



PLANNING COMMISSION WORK SESSION AGENDA
Monday, September 27, 2021 - 6:00 PM
City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

This meeting will be held electronically. The public can livestream this meeting at <https://newportoregon.gov>. The meeting will also be broadcast on Charter Channel 190. Public comment may be made, via e-mail, up to four hours before the meeting start time at publiccomment@newportoregon.gov. 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.

Anyone wishing to make real time public comment should submit a request to publiccomment@newportoregon.gov, at least four hours before the meeting start time, and a Zoom link will be e-mailed.

1. CALL TO ORDER

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

2. NEW BUSINESS

2.A Results from TSP In-Person & Online Open House Preference/Prioritization Survey.

[Memorandum](#)

[Draft Outreach Summary](#)

[Draft Outreach Summary - Apendices](#)

2.B Draft South Beach Commercial/Industrial Land Use Code Audit Findings.

[Memorandum](#)

[Land Use Policies, Zoning & Regulations Audit - Newport South Beach, by Jet Planning, dated 9-24-21](#)

2.C South Beach US 101 Island Annexation Concept and Development Incentives.
Memorandum
[Copy of ORS 222.750](#)
[SB Unincorporated Pocket Annexation Incentive](#)

2.D Redevelopment Concepts for Agency's 35tu1 and US 101 Site, Project financials, and Final Online Survey
Memorandum
[35th and US 101 Redevelopment Concepts Presentation, September 2021](#)
[Urban Renewal Agency Presentation, with Financials, dated 9/20/21](#)
[Online Survey Press Release](#)


2.E Update on Implementation of the 2019 Short-Term Rental Ordinance (Informational).
Memorandum
[Agenda and Materials from 9-14-21 Meeting](#)
[Draft 9-14-2021 STR Work Group Meeting Minutes](#)

3. UNFINISHED BUSINESS

3.A Updated Planning Commission Work Program.
[PC Work Program 9-27-21](#)

4. ADJOURNMENT

Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 24, 2021
Re: Results from TSP In-Person & Online Open House Preference/Prioritization Survey

The Transportation System Plan (TSP) lead consultant, DKS Associates, has been delayed in producing the final set of project deliverables. Consequently, we have had to shuffle a number of items around on the work program that is included in the meeting packet. One item that we did receive is a report from JLA Public Involvement summarizing results from the August 11, 2021 in-person workshop, the online open house that ran from August 2nd through August 30th, Spanish language outreach with Centro de Ayuda, and printed surveys that were distributed in the community.

Please take a moment to review the report and its appendices and I look forward to any feedback you may have regarding the key takeaways and steps the City may need to take considering the responses it has received.

Attachments
Draft Outreach Summary

NEWPORT TSP: PHASE 2 OUTREACH SUMMARY

DRAFT



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Overview

The City of Newport and the Oregon Department of Transportation (ODOT) are updating the City's Transportation System Plan (TSP) – a long range plan that will guide future investments in the City's transportation system. During phase two of the public involvement process, the City of Newport and ODOT conducted an online open house, hosted an in-person workshop, and sent paper surveys to residents in the Newport area. Feedback received throughout this period will help the technical team and decision-makers understand what is important to residents, visitors, and businesses for the future of Newport's transportation system.

Overall, the respondents want to see a safer future for all roadway users, where Newport is easy to get around whether people are walking, rolling, riding or driving. Many saw strong connections between the form of the city's buildings/land uses and the success of reaching this goal.

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Themes and Takeaways

There was a strong call for linking the transportation improvements to land use/redevelopment opportunities. Common themes included:

- Desire for pedestrian and bicyclist safety throughout the city
- Need for parking improvements, especially in the city center
- Interest in improving traffic flow and reducing congestion, for through travelers and local users
- Confusion around couplets and how they work

The in-person workshop was attended by about **30** people familiar with the project and who had participated in previous TSP activities or were familiar with City planning processes. Most were also concerned with direct impacts to their property, neighborhood or business. There were strong opinions about the proposed ideas with a heavy focus on better walking and biking opportunities and congestion reduction.



Figure 1 - August 11, 2021 workshop where people could talk to staff and provide input on the draft solutions.

During the event, attendees could ask technical staff questions about the proposed projects (which were also shown on the online open house) and provide comments verbally, on sticky notes on the maps, or on the printed survey.

OUTREACH METHODS AND OVERALL PARTICIPATION

Building off the previous outreach activities, the City of Newport and ODOT conducted outreach activities in August 2021 and collected feedback through:

- An online open house was open for comments from August 2nd to August 30th, 2021. During this time, the site received **356 views** and the survey was answered **76 times**.
 - In partnership with Centro de Ayuda, a local nonprofit that works directly with the Spanish speaking residents, **20** surveys were completed via telephone outreach. Spanish speakers have been heavily impacted by COVID-19 so individual communication via trusted community partners such as Centro de Ayuda reinforce the importance of the project as well as the importance in collecting information from Spanish-speakers who are historically under-represented in planning projects.
- An in-person workshop on August 11, 2021. About **30** participants attended this event, with 22 signing in. Seven printed surveys were filled out by attendees as a way to record their comments.
- A printed survey was mailed to persons 60+ years of age on the Parks & Recreation/Senior Center mailing list of **1,863** individuals in early August. Of that number, **183** printed surveys were completed (the majority were mailed back to the City).

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- A shorter, printed survey was provided as an extra accessibility measure for communities with barriers to accessing the online open house. Seniors often have a difficult time accessing online platforms, so this survey reduced barriers. Many of the issues faced by seniors or people with disabilities help with universal design that benefits all transportation users. Collecting feedback from this demographic group will capture issues affecting these two groups.

The following methods of outreach were used to publicize the online open house, survey, and in-person workshop:

- Multiple posts on Facebook, including paid advertising
- Advertisements on the City website, including distribution in its electronic newsletter (twice a month)
- Emails to City distribution lists for businesses affected by COVID-19 and short-term rental interest groups
- Emails to the individuals and groups on the initial stakeholder interview list, including the Chamber of Commerce, Newport Rotary Club, Yaquina Bay Economic Foundation, and Nye Beach Merchants
- Citywide postcard mailing
- Newspaper articles and radio ads and radio shows

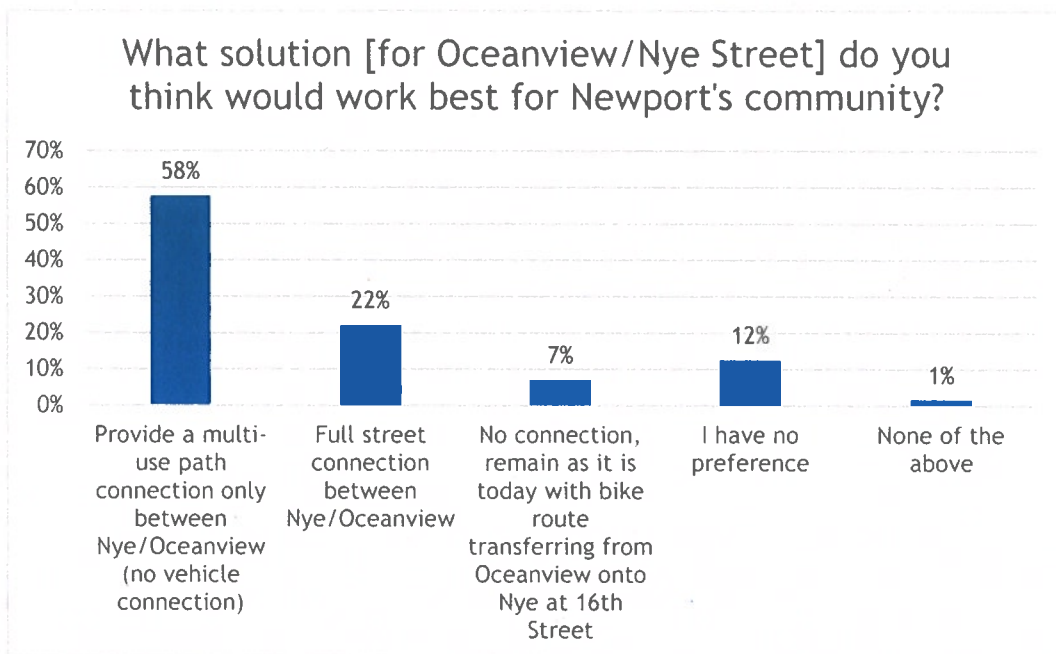
FEEDBACK SUMMARY

In the following pages, results from the various outreach methods are summarized. The survey was focused on key questions, and the values behind those questions, to help decision-makers move forward with a final Transportation System Plan for Newport.

Solutions for Oceanview/Nye Street

Respondents to the online open house were asked to select the solution they felt would work best for pedestrian and bike connections Oceanview/Nye Street (this question was not included on the printed survey). The majority of respondents (**58%**) said they thought a multi-use path connection between

Nye/Oceanview with no vehicle connection would be the best solution. Another **22%** said they felt a full street connection would be best of the community. Twelve percent said they had no preference and **7%** said they wanted the streets to remain as they are today.



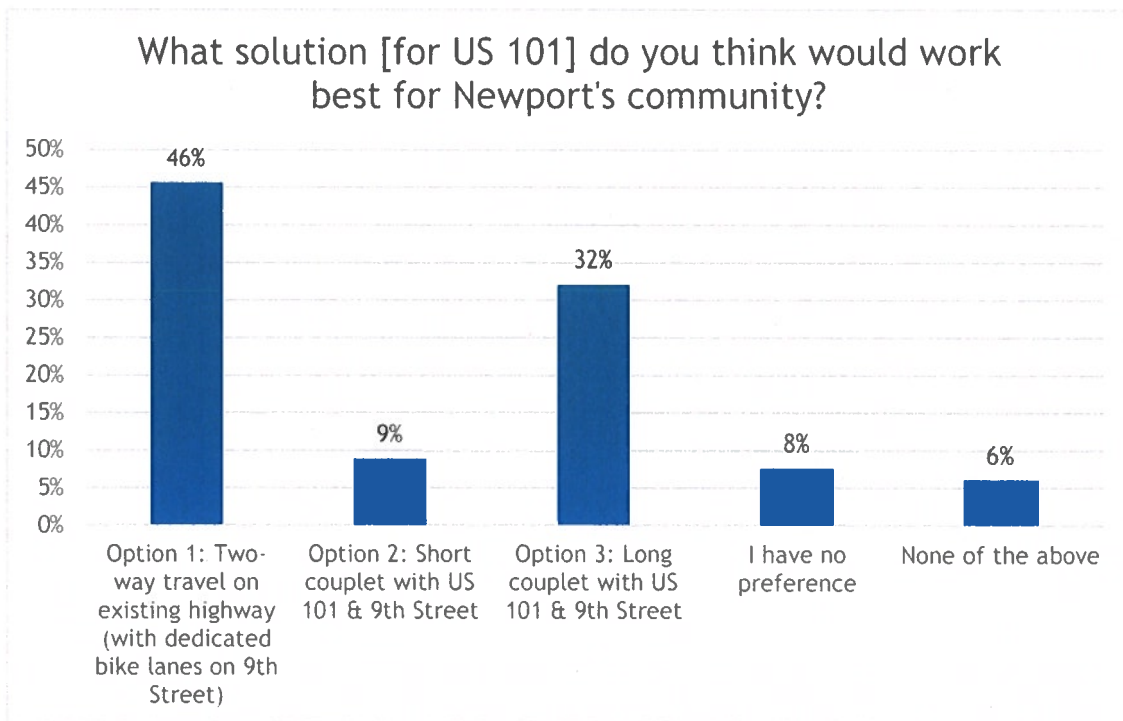
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Respondents were asked to choose from a list of factors that were important to them in making the above selection. *Counts for those responses are listed here, as well as the most relevant comments in the "other" option. A full list of the comments left for this question can be found in Appendix A.*

- Multi-modal (bike/pedestrian safety) – **46**
- Improving car/vehicle access – **13**
- Removing car/vehicle access – **8**
- Other – **9**
 - "A new intersection that would be difficult to transition from the extended Nye to Oceanview for vehicles? As a bike path it could take Bicycles and some foot traffic off Oceanview in a difficult area."
 - "Environmental impact, vehicle intersection on a curve, cost."
 - "Losing car traffic on 101 hurts local businesses. Losing bikes doesn't."
 - "Motor vehicles already use Oceanview too much and there's no reason to force a lot of vehicles into what's now a quiet neighborhood w/a gravel road where the Nye St dead ends."
 - "It would serve no valuable purpose."

Solutions for US 101

Building off the responses from Phase 1 to improve the downtown core and make the entire highway more friendly for people walking or biking, the technical team developed three solutions for US 101. Respondents to the online open house and printed survey were asked to select which solution would work best for Newport's community. Nearly half



of respondents (**46%**) selected Option 1 as the best solution. Forty-one (**41%**) supported some form of a couplet, with **32%** of respondents selecting Option 3 and **9%** of respondents selecting Option 2. Eight (**8%**) had no preference and **6%** did not want any of the options.

Respondents were asked to choose from a list of factors that were important to them in making the above selection. *Counts for those responses from both the printed survey and the online open house are listed here,*

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with the top themes arising from the “other” answers. A full list of the comments left for this question can be found in Appendix B.

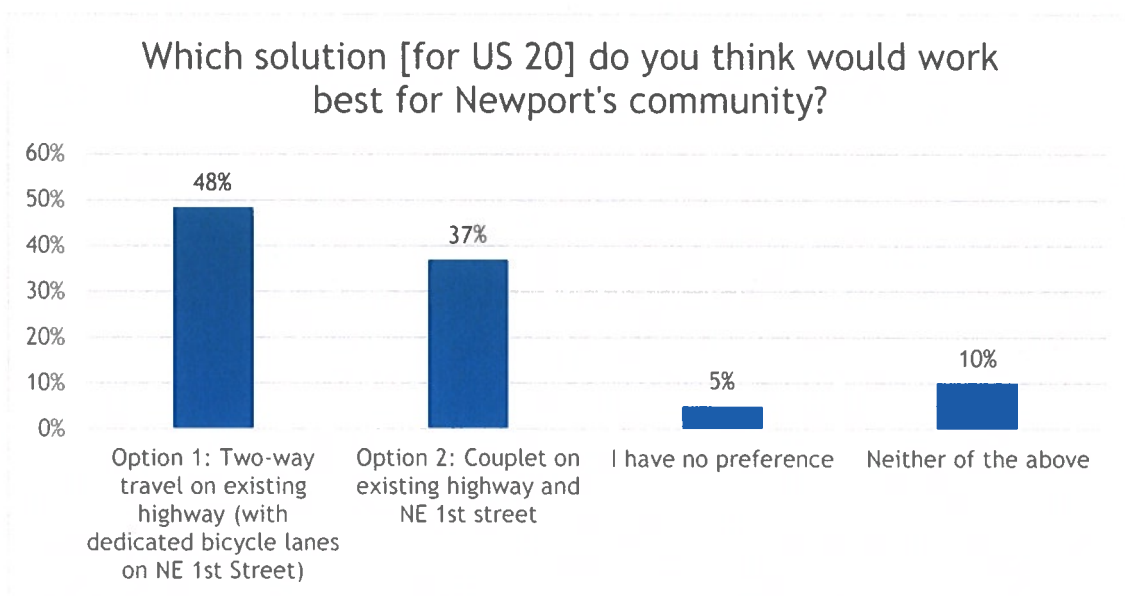
- Improves safety for bicyclists – **119**
- Makes it easier to drive around town – **115**
- Improves safety for pedestrians – **85**
- Promotes mixed-uses and activity centers – **61**
- Increases streetscape improvement opportunities – **59**
- Improves parking – **38**
- Other factors for US 101 – **58**

Themes for the additional factors included:

- The impact of a couplet (positive and negative) on traffic flow
- Keeping traffic away from the hospital
- The need for a center/lane turn lane on 101
- Concern for businesses on 101
- Do not want more traffic on 9th Street
- Decreasing complexity and increasing safety
- Getting bikes off of US 101

Solutions for US 20

Respondents to the online open house and printed survey were asked to select which solution would work best for improving the safety of US 20 as it enters the downtown core. Nearly half of respondents (**48%**) selected Option 1 as the best solution. Just over a third (**37%**) of respondents selected Option 2. **Five** percent had no preference and **10%** did not want any of the options.



Respondents were asked to choose from a list of factors that were important to them in making the above selection. *Counts for those responses from both the printed survey and the online open house are listed here, with a list of the themes arising from the “other” answers. A full list of the comments left for this question can be found in Appendix D.*

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- Improves safety for bicyclists – 124
- Makes it easier to drive around town – 99
- Improves safety for pedestrians – 79
- Reduces congestions – 77
- Promotes mixed-uses and activity centers – 48
- Increases streetscape improvement opportunities – 46
- Improves parking – 20
- Other factors for US 101 – 39

Themes for these additional factors included:

- Impacts on downtown businesses.
- Increased traffic or concerns the solution will not address congestion.
- Support for and opposition to a couplet.
- Desire for removing bikes from US 20.

Traffic calming measures

Respondents to the online open house and printed survey were asked to comment on their comfort levels with a variety of calming measures on selected neighborhood streets to manage car speeds (due to space constraints the picture of the measures were small on the printed survey and the list of selected streets was only included online). Seventy-six percent of respondents were very comfortable or neutral about the measures (36% very comfortable and 40% neutral). Only 24% were very uncomfortable.

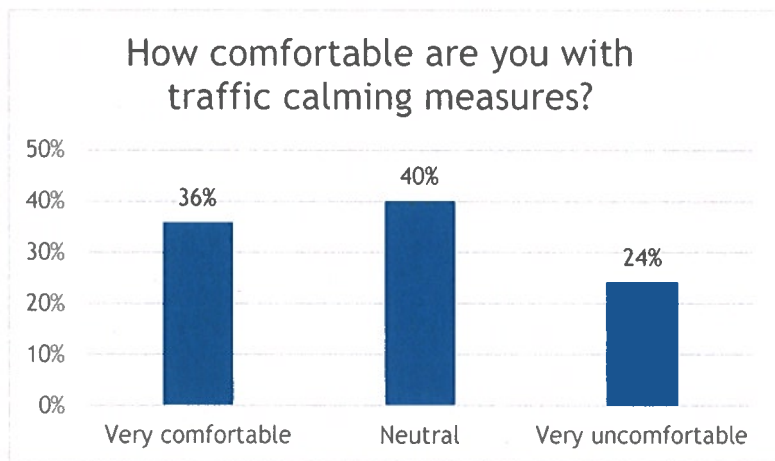
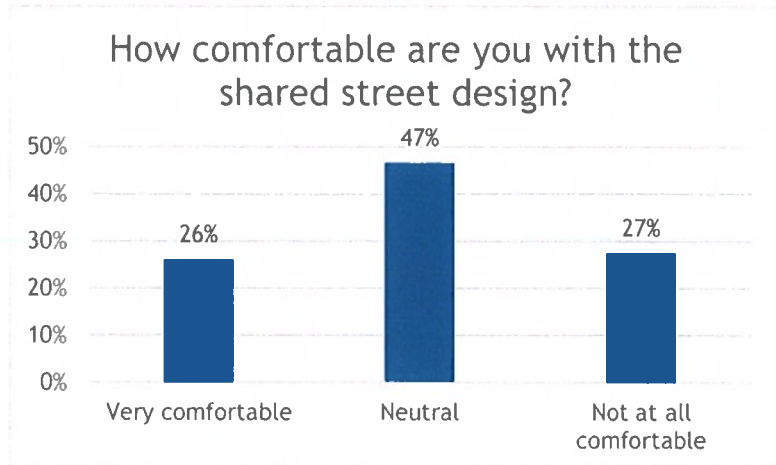


Figure 2 - Nine examples of traffic calming measures for select neighborhood streets.

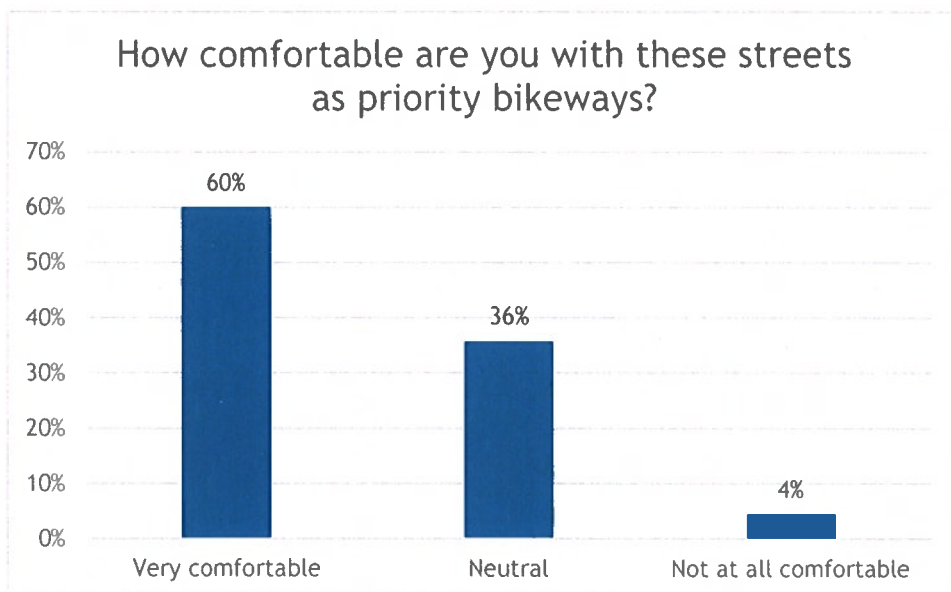
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Shared street design

Building off the responses from Phase 1 to improve Newport's streets for people walking or biking, the technical team developed a shared street design. Respondents to the online open house were asked to comment on their comfort level with the proposed design. About half (**47%**) of respondents felt neutral about the proposed design while the rest were split evenly (**26%** said they were very comfortable and **27%** said they were not at all comfortable).



Priority bikeways



Respondents to the online open house were also asked to comment on priority bikeway streets, as a way to create a connected system for safer travel by bike. Almost all respondents were comfortable with these bikeways (**60%** very comfortable and **36%** neutral).

Neighborhood streets or bikeways

Following these questions, respondents to the online open house were given the opportunity to share any other comments on neighborhood streets and bikeways. The most frequently mentioned themes from the **47** responses to this question are listed below. *Answers in their entirety can be found in Appendix D.*

- Concerns about bicycle safety and visibility.
- Desire for separate walking path for pedestrian safety in various locations.
- Desire for stop lights or traffic management in various locations.
- Concerns about continued congestion, especially due to future growth.

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Other comments? Are we missing anything?

Many of the printed surveys had additional comments in the margins and some included attachments. *These comments can be found in their entirety in Appendix E.* At the end of the online open house and the printed survey respondents were asked to share any key projects or items they believe the team missed. These comments mostly reiterated the themes spoken to above, but a list of additional themes from the **98** responses are listed here. *Answers in their entirety can be found in Appendix F.*

- Bike and pedestrian improvements, such as lighted crosswalks and a bike path off of main roads.
- Opposition to couplets.
- Desire for plantings and beautification along US 101.
- Concerns about speeding.
- Creation and/or maintenance of back roads for locals.
- Impacts to businesses.

DEMOGRAPHICS OF SURVEY RESPONDENTS

Age

Most respondents were between 65-74 (**46%** responses). A quarter were in the 45-64 age range (**23%**) or the 75 or over age range (**25%**). Only **6%** were in 25-44 and there were no responses from individuals under 25. *This is a slightly older set of respondents from Phase 1 outreach.*

Transportation

Respondents were asked to share how they got around Newport prior to the pandemic. Respondents could select all that applied from a list provided. *Similar to Phase 1 outreach, driving was the most common travel option, followed by walking.*

- Driving own car – **61%**
- Walking – **28%**
- Biking – **8%**
- Transit/bus – **2%**
- Other – **2%**

Neighborhood

Participants in the online open house and survey were asked to identify the neighborhood they live in. The most representation came from Agate Beach. The majority of those who selected “other” filled in a specific address or location. *This is a similar geographic distribution to Phase 1 outreach.*

- Agate Beach – **27%**
- Bayfront – **9%**
- Downtown – **13%**
- Nye Beach – **15%**
- Other – **28%**
- South Beach – **5%**

Languages spoken at home

All respondents reported speaking English at home, three respondents shared that they also speak Spanish at home and one respondent spoke an additional language not listed. Outreach conducted via phone by Centro de Ayuda was in Spanish with responses being recording directly into the online survey in English. *Compared to Phase 1 outreach, respondents were more likely to be English speakers.*

NEWPORT TSP: PHASE 2 OUTREACH SUMMARY

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APPENDICES

Comments from the online open house and survey have been listed below in their entirety. Some comments have been edited for clarity and to remove personally identifiable information.

Appendix A: Other answers for Oceanview/Nye Street

Eight respondents selected "other" on the online open house and filled in their own answers for this question:

- A new intersection would make it difficult to transition from the extended Nye to Oceanview for vehicles. As a bike path, it could take bicycles and some foot traffic off Oceanview in a difficult area.
- Environmental impact, vehicle intersection on a curve, cost.
- It would serve no valuable purpose.
- Knowledge of the traffic pattern in the area.
- Losing car traffic on 101 hurts local businesses. Losing bikes doesn't.
- Motor vehicles already use Oceanview too much and there's no reason to force a lot of vehicles into what is now a quiet neighborhood, with a gravel road where the Nye St dead ends.
- Not a resident of this area.
- Not familiar enough with this area to comment.

