shared Use Path. Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths.

Roadway. The portion of a street right-of-way developed for vehicular traffic.

Street. A public or private way ~~other than a driveway~~ that is created to provide ingress or egress for ~~persons~~ vehicles to one or more lots, parcels, areas, or tracts of land. The City of Newport Transportation System Plan establishes four functional classifications of streets: Arterial, Major Collector, Neighborhood Collector, and Local Streets.

~~For the purposes of this section Title, a "driveway" is a private way that begins at a public right-of-way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.~~

1. **Alley**. ~~A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street~~.

2. **Arterial**. ~~A street of considerable continuity which is primarily a traffic artery among large areas.~~ Arterial streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to collector streets~~. Where an Arterial intersects with a Neighborhood Collector or Local Street, access management and/or turn restrictions may be employed to reduce traffic delay.~~ The Arterial streets in Newport are US 101 and US 20.

3. **Half-street**. Partial improvement of an existing street, or a ~~A~~ portion of the width of a right of way, usually along the edge of a subdivision or partition, where the remaining portion of the street could be provided in another subdivision or partition, and consisting of at least a sidewalk and curb on one side and at least two travel lanes.

~~4. **Marginal Access Street**. A minor street parallel and adjacent to a major arterial street providing access to abutting properties, but protected from through traffic.~~

~~5. **Minor Street**. A street intended primarily for access to abutting properties.~~

6. **Major Collector Street.** Major Collectors are intended to distribute traffic from Arterials to streets of the same or lower classification.

7. **Neighborhood Collector Street.** Neighborhood Collectors distribute traffic from Arterial or Major Collector streets to Local Streets. They are distinguishable from Major Collectors in that they principally serve residential areas. Neighborhood Collector streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.

8. **Local Street**. All streets not classified as Arterial, Major Collector, or Neighborhood Collector streets are classified as Local Streets (seen at right). Local Streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local Streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.

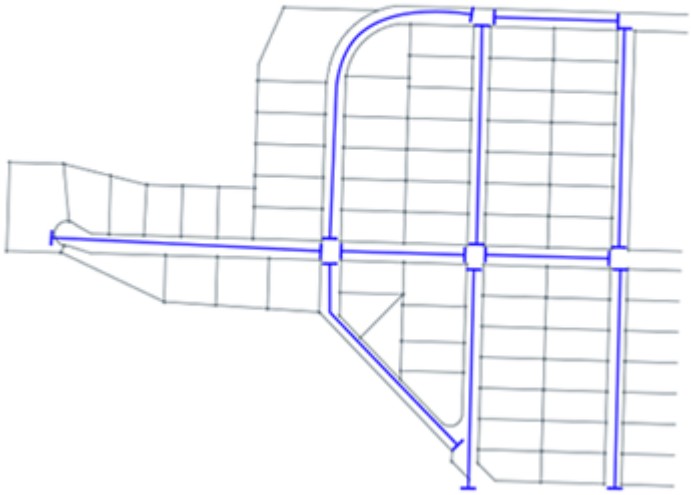
9. **Private Street.** Private Streets are a special type of Local Streets that are used to facilitate access to specific properties or neighborhoods. The City of Newport is not responsible for maintenance on private streets.

10. **Private Driveway.** A private street that begins at a public right-of-way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.

11. **Street Segment.** A portion of a local or collector street which is located between two intersections, or between an intersection and the end of a cul-de-sac or dead-end. See Illustration: Illustrative Street Segments, below.

Illustration
Illustrative Street Segments

Street segments are indicated in with blue lines on the illustrative parcel map shown below.



12. **Shared Street.** A shared street is a local street that carries fewer than 500 vehicles per day. Shared streets have a single travel lane where all modes of travel share the paved roadway.

…

Transportation Facility. A street, pedestrian pathway, bicycle facility, shared use path, or other improvement for the conveyance of people or goods, as identified in the adopted Transportation System Plan.

Walkway. A pedestrian way, including but not limited to a sidewalk, path or accessway, providing access within public right-of-way or on private property.