Appendix B: Other answers for factors impacting US 101

Fifty-eight respondents to the online open house and the written survey selected "other" and filled in their own answers for this question:

- A couplet does nothing constructive. There isn't sufficient space for either the necessary traffic lanes or bike lanes on 9th Street.
- Both direction's travel through the business area are paramount; bikes aren't as important.
- Can't have the one way in front of the hospital, and if you did Option #2, the distance of the change is too short and will lead to more accidents
- Cheaper fix. It keeps 101 where it is and doesn't mess up existing neighborhoods east of 101.
- For bicycling to be appealing it must be away from 101. Dedicated bike lanes on 9th street would be a great improvement for easy/safe movement. This keeps the pedestrian activity away from busy 101 (avoiding couplet there) and allows the Farmers Market to stay in an ideal, flat parking lot.
- I think a couplet in the locations shown are a horrible idea. Really horrible. I think a "neighborhood bike route" shown running into Nye St. ignores the motor vehicle traffic on SW 2nd St., and Olive Street. People run the stop signs (especially if making a right-hand turn) or roll through that intersection frequently to constantly. Putting cyclists into that mess, particularly on crossing SW 2nd where the visibility is poor near the post office is not smart. Not unless the intersections are changed either to red

light NO RIGHT ON RED intersections. I frequently walk in that area (or did pre-pandemic, restarting recently) & have been almost hit--while in a cross walk at the Nye/W.Olive intersection numerous times. Right now the city can't even manage to maintain the sharrows on Oceanview (4 or 5 are almost completely gone/invisible) which is the route of the Oregon Coast bike route. No reason to expect the city will actually put bike lanes in any time on Nye, etc., particularly not protected bike lanes as I've seen in some cities. Are the sharrows on NW 6th street still there? Or did they disappear when it was repaved? I'd say former Council person Bertuilit's suggestions (to get rid of the parking on 101, make a left-hand turn lane) would be a better idea. So would building bypasses from NE 73rd to highway 20, without forcing vehicles to pass within 2-3 blocks of 2-3 schools.

- I think it would be best to attempt to divert all bicycle traffic off of Highway 101. These lanes are narrow in a number of places. Divert all bicycle traffic from the bridge north to Fred Mayer onto a parallel side street with bike lanes.
- I'm less concerned about traffic and more about the utter ugliness of 101 in town. Businesses on 101 need to do beautification projects.
- It makes way more sense to route bicyclists on 9th street, is way more cost effective, and does not create pedestrian hazard for the hospital campus.
- Locals use 9th Street as alternative to get away from congestion of tourist traffic to get to the rec center, city hall and hospital.
- Makes access for businesses along Ninth Street and neighborhoods on the Bay side of 9th Street.
- Spread out core development. Improve through traffic flow.
- The couplets pose several problems, chiefly access to the hospital and clinics. Even the short couplet will take away a route for locals that eases the traffic burden on 101. Far preferable to keep 101 a 2-way route, eliminate parallel parking on those couple blocks.
- The term couplet is uninformative if that means converting a portion of 101 into two one-way streets. I'm for it as it seems the only way to avoid the congestion there. So, I'm for the change but think the city would do well to develop an elevated parking structure where the farmers market happens now, with some excavation and thought a place for events could be set regardless of weather. That could become a hub for transit and even provide overflow parking for the bay front and be serviced by the bus system.
- A turn lane on 101 in 2 block area.
- Allows both directions to flow past businesses. Bike percentage vs. vehicles.
- By removing street parking, Hwy 101 and the surrounding area will be safer and look much better.
- Bypassing the downtown shopping street will be even more disastrous for the downtown businesses.
- Concern for business on 101. The change in Philomath made business access difficult.
- Couplets would defeat side street use by locals who know when to stay off the highway at peak hours 11am-2pm.
- Danger --> Bike lanes on 101 would increase ped danger + confusion for heavy tourism traffic.
- Does not destroy neighborhoods to provide traffic throughout for tourists less than 1/2 the year.
- Doesn't bypass main businesses for north-bound tourists.
- Don't believe they are a necessity at this time.
- Far too much summer traffic.
- Having northbound 101 traffic go past the front of the hospital (long) is insane.

- I am okay with the current.
- I don't think the alternatives will improve anything.
- I like Hwy 101 as 2-way traffic. Get rid of the parking and provide nearby parking for the businesses. Direct tourists to where nearby parking is.
- Go to some diagonal parking at the business area.
- Instead of impacting 9th Street with couplets, free access by traffic to the hospital area is essential.
- It (The changes) does nothing to improve these problems.
- Just moves bottleneck.
- Keep traffic flowing better through core.
- Keeps through traffic on 101. Remove parallel parking and create dedicated left turn lane.
- Keeps traffic away from hospital.
- Keeps traffic off back streets.
- Marked.
- Must work with businesses, vehicles, bicycles & pedestrians.
- My neighborhood would be horribly affected (Pine St).
- Neither of the couplets improve traffic flow; you still have bottlenecks at the SB bridge and NB where US 20 intersects US 101. To really improve traffic, a new bridge is needed.
- No desire to turn 9th St into a freeway.
- No interest - not a pedestrian - caregiver takes me in her car.
- No parallel parking in downtown core.
- Nothing gained. Could make the problem worse.
- Reduces complexity, adding to safety.
- Reduces congestion.
- Remove on-street parking and add center turn lane for cars, and bike lane.
- Simplicity for safety for all.
- The attached article addresses the best solution.
- The couplet doesn't solve the downtown problem.
- This is a terrible idea. Just accept Newport is a small town and we appreciate the way it is.
- Tourist shouldn't take over our roads and neighborhoods.
- Traffic flow if parking is removed and left turn lanes added. HWY 101 is focused on getting through town or destinations for shopping. City center isn't a destination anymore and should be redeveloped in other uses.
- US 101 thru town could definitely use more curb appeal.
- With a focus on having apartments above shops in Deco District and better access for pedestrians and bikers (by the City, not part of TSP), this center of Newport could again become vibrant.

Appendix C: Other answers for factors impacting US 20

Thirty-eight respondents to the online open house and the written survey selected "other" and filled in their own answers for this question:

- Bike lane for highway 20 traffic is not needed since bikers do not typically use 20.

- Cheaper fix, less confusing and safer for drivers and pedestrians.
- Couplet a good idea but couplet should intersect Hwy 101 rather than a bottleneck connection.
- How are cyclists supposed to get to those bike lanes and where will they lead to? It doesn't do anyone any good to plop down a "bike lane" for a few blocks when riders would end up where? On 101 going north? Avery until it dead ends going north? Back onto route 20 along stretches where there's hardly a paved surface between the fog line & trees/a steep slope? And what about all the vehicles that turn off of 20 onto NE Coos? Heavily used by vehicles to bypass 101 until you're forced back to 101 at NE 11th (NE Benton effectively ends there). Will a stop sign (which drivers will ignore) be placed at the intersection of NE Coos and NE 1st to protect cyclists from vehicles speeding north on NE Coos? Doesn't anyone pay attention to current traffic patterns in Newport? Want to do something for everyone? Fix the intersection of NE Harney & 20, put in left hand turn signals on BOTH SIDES of the intersection and GET rid of right on red on NE Harney so that pedestrians might actually be able to cross 20 safely at that location. Extend the sidewalk ALL THE WAY to the intersection & down Moore. Both sides of Moore. There's not even a full sidewalk network from that intersection, along route 20, going west to the 101/20 light. How about building one? And putting in some planted space between the sidewalk & 20 so people aren't asphyxiated by fumes & noise as quickly as they are now--along that sidewalk that has yet to be built?
- I don't see how these options address anything.
- Locals now use 1st Street to avoid tourist congestion at 101/20 intersection, makes it easier to utilize businesses in area.
- Neither of these options helps the congestion at the actual confluence of 20 and 101.
- Neither option seems to make that significant of an improvement to pedestrian/bike safety nor does it sound like it improves the streetscape, something I think 20 desperately needs as you enter Newport from the Valley and see the ocean (an awesome view).
- This gives businesses along 1st street access to be able to egress from their businesses and not be blocked by a busy highway running right by their doors.
- Traffic going past businesses helps them which helps the city. Don't change their routing.
- Bypassing the downtown shopping street will be even more disastrous for the downtown businesses.
- Cannot see that splitting 101 will help, it would make it more confusing.
- Causes congestion on either end of "couplet".
- Continue the couplet on NE 1st all the way to the intersection of US 101.
- Couplet makes no sense if the lanes merge again before the 101 highway.
- Couplets result in high-speed traffic.
- Don't see any problems on Hwy 20.
- Ease at access. Proceed in a left-hand circle to curve any destination on the couplet.
- Expense of land purchase and push of traffic towards residential neighborhoods and heed start bldg.
- Helps to make the center of Newport a vibrant area, not just an intersection for cars.
- I am ok with the current.
- Increased bicyclist safety.
- Increases traffic through mixed commercial/residential areas.
- Keeps traffic out of the neighborhood.
- Marked.

- Must find a way to help merchants w/ this.
- New 1-way routes too disruptive to neighborhoods and businesses.
- No couplet
- None
- None of the solutions improve pedestrian experience.
- Other selections are too expensive.
- Others are not improvements
- Proposal doesn't appear to improve traffic flow, especially the idea of a couplet getting right back to an impacted area
- See other above.
- Stop making tourism a priority, please!
- Stop the couplet nonsense!
- The changes would not help.
- Unfortunately, the long couplet would hinder using merchants for north bound traffic.

Appendix D: Additional comments on neighborhood streets or bikeways

Forty-seven respondents to the online open house shared these additional comments:

- Any pedestrian/bikeway between CR13 (Oceanview Map, existing crossing to Walmart) and N 52nd (out to Yaquina Head) should be on the EAST side of 101. The majority of residences (current and future) are on the EAST side. There should be NO MORE 101 CROSSING POINTS FOR PEDESTRIANS/BIKERS between these two intersections. The new paths could connect with the existing loop trail on the EAST side that goes down to Agate Beach Wayside. Please do not put a pedestrian/bike path on the West side along this stretch. It is too difficult NOW, for drivers/bikers on the West side of 101 to get out onto 101 (particularly heading north), due to heavy traffic and poor visibility in both directions, without also having to look out for pedestrians and bikers coming along a dedicated pathway (going either direction) on the west side of 101. We've had many accidents and at least one pedestrian fatality at Wade Way and 101.
- Bicycles never stay where they are supposed to. On roads they are hard to see and a danger.
- Bike lane between Y Head and Oceanview Drive. Use the current power easement.
- Bike lane from Agate beach just west of 101 and the east of the houses
- Consistent sidewalks, try to traverse Nye St on the East side from Olive St to 16th St the sidewalk where it exists at all is covered with Blackberry diverting most pedestrians into the street. As a disabled person I find walking in Newport to be dangerous and daunting, the public transportation is laughable, I was turned away from a bus for not making an appointment to catch the public bus, the ride share is also fraught with people who don't care and forgotten pickups. I have failed to make medical appointments that take a month or better to reschedule, then to make an appointment to use ride share, one has to call in with a few weeks' notice but never over a month in advance. Your system is flawed and the public Cab service is little better many times they have not been available even before Covid began the problems were there.
- Controlling traffic and enhancing pedestrian and bicycle use on Oceanview is critical. It is extremely dangerous. Speeds are often extensive as people use the route to get around 101 traffic.

- Fix the timing of the traffic lights on Hwy. 101 to prevent the unnecessary congestion of vehicles in Newport. If it's ODOT's fault, get them to redo it right this time. This would help everything, including bicycle safety. Change the rights things. Not the wrong things!
- From Hwy 20 on Benton Street - onto Angle Street, then to 9th Street - and all the way to the cutoff on 101 (just next to the hospital) ...is a very busy thoroughfare. I live on Benton Street, and if there were any way to SLOW TRAFFIC DOWN at the corner of SE 2nd Street and Benton (LIKE PUT A STOP SIGN OR A LIGHT), it would be MUCH appreciated. Accidents happen there all the time, as well as pedestrians almost getting hit on a daily basis. It's a horrible place for a crosswalk to Oceana/Rec Center side, when people tend to go 35-40 around to the top of the curve. PLEASE INSTALL a STOP SIGN at the LEAST. PLEASE.
- I live in Agate Beach and walk to the Yaquina light house enough to know how dangerous it is for walkers along Lighthouse Drive. IT IS SCARY due to lack of physical separation between the edge of the road where pedestrians are forced to walk, and vehicle traffic - which is typically traveling at high speed as cars transition from Hwy 101 (45 mph) to Lighthouse Drive (posted as 25 mph). Ideally, PLEASE create a separate WALKING path completely separated from Lighthouse Drive (by distance/barriers) and running from the intersection of Hwy 101 to the west end of Lighthouse Drive (at the Lighthouse), so that walkers can avoid danger from automobiles. Also, please work with BLM to install speed bumps, rumble strips, and/or radar speed indicators along Lighthouse Drive to slow cars down.
- I live in agate beach and walk/run in the area regularly with my dog, daughter, my wife, friends, etc. and have had MANY very close calls at the intersection of 101 and lucky gap due to speeding. I want to recommend speed bumps on the portion of lucky gap that is north/southbound. Lots of cars speed on the street, and there is a blind curve leading to 101, and people try to "beat the light", which is when myself and others have all had close vehicle vs. person collisions. Thank you.
- I would like to see a cross walk with flashing lights on highway 20.
- I'm very concerned about speeding on roads that are designated shared space for bikers and pedestrians. Specifically, I live on Oceanview Drive and the speeding is very dangerous. There are many pedestrians and bikers on that road, especially near Agate Beach State Park, and it is not safe for bikers and pedestrians. Speed bumps, one way traffic, other measures are necessary to give more room for bikers and pedestrians.
- In Agate Beach, the city should be aware that Tim Gross, the former public works director, put a CURB in where NW Gladys, shown as a "connector street" on the map, should enter NW 58th St (shown on a plats of that area). Why did that happen? I'm fine w/Gladys being a pedestrian connector but do not see the point of it being a bicycle connector, why would a cyclist ride there instead of on 101? I would focus on building an OFF ROAD but adjacent to 101 multimodal (bicycle, pedestrian, mobility scooter) path from the north city limit into central Newport. There is a RR right of way on the west side that provides a great location for such a path. There is also inadequate explanation of what a "priority bikeway" means in terms of what will be provided for cyclists. Or what kind of traffic calming devices will be used to make it safer for pedestrians too. Right now the city can't manage to maintain the few sharrows it's got, it has shown almost zero regard for cyclist safety (pedestrians too), so what's proposed in this TSP seems to be aspirational only, we'll say we'll do it but it'll never happen. On the Yaquina estuary, the "priority bikeways" don't connect, so people can't ride one route going in one direction, another returning even though there are streets that would enable them to do so. The city

needs to think in terms of people using bicycles for TRANSPORTATION, daily transportation, same way motorized vehicles are used. The Oceanview map shows huge gaps in a priority cycling network--cyclists, like everyone else may want to minimize energy output by being able to travel along the shortest line to their destination, so that network is clearly inadequate--it does not implement that principle. Downtown area shows same deficit as the Yaquina estuary, there is no real network, there are multiple legs that just end. What happens then? The cyclist is dumped into a mass of motor vehicle traffic?

- In favor of getting vehicular traffic off Oceanview Drive between NW 12 to Agate Beach to increase safety of pedestrians and bicycles on Oceanview Drive. In favor of connecting north/south traffic from Oceanview Drive onto NW Nye.
- In particular, Oceanview has a lot of cars, many of whom travel very fast through the more northerly section. The parking that occurs on the side of the road around Agate Beach Wayside creates a danger to the occupants getting in and out of the cars. The speed limit needs to be less and probably no parking allowed beside the road, no matter which option of road design is chosen.
- "INT7 (right in/out only) is very worrisome. While I understand the hope is to limit congestion on 101 by doing so, changing this intersection will severely limit residential neighborhoods between 101 and Bayfront from safely and easily accessing 101. Likely traffic from these neighborhoods will fall onto SW 10th and SW 11th street, which is very residential and has no traffic calming measures proposed, to access 101. Please consider an alternative solution for the sake of long-time residents in these neighborhoods.
- Making 9th street a priority bikeway sounds great if 101 does not become a couplet. It would be a fantastic solution. Keeping cycling off of 101 and providing a parallel and relatively flat path for bicyclists is ideal.
- Disappointed to see the shared street draft image. I think the only way to make Newport enticing for walking and bicycling is to provide a path separated from the road (separated by curb, vegetation, or something else). This image seems to depict a 'sharing of the road' situation, which never seems to increase walking or bicycling appeal.
- I believe 9th and 10th street should be classified as a neighborhood collector and not a major collector simply because of the hospital and Newport Recreation Center pedestrian activity. Already vehicles are driving too fast on these roads, especially 10th street, making crossing the street and pulling out of the Rec Center parking lot dangerous. They should be classified as neighborhood collectors to allow for measures to manage the speed of vehicles.
- It is difficult to see the illustrations and assess how they would work. We have WAY too much traffic at the intersection of Hwy 20 and 101. There are too many vehicles backed up at the lights, too many trying to make turns on the off streets. It would not be safe for bicycles to be there at all. The pedestrian crosswalks with blinking lights aren't even safe. I have seen way too many cars not stopping when people are crossing!!!!
 1. Trucks, RV's and other large vehicles need to be redirected some other way to 101 and away from the main intersections and avoid driving in town as much as possible.
 2. PRIORITY issues after Covid decreases but start now:
 - a. Need electric buses and more is a must! (first on agenda) More bus stops (covered for the winter climate) better routes to encourage more use. The dial a ride works well but one person per bus is not energy efficient. The regular bus schedule is complicated and trips take too long. No one wants

to take all day to go to one or two stores. We need to encourage more bus use. That would free up the roads for more bicycles also.

b. Electric shuttle buses for tourists.

c. Speeding. Have more speed signs with fines listed on them and enforcement. People drive like maniacs without much consequences. Can your volunteers with the police give speeding tickets?

d. Where is the education? EVERY license renewal should require a manual test with all updates of new traffic rules and old ones that people are not abiding by! And those questions to be on every exam.

- It would be nice if the Toledo business 20 intersection at the DQ would be addressed. Perhaps a roundabout could be built to create a better flow for traffic?
- It would be nice to someday have a bike/walking path that connects all the way through Newport that is not accessible to cars so we can feel safe riding and walking.
- Oceanview should be closed to through traffic except bikes and peds.
- "On ""TR6"", I think you would have more use of that route if it were to connect to Fred Myer/Safeway area via Frank Wade Park. I do this all the time. Otherwise, for that section of town, the only way to get to that part of town from the NE section is on the HWY. Also... 101,(in my opinion) should be avoided as an option for cycling at any point in the downtown area/core. I've ridden in Newport most of my life (I'm 61). Lastly: an improvement in the 1800 blk of Ocean View Dr by widening, even a few feet, would improve pedestrian and cycling safety."
- Overall in all area maps, there is too much emphasis on bikes considering low bike use by Newport residents. Priority should be on improving bike safety route most bike tourists take from 101 on Oceanview through Nye beach area to the Bay bridge going south and through South Beach.
- Please take this opportunity to add some beautification to our town. Most especially the downtown core where not only is there no apparent landscape plan, but vacant buildings are allowed to decay.
- "Re: Agate Beach Is this about residents' or tourists' needs/safety?
Your informants' identification of ""neighborhood street collectors"" in Agate Beach, i.e. 55th NW & Gladys, is specious. Gladys does not even go through from 55th to 60th, though it needs to. 58th has more, faster traffic and more children/pedestrians than 55th.
But then it is mostly residential, i.e. not so much for tourists other than a few modest rental. 55th is gravel and obviously rates attention as it goes to the posh houses. 58th is paved to the 300 block and direly needs speed bumps/limits and children-crossing signs."
- Regarding the Oceanview Connection to Nye St, only one choice was allowed. We like both Full Street Connection and Multi-use Path (no vehicle), but since forced to choose, went with multi-use path because we think it will be easier for the city to implement.
- Regards to the Electric car charging areas, how about the old Chevron gas station next to City Hall? That would be a great location for another EV charging station.
- Shared streets option looks fine, but I would prefer the buffer between the cars and pedestrians to help protect pedestrians from cars losing control and hitting them.
- Some of these plans would be easy to establish. There is no way to enhance bicycles going across the Bridge. There is ample room to widen 101 south of the bridge and North of 20th street. Planning needs to look further to the future not just try to fix the issues that there are right now.

- Some years back, Golf Course Drive was slated for basic improvements to meet city codes. Are those plans still going to be carried out?
- South Beach residents need improvements on SW Jetty Way to more safely separate bicycles/pedestrians from vehicles entering and exiting the day-use area of the state park.
- SW 2nd needs a sidewalk on the North side for pedestrians walking to work at hotels, families going to the beach and playground, and locals walking to and from services on 101. The road is wide enough there could also be a bike lane. The intersection of 2nd with High-Alder-4th needs to be calmed with speed humps or something. Cars speed around the corners and it is a confusing intersection, especially with the odd-angled intersection with 3rd just beyond that. It is also the ambulance route to 101 from Nye Beach, so it needs to be made safe somehow. Thank you!!!
- "The bicycle/pedestrian improvement seems to fall short on SW 2nd street and should go all the way to the 101 and Angle Street intersection. Lots of pedestrians crossing there so it makes sense to do so to help the current flow of pedestrians and bicyclists.
- Perhaps consider some 'enhanced crossings' to be under the highway (101 or 20) or to be over the highway. Seems like one in Oceanview section for 101 crossing and one in Downtown section for 20 crossing would be ideal. Boulder, CO has under highway crossings for bike paths and it makes for a super bike friendly and safe feeling place.
- The shared street design looks like it will create one-way streets? If that is the case, I am disappointed that this is the direction the city is leaning towards especially when this one-way incipience does not result in dedicated bicycle only paths or buffer vegetation to separate the vehicle traffic from the pedestrian path."
- The first block of NE Harney St north of Hwy 20 is dangerous for bicyclists (narrow--very poor-quality pavement) and needs to be widened. Also, signal light triggers for bicyclists are needed at this intersection (Hwy 20/NE Harney-SE Moore) especially at the SE corner. The pedestrian one is too far to be easily reached on a bicycle due to placement and curbs.
- The long and short couplet ideas are just really bad ideas for Newport for so many reasons.
- The maps are difficult to decipher without any street names on them.
- There needs to be more pedestrian crossings, either stop lights or at least flashing lights, across Hwy 20 between 101 and the current pedestrian crossing near Eads.
- "Think about partnering with Newport High and the art program and make 3-D crosswalks on Eads. If successful, then do it on the Bayfront and possibly Hwy 101! [3-D crosswalks in Iceland](#)
- Traffic circles are a poor solution for traffic calming. Many I have seen have been abandoned for 4-way stops.
- Very concerned that paving 55th Street will increase speeding and congestion. In favor of including several speed bumps and other measures to slow traffic in the Agate Beach neighborhood.
- Very difficult to turn West onto 20 from Fogarty SE. Very unsafe to cross as a pedestrian at this intersection as well! I'm sure it's similar for most of the side streets connecting highway 20. Need lights or roundabouts to help with long wait time and unsafe merging, especially during high tourist times. It's a priority to create safe bikeways. I've seen them in other towns and the lanes are colored green.
- We live in the Agate Beach community and have 2 non-drivers (by choice) in our family. My wish for Newport is that there is a designated pathway for pedestrians and bicyclists along Hwy. 101 (such as the one in Corvallis along Hwy. 20) that starts around NW 60th Street and leads into Newport. There

are so many speeders and distracted drivers along Hwy. 101, my 2 walkers in the family feel it's not safe to travel along Hwy. 101 on foot. If I'm looking at the map correctly, this looks like it may be in plans??? Also, we have a lot of tourist traffic coming off of the highway and flying down NW 55th and NW 56th Streets, many times ignoring the stop sign on NW 55th. They're trying to get down to the parking area on NW Pinery/NW 55th Street to view the lighthouse/ocean or go surfing. It would be nice if there was a traffic calming solution for these two streets. We've lived in this neighborhood since 1993, and it seems to be getting worse in recent years.

- We need to slow down traffic on Lighthouse Drive AND make provisions for separation of biking and pedestrian traffic from speeding vehicle traffic in this area.
- "Who is more important? The businesses struggling to eek by or the few bikes traveling north and south that could very easily change their path to quieter streets. Try doing that with a truck or large RV. Can't be done. Leave what works. Who was the Einstein who brought this up?"
- Why are there no enhanced crossings on Hwy 20 and Eads or along the Hwy 20 to 101 section? There are kids and people that try to cross all the time, especially when school is in session. The same goes with people crossing at the Eagles and Shell while cars are stacked at the lights. Traffic congestion is one issue and speed on Hwy 20 is another issue, I would like to see these addressed in this conversation as well.
- With limited funding available, I suggest we focus on a handful of good projects that could actually be implemented within the next 10 years. There are so many potential bike improvements listed the vision is muddled and not focused.
- With the new addition of apartments near the Big Creek neighborhood, traffic congestion is going to get serious at the intersections of the entrances from 101 (31st especially, but also at 36th). It's already an issue pulling out onto 101 during the summer, and with that addition of hundreds of new residents, it will be ugly. Plus the fact that the little road on 31st is already dangerous for bikers and pedestrians, I think those areas should be considered in this overall plan, but I didn't see much on the Oceanview map to show improvements to these areas.
- You employ a lot of jargon and limited choices of response throughout this presentation. The couplet proposals don't seem to really address anything; they leave all the same bottlenecks that exist now. Identifying ""priority bikeways"" is fine, but what exactly will you do with them?

Appendix E: Additional written comments

Forty-one respondents to the printed survey wrote in additional comments on the margins of their surveys.

- 91-year-old
- And continue couplet all the way to us 101
- Arrow to short/long couplet: absolutely not
- Attachment: pg. 11.43 "Proposed Route #4?"
- Attachment: pg. 11.46 cutout from newspaper
- Circled speed cushions and speed hump and wrote "no"
- Circled Speed cushions; Longer crossing lights for disabled persons/and people on wheel-chairs!; Not SE 9th/Government
- Circled speed hump

- Circled speed hump: Coming down 3rd to Birch
- Ease; 513 NW 9th, Newport (Actual)
- Eliminate parking in downtown core street/101; put in turning lane at Hubert; bike lane not needed for Highway 20 traffic
- If traffic separated, only 50% are flowing through district causing only southbound traffic to see shops.
- Make pix bigger :(
- Marked X over traffic circles - Poor solution for traffic calming
- Multiple selections: 45-64, 65-74
- On maps of US 20: "Are the yellow circles traffic circles?"
- On Q2: Remove street parking on Hwy 101 and put in turn lanes.
- Other transport: "Would use with transit/bus with improved service, perhaps more frequent mini-buses, particularly in summer for tourists."
- People speed in that area now. They will continue to speed. Now they will have more room to speed. (unreadable)
- Q1. "creates hazards"
- Q1. "some people don't stop for pedestrian lights." Q2. "I don't understand this very good."
- Q1: "don't like any."
- Q2: "eliminate parking on 101, but where is parking for businesses in those 2 blocks?"
- Q2: "eliminate street parking on 101 and make turn lanes."
- Q2: "turn lane from both directions."
- Q2: crossed out "with dedicated bicycle lanes on 9th Street"
- Same as now!
- Scratched out neutral "OK, if well thought out and necessary; smart planning can improve existing traffic flow; I drive everywhere"
- See attached article, could not say the solution any better!!!
- Selected two-way travel and short couplet (US 101 option)
- Speeders! Have requested a 25 mph solar sign but nothing yet!
- Sticky note attached: Resident and visitor concerns re: 26th St access to So. Beach State Park and beach/jetty area. Currently 26th St. is used by RVs, trucks with trailers, pedestrians, mothers with strollers, bicyclists, etc. A shared use path as an extension of the existing path around Rogue is desired for public safety and enjoyment of visitors and residents alike. Extend it to the end of jetty without excessive cost or environmental impact. I think that Newport should adopt a transportation goal to be carbon neutral by 2035.
- Sticky note attached: What is missing here is all effort to reduce carbon emissions by making public transportation available to more people. Can be done with a mixture of buses and vans. Bike paths are very important.
- Thank you for this input opportunity; Wish I could read the streets. It's too small to see!!; Same Q; What is streetscape?; See Q#2 9th street; Redundant Q
- The bump-outs are dangerous and ridiculous!
- The only thing they wrote on their survey were big red Xes over the couplets on the US 20 maps and on the "traffic circles" image.

- The only thing they wrote on their survey were big red Xes over the couplets on the US 20 maps and on the "traffic circles" image.
- Totally circumstantial to each event
- Underlined "makes it easier to drive around town"
- Wrote "no" across "with dedicated bicycle lanes on 9th street;" wrote "maybe" on improves safety for peds and improves parking. Bicycle community uses too many highway (unreadable) from traffic improvements. Bicycling makes up less than 2% population and bicyclists contribute little (unreadable).
- Yes - thank you!
- Your maps are too small - What is a couplet?

Appendix F: Comments for “Are we missing any key projects?” “Are we missing anything?”

Ninety-eight respondents to the online open house and the written survey shared additional comments:

- Additional off street parking options for 101 through downtown with street improvements to encourage visitors to get out of their vehicles and eat and/or shop, whether they are coming from the north or the south. Eliminate on street parking from SW Fall through Angle to maximize visibility of businesses? Flowers on light standards? Planters on curbs?
- Again, it is important to me that we show some pride in our town. You only have to look at our neighboring towns to see what can be done.
- As mentioned above, South Beach residents need safe pathways along SW Jetty Way to separate pedestrians and bicyclists from motorists accessing the South Jetty day-use area of the state park.
- Bike and ped trails should connect neighborhoods so people can commute to work, shopping and play.
- Harney Bypass
- I did so above.
- I feel there should be more lighted crosswalks between Hurbert and the bridge on Hwy 101, it would make it easier for people who walk and bike to be able to get across the street.
- "I have never heard of a pedestrian friendly street that doesn't place the BUFFER between motorized traffic and pedestrians, yet one of the city's examples of a street does just that. I see little to demonstrate any commitment to creating a complete sidewalk network and/or off-street multi-modal transportation network so that people can safely, maybe even pleasantly use walking or cycling as their primary mode of transportation. Without having to walk or ride twice as far as motor vehicle drivers drive to get to their destination. Will these proposed networks bring people from Agate Beach (particularly north of Yaquina Head) to workplaces in SAFELY and as directly as possible (short a trip as possible) into central Newport? If not, then the plan is fatally flawed as it does not provide people with other ways of getting around other than motor vehicles. You want to make 101 less congested? Then get people out of their vehicles. The city can do that funding a GOOD bus system that full time workers, and shift workers can take to their jobs, meaning the bus goes from residential to where most of the jobs actually ARE in Newport, and/or the city can make it as easy as possible for people to walk or cycle or use a mobility scooter or electric wheelchair. Right now, people risk their lives & health cycling and walking, using electric wheelchairs, immediately adjacent to all the huge trucks, RVs, BIG pickups, and other motor vehicles on 101. As in 3 feet away. The area outside of the fog lane, if paved,

is NOT kept cleared of trash, pebbles, small rocks, to make it safer for cyclists to use. Many vehicles travel at speeds greater than 45 mph from Moolack Beach to the light at 25th street. I have not seen any proposal in this plan that will make it safe for people to walk/cycle along the most direct route into town, ie., 101. If that's what's provided for drivers why does the city refuse to provide the same direct route for pedestrians & cyclists--a SAFE route. Maybe even one that's not unpleasant due to the roar & fumes of traffic.

All I see are piecemeal solutions. I have seen no proposals to improve or greatly expand the sidewalk network, not even in central Newport. The proposed couplets are horrible ideas. I would suggest building true bypasses, like from NE 73rd to route 20, so that only those people who WANT to come into Newport come into the central part of Newport. Anyone who's wants to get only to 20, could do that on a bypass, that would include some huge trucks, etc. The couplet would not help anyone get through Newport faster. Anyone who's driven the couplets in Philomath knows that, all that's happened is that some formerly residential areas are now exposed to a lot more exhaust and noise pollution and it's far more dangerous for them to cross what used to be a far less traveled street. Both proposed couplets will increase the noise & pollution of vehicles near the hospital, hard to imagine how the city could think that would be a good idea or good for the patients."

- I hope that as the housing opportunities continue to grow in Newport as new developments pop up, consideration for congestion mitigation becomes a requirement. As the number of places grow on the northern end of 101, safe ways to enter and exit the highway should be considered BEFORE it becomes an issue and people get into wrecks trying to pull into relentless traffic.
- I live just outside Newport but am in town almost daily. I think the biggest problem is 101's incredible ugliness. I have joked that Newport's motto ought to be, "Not quite as ugly as Lincoln City." We need a plan to slowly change 101 so its businesses put parking in back instead of in front and do much much more to with plantings and other beautification measures along 101.
- I shared my Hwy 20 concerns in the past section.
- I would like to repeat my opposition to making 9th St one-way. It compromises access to the hospital and clinics, takes away a valuable option for locals to bypass the seasonal congestion on 101, and is a costly and disruptive project. Instead, eliminate the parallel parking on that short stretch of the highway. Put bike lanes in its place and locate additional parking spaces nearby.
- "I would love to see a focus on funding and implementation for all of the solutions included in the final TSP. Many of the bike and pedestrian improvements proposed here were included in the previous TSP and remain unbuilt. I also think it's important to prioritize projects to some extent so the city has a guide to phase in and fund changes and improvements over time. Lastly, I am in favor of the couplet concepts but only if they do not add any more travel lanes or widen existing lanes. If the focus continues to be on moving more vehicles through Newport at minimum speeds of 35-45 mph, the city will be planning for more of the same: promoting dangerous conditions for pedestrians and cyclists and creating non vibrant, unattractive and unwelcoming auto dominated streetscapes along the "gateways" of hwys 20 and 101."
- I've lived in Agate Beach for greater than 10 years and have not used my bicycle once since moving here. Whereas before that, I was an avid road bike rider. The reason I do not ride now is that Hwy 101 is just too dangerous for me. If I want to ride anywhere, I would have to load my bicycle and go somewhere else. I would love to see a secondary route parallel to Hwy 101, or a dedicated bicycle path that is completely, physically separated from Hwy 101, running from the traffic light at the

intersection of Lighthouse Drive and Hwy 101 south - all the way to the Oceanview area where connections can be made with other routes to completely avoid having to ride on Hwy 101. That would be enough motivation to get me back on my bike.

- Let me toss this in, build a light rail system to connect Newport, Lincoln City, Toledo and Siletz to start, this could be a project for the Tribes to become involved with, Imagine Grand Ronde setting a line to Salem to connect the coast to the valley. Just a thought. Better overview of the offered public transit Busses and Cabs should run on time provide dependable transit and get rid of the more offensive drivers.
- Many years ago there was serious talk about connecting Nye Street between NW 16th through to the north. This would help create a back
- Pedestrian path from recreation center parking lot to SW Hatfield Dr. People have created paths there already, preventing vegetation and increasing chances of eroding the hillside.
- Plans should focus on keeping traffic on 101 flowing through Newport with synchronized traffic signals and by not adding many more pedestrian crossings. Priority for biking should be on making biking safe for tourist biking on Oceanview.
- Please see my previous comment about installing a STOP sign, or a traffic light at the corner of SE 2nd Street and Benton Street. It is a VERY dangerous corner. Many accidents happen there, and pedestrians cross that road all the time in the crosswalk.
- "Strongly against a Highway 101 couplet (short or long). Strongly against roundabout at Highway 101 & Highway 20."
- The light by Szabo's has created traffic backed up to NW 36th Street (or a few times back past the light at WalMart). During heavy traffic flow times (summer, spring break, etc.), maybe adjust the traffic light so it stays green longer for the highway traffic to flow and have those turning onto the highway coming from the east and west making a left turn wait a little longer. Just one thought. There may be a better solution than this, but it has been a problem for us locals just needing to make a quick trip to the store to pick up a few items.
- "This survey is about transportation but I do not see anything about improving the poor bus availability in the 'off' season. Especially for people living in the low-income housing north of town. How are they to get home in the off-season other than walking/hiking in the rain/dark?"
- Very difficult to visualize the proposed improvements shown in these simple graphics.
- Very opposed to 101 couplet. It doesn't seem the expense of creating it, the negative effect on residents between 101 and the Bayfront (increased traffic, noise), or the one-way street inconvenience for drivers on 101 would be worth the benefits that are predicted from creating such a change. Please do not create the couplet.
- Where is the public transit option?
- #1 Will a stoplight be added at Hurbert and 9th St. #2 Desperately need additional parking and possible shuttle for tourist areas. Shuttle can pick up and drop off Nye Beach, Bay Front, Aquarium, etc.
- Additional light on Hwy 20, maybe on Eads St.
- Alternate 101 routes disrupts community ambiance and disrupts residential areas and negatively affect businesses.
- Any couplet will by pass businesses.
- Bridge is really the actual bottleneck

- Bypass from Hwy 20 to Big Creek Res. Taking the pressure off of Hwy 101. Making this bypass autos only, no heavy trucks/trailers/RVS/becoming safer for students.
- Can we reset the lights so more side street exits and turns are not held up for 7-8 mins
- Cars speed up and down NW Coast!!
- City bypass before reaching Hwy 20/101 junction.
- Consider using traffic circles instead of stop lights.
- Consider which solutions are doable in the near term rather than always reacting for a future vision.
- Costs on Hwy 20 and 101 intersection.
- Couplet adds unnecessary complexity and dangerous conditions.
- Couplets are a nice ideal however I'm concerned about re-routing cross traffic and congestion of the ends.
- Don't use the bus
- Downtown is horrible - hard to park. I rarely shop there. Also dangerous trying to get out of car or parking spot.
- Eliminate parking along 101 from Hurbert to Columbia Bank
- Extreme congestion on Hwy 101 during summer months - cannot turn left from NE 71st
- Forget the traffic circle @ 101 & 20!
- Harnet Bypass
- How are you proposing to SLOW traffic in 101 from Walmart to Hwy 20 intersection? Speeding trucks are HORRIBLE
- I have property on NE 1st street/property value decreases with couplet
- I never ride the bus so I don't know what would suit a commuter or visitor
- I think building roundabouts on Highway 20 and Moore as well as Highway 101 and Highway 20 would greatly facilitate traffic.
- I think we should have a regular traffic light at 101 and SW Angle. Some people don't stop for pedestrian lights.
- I think you should deal with our aging bridge and then work on traffic flow.
- I would like to see a traffic mgmt project put into NE Big Creek Road. Speeding and going down the wrong way road is norm. People doing doughnuts in gravel - high pedestrian use walkers, joggers, bikes - including families - small children etc.
- I would need more info. Whatever you choose it will not reduce number of cars, etc. More every day, year.
- If something is not really broke... don't try to fix it; the real problem is overpopulation!
- I'm assuming pavement improvements would be made on NE 1st for the couplet option
- Improve/create pedestrian sidewalk from fairgrounds/high school to/past Elks on Harney/Moore, west side, for safety.
- It is not at all clear where the "eligible streets" can be seen online within the website. Regardless, there are several 3-way stops at 4-way intersections that would be well-served by traffic circles.
- It's not clear how this would affect (solve the bottleneck) at 101-20 intersection
- Maintain gravel roads - cutting grass and bushes encroaching on roadway! SW 11th and Hurbert.
- Make a back roads route for locals. Do this by changing the direction of stop signs and putting in a stop light on Hwy 20!

- Make every dollar spent improve conditions for every interest - simple - not easy
- Making existing residential areas a highway is horrendous
- Making existing residential streets A (Hwy 20 or 101) state highway is a horrible idea!
- More bike lanes
- More options on #5 above
- NE 1st St at 101 should be a right turn only - also would like to see photo traffic ticketing @ 101 and 20
- Need a pedestrian light at Eads & 20
- Need more parking areas. If we are a tourist town we need some place to park their cars other than the city street
- Need turning lane at Avery and 101 (or middle lane)
- News-Times Aug 11 2021 "Viewpoint" I agree on all points!!!
- No street parking on 101. Clean sidewalks. Put in more left turn lanes. Light at 40th for OCCC students. Light on 101 to exit hospital.
- On Hwy 20/1st couplet have west lane on 1st - right turn onto Hwy 101.
- Our traffic on 101 both N& S very heavy - hard to get out onto HWY from Avery St 71st or 70th
- People who buy things do so from a car. Retail street locations are for shopping.
- Please fix the Harney St/Hwy 20 intersection as a priority. Don't use bump outs like in Nye Beach or roundabouts.
- Remove on street parking from US 101 downtown. Then widen traffic lanes.
- See my comments above
- Stop sign at NE 8th and Benton. Too much speeding on NE 8th. Several recent collisions
- Synchronize stop lights on 101 to keep traffic flowing (as in downtown Corvallis)
- Take care to recognize the influence on those business which may lose customers due to a couplet.
- The attention to rural streets in Agate beach.
- The intersection at Hwy 20 and Harney. This is a VERY dangerous one and should be modified.
- The left turn on Avery & 101 - impossible to get out, we need a turn lane.
- The main problem is where 101 goes through downtown starting with the Armory and ending at Hwy 20. None of these (unreadable) solve that problem.
- There need to be more signs or markers on our roads and streets for all the idiots making terrible u-turns.
- There was no mention of traffic control by utilizing enforcement lights, directional ??? (pg 30), with clearly marked lanes, etc. mentioned in survey. What was the overall focus of this ????
- Tourists driving 101 can see entire downtown business area.
- Transportation won't take climate change into account.
- Turn lane on 101 instead of couplets.
- Uniformity of building colors and designs and beautification ie, ??? in concrete pots (p16)
- US 101 and US 20 junction needs to get pedestrians across without putting them in crosswalks!
- We're at a time where hwy/street funds are at a premium. We cannot commit funds to anything by traffic and sidewalk. ??? (p6)
- When you make maps so small it is difficult to figure out where the streets are!
- Would there be parking on both sides of the one-way streets?

- Yes bayfront traffic!!! Perpendicular parking - cars only! Parallel parking and lot parking trucks only!!
Truck and parking makes 2 lanes and traffic impossible
- Yes, where I live it would impact our ability to get out of our neighborhood - Hatfield evacuation??
- You don't get it! Couplets increase complexities on and off to two way travel
- You need one or two flashing crosswalks like on 101! It is practically impossible to cross 20 on foot or bike! One by Coos and one by Eads.

Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 24, 2021
Re: Draft South Beach Commercial/Industrial Land Use Code Audit Findings

Attached are the results from Jet Planning's land use policy and code audit for areas in and around US 101 in South Beach. This is a review draft, and we would very much appreciate your feedback regarding the report's findings and recommendations. I just received the document prior to posting the packets and notice that Figures 1 and 4 didn't get picked up when the document was converted to a .pdf. I'll coordinate with Elizabeth Decker, Jet Planning to get that fixed before Monday's meeting. There may be a few other minor corrections, which I'll call out at the work session.

Attachments

Land Use Policies, Zoning & Regulations Audit - Newport South Beach, by Jet Planning, dated 9/24/21

SEPTEMBER 24, 2021

DRAFT

LAND USE POLICIES, ZONING &
REGULATIONS AUDIT
NEWPORT SOUTH BEACH

PREPARED FOR: NEWPORT URBAN RENEWAL AGENCY



I. Overview & Approach

This land use audit informs the City of Newport's Refinement Plan for the South Beach/US 101 Commercial-Industrial Corridor to enhance understanding of current state of land use regulations and how they influence development, as well as how well they align with development goals for the South Beach Urban Renewal area. The South Beach area south of the Yaquina Bay Bridge includes the 1,169-acre urban renewal district. As the district reaches the end of its term in 2025, the Newport Urban Renewal Agency seeks to prioritize the allocation of remaining funds for the highest impact projects. Understanding the future development potential and the impact of various investments within the area requires an understanding of the range of land use plans and policies that currently apply within the South Beach area.

The purpose of this commercial-industrial land use audit is to understand how existing land use plans, maps and regulations interact with development goals for the area, and to identify suggested revisions to plans, maps and regulations as warranted to better align with area goals and investments. This audit focuses on commercial and industrial uses within the urban renewal area, oriented along the Highway 101 corridor. Key questions analyzed in this audit include:

- Do land use designations and zones as mapped, and zoning regulations within those zones, support the desired development within the district, particularly for identified opportunity sites and aligned with planned infrastructure improvements? Do they support desired uses and development forms, including more retail and service uses such as grocery stores, food options including restaurants and delis, general merchandise, and gas stations?
- Are there conflicts between existing development and proposed development, either in terms of uses, nonconforming status, or development forms, that could be better addressed through map and/or regulatory changes to enhance compatibility?
- Within the patchwork of annexed and unincorporated properties within the Urban Renewal area, what are the differences between City and County regulations that currently apply to those respective properties? Are there strategies that could support future annexations and what would the benefits be for the property owners and the city once annexed?

This analysis is grounded in review of existing land use documents and maps that apply to current and future development in South Beach, including: the City's Vision 2040 Strategies,

Comprehensive Plan including the implementing Comprehensive Plan and Zoning Maps, Zoning Code (Title XIV of the Municipal Code), and the South Beach Urban Renewal Plan. Additionally, Lincoln County plans and zoning code were analyzed to inform comparisons between current County status and future City status for properties within the City's Urban Growth Boundary (UGB) but not yet annexed to the City.

Key Takeaways:

This analysis of existing land use policies and regulations is both descriptive and evaluative, describing existing status and influence and evaluating how well current standards fit with desired district development. The audit incorporates findings with recommended revisions to applicable land use policies to better align with urban renewal and district development goals. Significant recommendations include:

- Expanding the commercial district along Highway 101 immediately south of the bridge to encompass the City's property at SE 35th St, and potentially additional surrounding properties. Any rezoning should be designed to comply with the City's overall employment land forecast and transportation capacity within the South Beach Transportation Overlay Zone (SBTOZ), and be sensitive to the existing development to minimize creation of nonconforming development. A potential alternative or complementary strategy would be to use development agreements to gain greater certainty about proposed development for these sites within the existing Light Industrial zone in order to better manage district cohesion and compatibility at this key gateway site.
- Consider additional commercial rezoning to C-1 or C-3 at the NE corner of SE 40th St and Highway 101 to create additional large sites for commercial development, and take advantage of a likely new signal.
- Actively pursue annexation of industrial properties within the corridor, primarily located south of SE 40th St. Consider engagement with individual property owners, financial incentives, and/or city-initiated island annexation as tools to implement the existing City long-range plans. Begin identifying desired City zones to implement industrial designation, including identifying any areas suitable for I-3 heavy industrial zoning that could help to support rezoning the I-3 parcels on SE 40th St to a less intense I-1 or I-2 industrial zone for enhanced compatibility with adjacent residential uses.
- Consider limiting uses inconsistent with the district development goals, such as uses typically associated with low employment generation and tax revenue relative to land area such as self-service storage and auto/large vehicle sales and service.

- Develop landscape screening, buffering and/or fencing standards for industrial uses and outdoor storage uses, such as auto wrecking or building materials, along the highway corridor to enhance compatibility between development sites and the overall look and feel of development along the corridor.
- Eliminate required 50-foot front setback for industrial properties along Highway 101 for site development flexibility and consistency with commercial zones. Replace with a landscaping standard for all commercial and industrial properties along the highway in South Beach.
- Monitor parking demand and implications of current parking ratios for site development feasibility. Explore options for site-specific or district-wide parking reductions as warranted long-term.
- Maintain existing land use and building permit procedures, which minimize discretionary review for proposed development. As needed, incorporate review of any additional development standards at the time of building permit application.

II. Urban Renewal Background

The Refinement Plan for the South Beach/US 101 Commercial-Industrial Corridor—including this land use audit and policy recommendations—is charged with implementing the City's urban renewal goals for the area, and thus those goals are significant review criteria for this audit to determine whether policy and regulatory challenges support and further development in line with urban renewal goals. The South Beach Urban Renewal Plan originally adopted in 1983 included seven objectives:

1. Preserve forest, water, wildlife and other natural resources
2. Identify sites for public uses such as the OSU Marine Science Center
3. Complete a Port facilitated marine recreation area
4. Encouraging marine oriented activities on the northern Shorelands
5. Assure the development of complementary uses adjacent to the Airport
6. Plan new sewer, water, and transportation capacity
7. Allocate a major part of South Beach to heavy commercial and light industrial uses

Commercial-industrial land use policies and regulations can most directly address the final objective, relating to heavy commercial and light industrial uses in South Beach, and indirectly support objectives around natural resource protection and public facilities planning.

2021 Priorities for the Urban Renewal Area developed as part of this Refinement Plan project build on the original 1983 Plan objectives.

1. Promote a sense of place for residents and visitors that reflects the South Beach identity.
2. Improve connectivity for bicyclists and pedestrians to South Beach destinations.
3. Attract new development that can meet the service and retail needs of South Beach residents.
4. Invest in overcoming market and development barriers on underutilized or vacant sites.
5. Reduce sewer, water, and transportation infrastructure barriers to enable job creation on industrial lands near the airport.
6. Invest in improvements that promote long-term community resiliency to address tsunami, flooding, and earthquake hazards.

Similarly, land use plans and implementing regulations can best address objectives around new service and retail development, and eliminating development barriers on vacant sites. Such land use tools can also contribute to infrastructure and natural resource objectives, as well as placemaking through district development standards.

III. Long-Range Planning Policies

Vision: The Vision 2040 adopted in 2017 create a broader vision for the Greater Newport Area, with identified strategies across six “focus areas.” The focus area vision and strategies around “Creating New Businesses and Jobs” directly relates to the goals for the urban renewal area and specifically for commercial/industrial development along the Highway 101 corridor. Notable strategies related to South Beach and urban renewal include revitalizing the Highway 101 corridor to serve as an attractive gateway to the community and creating economic opportunities and living wage jobs, including in the science and marine economy. (Strategies A3, C1, C2 and C3.) Additional economic development strategies include airport improvements, small and local business development, tourism diversification, green and sustainable businesses, and sustainable fisheries and agricultural economies, many of which can be supported by a robust land use regulations for commercial and industrial uses in South Beach. (Strategies C4-C12.)

Finding: Vision 2040 establishes a broad vision for commercial and industrial development in South Beach that generally aligns with the Urban Renewal Plan goals. Vision implementation

could be further supported with targeted zoning code and policy changes detailed herein, such as landscaping and screening standards along Highway 101 and maintaining a mix of commercial and industrial zoning for employment-related development.

Comprehensive Planning: The majority of the South Beach urban renewal district is designated for commercial and industrial land uses, in fulfillment of the City's identified economic development goals. Comprehensive planning around transportation, utilities, public services, and natural hazards including tsunami inundation also relate more generally to future South Beach development. While both housing and waterfront planning affects the South Beach area generally and has connections with commercial and industrial development along the Highway 1010 corridor, the key issues analyzed here relate to the City's Comprehensive Plan goals and policies around the Economy.

The City's 2012 Economic Opportunity Analysis incorporated into the Comprehensive Plan included an inventory of buildable land and concluded that there is sufficient land for economic development forecast from 2012 to 2032. Newport has more industrial land than the City is projected to need over the 20-year period, with a surplus of 113 gross acres of industrial land. (Newport Comprehensive Plan, Table 12, page 195.) Newport has a surplus of 41 acres of land for commercial uses, though Newport has a deficiency of larger sites for commercial uses particularly over 20 acres or 10-20 acres. Some of the large site deficiency could be met by industrial sites because commercial uses are allowed outright in those zones. (Newport Comprehensive Plan, Table 12, page 195.) Thus, there should be capacity to re-designate land between these two classifications to meet commercial development goals specific to South Beach.

In addition to analysis of the physical land supply, the Economic element of the Comprehensive Plan identified key growth sectors in marine and ocean observing research and education, international commerce, fishing and seafood processing, and tourism. (Newport Comprehensive Plan, page 187.) These industries align well with both the Urban Renewal Plan goals and the available industrial and commercial lands within South Beach, ensuring that future South Beach commercial-industrial growth will be consistent with the City's economic development goals.

Finding: Both commercial and industrial development—and suitable sites for its development—will be needed throughout the City and within the urban renewal area to support economic growth targets for the next 20 years. The existing supply of commercial and industrially designated lands exceeds demand and provides flexibility for modest re-

designation from industrial to commercial for key areas within South Beach, as desired to better meet local retail and service demand and activate development of the City's site at SE 35th St.

The City's long-range employment goals are well aligned with the Urban Renewal Plan goals, including a focus on marine-related, industrial and commercial economic development. No policy changes are recommended for the Comprehensive Plan to better implement the Urban Renewal Plan goals, though future Comprehensive Plan updates should incorporate any proposed changes to the extent of commercial and industrial designations and demonstrate that employment land needs are still met.

Comprehensive Plan Map: The Comprehensive Plan Map implements the plan goals by designating land for commercial, industrial and other land uses across the UGB. Within the South Beach urban renewal area, the primary designations along the Highway 1010 corridor, extending north to south, include Shoreland, Commercial south to SE 32nd St, Industrial south to SE 62nd St with some High and Low Density Residential along the western half of the corridor, and Public for the airport site anchoring the south end of the area. (See Figures 2 and 3.)