…

Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

13.05.015 Streets

A. Streets created as a subdivision or partition shall meet the requirements of 14.44.60

Note: All other text in this section is struck and incorporated into Section 14.44.60, below

13.05.040 Public Improvement Requirements

1. Streets. All streets, including alleys, within the land division, streets adjacent but only partially within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be graded for the full right-of-way width. The roadway shall be improved to a width of 36 feet or other width as approved by the approval authority by excavating to the street grade, construction of concrete curbs and drainage structures, placing a minimum of six inches of compacted gravel base, placement of asphaltic pavement 36 feet in width or other width as approved by the approval authority and approximately two inches in depth, and doing such other improvements as may be necessary to make an appropriate and completed improvement. Street width standards ~~may be adjusted as part of the tentative plan approval to protect natural features and to take into account topographic constraints and geologic risks.~~ may be adjusted subject to the provisions of Section 14.33.100.

14.44.050 Transportation Standards

A. Development Standards. The following standards shall be met for all new uses and developments:

1. All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.

2. Streets within or adjacent to a development subject to Chapter 13.05, Subdivision and Partition, shall be improved in accordance with the Transportation System Plan, the provisions of this Chapter, and the ~~street~~ standards in ~~Section 13.05.015~~ Section 14.44.060.

3. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance ~~Chapter 13.05,~~ Chapter 14.44 and public streets shall be dedicated to the applicable road authority;

4. Substandard streets adjacent to existing lots and parcels shall be brought into conformance with the standards of ~~Chapter 13.05~~. this chapter.

5. Neighborhood Traffic Management such as speed tables, curb bulb-outs, traffic circles, and other solutions may be identified as required on-site or off-site improvements where the required mitigation is roughly proportional to the impacts of the proposed development.

B. Guarantee. The city may accept a future improvement guarantee in the form of a surety bond, letter of credit or non-remonstrance agreement, in lieu of street improvements, if it determines that one or more of the following conditions exist:

1. A partial improvement may create a potential safety hazard to motorists or pedestrians;

2. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

3. The improvement would be in conflict with an adopted capital improvement plan; or

4. The improvement is associated with an approved land partition or minor replat and the proposed land partition does not create any new streets.

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets may be created through the approval and recording of a final subdivision or partition plat pursuant to Chapter 13.05; by acceptance of a deed, provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Transportation System Plan and the deeded right-of-way conforms to the standards of this Code; or other means as provided by state law.

D. Creation of Access Easements. The city may approve an access easement when the easement is necessary to provide viable access to a developable lot or parcel and there is not sufficient room for public right-of-way due to topography, lot configuration, or placement of existing buildings. Access easements shall be created and maintained in accordance with the Uniform Fire Code.

E. Street Location, Width, and Grade. The location, width and grade of all streets shall conform to the Transportation System Plan, subdivision plat, or street plan, as applicable and are to be constructed in a manner consistent with adopted City of Newport Engineering Design Criteria, Standard Specifications and Details. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets, pursuant to the requirements in Chapter 13.05 and Chapter 14.44.

F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in the Lincoln County Transit District's 2018 Transit Development Plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

(a) Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 13.05.005.

(b) The primary entrance of the building closest to the street where the transit stop is located shall be oriented to that street.

(c) A transit passenger landing pad.

(d) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan or if the transit stop is estimated by the Lincoln County Transit District to have at least 10 boardings per day.

(e) Lighting at the transit stop.

(f) Other improvements identified in an adopted transportation or transit plan, provided that the improvements are roughly proportional to the impact of the development on the City's transportation system and the County's transit system.

14.44.60 Streets, Pathways, Accessways, and Trails

Note: Text for this new section comes primarily from Section 13.05.015. Underline/strikeout formatting shows changes to existing adopted language.