The overall distribution of designations within the urban renewal area shows that both total size and location are important. Approximately one-third of the area is designated for Industrial use, as shown in Figure 1. Within the broader City context, the industrially designated land within South Beach represents nearly all of the City's industrial land supply and thus is important for meeting citywide industrial development goals as well as urban renewal goals specific to this area. Commercially designated land totals only 4% of the urban

Figure 1: Distribution of Comprehensive Plan Land Use Designations

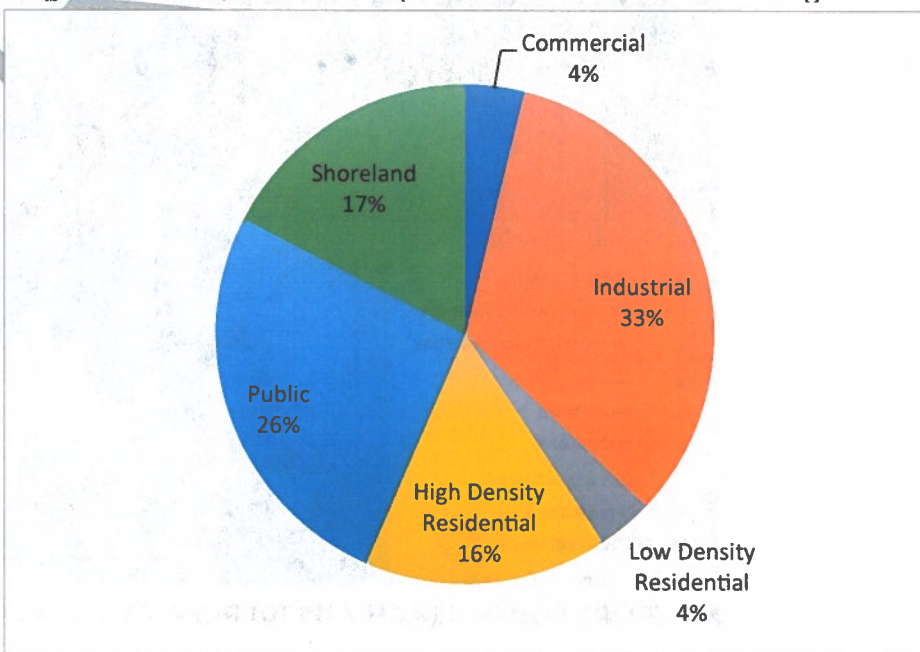
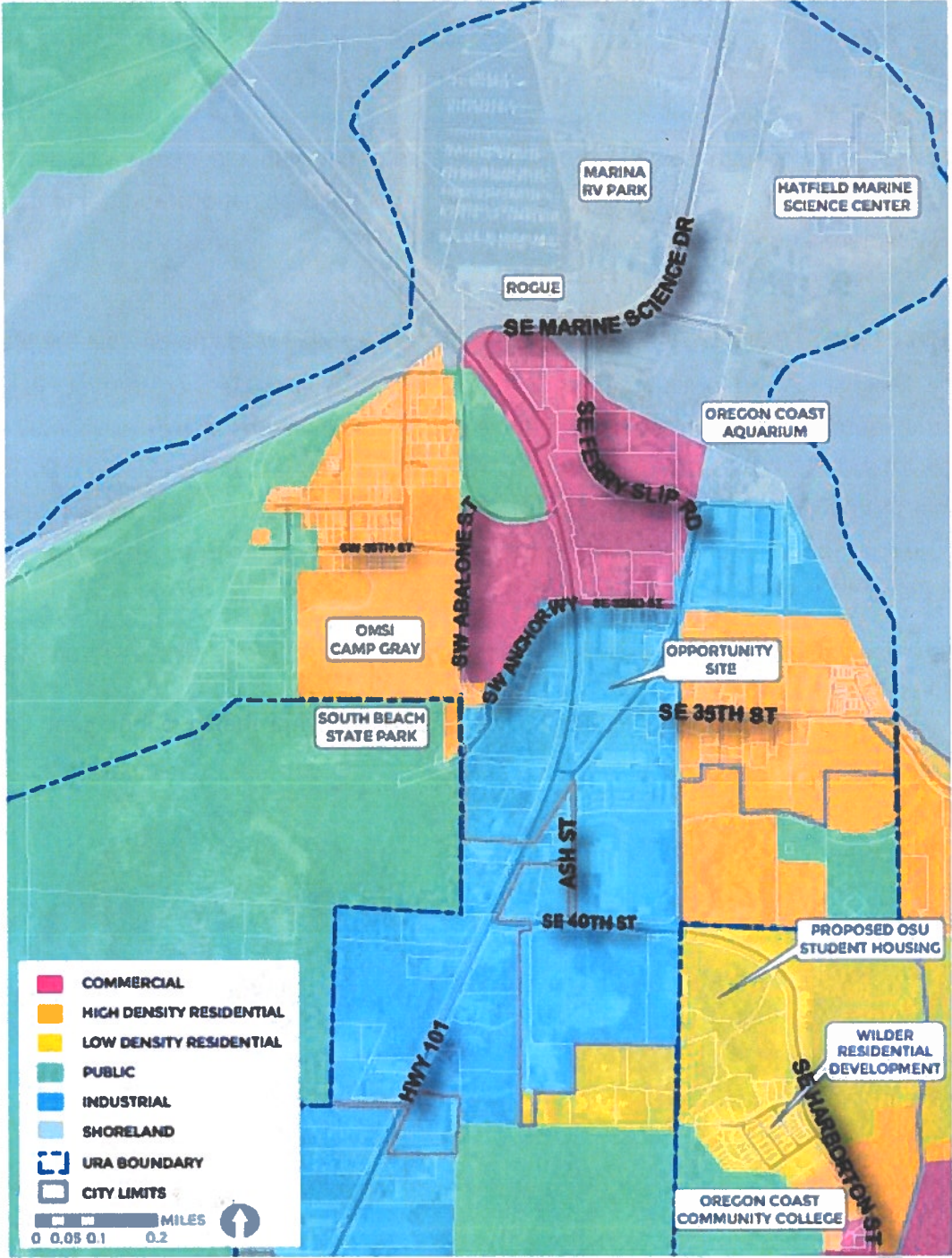


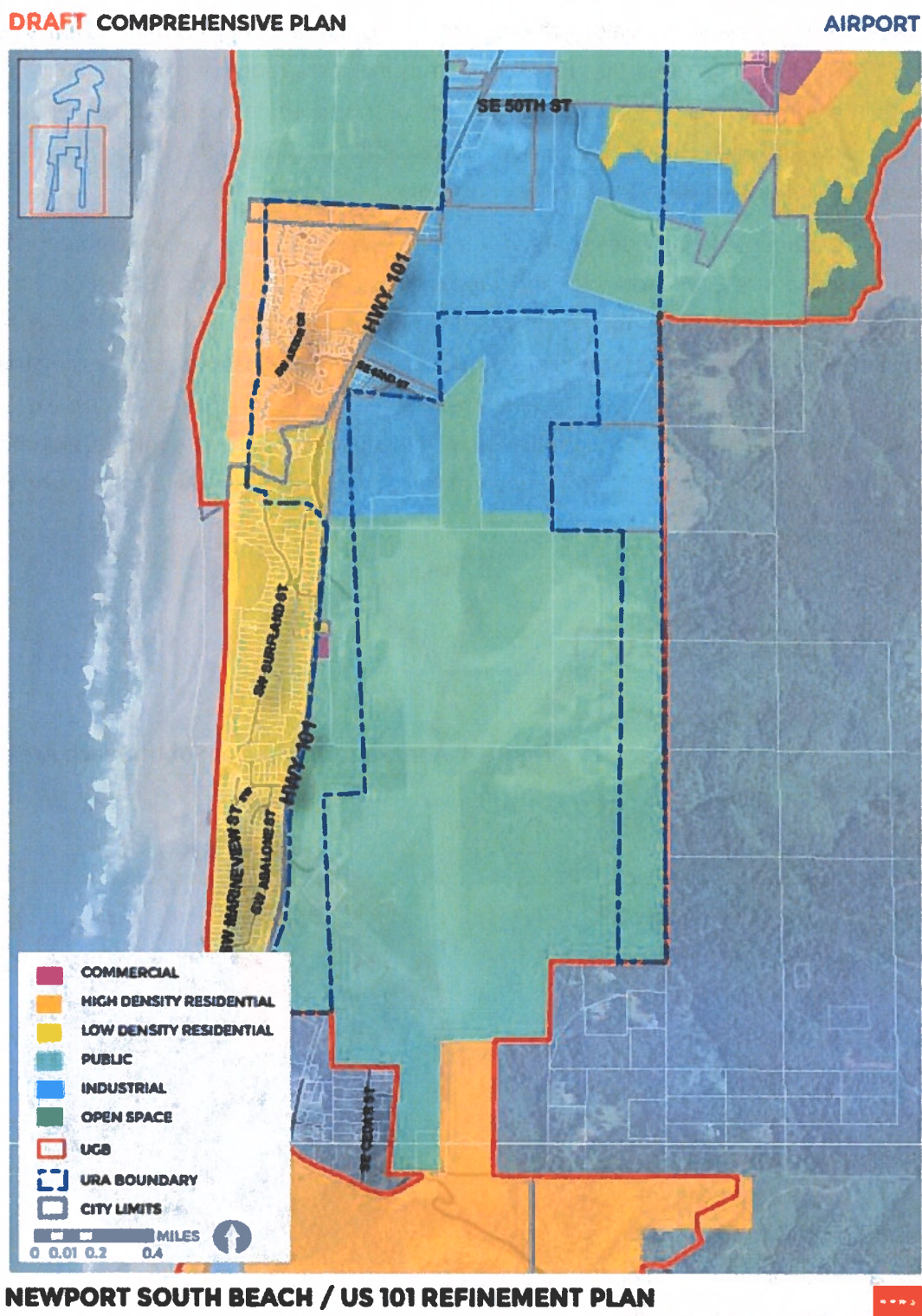
Figure 1: Comprehensive Plan Land Use Designations within South Beach (Peninsula)



NEWPORT SOUTH BEACH / US 101 REFINEMENT PLAN



Figure 2: Comprehensive Plan Land Use Designations within South Beach (Airport)



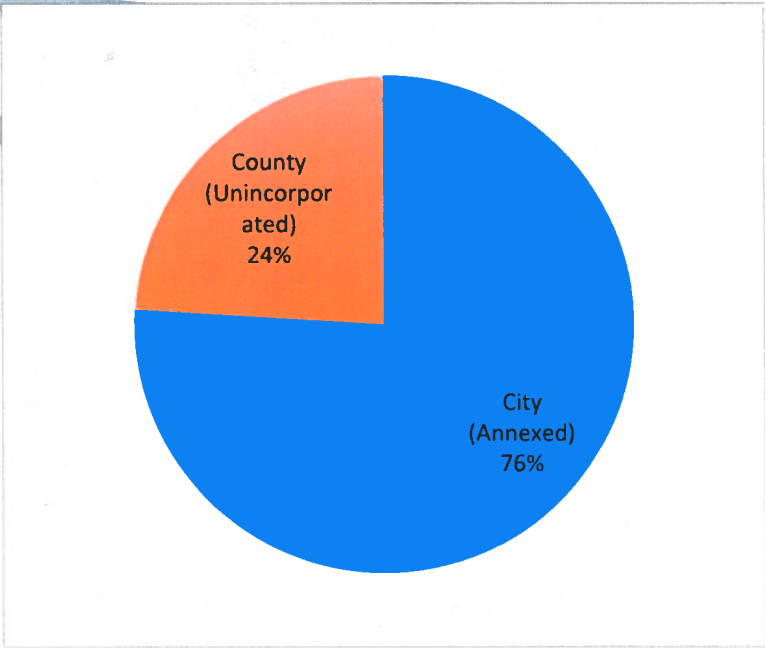
renewal area, though its clustering at the south end of the Yaquina Bay Bridge near key attractions like the Oregon Coast Aquarium enhances the significance of this relatively small area. Public and Shoreland uses along the bayfront are other large uses within the district at 26% and 17% respectively; publically designated lands include a range of park and utility facility uses along the corridor in addition to the airport site at the south end of the urban renewal area. While Low and High Density Residential total a significant 20% of the district, the majority of these areas are located off of the highway corridor.

Finding: There is adequate land designated for industrial and commercial uses within the City, with the majority of the City’s industrial land supply located in South Beach. Based on the City’s needs and existing supply, some of the industrial land supply could be likely be re-designated for commercial use to support a larger commercial development cluster encompassing the City’s opportunity site as SE 35th St. The extent of any re-designation from industrial to commercial should be analyzed for compliance with the City’s overall economic development goals, and limited in scope to ensure ongoing viability of the City’s industrial base located in South Beach.

IV. Annexation

The urban renewal district is entirely contained within the City’s Urban Growth Boundary (UGB) and planned for future urban-level development, consistent with the urban renewal plan goals. However, nearly 25% of the district is currently outside of the City limits, as shown in Figure 4, and cannot be developed to urban levels of intensity and served by urban infrastructure until annexation occurs. Though the inclusion of these properties within the UGB supports annexation and development within the plan’s 20-

Figure 4: Annexation Status of South Beach Area



year planning period by 2031, there is no timeline or mandate for annexation to occur and the Plan explicitly states that inclusion within the UGB does not imply that all land will be annexed to the City. (Comprehensive Plan Urbanization Policy 1, page 428.)

As detailed in Table 1, much of the unincorporated property along the US 101 corridor has County Planned Industrial (I-P) zoning currently and is designated for Industrial use upon annexation, with some additional residentially designated parcels off of the corridor but still within the urban renewal district. There are no unincorporated commercial areas. County zoning aligns with future City land use designations, to be implemented with corresponding City zones, which should provide an orderly transition from County to City jurisdiction.

Table 1: Land Use Designations for Unincorporated Properties within South Beach

County Zoning	City Designation	Acreage	Percent of Unincorporated Area
Planned Industrial (I-P)	Industrial	160	57%
Residential (R-1)	High Density Residential Low Density Residential	73	26%
Public Facilities (P-F)	Public	48	17%
	Total	281	100%

Annexation would expand the industrial land base and serve the goals for the urban renewal district, in order to better coordinate provision of infrastructure and increase efficient utilization of those services, in addition to increasing property values and subsequent City tax revenues. Annexation of commercial and industrial lands is identified as an economic development strategy in order to increase the City's development land supply, with particular importance in South Beach. (Comprehensive Plan Economic Policy 7.2, page 225.) Having a well-defined annexation strategy is important to the City because it can ensure efficient provision of municipal services and adequate sites for businesses. (Comprehensive Plan, page 205.) The aim is to create an Urban Growth Management Agreement (UGMA) between the City of Newport and Lincoln County that includes the South Beach area, however, this has not yet been completed.

Annexation is primarily initiated by property owners under Oregon law and Newport code, and generally requires consent of owners and residents within the territory to be annexed. (ORS Chapter 222.) Newport annexation provisions permit annexation of any properties for which owner and resident consent has been obtained, the territory is within the UGB, and the territory is contiguous to the City limits. (NMC 14.37.040.) Within South Beach, the Highway 101 right-of-way is within City limits, and thus any property abutting the highway is eligible for

annexation. Recent history of annexation in South Beach has been limited to owner-initiated annexations of single parcels in the past 10 years, and has included:

- Surf Sounds Court mobile home park in 2019 at 4263 S Coast Hwy, which annexed into the City because their septic system failed. (File #1-AX-19)
- Airrow Heating in 2018, at 3503 S Coast Hwy. (File #1-AX-18)
- Coastcom in 2013. (File #2-AX-13)

At this pace, full annexation of the County properties in South Beach would take many decades.

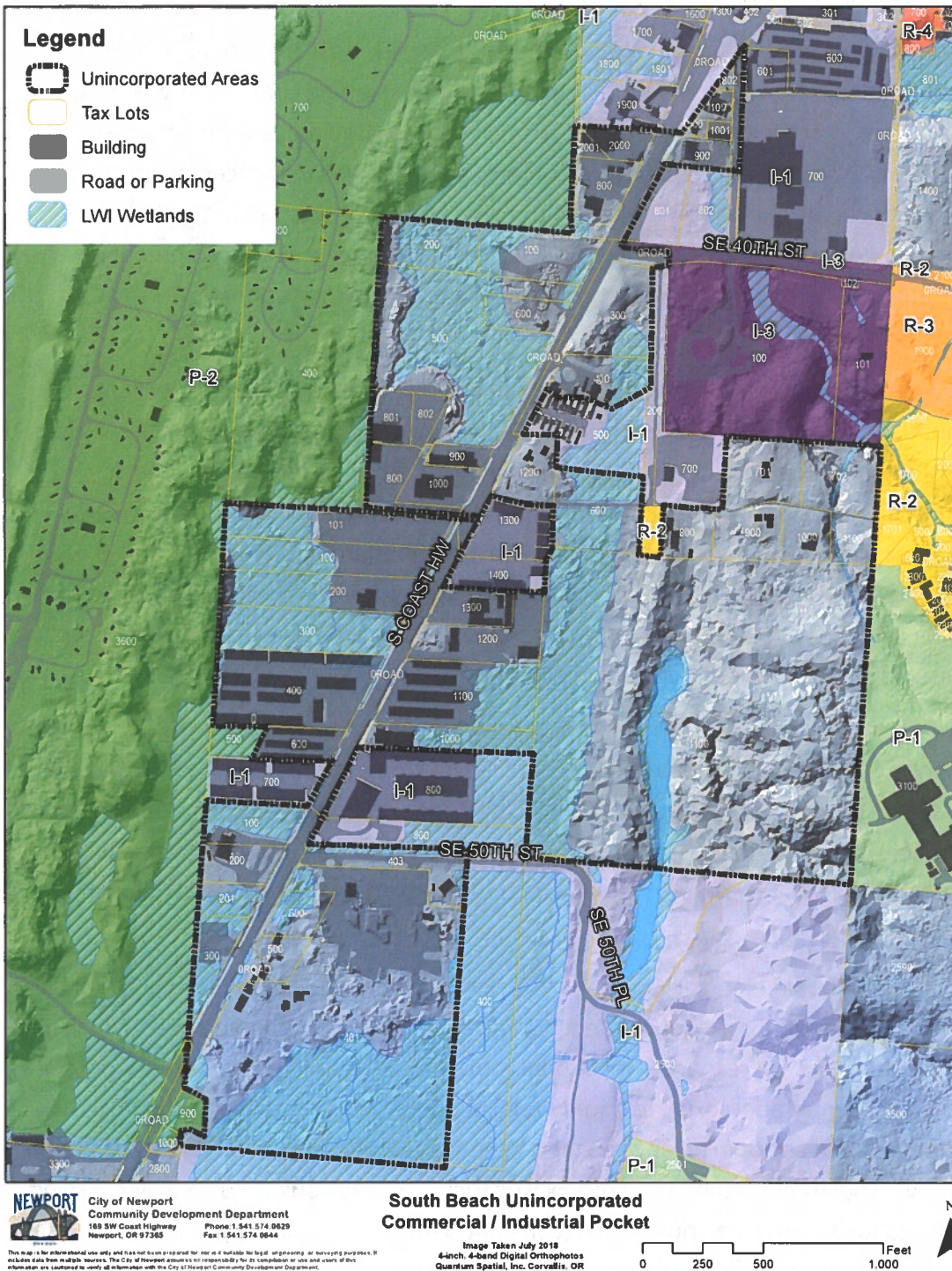
Oregon law does provide for City-initiated annexations in specific circumstances, though many cities including Newport have rarely chosen to pursue such annexations in the face of property owner opposition. One potentially useful tool may be “island annexations,” which allow cities to annex properties without local consent if they are entirely surrounded by the city limits. (ORS 222.750.) This could apply within South Beach if privately initiated annexations result in a patchwork of City and County jurisdictions. Figure 5 illustrates that the majority of unincorporated properties in South Beach could be eligible for island annexation based on the surrounding City limits.

One of the traditional benefits to annexation is expanded development potential served by urban-level public facilities, including water and sewer, though at higher, “urban” rates for system development charges (SDCs) and property taxes. Planned infrastructure development funded by urban renewal district could further incentivize property owners to annex in the near term, particularly if there were specific financial opportunities available to them.

Another traditional benefit to annexation is the ability to develop at urban levels of intensity under City zoning. The majority of County properties are zoned industrial (I-P), which permits a range of industrial uses from manufacturing to rock and gravel extraction to limited service uses like restaurants and banks, provided that on-site wastewater disposal can be accommodated.¹ (Lincoln County Code 1.1364(2).) All industrial uses in the County require a Type III conditional use permit, which can be a lengthy and costly review process. By contrast, most industrial uses permitted under City zoning, were the properties annexed, are permitted outright without need for a lengthy land use permitting review. However, a property owner would first have to complete the annexation process, which is similarly complex as a

¹ In practice, requiring on-site wastewater disposal significantly limits the scope of potential industrial development under County zoning, given the high wastewater generation of certain industrial processes. This helps explain the popularity of low-impact developments like self-storage facilities on existing County properties that generate little wastewater.

Figure 5: South Beach Unincorporated Areas



Source: City of Newport

conditional use permit, making the overall City land use process more similar to the existing County process in terms of time and effort.

Until and unless properties are annexed to the City, the City must monitor and review proposed development within the County to ensure that it can be compatible with future City policies. As stated in the Comprehensive Plan, "Unincorporated areas within the UGB will become part of Newport; therefore, development of those areas influences the future growth of the city. Hence, the city has an interest in the type and placement of that growth." (Urbanization Policy 3, page 429.) The City is committed to reviewing and commenting on any pending land use developments within the unincorporated portions of the UGB in order to implement this policy.

Finding: Annexation of the remaining 25% of the urban renewal district into City limits is important to support the City's economic development goals generally and specifically to South Beach. Not only will annexation enable development at urban intensities, it will limit development under County regulations that may be less compatible with urban renewal development goals in terms of uses and development standards, such as rock and gravel crushing and self-storage. The City should continue to engage with Lincoln County to coordinate review of any development within the UGB to ensure that it can be consistent with City goals and standards upon future annexation.

The City should coordinate with Lincoln County to complete the Urban Growth Management Agreement to ensure an orderly transition from County to City zoning. The City could also begin planning which zones would be desired upon annexation, particularly which of the industrial zone would be better suited for various properties. This would provide greater certainty for City and landowners, though would not be binding until such time as the properties are annexed.

Further, the City should engage with property owners to better understand specific concerns or uncertainties about annexation and encourage annexation. One approach could include developing informational resources for property owners highlighting development potential within the City compared to existing County regulations, in addition to tax and financial implications, as well as outlining any financial incentives for infrastructure development that could be available through the urban renewal district. The City could also consider waiving land use fees for annexation applications (currently \$782), and/or providing additional financial assistance to offset annexation costs such as survey work and infrastructure connection fees. The City's annexation provisions in NMC 14.37 are straightforward and no further revisions are recommended to better support the annexation process.

The City should also explore options for “island annexation” under ORS 222.750, which would be useful to remedy the patchwork of City and County zoning in South Beach to better facilitate cohesive development and orderly provision of public services within the area.

V. Zoning Regulations

Overall code structure: Newport’s zoning regulations are codified in Chapter 14 of the City’s Municipal Code, along with land division regulations codified in Chapter 13. The zoning code is fairly traditional mix of residential, commercial and industrial zones, focused on defining allowed uses and development types within each zone. There are few geographically specific or mixed-use zones, though considerable flexibility is provided within various zones. The L-1 Light Industrial zone, for example, allows a broad range of commercial and industrial uses beyond typical light industrial manufacturing uses. The zoning code largely focuses on defining use categories, subject to straightforward dimensional standards, with limited focus on the site or architectural design of resulting development, as discussed below. The limited number of zones and limited scope of development and design standards within each provides for a relatively straightforward regulatory environment with few barriers, but provides limited scope to tailor development regulations specific to geographic areas such as South Beach.

Overlay zones are generally related to a specific, limited purpose with limited implications or restrictions on uses and development permitted by the underlying zoning district. Examples within the Urban Renewal Area include:

- Airport Development Zone Overlay, which details certain allowed airport-related commercial and recreational uses including standards for skydiving uses. (Chapter 14.22)
- South Beach Open Space Overlay Zone, which provides for designation of planned open space. (Chapter 14.42)
- South Beach Transportation Overlay Zone, which establishes a framework for distribution of available transportation capacity and requires additional transportation planning for proposed South Beach development. (Chapter 14.43)

Additional overlay zones are used to address natural hazards, mining impacts, and design review; they are generally targeted to both a specific geography and a specific purpose.

Finding: The City's broad code structure with a limited number of zones requires careful consideration in order to make changes specific to South Beach: changes would need to be either crafted to apply within the zoning district across the entire city, restricted to the South Beach area within the existing zones through additional code provisions or footnotes, or implemented through a focused South Beach corridor overlay zone. The recommendations throughout this section should be analyzed to determine whether they could effectively be implemented within the existing code structure, with potential impacts beyond the South Beach area, or warrant a more targeted approach potentially tied to the extent of existing overlay zones or the urban renewal area. Given the limited utilization of special purpose and overlay zones within the City, introduction of new zones is not the initially preferred option.

Zoning Districts: There are 10 City zoning districts within the South Beach district in addition to three County zoning districts, as shown in Figures 6 and 7. The zoning maps implement the Comprehensive Plan designations discussed in Section III, with a cluster of commercial zoning at the northern end of the corridor, industrial zoning along much of the corridor between SE 32nd St and SE 62nd St, and public zoning along the southern end of the corridor for the airport site, with residential and additional public zoning generally located off of the highway corridor. Commercial zones together make up 3% of the urban renewal district and industrial zones total 21% of the area—35% when including County industrial zoning—as detailed in Table 2; these zones are clustered along the highway corridor.

Table 2: South Beach Zoning Districts

	Zone	Acreage	Percent of Urban Renewal District
City	Retail and Service Commercial (C-1)	17	1%
	Tourist Commercial (C-2)	27	2%
	Light Industrial (I-1)	235	20%
	Heavy Industrial (I-3)	16	1%
	Public (P-1)	174	15%
	Public (P-2)	83	7%
	Low Density Single-Family Residential (R-1)	6	0%
	High Density Multi-Family Residential (R-4)	148	13%
	Water-Dependent (W-1)	46	4%
	Water-Related (W-2)	135	12%
County	Public Facilities (P-F)	48	4%
	Planned Industrial (I-P)	160	14%
	Residential (R-1)	73	6%
	Total	1,169	100%

Figure 6: City and County Zoning within South Beach (Peninsula)

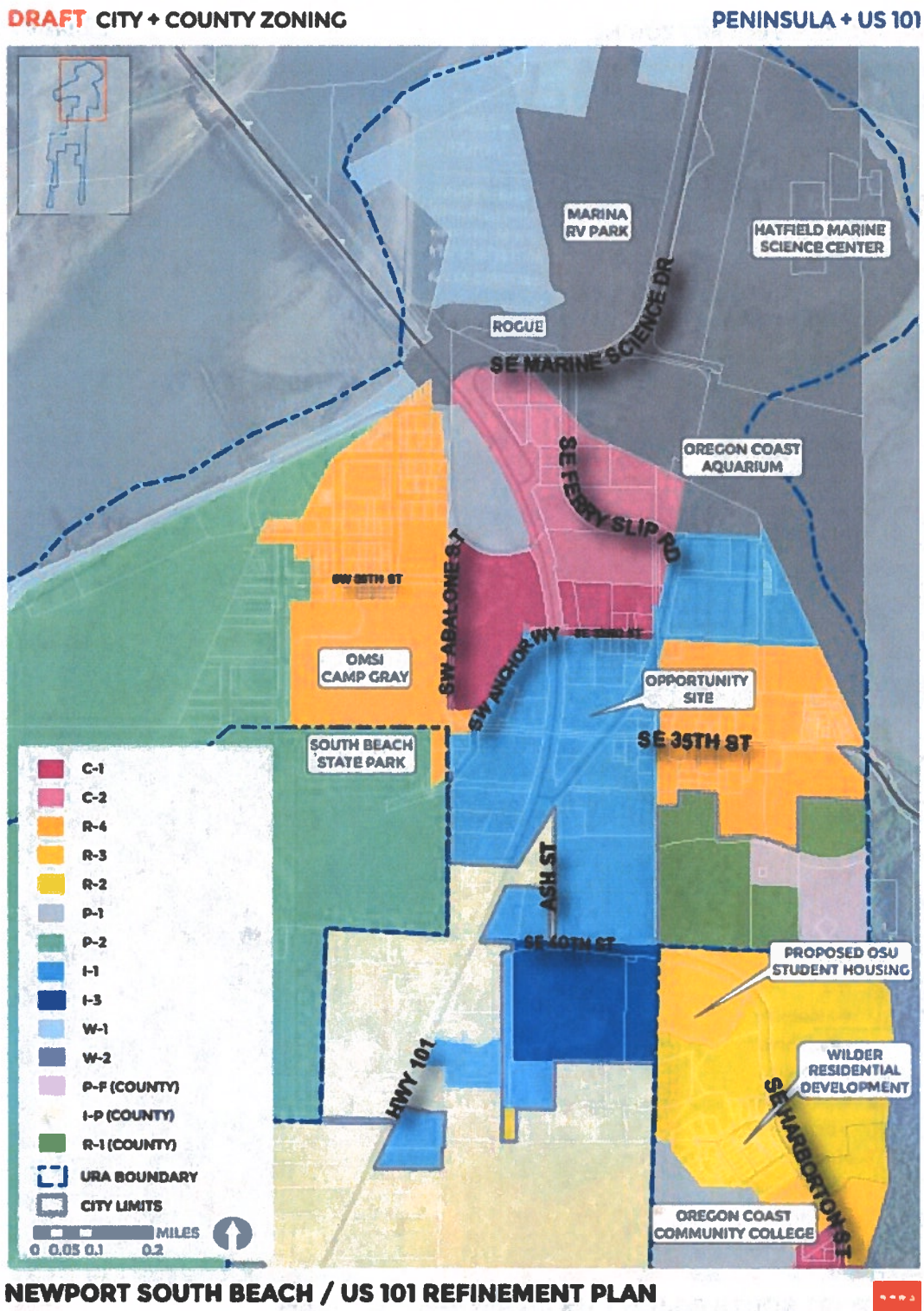
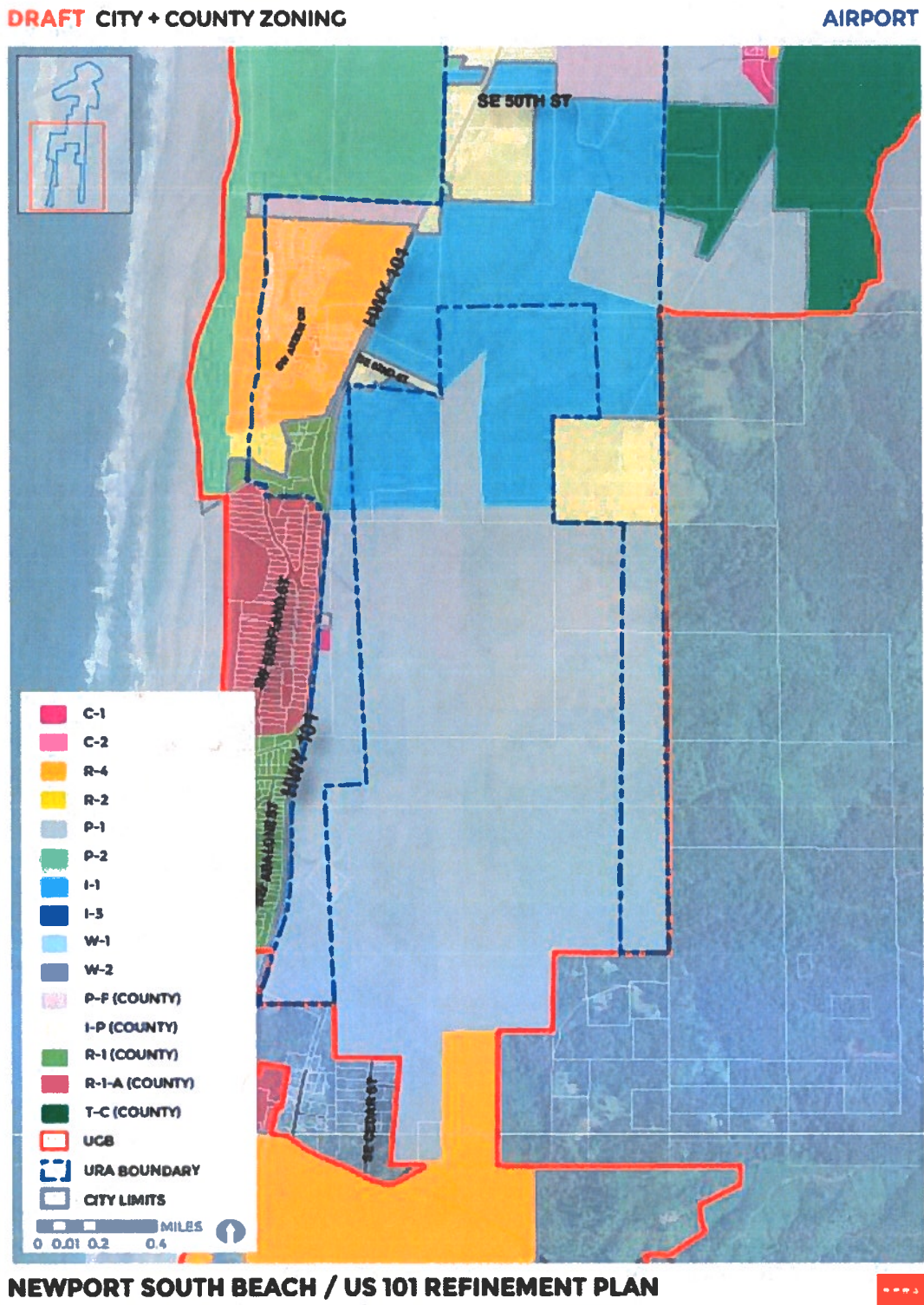


Figure 7: City and County Zoning within South Beach (Airport)



Additional overlay zones are used to address natural hazards, mining impacts, and design review; they are generally targeted to both a specific geography and a specific purpose.

Within the commercial node, implementing zones include tourist-oriented commercial (C-2) near the bridge and retail and service commercial (C-1) on either side of the highway near SE 32nd St. There is no Heavy Commercial (C-3) zoning along the corridor, which permits larger scale, traditionally auto-served regional commercial development such as full-size grocery stores or retailers.

Industrial zoning along the corridor is primarily Light Industrial (I-1), with a single site zoned for Heavy Industrial (I-3) on the east side of Highway 101 at SE 40th St. The I-3 site is directly abutting residential zoning farther east, which could cause compatibility issues. The County's Planned Industrial (I-P) along the corridor generally south of SE 40th St is designated for future City industrial zoning, though there is little direction about which of the City's industrial zones would best apply to these parcels taking into account site character and existing development relative to desired City economic development goals and employment land needs.

The opportunity sites identified for future development are currently zoned for industrial uses including all three of the City and County zones, discussed further in Section X. The City owned property at SE 35th St is zoned Light Industrial. There is only one commercially zoned property at present, located on SW Abalone St.

Finding: There could be benefit to expanding the extent of commercial zones along the highway corridor in place of existing light industrial districts to better support a cluster of commercial goods and services serving South Beach residents and visitors. Extending the C-1 zone along the east side of the highway south to SE 35th St could increase the concentration of commercial services encompassing the City-owned opportunity site at 35th St. Additional commercial sites could be considered as far south as SE 40th St. Because the light industrial zone permits such a wide range of industrial and commercial uses, the potential concern with maintaining these properties with light industrial zoning is not that desired commercial uses would not be permitted, but that there would be increased competition and potential conflict with light industrial uses developed on abutting properties.

For the industrially zoned properties, existing City zoning appears adequate to meet the City's industrial development needs. Further discussion and analysis should consider which zones are desirable for County industrial properties when they are annexed.

Allowed uses: The commercial and industrial zones permit a wide range of retail, service, office and industrial employment uses, in line with commercial and industrial development goals adopted by the City and specific to South Beach. (NMC 14.03.070.) Residential uses are also permitted on upper floors only in commercial districts. Many of these core uses are permitted outright in the commercial and industrial zones, but larger format uses such as Major Event Entertainment, as well as uses that are less aligned with the zone’s overall purpose, such as General Retail in the Heavy Industrial I-3 zone, require a conditional use permit. Any new or expanded commercial use in the C-2 district requires a conditional use permit as well.

Notably, the I-1 light industrial zone includes a wide range of commercial retail and service uses in addition to traditional employment uses, and functions more as a flex zone than a strictly industrial zone. Rather than targeting a narrow range of uses for this zone, the Comprehensive Plan identified a strategy of negotiating development agreements with property owners of opportunity sites to prioritize target industry uses, such as marine research and fishing-related. (Economic Policy 7.1, page 223.)

Both the commercial and industrial zones permit a range of retail and service uses identified by project stakeholders as desired services in South Beach. (Opportunities and Constraints Memo, Exhibit 12.) The existing zones should thus provide ample development potential for desired development, as shown in Table 3, however, the I-3 zone provides the fewest opportunities for these uses.

Table 3: Desired Retail and Service Uses Permitted by Zone

Desired Use	Grocery store	General retail	Gas station	Restaurant
Zoning Classification	<i>Retail Sales and Service: Sales-oriented, general retail</i>			<i>Retail Sales and Service: Entertainment oriented</i>
C-1	P	P	P	P
C-2	P	P	P	P
I-1	P	P	P	P
I-3	C	C	C	X

P=permitted, C=conditional, X=prohibited

Source: Zoning classifications shown in italics from NMC 14.03.060, 14.03.070.

However, the great flexibility provided within these zones comes with a lack of certainty about future development patterns and potential compatibility concerns between uses. Uses across these zones, particularly in the I-1 zone, are very wide-ranging and also include uses that may be less desirable within the urban renewal district because they do not align with urban

renewal and public goals around generating significant living-wage employment, generating significant tax revenue providing goods and services for visitors and residents, and revitalizing the highway corridor. Uses that deserve greater review relative to South Beach development goals and careful siting might include:

- Auto sales, included as part of Sales-oriented, bulk retail category: Permitted in C-3, I-1 and I-2, conditional in C-1 and I-3, and prohibited in C-2.
- Vehicle Repair: Permitted in C-3, I-1 and I-2, prohibited elsewhere.
- Self-service storage: Permitted in C-3, I-1 and I-2, prohibited elsewhere. There are at least three self-storage facilities already located within the district, and while this indicates demand for such uses, these uses tend to generate relatively few jobs per acre with relatively limited demand for urban-level infrastructure.
- Towing, wrecking and salvage of vehicles, trucks and heavy machinery, included as part of Contractors and Industrial Service category: Permitted in C-3, I-1, I-2 and I-3, prohibited elsewhere.
- Heavy Manufacturing that "should not be located near residential areas due to noise, dust, vibration or fumes:" Permitted only in I-3 and conditionally in I-2. (NMC 14.03.060(D)(2)(b)(ii).)
- Waste and Recycling Related: Conditional in all zones.
- Mining: Permitted only in I-3 and conditionally in I-2.

There are few identified uses in the C-1 and C-2 commercial zones, but a considerable range of uses permitted in the I-1 that could conflict with some of the desired retail and service uses along the corridor. Any consideration of these uses should also be balanced against regional industrial and employment needs, given that the industrial land base in South Beach is the primary industrial base for the entire city.

There are also several nonconforming uses located within the Light Industrial area, including a manufactured home park; these uses are permitted to continue with additional limitations for any future modifications or expansions, but a similar new use could not be established. (NMC 14.32) Nonconforming uses can present a challenge for long-range planning, given that they are not in line with the intended purpose of the zone but are "grandfathered in" and unlikely to be changed unless economically viable.

Food Carts

Recently adopted updates to the City's food cart regulations will greatly benefit potential food cart uses, and better align with potential development concepts at the City's SE 35th St site. Whereas previous standards prohibited food carts within one-half mile of any existing eating or drinking location and limited carts to a two-year permit, updated provisions permit food carts individually and in pods of four or more throughout the South Beach area. (NMC 14.09, updated September 2021.) Food cart pods on private property are required to provide permanent utility connections and pay system development charges (SDCs), provide covered seating and trash receptacles, and provide access to a restroom, all of which should improve the user experience while balancing improvement costs with the level of impact generated by such uses. No further modifications are recommended to the food cart regulations in the South Beach context; a potential pod at the SE 35th St site or elsewhere in the district should greatly benefit from these new regulations.



Finding: The existing commercial and industrial districts support the desired range of retail, service and employment uses identified in the Urban Renewal Plan as well as in recent stakeholder engagement completed as part of this refinement plan. The recent food cart regulatory changes in particular fully address previous concerns about the viability of food carts and food cart pods in the district.

However, the very broad range of uses permitted in the industrial and commercial zones, the I-1 in particular, means that there is considerable flexibility with relative less certainty about the exact mix of uses or ways to prioritize the more desirable uses relative to area goals. One tool would be to utilize development agreements for specific sites, as outlined in the Comprehensive Plan. Changes to permitted uses could help to limit less desirable uses, such as requiring a conditional use review or prohibiting certain categories of uses either in the I-1 zone within all or certain portions of the South Beach area. Further review of the relative employment and tax generation potential of uses, as well as their role within the local and regional economy, should also support any future recommendations to modify the range of permitted uses. Potential issues around securing the desired range of commercial and industrial uses could be addressed through a variety of strategies including changes to the

allowed uses, rezoning select parcels, negotiating development agreements, and/or applying site development standards that minimize potential off-site development impacts.

Care should also be taken to minimize creation of nonconforming uses as a result of any zoning changes, as that can cause uneven transitions over time. The City could also initiative conversations with existing nonconforming uses about their future development ideas, and any necessary infrastructure or other support needed.

Development standards: The dimensional standards for the commercial and industrial zones in South Beach are relatively simple and permissive:

- 50-foot maximum height limit (NMC 14.13.020 Table "A.") No existing development along the corridor has approached the height limit, nor are proposed uses likely to need additional height.
- Zero foot front, side and rear setbacks, with the exception of a 50-foot required setback from Highway 101 for industrial properties. (NMC 14.13.020 Table "A," 14.19.050.B.) Staff reported that the setback was developed to reserve potential area for future highway widening, but there are no longer state or local plans to add lanes south of the Yaquina Bay Bridge.
- 85-90% lot coverage permitted, with 10% site landscaping. (NMC 14.13.020 Table "A," 14.19.050.A.)

Although most setbacks for industrial and commercial sites are zero feet, a setback and some softening of those frontages can be achieved through the required landscaping along property frontage(s) equal to 10% of the site area. (NMC 14.19.050(A).) There are no standards about the required width or mix of plant materials required along the frontage, other than a requirement that "Landscaping shall be located along a street frontage or frontages." (NMC 14.19.050(B).)

There are no requirements for screening or buffering between uses, with exception of nonresidential abutting residential zones requiring graduated height limits and a 10-foot landscaping buffer. (NMC 14.18.) There are no limitations on outdoor storage or location of parking or loading areas, nor specific screening and buffering that would apply beyond a requirement for 5% of the parking area to be landscaped. (NMC 14.19.050(D)(1).)

No other architectural or site design standards apply to commercial and industrial properties within South Beach. Design review standards and procedures in Newport are currently limited to the Historic Nye Beach Design Review District, though the Comprehensive Plan identifies six

potential urban design districts and future neighborhood plans could adopt design goals for additional areas. (NMC 14.30.010.)

Finding: Limited site design standards provide considerable flexibility with minimal constraints for site development. The outlier is the 50-foot required front setback for industrial development along Highway 101, which no longer appears necessary for future highway expansion and is out of line with setbacks elsewhere in the City and for industrial development generally. The front setback could be reduced to zero feet for consistency with other setback.

Regulatory flexibility can come at the cost of lack of certainty over the form of future development. Screening and buffering standards are recommended for uses such as industrial outdoor storage that could create visual detractions and functional conflicts particularly between commercial and light industrial uses allowed within the I-1 zone. Specific landscape buffer widths and required materials, such as numbers of shrubs or trees, would provide greater certainty about frontage treatments throughout the district. In particular, a landscaping frontage standard for properties fronting the highway could create an enhanced and consistent image for South Beach, and replace the previous 50-foot industrial setback.

Creation of a design district is not recommended at this time based on the development goals and limited design conflicts identified to date along the corridor, however, development of limited objective design standards for portions of the district could minimize potential for future conflicts. While design review often connotes a particular vision of walkable, pedestrian-scale, mixed retail, office and/or residential areas—unlike the active commercial and industrial highway corridor in South Beach—design standards can be tailored to suit the functional and aesthetic goals of a variety of situations. One potential example is the mixed industrial district in the City of Tillamook, the Hoquarton Waterfront Overlay zone that incorporates limited objective design standards to enhance compatibility between commercial and industrial uses. (Tillamook Zoning Code 153.033)



Recent brewpub development in Tillamook's Hoquarton overlay zone incorporating industrial aesthetic

Parking Requirements: A major driver of site design is off-street parking, which can occupy a significant portion of the site area. Vehicle parking is required at minimum ratios established in NMC 14.14.030, ranging from one space per 150 square feet for restaurants to one space per 3,333 square feet for industrial uses. While the ratios are fairly typical for comparable cities, the result can be a significant amount of parking that may limit development potential in certain cases. As detailed in Table 4, the potential development scenarios being considered for the site at SE 35th St require 87-117 parking spaces, which could constitute up to 41% of the site at an estimated 350 square feet per space on the 2.3-acre site. However, it is likely that many uses in South Beach will primarily be served by auto access and parking availability will be an important need.

Table 4: Potential Parking Requirements for SE 35th St Opportunity Site

Scenario	Development Proposed	Parking Required	Total
1: General Merchandiser and Retail	20,000 SF general retail 5,000 SF retail cluster 6,000 SF restaurant	100 spaces 17 spaces 40 spaces	100 spaces on site at NE corner (City owned), up to 57 additional on SE corner if acquired
2: Grocery plus Microrestaurants	6,000 SF grocery 10,000 SF restaurant	20 spaces 67 spaces	87 spaces
3: Retail and Microrestaurants	9,000 SF retail 13,000 SF restaurants	30 spaces 87 spaces	117 spaces

Source: Required parking per NMC 14.14.030.

The City has formed a parking district in Nye Beach, Bayfront and City Center with high demand and limited land area to provide the parking required at typical ratios. (NMC 14.14.100.) These districts allow alternate parking ratios, and make use of shared public parking areas to meet demand. Elsewhere in the city, the primary route to reduce required parking is through a Type III variance process. (NMC 14.14.130.)

Finding: While parking can be a significant portion of development sites, much development in South Beach is anticipated to serve users arriving by car and seeking parking. No changes to the parking ratios or creation of a parking district for South Beach is recommended at this time, but monitoring of both parking requirements as applied to specific sites and parking demand is recommended to identify any particular conflicts or opportunities to modify parking standards.

Permitting and Review Procedures: Land use permitting requirements for potential development in South Beach are relatively limited. Because most commercial and industrial uses are permitted outright, no separate land use review is required outside of the building permit process. Newport does not use a separate site plan review process common in many other jurisdictions to review development against land use provisions, which expedites the overall permitting process. Site plan review is less applicable in Newport, however, given the relatively limited site development standards such as setbacks. The City could consider introducing site plan review only if warranted by introduction of more detailed development standards; for example, there is a design review process used for development in areas with specific design standards.

The SBTOZ requires a pre-application conference and traffic analysis anyway, possible to combine some elements of site plan review at that time, or continue to review concurrent with building permit submittal later in the process.

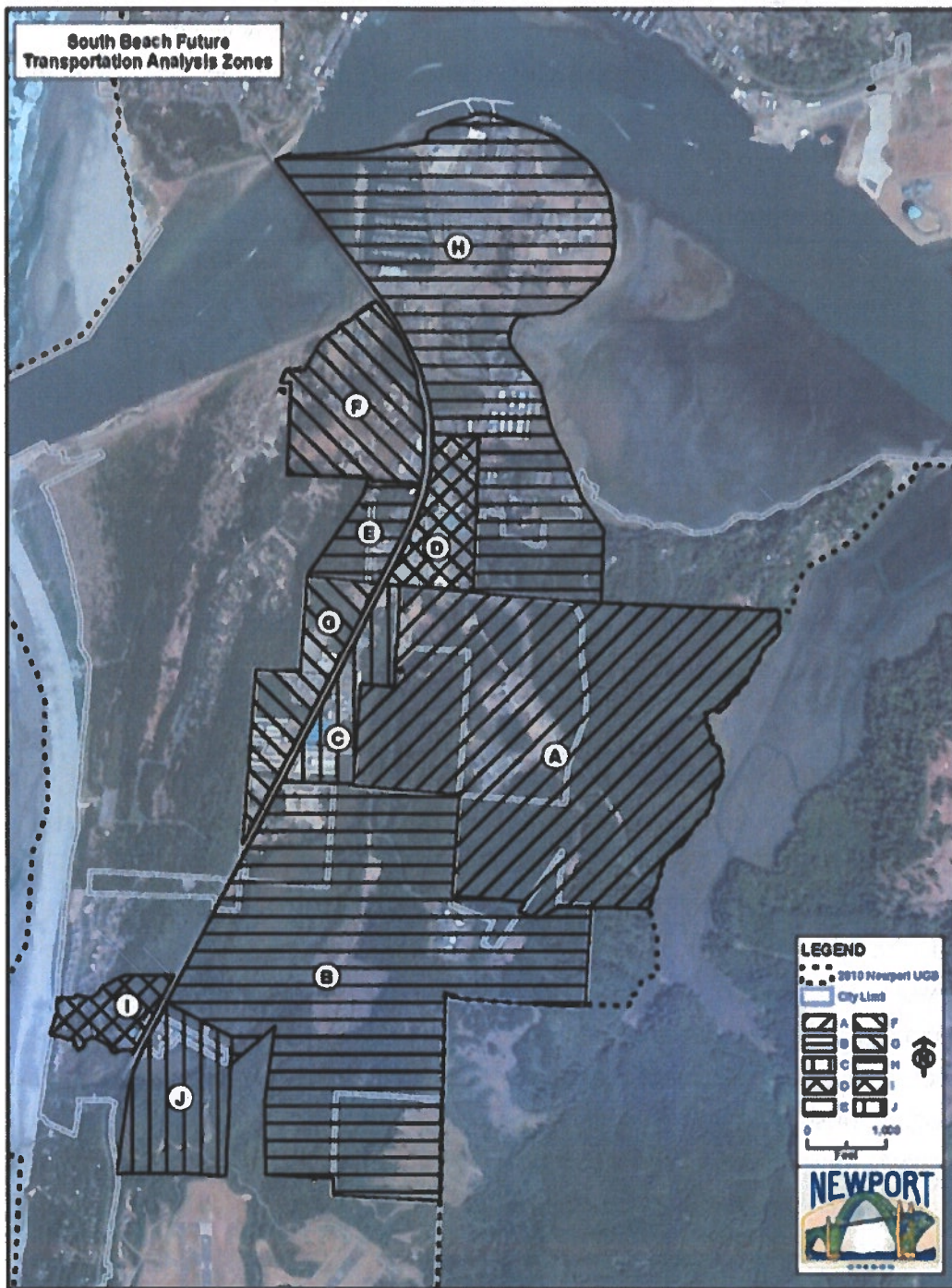
More complex land use permitting is also required for some uses, including conditional uses and most modifications of existing nonconforming uses. Development that generates more than 100 PM peak hour trips also requires a pre-application conference and review of a traffic impact analysis. (NMC 14.45.020.) Development throughout South Beach within the SBTOZ that is below the 100 PM peak hour trip threshold must alternatively submit a trip assessment letter, which can be completed concurrent with any land use permits or at the time of building permit application. (NMC 14.43.080.)

Finding: Permitting requirements for most commercial and industrial development in South Beach is straightforward and proportional to the limited land use standards applied to site development while addressing key issues such as traffic generation. Additional land use review may be warranted in the future if additional development standards are introduced for South Beach.

Transportation Planning: Future development and mix of uses along the Highway 101 corridor will need to comply with special transportation planning rules developed to allocate and manage existing highway capacity, given capacity constraints along this stretch of Highway 101 tied to the limited capacity of the two-lane Yaquina Bay Bridge. The majority of the urban renewal district is located within the South Beach Transportation Overlay Zone (SBTOZ), established in the 2012 Transportation System Plan and implemented through NMC 14.43. The SBTOZ was created in order to permit greater levels of development than would

otherwise be permitted along the highway, accepting an increased level of congestion at peak times as a trade-off for greater economic development.