~~A. Criteria for Consideration of Modifications to Street Design. As identified throughout the street standard requirements, modifications may be allowed to the~~

~~standards by the approving authority. In allowing for modifications, the approving authority shall consider modifications of location, width, and grade of streets in relation to existing and planned streets, to topographical or other geological/environmental conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system as modified shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in the Transportation System Plan, the arrangement of streets shall either:~~

1. ~~Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or~~
2. ~~Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.~~

B. ~~Minimum Right-of-Way and Roadway Width. Unless otherwise indicated in the Transportation System Plan, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table:~~

~~Type of Street~~	~~Minimum Right-of-Way Width~~	~~Minimum Roadway Width~~
~~Arterial, Commercial, and Industrial~~	~~80 feet~~	~~44 feet~~
~~Collector~~	~~60 feet~~	~~44 feet~~
~~Minor Street~~	~~50 feet~~	~~36 feet~~
~~Radius for turn-around at end of cul-de-sac~~	~~50 feet~~	~~45 feet~~
~~Alleys~~	~~25 feet~~	~~20 feet~~

~~Modifications to this requirement may be made by the approving authority where conditions, particularly topography, geology, and/or environmental constraints, or the size and shape of the area of the subdivision or partition, make it impractical to otherwise provide buildable sites, narrower right-of-way and roadway width may be accepted. If necessary, slope easements may be required.~~

A. Street Width and Cross Sections. Right-of-way widths for streets shall comply with the Preferred Street Cross-Sections in the Transportation System Plan and the standards in Table 14.44.60-A.

Table 14.44.60-A. Minimum Right of Way and Roadway Widths

Functional Classification	Minimum Right of Way Width	Minimum Roadway Width
Major Collector	93 feet	63 feet
Neighborhood Collector	69 feet	48 feet
Local Street (Parking One Side Only)	47 feet	28 feet
Local Street (No Parking)	39 feet	20 feet

B. If the required cross-section is wider than the available right-of-way, coordination with the City of Newport is required to determine whether right-of-way dedication is necessary or design elements can be narrowed or removed. Any modifications to the preferred street cross-section require approval pursuant to the requirements of Section 14.33.100 – Transportation Mitigation Procedure. Constrained conditions on ODOT facilities will require review and approval by ODOT.

C. Reserve Strips. Reserve strips giving a private property owner control of access to streets are not allowed.

D. Alignment. Streets other than minor streets shall be in alignment with existing streets by continuations of their center lines. Staggered street alignment resulting in "T" intersections shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet. If not practical to do so because of topography or other conditions, this requirement may be modified by the approving authority.

E. Future Extensions of Streets. Proposed streets within a land division shall be extended to the boundary of the land division. A turnaround if required by the Uniform Fire Code will be required to be provided. If the approval authority determines that it is not necessary to extend the streets to allow the future division of adjoining land in accordance with this chapter, then this requirement may be modified such that a proposed street does not have to be extended to the boundary of the land division.

F. Intersection Angles.

1. Streets shall be laid out to intersect at right angles.

2. An arterial intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.

3. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection.

4. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.

5. No more than two streets may intersect at any one point.

6. If it is impractical due to topography or other conditions that require a lesser angle, the requirements of this section may be modified by the approval authority. In no case shall the acute angle in Subsection F.(1.) be less than 80 degrees unless there is a special intersection design.

G. Half Street. Half streets are not allowed. Modifications to this requirement may be made by the approving authority to allow half streets only where essential to the reasonable development of the land division, when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract property to be divided, the other half of the street shall be provided.

H. Sidewalks. Sidewalks in conformance with the city's adopted sidewalk design standards are required on both sides of all streets within the proposed land division and are required along any street that abuts the land division that does not have sidewalk abutting the property within the land division. The city may exempt or modify the requirement for sidewalks only upon the issuance of a variance as defined in the Zoning Ordinance.

I. Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet and serve building sites for not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around meeting minimum Uniform Fire Code requirements. Modifications to this requirement may be made by the approving authority. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to connect from a cul-de-sac to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.

J. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city, as evident in the

physical landscape and described in City of Newport Ordinance No. 665, as amended.