Figure 8: South Beach Transportation Overlay Zone Map



Source: Newport Transportation System Plan

The SBTOZ establishes a total number of trips available within each of the transportation analysis zones (TAZs) and the area as a whole. The existing distribution of trips between TAZs was based on development potential of buildable land and existing zoning, and is meant to support economic development. New development must be able to be accommodated within the available trips, or apply to use trips reserved for the area as a whole, which has implications on the scope and types of development that can be planned and accommodated within this area. Notably, as shown in Table 5, commercial uses tend to have significantly greater trip generation rates up to 10 times greater than industrial uses.

Table 5: Sample Trip Generation Rates

ITE Code	Description	Unit of Measure	Trips per Unit¹
110	General Light Industrial	1,000 SF GFA	0.63
180	Specialty Trade Contractor	1,000 SF GFA	1.97
710	General Office Building	1,000 SF GFA	1.15
850	Supermarket	1,000 SF GFA	9.24 ¹
930	Fast Casual Restaurant	1,000 SF GFA	14.13 ¹
926	Food Cart Pod	Food Cart	3.08 ¹
944	Gasoline/Service Station	1,000 SF GFA	109.27 ¹

¹ Commercial and service uses eligible for 40-60% reduction to account for “pass-by” trips per ITE methodology as well as NMC 14.43.060(B).

Source: Institute of Transportation Engineers Common Trip Generation Rates (PM Peak Hour), Trip Generation Manual, 10th Edition

The trip generation differentials between various uses, and the overall trip budget, means that any future developments should be considered within a transportation planning context to ensure that development complies with the adopted trip budget and moreover, uses trips wisely. Any changes to comprehensive plan land use designations within the SBTOZ, such as would be needed to rezone property around SE 35th St from Light Industrial to Commercial, requires review of the trip budget. (NMC 14.43.120(B).) The relatively high trip generation associated with many commercial uses compared to industrial uses may support limiting the scope of any potential commercial rezoning in order to avoid “bankrupting” the trip budget. However, the Light Industrial zone already permits a wide range of industrial and commercial uses so the relative impact of rezoning may not be a significant change in terms of trips. While the number of trips available for a given development proposal can only be assessed at the time individual projects come forward, it behooves the City to continue monitoring the trip budgets and ensure trips are available for locally desired development. The SBTOZ does include specific provisions for a trip reserve fund of approximately 10% of the total trips

available that can be allocated to desired development over and above the specific trips available at the site, and this could be used strategically to support development in the urban renewal area.

Finding: Continue to implement transportation planning requirements and monitor trip budgets for areas within the SBTOZ consistent with NMC 14.43, which were developed to support planned industrial and commercial development throughout the South Beach area. Potential commercial rezones and/or City-led development at the SE 35th Ave gateway site should be reviewed to determine their impact on trip budgets, including any required analysis as part of a comprehensive plan land use designation change required by NMC 14.43.120(B). If not sooner, the comprehensive reassessment of the trip budget mandated no later than December 2023 per NMC 14.43.120(A) will be a prime opportunity to review the allocation of trips and how they align with desired future development.

VI. Land Use Implications for Opportunity Sites

Identified opportunity sites along the corridor are primarily zoned Light Industrial, with one commercial property closest to the Yaquina Bay Bridge in the north, as shown in Figure 9. Table 6 summarizes relevant zoning considerations and potential for rezoning or other modifications to development regulations to better serve South Beach urban renewal and broader City economic development goals.

Table 6: Opportunity Site Zoning and Development Considerations

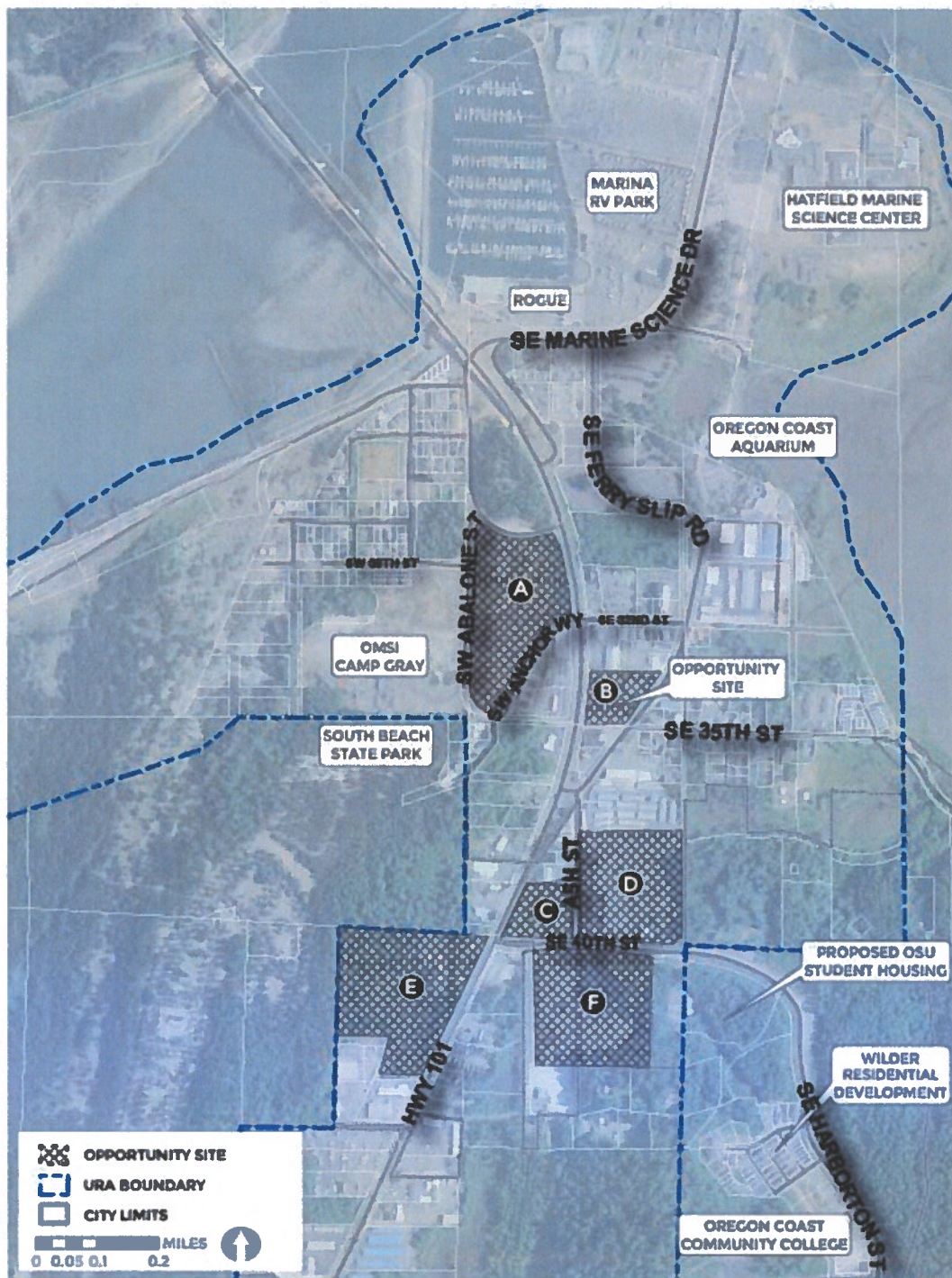
Site	Current Zoning	Development Considerations
A	C-1 Retail and Service Commercial	<ul style="list-style-type: none"> • Prime commercial development opportunity, consistent with existing zoning • Consider compatibility of use, development with OMSI Camp Gray located immediately west
B	I-1 Light Industrial	<ul style="list-style-type: none"> • Intended to serve as gateway to South Beach, located with new signal • I-1 zoning permits the uses under consideration (retail, restaurants) • City ownership gives City some degree of control over future development • Surrounded by light industrial sites which the City does not control, could create detractors from site's appeal • Recommended rezoning to C-1 along with properties north to

Site	Current Zoning	Development Considerations
		SE 32 nd St, consider inclusion of additional properties south to Ferry Slip Rd after review of potential to create nonconforming uses
C	I-1 Light Industrial	<ul style="list-style-type: none"> • Prominent site along highway located at likely new signal • Current zoning would permit range of commercial or industrial uses, flexible • Surrounded by light industrial sites that could develop with mix of uses, little certainty about compatibility of future development • Potential for large scale commercial use on property, may warrant rezoning to C-1 or C-3
D	I-1 Light Industrial	<ul style="list-style-type: none"> • No highway frontage or visibility, but developed frontage and utilities along SE 40th St and Ash St • Current zoning would permit range of commercial or industrial uses, flexible • Surrounded by existing light industrial uses, formerly used as utility yard • Undeveloped residential property to the east may raise compatibility concerns
E	I-P Planning Industrial (County)	<ul style="list-style-type: none"> • Has not been annexed, uncertain which industrial zone would be applied • Significant highway frontage and visibility at likely new signal location • Current zoning would permit range of commercial or industrial uses, flexible • Potential for large-scale industrial or commercial use • Consider I-1 implementing zone for broader flexibility
F	I-3 Heavy Industrial	<ul style="list-style-type: none"> • Has been used for sand or gravel mining • Significant wetland on site and City stormwater easement, which may limit development potential • No highway frontage or visibility, but developed frontage and utilities along SE 40th St • Part of the only existing I-3 node in the City, no other heavy industrial opportunities • Proposed as OSU student housing to the east raises compatibility concerns with heavy industrial uses as zoned • Consider rezoning to I-1 or I-2, finding ways to limit heavy industrial uses, and/or enhancing buffering requirements for site. Consider offsetting any loss of I-3 zoning by applying to industrial parcels farther south in South Beach

Figure 9: Identified Opportunity Sites

DRAFT OPPORTUNITY SITES

PENINSULA + US 101



NEWPORT SOUTH BEACH / US 101 REFINEMENT PLAN




VII. Regulatory Recommendations

Ed: Specific recommendations to be developed based on summary in Introduction and detailed throughout findings, pending review with project team and stakeholders.

DRAFT

Memorandum

To: Planning Commission/Commission Advisory Committee
 From: Derrick I. Tokos, AICP, Community Development Director 
 Date: September 24, 2021
 Re: South Beach US 101 Island Annexation Concept and Development Incentives

One of the project concepts for the final round of South Beach Urban Renewal District investments is to establish incentives for unincorporated properties to annex and connect to City sewer service. You will see reference to it in the materials from Jet Planning (a separate agenda item) and ECONorthwest is including a placeholder for the project in their refinement plan. Facilitating the annexation of these properties also addresses a longstanding Planning Commission goal to normalize the city limits in South Beach.

Unincorporated properties that are surrounded by a city can be annexed by the municipality with or without consent of the property owners. These are often called "island annexations" and the procedures for such annexations are set out in ORS 222.750 (enclosed). Attached is a map showing the pocket of unincorporated property in South Beach. The City would need to cover the annexation expenses, which includes survey costs and old bond debt that the Seal Rock Water District accrued when it provided service to these properties. All of the properties now receive water service from the City of Newport.

With this concept, the City would also provide incentives for the newly annexed properties to connect to City sewer service by agreeing to (a) pay wastewater SDCs for existing uses that would otherwise be payable upon connection and (b) providing a rebate of up to \$10,000 to reimburse owners for the construction of new residential service laterals and \$15,000 for commercial/industrial service laterals. This should be enough to get a significant number of the owners to connect. Benefits of the program include:

- It creates conditions where urban scale development can occur, improving the tax base for all taxing districts.
- Municipal boundaries are normalized allowing for quicker responses from emergency service providers.
- Eliminating the unincorporated island facilitate a logical extension of city services.
- The end result enhances the City's tax base.
- Impacted property owners will no longer have to pay down old Seal Rock Water District debt associated with services they no longer receive from the District.

This is a draft concept, and I appreciate any feedback you have regarding the approach.

Attachments

Copy of ORS 222.750

Map of Unincorporated Island and Cost Structure for Annexation and Potential Incentives

222.750 Annexation of unincorporated territory surrounded by city; delayed annexation for certain property. (1) As used in this section:

(a) "Creek" means a natural course of water that is smaller than, and often tributary to, a river, but is not shallow or intermittent.

(b) "River" means a large, continuous and natural stream of water that is fed along its course by converging tributaries and empties into an ocean, lake or other body of water.

(2) When territory not within a city is surrounded by the corporate boundaries of the city, or by the corporate boundaries of the city and the corporate boundaries of another city, the ocean shore, a river, a creek, a bay, a lake or Interstate Highway 5, the city may annex the territory pursuant to this section after holding at least one public hearing on the question for which notice has been mailed to each record owner of real property in the territory proposed to be annexed.

(3) This section does not apply if the territory not within a city:

(a) Is surrounded entirely by water; or

(b) Is surrounded as provided in subsection (2) of this section, but a portion of the corporate boundaries of the city that consists only of a public right of way, other than Interstate Highway 5, constitutes more than 25 percent of the perimeter of the territory.

(4) Unless otherwise required by the city charter, annexation by a city under this section must be by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory.

(5) For property that is zoned to allow residential use as a permitted use in the zone and is in residential use when annexation is initiated by the city under this section, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the annexation approved. The city recorder or other officer performing the duties of the city recorder shall:

(a) Cause notice of the delayed annexation to be recorded by the county clerk of the county in which any part of the territory subject to delayed annexation is located within 60 days after the city proclaims the annexation approved; and

(b) Notify the county clerk of each county in which any part of the territory subject to delayed annexation is located not sooner than 120 days and not later than 90 days before the annexation takes effect.

(6) Notwithstanding subsection (5) of this section:






(a) Property that is subject to delayed annexation becomes part of the city immediately upon transfer of ownership.

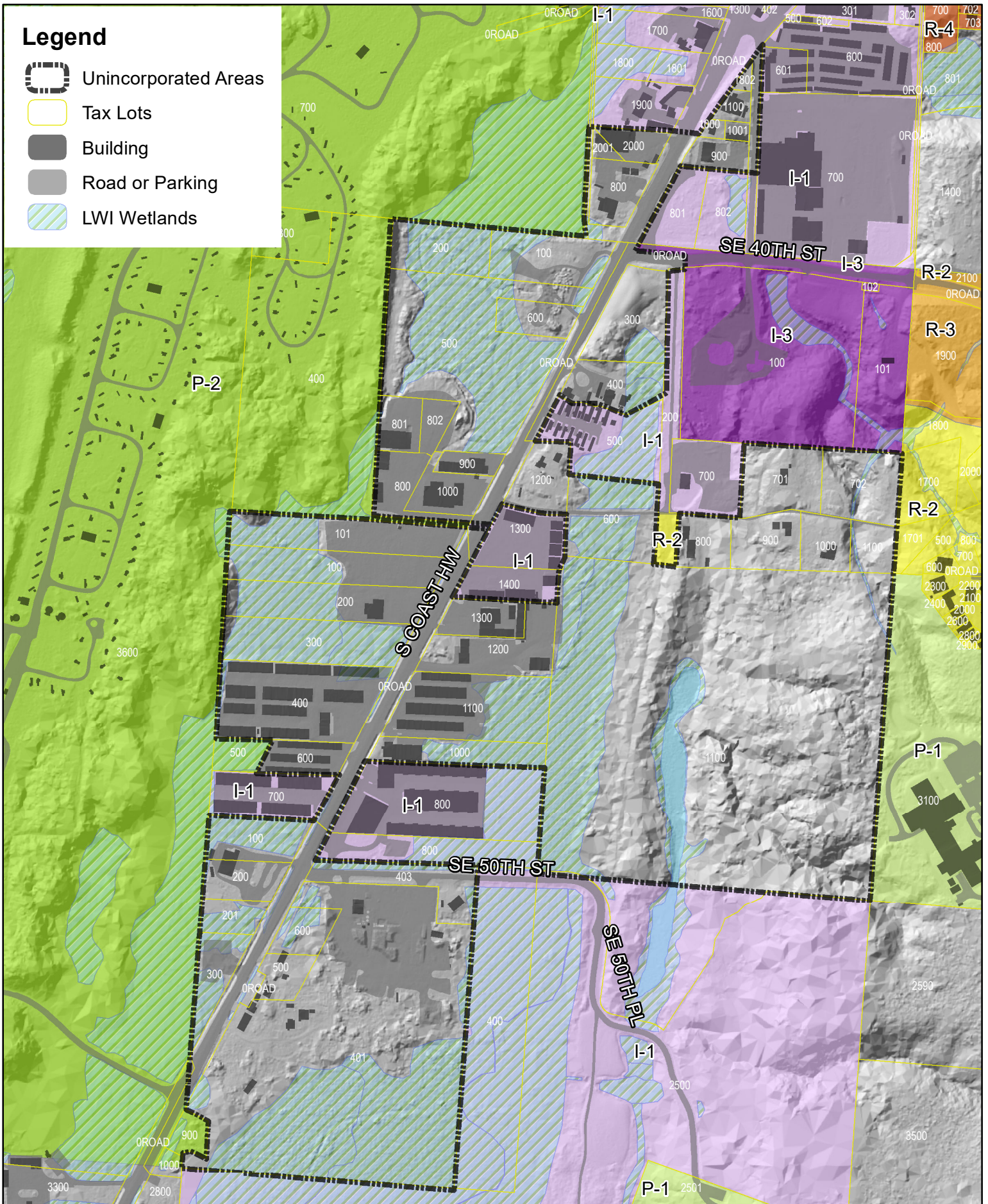
(b) The record owner of real property described in subsection (5) of this section that is located in the territory to be annexed may waive the delay of the effective date of the annexation provided under subsection (5) of this section. The property becomes part of the city immediately upon the waiver.

(7) This section does not limit provisions of a city charter, ordinance or resolution that are more restrictive than the provisions of this section for creating or annexing territory that is surrounded as described in subsection (2) of this section.

(8) If a city charter, ordinance or resolution requires the city to conduct an election in the city, the city shall allow electors, if any, in the territory proposed to be annexed to vote in the election on the question of annexation. If the governing body of the city finds that a majority of the votes cast in the city and the territory combined favor annexation, the governing body, by ordinance or resolution, shall proclaim the annexation approved. The proclamation shall contain a legal description of each territory annexed. [Amended by 1963 c.444 §1; 1985 c.702 §16; 2007 c.654 §1; 2007 c.706 §1; 2019 c.197 §1; 2019 c.315 §3]

Legend

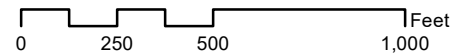
-  Unincorporated Areas
-  Tax Lots
-  Building
-  Road or Parking
-  LWI Wetlands



City of Newport
 Community Development Department
 169 SW Coast Highway
 Newport, OR 97365
 Phone: 1.541.574.0629
 Fax: 1.541.574.0644

South Beach Unincorporated Commercial / Industrial Pocket

Image Taken July 2018
 4-inch, 4-band Digital Orthophotos
 Quantum Spatial, Inc. Corvallis, OR




This map is for informational use only and has not been prepared for, nor is it suitable for legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for its compilation or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

Potential Incentives for US 101 South Beach Island Annexation

Owner	Tax Lot	Development Type	Size (SF)	Waste System	Sewer SDC (2021)	Seal Rock WD Debt ¹	Sewer Connection Incentive
Map Tax Lot 11-11-17-DC							
Houck	1100	Single Family Residence	1,422	Yes	\$1,592.64	\$0.00	\$10,000.00
Houck	1100	Warehouse	2,400	Yes	\$536.16	\$425.56	\$15,000.00
Houck	1802	Vacant	0	No	\$0.00	\$166.33	\$0.00
Limbrunner	1000	Single Family Residence	960	Yes	\$1,075.20	\$216.48	\$10,000.00
Sea Investments, LLC	1001	Warehouse	2,850	Yes	\$636.69	\$394.99	\$15,000.00
Lofton	800	Light Industrial	4,100	No	\$0.00	\$1,184.07	\$0.00
Lofton	900	Warehouse	4,000	Yes	\$893.60	\$646.75	\$15,000.00
Lofton	2000	Industrial (1" meter)	8,400	Yes	\$3,723.33	\$0.00	\$15,000.00
Lofton	2000	Warehouse	3,578	Yes	\$799.33	\$0.00	\$15,000.00
Lofton	2001	Vacant	0	No	\$0.00	\$58.42	\$0.00
Map Tax Lot 11-11-20							
Lincoln County	1100	Vacant	0	No	\$0.00	\$0.00	\$0.00
Map Tax Lot 11-11-20-AB							
Geil	701	Single Family Residence	1,770	Yes	\$1,966.30	\$550.66	\$10,000.00
Kutz	702	Single Family Residence	2,920	Yes	\$2,986.80	\$195.80	\$10,000.00
Field	800	Single Family Residence	3,196	Yes	\$3,191.04	\$616.25	\$10,000.00
Pedersen	900	Single Family Residence	2,384	Yes	\$2,512.76	\$468.74	\$10,000.00
Pedersen	1000	Single Family Residence	2,468	Yes	\$2,587.52	\$259.60	\$10,000.00
Selah	1100	Single Family Residence	1,928	Yes	\$2,106.92	\$70.14	\$10,000.00
Map Tax Lot 11-11-20-BA							
Bertuleit	100	Vacant	0	No	\$0.00	\$333.55	\$0.00
Bertuleit	200	Vacant	0	No	\$0.00	\$65.29	\$0.00
Bertuleit	500	Vacant	0	No	\$0.00	\$345.33	\$0.00
Bertuleit	600	Vacant	0	No	\$0.00	\$84.57	\$0.00
4350 S Coast Hwy LLC	900	Auto Body	9,451	No	\$0.00	\$2,081.49	\$0.00
4354 S Coast LLC	802	Vacant	0	No	\$0.00	\$0.00	\$0.00
4354 S Coast LLC	1000	Industrial	12,550	No	\$0.00	\$2,040.10	\$0.00
Mountain Pacific Invest LLC	800	Warehouse	3,200	Yes	\$714.88	\$55.76	\$15,000.00
5th Street Shed LLC	801	Industrial (3/4" meter)	9,800	Yes	\$2,234.00	\$1,131.43	\$15,000.00
Marion Stocker Estate	1200	Single Family Residence	1,938	Yes	\$2,115.82	\$574.99	\$10,000.00
Map Tax Lot 11-11-20-BD							
4354 S Coast LLC	100	Vehicle Storage	0	No	\$0.00	\$463.27	\$0.00
4354 S Coast LLC	101	Vehicle Storage	0	No	\$0.00	\$438.50	\$0.00
4354 S Coast LLC	200	Storage	4,400	No	\$0.00	\$738.53	\$0.00
Rowleys Storage LLC	300	Vacant	0	No	\$0.00	\$150.09	\$0.00
Rowleys Storage LLC	400	Mini-Storage	78,190	No	\$0.00	\$27.35	\$0.00
Rowleys Storage LLC	600	Mini-Storage	18,950	Yes	\$4,233.43	\$2,358.92	\$15,000.00
Lens Inc	1000	Office	10,010	Yes	\$4,472.47	\$1,553.61	\$15,000.00
Lens Inc	1100	Mini-Storage	38,850	Yes	\$8,679.09	\$5,874.63	\$15,000.00
VET LLC	1200	Industrial (3/4" meter)	4,840	Yes	\$2,234.00	\$2,039.54	\$15,000.00
Randone Pamela Inez Trustee	1300	Storage	7,560	Yes	\$1,688.90	\$1,793.56	\$15,000.00
Map Tax Lot 11-11-20-CA							
Hal Newport LLC	100	Vacant	0	No	\$0.00	\$219.73	\$0.00
Looney Susan P Trustee	200	Lumber Yard	3,840	Yes	\$1,715.71	\$987.93	\$15,000.00
Looney Susan P Trustee	201	Vacant	0	No	\$0.00	\$137.91	\$0.00
Seavers	300	Vacant	0	No	\$0.00	\$343.34	\$0.00
BraxBeach LLC	401	Industrial (3/4" meter)	5,040	Yes	\$2,234.00	\$2,416.84	\$15,000.00
BraxBeach LLC	401	Single Family Residence	1,144	Yes	\$1,281.28	\$0.00	\$10,000.00
City of Newport	403	Public	1,960	No	\$0.00	\$0.00	\$0.00
BraxBeach LLC	500	Vacant	0	No	\$0.00	\$789.38	\$0.00
BraxBeach LLC	600	Single Family Residence	2,532	Yes	\$2,644.48	\$463.53	\$10,000.00
Subtotal					\$58,856.35	\$32,762.96	\$320,000.00
						Annexation Survey (LS)	\$60,000
						Total	\$471,619.31

¹ Seal Rock Debt Paid Upon Withdrawal. Figures Shown are for 2015-2016

Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 24, 2021
Re: Redevelopment Concepts for Agency's 35th and US 101 Site, Project financials, and Final Online Survey

Enclosed are two PowerPoint presentations, prepared by ECONorthwest, outlining three potential redevelopment concepts for the 2.3-acre Urban Renewal Agency owned parcel at the northeast corner of 35th and US 101 (i.e. the 35th Street site). One of the concepts would involve a partnership with neighboring property owners.

ECONorthwest's work builds upon the outreach we have done with the community and property owners, and they would appreciate your feedback as to whether or not the concepts are going in the right direction, and if there are any "red flag" issues you believe will need to be addressed. While we appreciate comments as to why one option may be preferable to another, the Agency does not have to "pick" a particular option or a variation of it. Multiple redevelopment concepts can be worked into a request for proposals from the development community.

The second PowerPoint presentation includes ECONorthwest's assessment of the South Beach Urban Renewal District's funding capacity and how the Agency might approach its last round of projects under a "pay as you go" or borrowing scenario. Lastly, a final round of online preference survey work has just started (see attached press release). The survey will run through October 15th, and ECONorthwest will take that feedback, and incorporate it into a final report for presentation to the Agency at its November 15, 2021 meeting.

Attachments

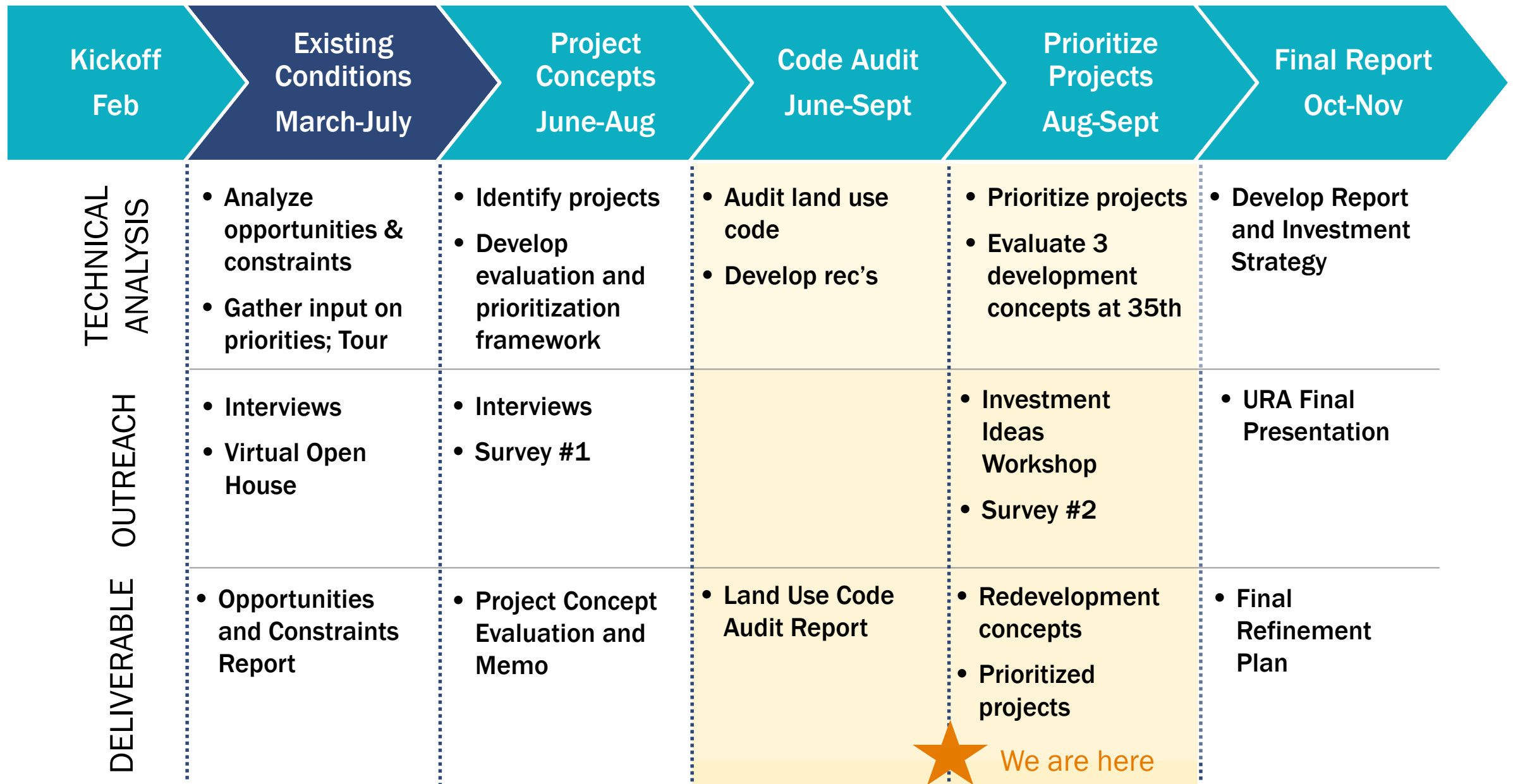
35th and US 101 Redevelopment Concepts Presentation, September 2021
Urban Renewal Agency Presentation, with Financials, dated 9/20/21
Online Survey Press Release



South Beach Refinement Plan Update September 20, 2021

- Review 35th site project concepts and tradeoffs
- Discuss project prioritization
- Discuss strategy for implementation
- Provide recommendations

Project Overview and Schedule



35th Site Development Concepts



“The realignment of the traffic signals and the location just south of the bridge is an opportunity to give South Beach a "go-to" designation for a new type of shopping experience.” – Project interviewee

What story should this site tell?

South Beach's
neighborhood hub

Support surrounding
businesses

Gateway to South Beach
(and Newport)

Provide space for food
entrepreneurs

A gathering place with lots
of choices of what to eat

A place to stop when
exploring the South Beach
trail

Purpose of Sept 2021 Analysis

Vet alternatives

- Preliminary outreach w/developers and potential partners
- Gauge community support



Implementation considerations for the Agency



Develop objectives to inform an RFP

Discussion:

Major red flags?

Which options have potential?

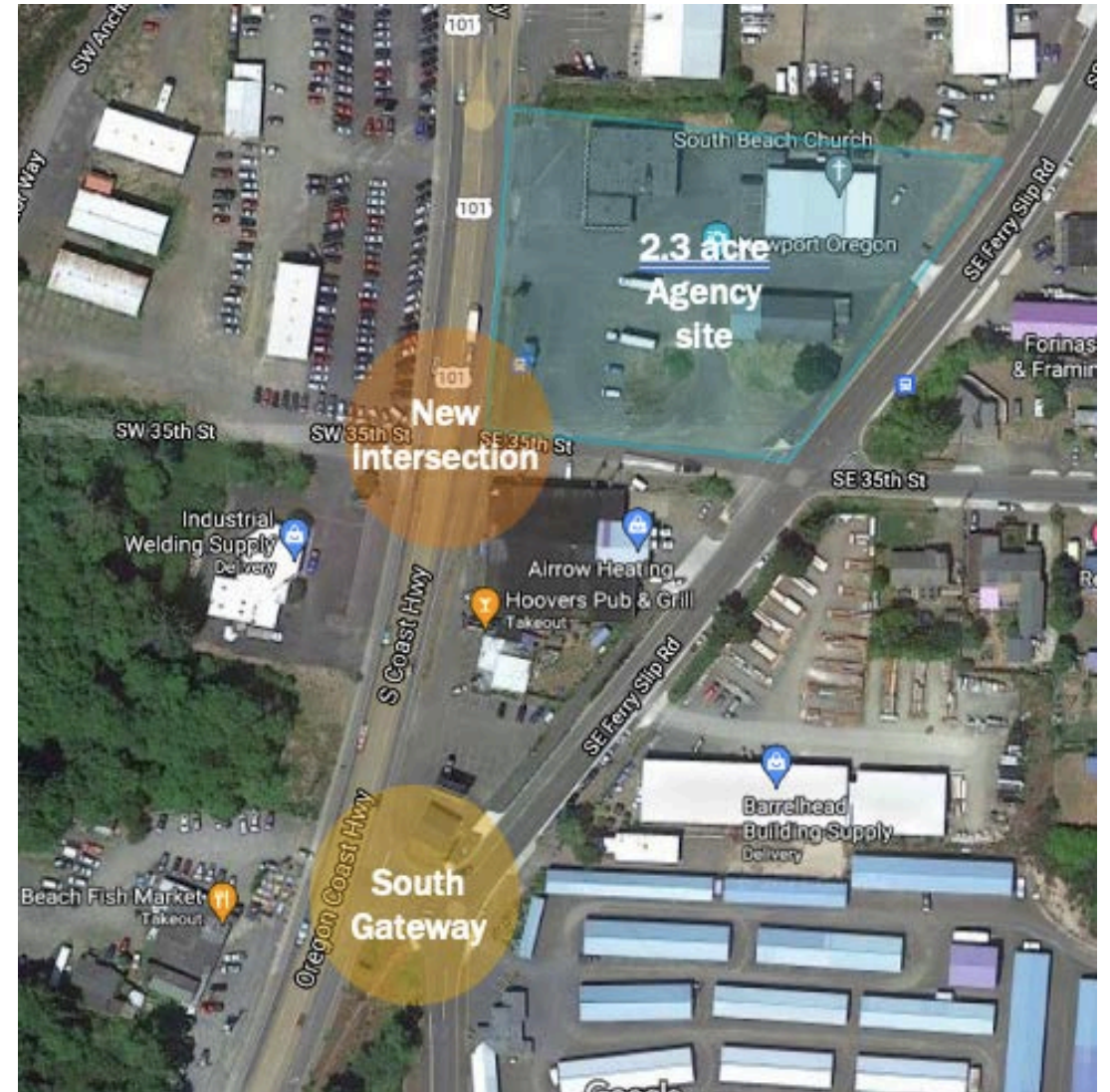
Completed Outreach

- Existing Restauranters
(Mo's, Local Ocean, Rogue)
- JC Market
- Hoover's & Airrow Heating
- Potential Developers (2)

Remaining Outreach

- Existing SB Businesses
(South Beach Fish Market, Hoover's, Barrelhead)
- Newport restauranters
- Potential developers

- Gateway to South Beach
- Highly visible, lots of through traffic, right on corner intersection
- Close to key destinations, can be part of South Beach brand
- Can be key node for multimodal path network



- Far from downtown and other commercial activity
- Context is arterial/commercial
- No existing building as centerpiece for adaptive reuse

Potential uses for the 35th Opportunity Site



Specialty Grocery



Restaurant w/outdoor plaza



General Merch Store



Food carts/Micro restaurants



Stopover Amenities



Retail Space

Alternative 1: "Go Big"

Large Anchor and Retail



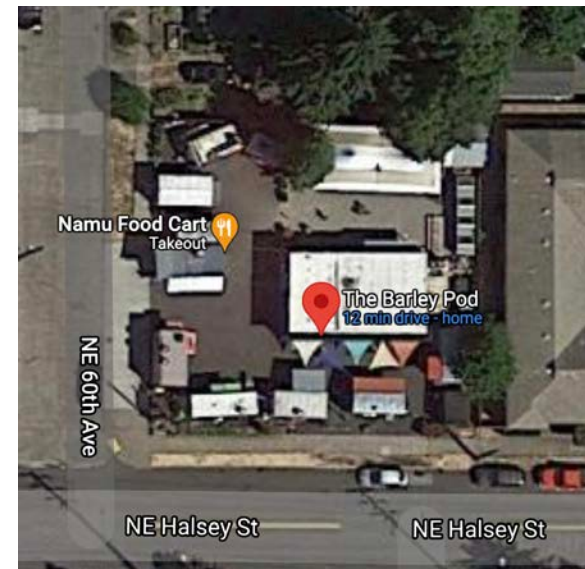
Alternative 2: "Food Destination" Specialty Grocery Plus Microrestaurants



Alternative 3: Mixed Retail



Case Study: Barley Pod Food Cart Pod



Considerations

	General Merchandiser	Specialty Grocery	Microrestaurants / Foodcarts	Retail
Community Support	Medium	High	High	Medium
Local Partner(s) Required for Dev't/Financing	No	No	Yes	Maybe
Potential Agency Contribution	Likely Highest	Likely Highest	Medium	Low
Tenant Management Required	Low	Low	High	Medium
Entrepreneurship Potential	Low	Low	High	Medium

- Additional outreach
- Demo remaining buildings
- RFQ released in 2022:
 - Content: Site constraints, example concepts, key objectives, partnership opportunities
- Select developer
 - Developers conduct outreach with potential anchor tenants
- Development by 2025

Discussion:

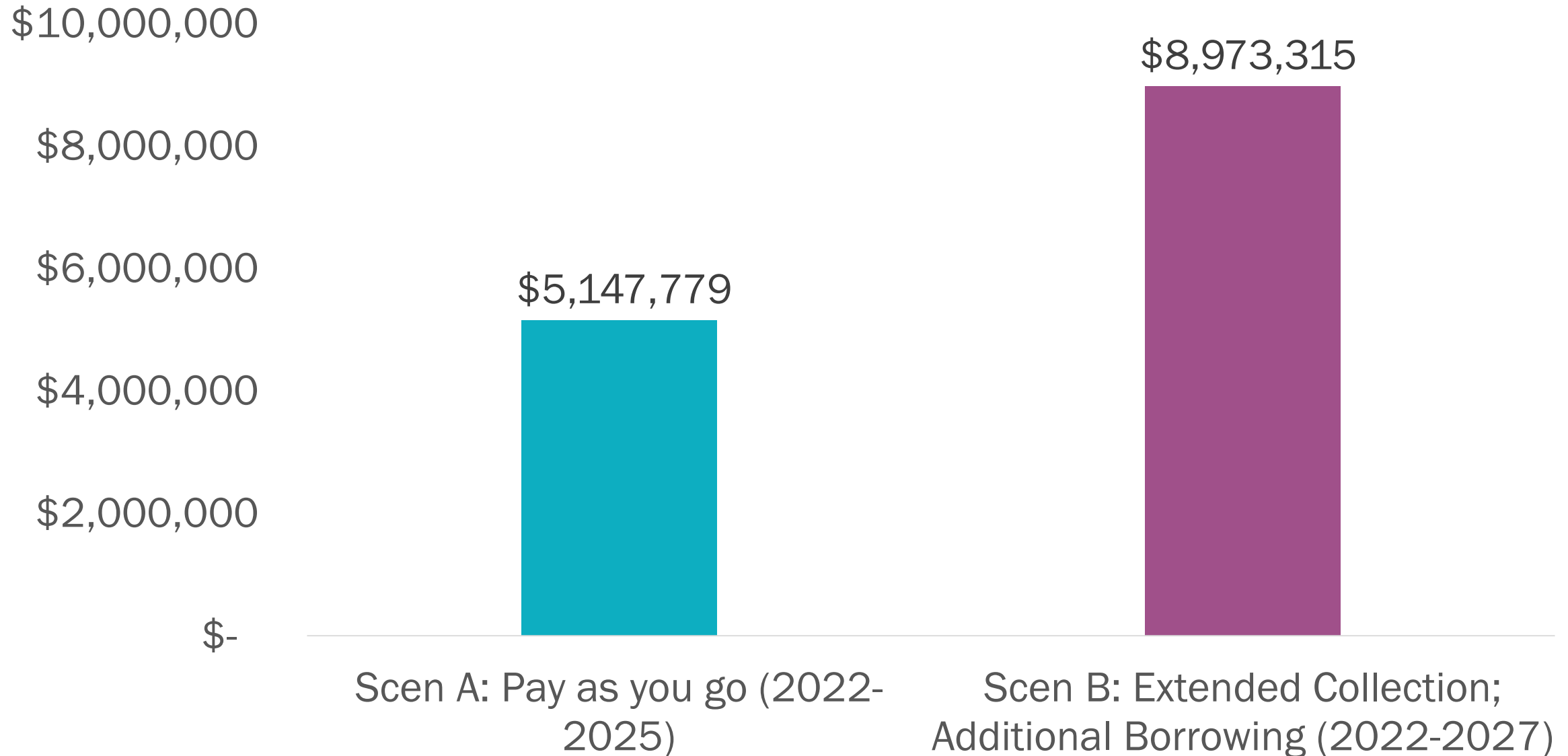
Major red flags?

Which look the most promising and why?

Remaining questions about the Agency's role?

Project Prioritization

TIF Revenue by Scenario



2021-2027 Funding Scenarios

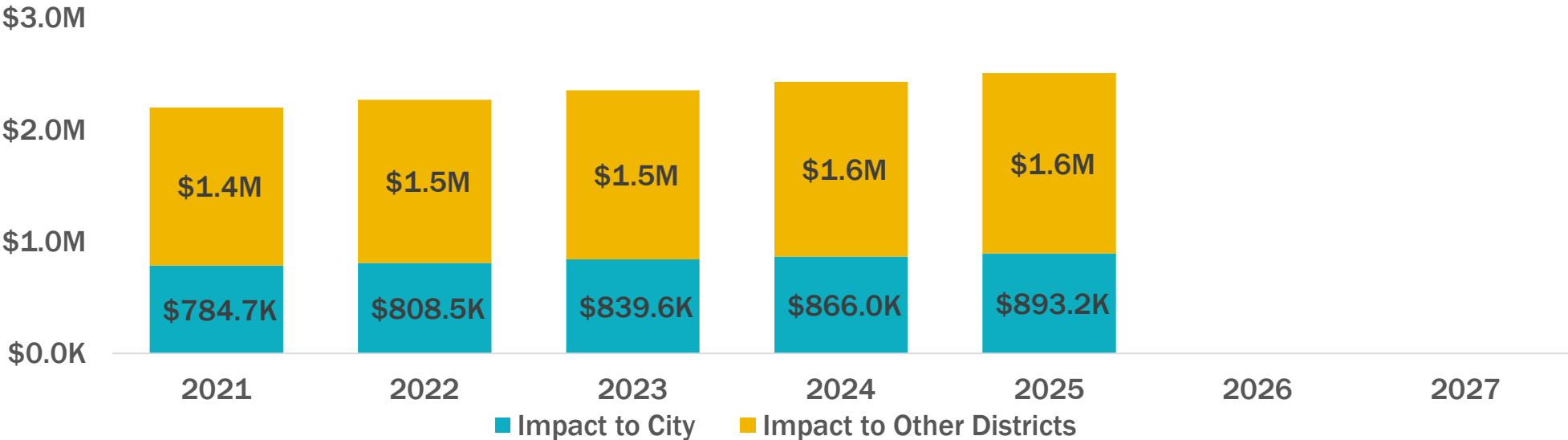
	A: Pay as you go	B: Additional Loan in 2025
Summary	Agency collects TIF through FYE 2025; "pays as you go" for projects; no new debt	Agency collects TIF through FYE 2027, taking out a loan in 2026 to leverage last 2 years of TIF and pay for remaining projects
Potential URA Contributions from TIF	Up to \$5.15M in future project costs	Up to \$8.97M in future project costs
Other URA Funds	35 th site value: \$1.5M+ (appraisal needed), \$300K in rent collection on 35 th site	
Project Investments	Can complete most projects, but some funding is limited	Could fully fund pipeline project and provide additional incentives for 35 th site to meet community objectives
Meets Max Indebtedness	No	Yes
Return of tax dollars to taxing districts	2026	2028

Preliminary Project Costs (Scenario A)

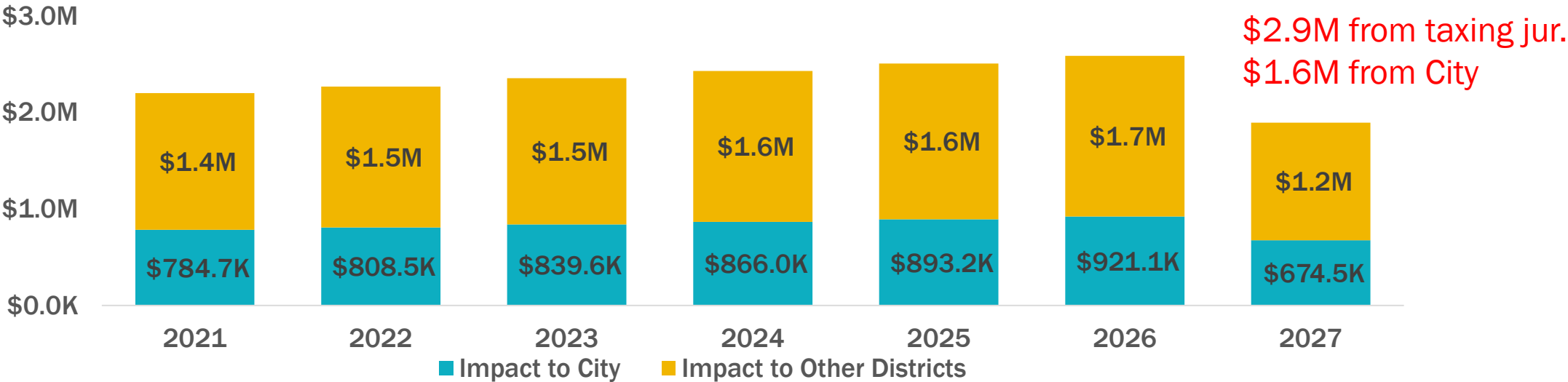
Key	Project	Scen A	What could addition \$ pay for?	Notes
A	Redevelop SE 35th site to meet community needs	\$ -	Partnerships with adj. property owners, additional incentives	Scalable. Agency could offer land write down of up to \$1M and/or \$300K for site prep costs/restroom.
B	Provide predevelopment/annexation assistance to overcome barriers on U.S. 101 opportunity sites	\$ 300,000		Scalable. Preliminary estimate for a predevelopment fund for annexation & SDCs
C	Provide sewer infrastructure to industrial sites near Newport Municipal Airport	\$ 600,000	If drainfield infeasible, package treatment plant cost is \$2 million	Depending on technology used
D	Improve fire suppression capability at Airport industrial sites	\$ 150,000		\$150K for automating intertie; \$350K for new pump station
E	Install redundant Yaquina Bay water pipeline	\$ 750,000	Could pay closer to full amount of \$3 million if grant unsuccessful	PAYG assumes match for FEMA grant
F	Enhance SB placemaking through improvements to landscaping, public art, & gateways	\$ 847,779	Additional wayfinding/landscaping	Scalable, eligible for grants. \$150-200K in consulting fees to develop plans/designs.
G	Enhance mobility for cyclists/pedestrians through SB Loop Path Improvements	\$ 1,000,000	Remaining priority trail connections to complete network (e.g. US 101 bike/ped improvements)	Scalable. High priority projects only, excluding ROW acquisition
H	Install a traffic signal at SE 40th and US 101	\$ 1,500,000		Estimate does not include bike/ped improvements, which are in Project G
	Total	\$ 5,147,779		

Impacts to Taxing Jurisdictions

Scen A



Scen B



- PAYG: If not enough \$, narrow projects or scale back projects
- Additional Borrowing:
 - Collect additional two years of increment?
 - Scale up projects / allow flexibility
 - Acquire additional land if opportunity arises?

South Beach / US 101 Refinement Plan

2.3 Urban Renewal Agency Site on SE 35th St./US 101 - Redevelopment Concepts
September 2021

Development Opportunity: US 101 / SE 35th Street in Newport

Site Vision:

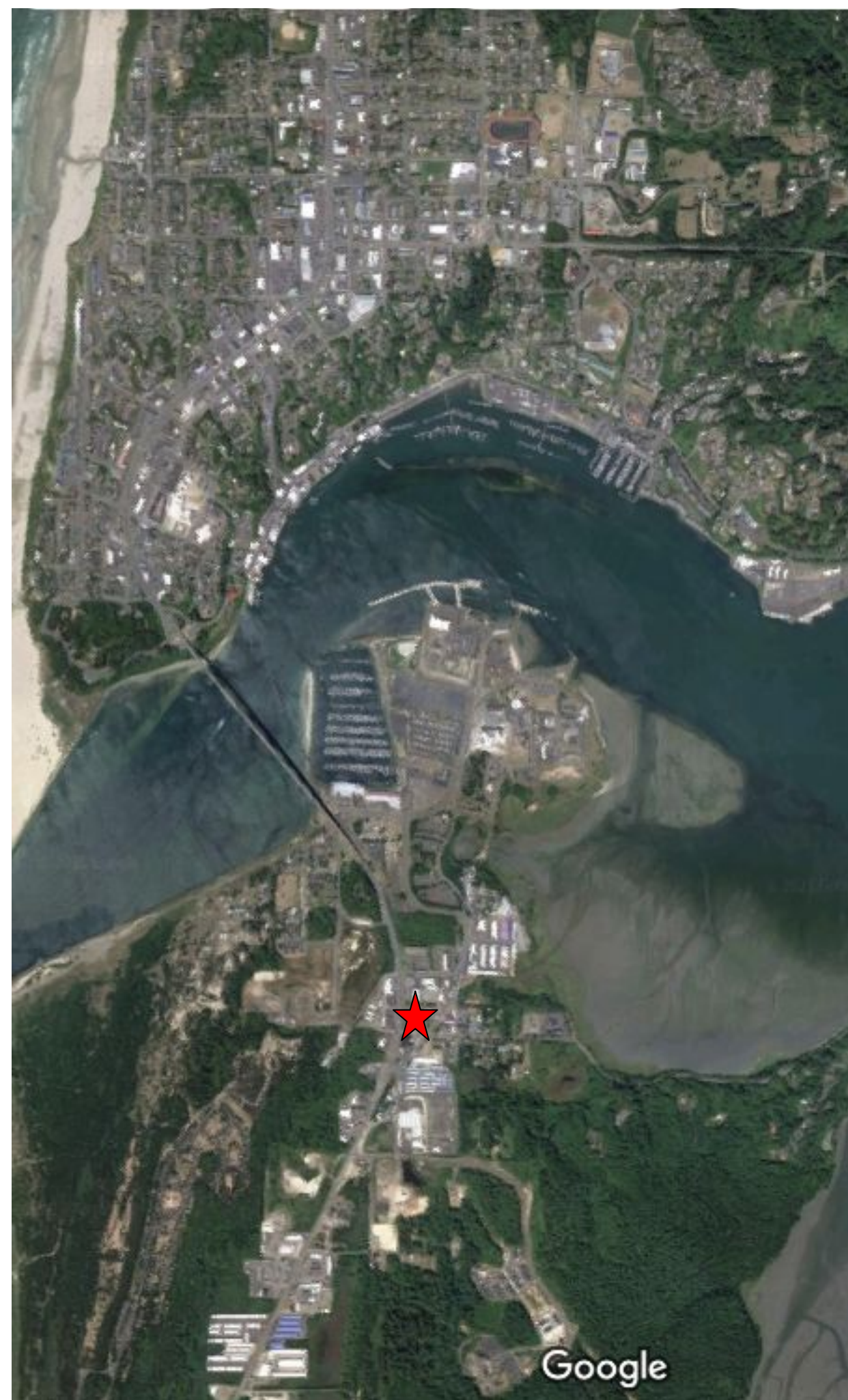
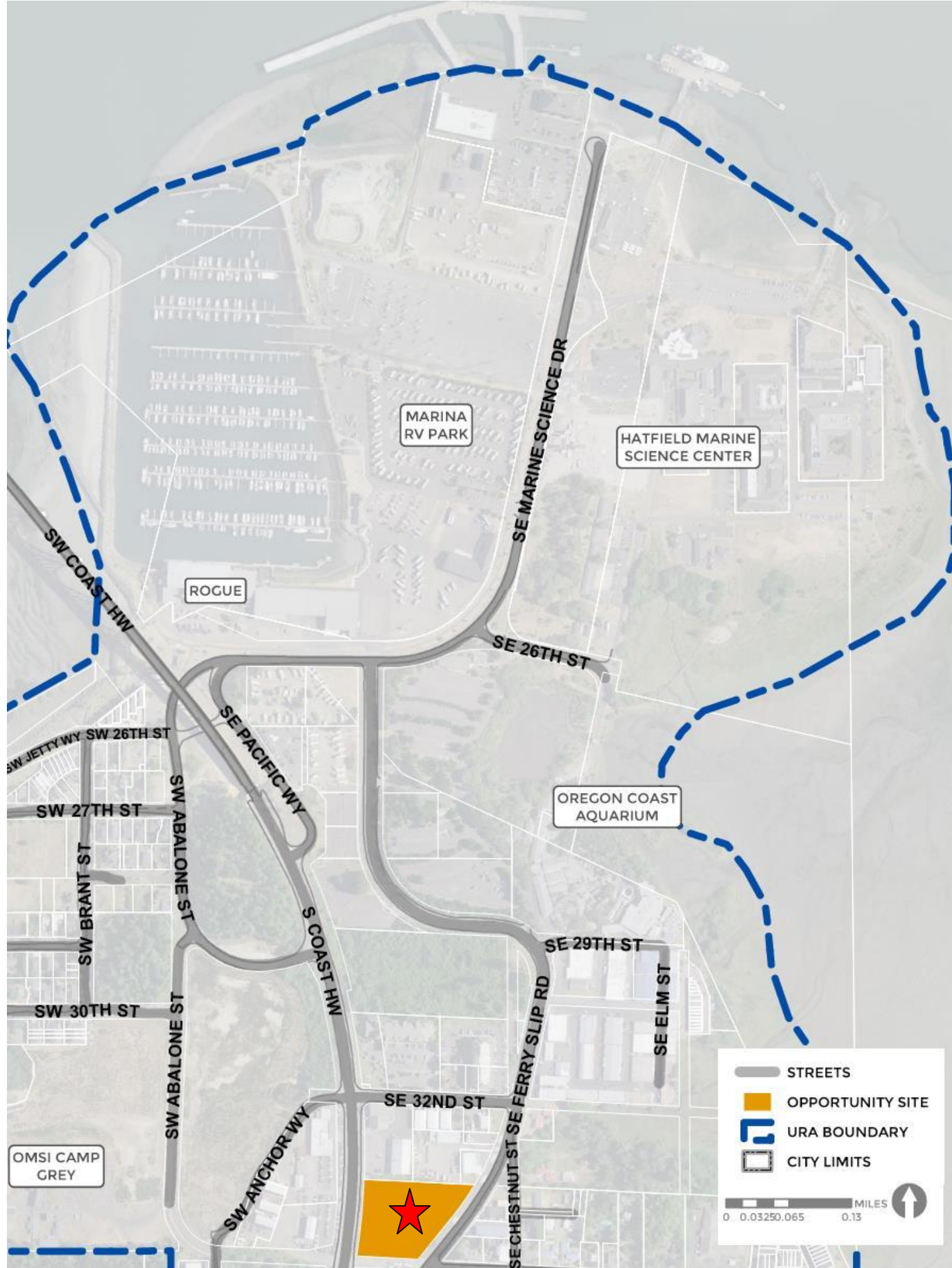
- The 2.3-acre site will become the gateway to South Beach.
- Its visible and central location on US 101 could attract investments in buildings that could house additional services or retail (e.g. specialty grocery, restaurants, shops) as well as a central gathering space for eating and convening of groups to serve South Beach area residents and employees.
- The site will also serve as a key node along South Beach's iconic bicycle and pedestrian loop, which connects all of the key destinations in the area, including the Newport Aquarium, Hatfield Center, South Beach State Park, Rogue's pubs, OMSI's Camp Gray, and Aquarium Village.