K. Marginal Access Streets. Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

L. Alleys. Alleys shall be provided in commercial and industrial districts. If other permanent provisions for access to off-street parking and loading facilities are provided, the approving authority is authorized to modify this provision if a determination is made that the other permanent provisions for access to off-street parking and loading facilities are adequate to assure such access. The corners of alley intersections shall have a radius of not less than 12 feet.

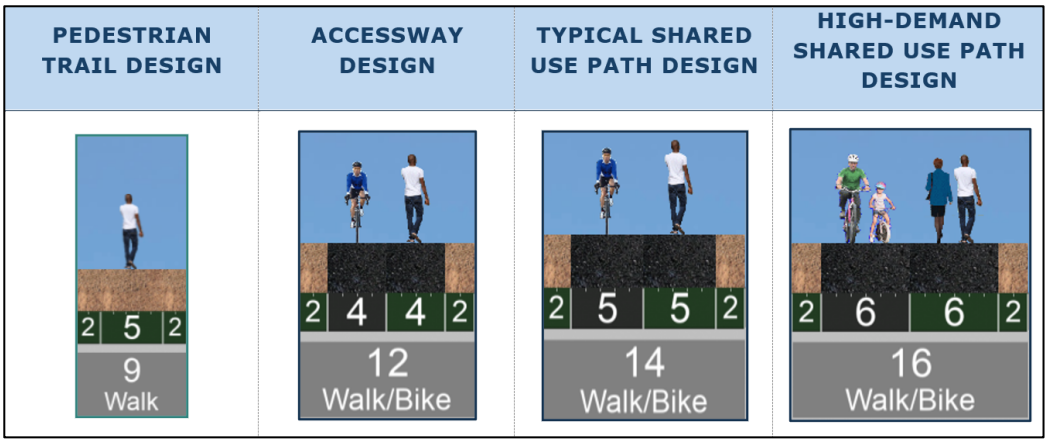
M. Street Trees. Trees and other plantings may be installed within proposed or existing rights-of-ways provided they conform to the City's approved Tree Manual.

N. **Accessways**. Accessways must be on public easements or rights-of-way and have a minimum paved surface of 8 feet, with a 2-foot shoulder on each side, within a 12-foot right-of-way.

O. **Shared Use Paths**. A shared use path must be a minimum of 10 feet wide within 14 feet of right-of-way. In areas with significant walking or biking demand, as identified in the Newport Transportation System Plan (e.g., Nye Beach Area, Oregon Coast Bike Route) or on ODOT facilities, the path must be 12 feet wide within a right-of-way of 16 feet (see Figure 14.44.060-A). A shared use path may be narrowed to 8 feet over short distances to address environmental or right-of-way constraints.

1. High-demand shared use path is required parallel to ODOT facilities and in other areas with significant walking or biking demand as identified in the Transportation System Plan.

Figure 14.44.060-A. Pedestrian Trail, Accessway, and Shared Use Path Guidelines Illustration



P. Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They may be constructed as a hard or soft surface facility. The City of Newport Parks System Master Plan identifies requirements for specific trail improvements.

Q. **Accessway**. Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 2-foot shoulder on each side, and 12 feet of right-of-way.

Recommendation 15: Incorporate remaining provisions of Title 13 into Title 14

The table below provides suggested locations and considerations for moving the subdivision/property line adjustment provisions of Title 13 into Title 14. Some recommendation have been address in the proposed text amendments; for others detailed underline-strikeout language is not provided as part of this memorandum.

Title 13 Chapter	Suggested New Location	Notes
13.05.001 Purpose	14.100.001 Purpose	Move to new section, review ORS citations for continued relevance.
13.05.005 Definitions	14.01.020 Definitions	Transportation definitions have been evaluated and updated as part of Reference 2/14. Other definitions may conflict with those of Title 14.
13.05.010 Standards	N/A	Recommend removing, this section is not necessary to retain.
13.05.020 Blocks	14.100.020 Blocks	
13.05.025 Easements	14.100.025 Easements	
13.05.30 Lots and Parcels	14.100.030 Lots and Parcels	
13.5.035 Public Improvements	14.100.035 Public Improvements	This section identifies procedures and can be combined with the following section which addresses substantive items.
13.05.040 Public Improvement Requirements	14.100.035 Public Improvements	Can be combined with previous item.
13.05.045 Adequacy of Public Facilities and Utilities	14.100.045 Adequacy of Public Facilities and Utilities	
13.05.050 Underground Utilities and Service Facilities	14.100.050 Underground Utilities and Service Facilities	

Title 13 Chapter	Suggested New Location	Notes
13.05.055 Street Lights	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section. If the City has adopted street light standards as this code section indicates, this section should be updated.
13.05.060 Street Signs	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section.
13.5.065 Monuments	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section.
13.05.070 Land Division Application	14.100.070 Land Division Application or 14.52 – Procedural Requirements	
13.05.075 Preliminary Review and Notice of Hearing	14.100.075 Preliminary Review and Notice of Hearing or 14.52 – Procedural Requirements	
13.05.080 Hearing and Approval of Land Division	14.100.080 Hearing and Approval of Land Division or 14.52 – Procedural Requirements	
13.05.085 Approval Criteria and Conditions for Approval	14.100.085 Approval Criteria and Conditions for Approval or 14.52 – Procedural Requirements	
13.05.090 Final Plat Requirements for Land Divisions	14.100.090 Final Plat Requirements for Land Divisions or 14.52 – Procedural Requirements	These procedural sections could be moved to new sections within Title 14, or incorporated into the existing Chapter 14.52 – Procedural Requirements. The later option would result in a more intelligible code overall, but would require more effort.

Title 13 Chapter	Suggested New Location	Notes
13.05.095 Minor Replats and Partitions	14.100.095 Minor Replats and Partitions	This section could be moved to a new location with updates to needed references.
13.05.100 Cemeteries	14.100.105 Miscellaneous	This brief section could be combined with 13.05.105 and 13.50 to a new "miscellaneous" section.
13.05.105 Miscellaneous	14.100.105 Miscellaneous	This brief section could be combined with 13.05.100 and 13.50 to a new "miscellaneous" section.
13.50 Standards After Subdivision Approval	14.100.105 Miscellaneous	This brief section could be combined with 13.05.105 and 13.100 to a new "miscellaneous" section.
13.99 Property Line Adjustments	14.110 Property Line Adjustments	This section could be moved to a new location with updates to needed references.

ENGINEERING STAFF MEMO

TO: Newport Planning Commission
Newport City Council

FROM: Aaron Collett/Newport City Engineer

CC: Spencer Nebel/Newport City Manager
Derrick Tokos/Newport Community Development Director
David Powell/Newport Public Works Director
Rob Murphy/Newport Fire Chief

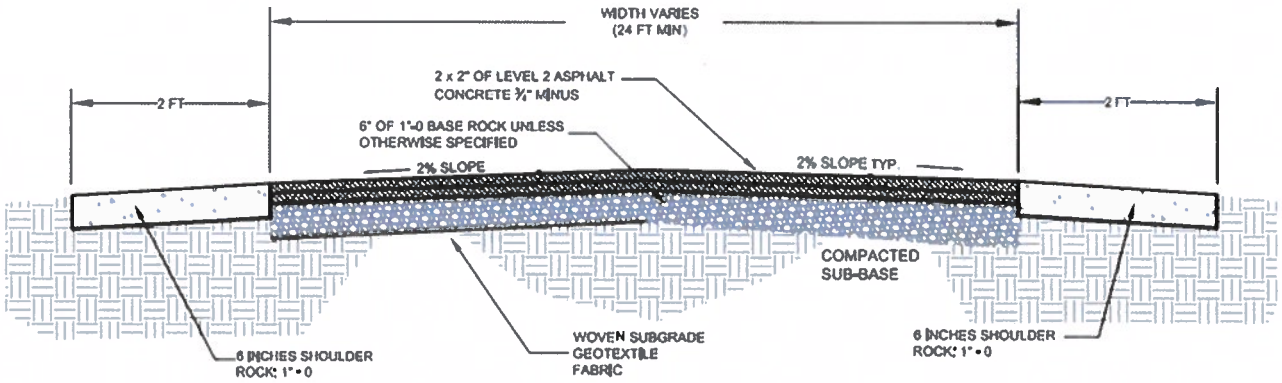
DATE: May 20, 2022

RE: Transportation System Plan - Narrow Street Issue

Background:

The City of Newport Transportation System Plan (TSP) is currently under development. A draft version of the document was routed for review in November 2021. Among the review comments provided by the Engineering Department, one specific area of concern was the proposed "narrow-street" concept cross sections. This concern was echoed by other City departments at that time. The City standard road width is 24-feet (see example below) which provides sufficient space for Emergency Vehicle and Public Works equipment access. Cross sections presented in TSP Figures 34 and 35 (Pages 64-65) are much narrower than the minimum standard width. While we understand that narrower roads can be beneficial, we have significant concerns regarding widths narrower than 20-feet for 2-way travel (two 10-foot lanes). The proposed sections indicate 2-way traffic on 14' and 16' throughways.

Example Standard Road Section:



STANDARD PAVED STREET WITH GRAVEL SHOULDERS

Discussion:
The TSP has developed some criteria for the narrow streets, however, actual examples of streets narrower than 20-foot are difficult to find, event in "skinny street" documentation. Engineering recognizes benefits of narrower streets, such as less runoff from impervious surface and generally lower cost of maintenance. However, the safety of the public and ability to provide services must be weighed against such goals.

"Oregon's Land Conservation and Development Commission recognized the values associated with narrow street widths when it adopted the Transportation Planning Rule. The rule requires local governments to establish standards for local streets and accessways that minimize pavement width and right-of-way. The rule requires that the standards provide for the operational needs of streets, including pedestrian and bicycle circulation and emergency vehicle access."[1]

Street widths impact the ability of emergency and service vehicles to quickly reach an emergency. There is a general expectation that neighborhood streets provide adequate space to support prompt access and space to use equipment. Fire equipment specifically is large and the option to "downsize" is not fully discretionary as smaller vehicles cannot carry adequate supplies for many typical emergency events.

Fire apparatus are in part impacted by federal Occupational Health and Safety Administration (OSHA) regulations that require the vehicles to carry considerable equipment and firefighters ride within the vehicle. Additionally, the Fire code calls for a 20-foot wide clear passage.

Response time for emergency vehicles also raises liability concerns regarding access. A West Linn, OR lawsuit determined that an eight-minute response time was inadequate. Fire departments have been sued for not having the proper equipment at the scene of an accident. That further impacts the size of vehicles. Narrow roads that assume a queuing approach to 2-way traffic may not adequately accommodate larger emergency vehicles in all cases.

In addition to emergency vehicles, the public expects services to be provided in their neighborhoods. The City owns large, expensive vehicles such as Vactor trucks that provide service for sewers. These vehicles also require a significant amount of space to access buried infrastructure. The large trucks provided required power to perform necessary duties. Smaller units exist, but would be an additional expense, not a replacement for the functionality of the larger versions.

Recommendation:

Our recommendation is to remove the narrow street sections (Figures 34-35) from the TSP and adopt the document with standard widths for 2-way traffic of not less than 20-feet. (or at minimum roads less than 20-feet wide should be a one-way option only).

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[1] "NEIGHBORHOOD STREET DESIGN GUIDELINES An Oregon Guide for Reducing Street Widths" https://www.oregon.gov/lcd/Publications/NeighborhoodStreetDesign_2000.pdf

Further study should be conducted (with input from key stakeholders such as the Fire and Public Works departments) and if accepted, narrower cross sections be adopted in a future amendment to the TSP.

In addition, a small-scale local pilot study could be conducted to offer tangible information regarding the functionality of narrower streets for Newport and allow analysis of actual field impacts for emergency vehicles and other equipment required to provide services to the public.

At this time, without further study and information, sections narrower than 20-feet are not recommended by Engineering.

Respectfully submitted,

Aaron Collett, P.E.
City Engineer

Meeting Dates: Planning Commission 05-23-22
City Council June, 2022