Next Steps:

The Urban Renewal Agency intends to:

- Demolish the remaining buildings from the 2.3 acre property using urban renewal funds.
- Make the site available to developers through a competitive RFQ/RFP process in 2022 that identifies key objectives for the site and potential partnership opportunities.





Alt 1: General Merchandiser and Retail

On the 2.3 acre agency-owned site north of 35th, a major tenant like a Bi-Mart style general retailer/grocery, assumed on roughly 75% of site. The rest of the site will fill out with detached additional retail and/or open space with trail amenities.

On the southern parcels, which currently contain Airrow Heating, Columbia Distributing, and Hoover's Pub and Grill, a small retail cluster and single large stand-alone restaurant (new or refresh). The southern parcels are privately-owned and concepts will be influenced by ongoing conversations with the current business and property owners. The site should leverage adjacency to the Ferry Slip gateway site.



New Seasons - Portland, OR



Manzanita, OR



Las Vegas, NV



To Aquarium

**GENERAL
RETAIL / GROCERY
30,000 SF**

OUTDOOR
SEATING

OUTDOOR
GARDEN
RETAIL

PARKING

EXISTING MULTI-USE PATH

BIKE RACKS

PUBLICLY ACCESSIBLE
RESTROOM/DRINKING WATER

SE 35TH

EXISTING MULTI-USE PATH

POTENTIAL MULTI-USE PATH

US 101

PARKING

**SINGLE LARGE
RESTAURANT
6,000 SF**

**SMALL RETAIL
CLUSTER
5,000 SF**

SE FERRY SLIP

**Alternative 1:
General Merchandiser
and Retail**

SOUTH BEACH
GATEWAY AREA

To Wilder/OCCC



0' 50' 100' 200'
1" = 100'

Alt 2: Grocery Plus Microrestaurants

On the agency-owned site, a small/medium grocery with prepared food, deli, and perhaps small counter-service dining. Adjacent to the grocery will be a cluster of food carts with possible structured shelter and partial indoor space, and a micro-restaurant pod with an indoor/outdoor blend.



Tumalo, OR



The Ocean - Portland, OR



STRUCTURED
TRELLIS &
SEATING BELOW

8-10 FOOD CARTS
5,000 SF

To Aquarium

SMALL
GROCERY
6,000 SF

OUTDOOR
SEATING

PARKING

SMALL SHELTER FOR
AMENITY & INDOOR SEATING
1,500 SF

MICRO
RESTAURANT
PODS
5,000 SF

EXISTING MULTI-USE PATH

BIKE RACKS

PUBLICLY ACCESSIBLE
RESTROOM/DRINKING WATER

SE 35TH

EXISTING MULTI-USE PATH

POTENTIAL MULTI-USE PATH

US 101

EXISTING MULTI-USE PATH

SE FERRY SLIP

Alternative 2:
Grocery Plus
Microrestaurants

SOUTH BEACH
GATEWAY AREA

To Wilder/OCCC



0' 50' 100' 200'

1" = 100'

Alt 3: Retail/Service/Microrestaurants

On the agency-owned site, a cluster of smaller retail/service/office uses, such as food carts, offices, coffee shop, retail, small medical (Zoom+Care), and other uses popular in the community survey.

Site should aim to add urban appeal by:

- concealing parking behind and access from Ferry Slip (with just one curb cut on US 101).
- Including open space or park use, assuming the small commercial does not consume 2.3 acres.



Zoom Care



Portland Mercado - Portland, OR



Portland, OR



**RETAIL W/
SEPARATE PARKING
(ZOOM CARE)
3,000 SF**

**MICRO
RESTAURANT PODS
1,500 SF EACH**

**SMALL RETAIL
1,500 EACH**

**TRELLIS W/
SEATING BELOW**

**8-10 FOOD CARTS
5,000 SF**

PARKING

**SMALL SHELTER FOR
AMENITY & INDOOR SEATING
1,500 SF**

BIKE RACKS

**PUBLICLY ACCESSIBLE
RESTROOM/DRINKING WATER**

**OUTDOOR
SEATING**

**STAND-ALONE
COFFEE SHOP OR
SMALL RESTAURANT
2,000 SF**

SE 35TH

US 101

SE FERRY SLIP

**Alternative 3:
Retail and
Microrestaurants**

**SOUTH BEACH
GATEWAY AREA**

To Wilder/OCCC

To Aquarium



0' 50' 100' 200'
1" = 100'



FOR IMMEDIATE RELEASE

CONTACT: Derrick Tokos

541.574.0626

THE CITY OF NEWPORT SEEKS INPUT ON SOUTH BEACH PROJECTS

During the summer, the City of Newport asked for feedback on the types of investments the Newport Urban Renewal Agency should make in and around South Beach over the next four to five years. More than 300 people responded with a host of feedback and ideas for projects to enhance the tax base, promote livability, and improve experiences for area residents, visitors, and employees. The city appreciates that valuable input!

Your thoughts and ideas helped the Urban Renewal Agency and its consultants prepare a preliminary set of projects for the Agency's final round of South Beach investments. With this survey, we want to hear how those projects should be prioritized. The city will use that information to prepare a final, prioritized set of project recommendations for the Agency's consideration.

The survey is on the Virtual Open House website. Learn more about the project and take the survey at: <https://NewportOregon.gov/SBOpenHouse>. The survey will be open until October 15.

Questions should be directed to Derrick Tokos, Community Development Director, at d.tokos@newportoregon.gov.

#####

Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 24, 2021
Re: Update on Implementation of the 2019 Short-Term Rental Ordinance (Informational)

Attached are the materials and draft minutes from the September 14, 2021 Short-Term Rental Ordinance Implementation Work Group Meeting. They are included on the work session agenda as an informational item so that the Planning Commission members can stay informed as to how implementation of the ordinance is progressing. The City Council will receive a similar update at its October 4, 2021 meeting.

Attachments

Agenda and Materials from 9-14-21 Meeting
Draft 9-14-21 STR Work Group Meeting Minutes



SHORT-TERM RENTAL ORDINANCE IMPLEMENTATION WORK GROUP AGENDA
Tuesday, September 14, 2021 - 1:00 PM
City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

This meeting will be held electronically. The public can live-stream this meeting at <https://newportoregon.gov>. To access the livestream, visit the Short-term Rental Implementation Work Group page at <https://www.newportoregon.gov/citygov/comm/stroiwg.asp>. Once there, an "in progress" note will appear if the meeting is underway; click on the "in progress" link to watch the livestream. It is not possible to get into a meeting that will be livestreamed before the meeting starts. The meeting will also be broadcast on Charter Channel 190.

Public comment may be made, via e-mail, up to four hours before the meeting start time at publiccomment@newportoregon.gov. To make a "real time" comment during a meeting, a request to speak must be received four hours prior to a scheduled meeting. The request to speak should include the agenda item on which the requestor wishes to speak. If the comments are not related to a particular agenda item, the request to speak should include a notation that the request is for general public comment, and the general topic. The request should be e-mailed to publiccomment@newportoregon.gov. Once a request to speak has been received, staff will send the requestor the Zoom meeting link. This link will allow a requestor to participate via video or telephone.

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

1. INTRODUCTIONS

2. PUBLIC COMMENT

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

3. APPROVAL OF MINUTES

- 3.A May 07, 2021 STR Implementation Work Group Meeting.
[05-07-2021 STR Work Group Draft Minutes](#)

4. DISCUSSION ITEMS

- 4.A Update on Licensed Short-Term Rentals, Cap, and Waitlist.

[Memorandum](#)
[2021-22 STR Count List](#)
[2020-21 STR Waitlist Status](#)
[2021-22 STR Active and Inactive STRs](#)
[STR License Status Within Overlay Map](#)
[STR Dwelling Type Within Overlay Map](#)
[STR License Status Outside Overlay Map](#)

- 4.B Short-Term Rental Enforcement Update.

[Memorandum](#)
[Memo from CSO Folmar, dated September 09, 2021](#)
[GovOS Acquisition Notice](#)
[LODGINGRevs Feature Enhancement Summaries](#)

- 4.C Online Payment of Business License and Room Tax Assessments.

[Memorandum](#)

- 4.D Implementation of the STR Licensing, Inspection and Enforcement Program.

[Memorandum](#)

5. PUBLIC COMMENT

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

6. FUTURE MEETING SCHEDULE

7. ADJORN

Memorandum

To: Short-Term Rental Ordinance Implementation Work Group
From: Derrick I. Tokos, AICP, Community Development Director
Date: September 10, 2021
Re: Update on Licensed Short-Term Rentals, Cap, and Waitlist

Enclosed is a list and summary table of licensed short-term rentals as of September 10, 2021. At this time, there are 191 licensed short-term rentals inside the city limits. Of that number, 145 are vacation rental dwellings inside the overlay, 38 are vacation rentals outside the overlay, and eight (8) are B&Bs or home shares. The City imposed a 176-license cap inside the overlay with Resolution No. 3850, when the current short-term rental regulation was put in place in May of 2019 with the passage of Ordinance No. 2144. That cap number can be adjusted up or down by Council resolution; however, the license limit cannot exceed 200 without an amendment to the ordinance. Vacation rentals outside the overlay are being slowly phased out as owners elect to relinquish their licenses or choose to sell their property.

There is a group of formerly licensed vacation rental properties inside the overlay that count against the cap number. They include eight (8) properties where the owners did not renew by the August 15, 2021 renewal deadline. Those units were non-conforming, having been established before Ordinance No. 2144 was adopted, and as non-conforming uses they must be discontinued for 12 consecutive months before the right to operate a vacation rental is extinguished. One of those units is within or adjacent to commercial zoned property and the new owners have 12 months to obtain their license. This means that there are 153 licenses within the overlay that are presently spoken for, leaving 23 licenses available to individuals on the waitlist.

Staff will be reaching out to individuals on the wait list in priority order. There are presently 78 properties on the waitlist, a few of which may not meet all of the City's standards (e.g. there might already be another vacation rental building on the street segment). We have also learned from experience that some on the waitlist may no longer be interested in a vacation rental license. That said, as things stand, it will likely take 3-4 years for a property owner on the waitlist to be in a position to obtain a license. This is a little bit worse than the 60-person waitlist that we reported in September of 2020.

For property outside of the overlay, there has been effectively no change in the number of units over the last year. The number of units has dropped from 45 to 38 licenses since November of 2019. There are two (2) inactive vacation rentals outside the overlay. These units are still owned by the same individuals and because they are non-conforming uses, we must wait 12-months before the right to obtain a license is extinguished.

There are presently two licensed B&Bs, and six licensed homeshares in the city. These numbers have not changed appreciably since Ordinance No. 2144 was adopted.

Attachments:

List and summary table of short-term rentals

Maps showing geographic distribution of short-term rentals by status and structure type

Short-Term Rental Counts as of 9/10/2021

Active Vacation Rentals INSIDE Overlay Zone	145
Inactive, Nonconforming Vacation Rentals INSIDE Overlay Zone Held Open 12 Months	7
Sold Transferable Vacation Rental Licenses INSIDE Overlay Zone Held Open 12 Months	1
Open Licenses Available to Waitlist Owners	23
Total STR Licenses INSIDE Overlay Zone	176

Active Vacation Rentals OUTSIDE Overlay Zone	38
Inactive, Nonconforming Vacation Rentals OUTSIDE Overlay Zone	2
Closed, Nonconforming Vacation Rentals OUTSIDE Overlay Zone	5
Active B&B and Home Shares Licenses	8

Status of 20-21 Open STR Licenses Offered Waitlist Applicants

	Address	Status
1	1018 SW Elizabeth St	License Issued 2/22/2021
2	1140 SW Abbey St	License Issued 2/26/2021
3	28 SW Brook St, Unit A	License Issued 1/21/2021
4	514 NW 10th St Apt B	License Issued 1/19/2021
5	619 NW Alpine St	License Issued 1/21/2021
6	701 NW Coast St, Unit 301	License Issued 1/21/2021
7	1000 SE Bay Blvd, Unit 202	License Issued 7/13/2021
8	1000 SE Bay Blvd, Unit 301	License Issued 7/13/2021
9	1000 SE Bay Blvd, Unit 302	License Issued 7/13/2021
10	1000 SE Bay Blvd, Unit L446	License Issued 7/13/2021
11	556 SW 5th St	License Issued 8/16/2021
12	1000 SE Bay Blvd, Unit 553/653 (P-8)	Didn't Apply by 11/30/2020
13	102 NW High St	Didn't Apply by 11/30/2020
14	109 NW Cliff St #3	Didn't Apply by 11/30/2020
15	1125 NW Spring St #C 301 (C-7)	Didn't Apply by 11/30/2020
16	217 SW 9th St	Didn't Apply by 11/30/2020
17	435 SW Minnie St	Didn't Apply by 11/30/2020
18	1004 NW Hurbert St	Didn't complete application process by 8/15/2021 deadline. Offer for license expired.

2021-2022 Active Nonconforming Vacation Rentals INSIDE Overlay Zone

	Street Address	VRD, B&B, or Homeshare
1	1000 SE Bay Blvd #117 (D-4)	VRD
2	1000 SE Bay Blvd #146 (G-8)	VRD
3	1000 SE Bay Blvd #208 (C-21)	VRD
4	1000 SE Bay Blvd #225 (E-10)	VRD
5	1000 SE Bay Blvd #308 (C-21)	VRD
6	1000 SE Bay Blvd #345 (G-19)	VRD
7	1000 SE Bay Blvd #405 (B-4)	VRD
8	1000 SE Bay Blvd Unit #140 (Bldg G)	VRD
9	105 NW Coast St	VRD
10	107 SW Coast St	VRD
11	109 NW Cliff St, Unit 6	VRD
12	109 NW Cliff St, Unit 7	VRD
13	109 NW Cliff St, Unit 8	VRD
14	1125 NW Spring St #A-103	VRD
15	1125 NW Spring St #C201	VRD
16	1125 NW Spring St Unit A 203 (A-6)	VRD
17	1125 NW Spring St Unit A-201	VRD
18	1125 SW Spring St #C303 (C-9)	VRD
19	1126 SW 8th St	VRD
20	1130 NW Hurbert St	VRD
21	1130 SW Martin St	VRD
22	1140 NW Hurbert St	VRD
23	1156 SW Mark St	VRD
24	129 SW Dolphin St Unit 129	VRD
25	129 SW Dolphin St Unit 133	VRD
26	129 SW Dolphin St Unit 137	VRD
27	129 SW Dolphin St Unit 139	VRD
28	134 SW Bay Blvd	VRD
29	134 SW Elizabeth St	VRD
30	135 SW Coast St	VRD
31	137 SW 12th St	VRD
32	144 SW 26th St #1	VRD
33	144 SW Elizabeth St	VRD
34	165 SW 26th St	VRD
35	232 SW 27th St	VRD
36	238 SW 27th St	VRD
37	242 SW 27th St	VRD
38	252 SW 27th St	VRD
39	255 NW Cliff St	VRD
40	257 NW Cliff St	VRD
41	258 NW Coast St, Unit C	VRD
42	258 NW Coast St, Unit D	VRD
43	2612 SW Brant St	VRD
44	2614 SW Brant St	VRD
45	2616 SW Brant St	VRD
46	2638 SW Brant St	VRD
47	28 SW Brook St #B	VRD
48	28 SW Brook St #C	VRD
49	28 SW Brook St #D	VRD

50	28 SW Brook St #E	VRD
51	28 SW Brook St #F	VRD
52	28 SW Brook St #G	VRD
53	29 SW Coast St Unit A	VRD
54	29 SW Coast St Unit B	VRD
55	29 SW Coast St Unit C	VRD
56	311 NW 58th St	VRD
57	325 NW Coast St, Unit E	VRD
58	33 SW Elizabeth St	VRD
59	39 SW Elizabeth St	VRD
60	4 SW High St	VRD
61	406 NW High St	VRD
62	407 NW High St	VRD
63	413 NW Hurbert St	VRD
64	419 NW Hurbert St	VRD
65	420 NW High St	VRD
66	423 SW Elizabeth St	VRD
67	424 SE 4th St	VRD
68	507 NW Alpine St, Unit 103	VRD
69	507 NW Alpine St, Unit 107	VRD
70	507 NW Alpine St, Unit 108	VRD
71	507 NW Alpine St, Unit 203	VRD
72	507 NW Alpine St, Unit 205	VRD
73	507 NW Alpine St, Unit 207	VRD
74	507 NW Alpine St, Unit 208	VRD
75	507 NW Alpine St, Unit 302	VRD
76	507 NW Alpine St, Unit 303	VRD
77	507 NW Alpine St, Unit 308	VRD
78	510 SW Minnie St	VRD
79	511 SW 3rd St	VRD
80	526 NW Coast St, Unit E	VRD
81	526 NW Coast St, Unit G	VRD
82	532 SE 2nd St	VRD
83	537 NW Alpine St	VRD
84	539 SW Woods St	VRD
85	540 NW Alpine St	VRD
86	543 SW 5th St	VRD
87	545 SE 4th St	VRD
88	546 SW Smith Ct	VRD
89	553 SW 5th St	VRD
90	554 SE 2nd St	VRD
91	580 NW 6th St	VRD
92	582 NW 3rd St	VRD
93	589 W Olive St	VRD
94	607 SW Woods St	VRD
95	610 NW 9th St	VRD
96	645 SE 4th St	VRD
97	700 W Olive St	VRD
98	701 NW Coast St #107	VRD
99	701 NW Coast St #108	VRD
100	701 NW Coast St #109	VRD
101	701 NW Coast St #201	VRD

102	701 NW Coast St #207	VRD
103	701 NW Coast St #209	VRD
104	701 NW Coast St #210	VRD
105	701 NW Coast St #211	VRD
106	701 NW Coast St #303	VRD
107	701 NW Coast St #305	VRD
108	701 NW Coast St #306	VRD
109	701 NW Coast St #310	VRD
110	707 NW High St	VRD
111	709 NW High St	VRD
112	715 NW 3rd St	VRD
113	723 NW 2nd Ct	VRD
114	731 NW 2nd Ct	VRD
115	736 NW 3rd St	VRD
116	745 NW Beach Dr	VRD
117	745 NW Lee St	VRD
118	748 NW Lee St	VRD
119	750 NW 2nd St	VRD
120	753 NW 2nd St	VRD
121	757 NW Coast St #5	VRD
122	757 NW Coast St #6	VRD
123	757 NW Coast St #7	VRD
124	757 SW 6th St	VRD
125	801 NW Coast St, #1	VRD
126	821 SW 12th St	VRD
127	890 SE Bay Blvd #205	VRD
128	902 SW Mark St	VRD
129	903 SW Coast Hwy	VRD
130	912 NW Coast St	VRD
131	914 SW 2nd St	VRD
132	927 SW 11th St	VRD
133	946 NW High St	VRD
134	955 NW Spring St	VRD

2021-2022 Active Conforming Vacation Rentals INSIDE Overlay Zone

	Street Address	VRD, B&B, or Homeshare
1	1018 SW Elizabeth St	VRD
2	1140 SW Abbey St	VRD
3	28 SW Brook St #A	VRD
4	514 NW 10th St, Apt B	VRD
5	619 NW Alpine St	VRD
6	701 NW Coast St #301	VRD
7	1000 SE Bay Blvd #202	VRD
8	1000 SE Bay Blvd #301	VRD
9	1000 SE Bay Blvd #302	VRD
10	1000 SE Bay Blvd #L446 (P-9)	VRD
11	556 SW 5th St	VRD

2021-2022 Active Vacation Rentals OUTSIDE Overlay Zone

	Street Address	VRD, B&B, or Homeshare
1	10 NW 42nd St	VRD
2	11 NW 42nd St (Unit A - upper)	VRD
3	11 NW 42nd St (Unit B - lower)	VRD
4	1235 NW Spring St	VRD
5	124 NW 54th St	VRD
6	1245 NW Spring St	VRD
7	125 NW 77th Ct, Unit A	VRD
8	128 NW 73rd Ct	VRD
9	1330 NW Spring St	VRD
10	1332 NW Thompson St	VRD
11	135 NW 77th Ct	VRD
12	140 NW 77th Ct	VRD
13	145 SW 27th St	VRD
14	1452 NW Spring St	VRD
15	1522 NW Spring St	VRD
16	1535 F NW Hubert St	VRD
17	1610 NW Spring St	VRD
18	171 NW 73rd Ct	VRD
19	185 NW 70th St	VRD
20	2003 NW Oceanview Dr	VRD
21	224 NE 55th St	VRD
22	2725 NW Pacific Pl	VRD
23	2755 NW Pacific Pl	VRD
24	3380 NW Oceanview Dr Unit B	VRD
25	411 NW 60th St	VRD
26	424 NW 59th St	VRD
27	435 NW 58th St	VRD
28	449 SE Scenic Loop	VRD
29	457 NW 56th St	VRD
30	457 NW 57th St	VRD
31	4718 NW Cherokee Ln	VRD
32	5053 NW Agate Way	VRD
33	520 NW 23rd St	VRD
34	535 NW 16th St	VRD
35	555 NW 56th St	VRD
36	556 NW 56th St	VRD
37	5608 NW Meander St	VRD
38	626 NW 54th Ct	VRD

2021-2022 Inactive, Nonconforming Vacation Rentals INSIDE Overlay Zone Held Open 12 Months

	Street Address	VRD, B&B, or Homeshare
1	748 SW Bay Blvd, Unit A	VRD
2	748 SW Bay Blvd, Unit B	VRD
3	748 SW Bay Blvd, Unit C	VRD
4	732 NW 2nd Ct	VRD
5	814 SW Bay St	VRD
6	832 SW 13th St	VRD
7	905 SW Coast Hwy	VRD

2021-2022 Inactive, Nonconforming Vacation Rentals **OUTSIDE Overlay Zone Held Open 12 Months**

	Street Address	VRD, B&B, or Homeshare
1	1542 NW Spring St	VRD
2	3749 NW Oceanview Dr	VRD

2020-2021 Inactive, Nonconforming Vacation Rentals **OUTSIDE Overlay Zone **Licenses Closed****

	Street Address	VRD, B&B, or Homeshare
1	3360 NW Oceanview Dr Unit A	VRD
2	3914 NW Cherokee Ln	VRD
3	640 NW 54th Ct	VRD
4	688 NE 20th Pl - Downstairs	VRD
5	375 NE 70th Dr	VRD

2020-2021 Inactive, Nonconforming Vacation Rentals **INSIDE Overlay Zone **Licenses Closed****

	Street Address	VRD, B&B, or Homeshare
1	1125 NW Spring St C-102	VRD
2	2622 SW Brant St	VRD
3	626 NW 3rd St	VRD
4	728 SE 5th St	VRD
5	35 SW Hurbert St	VRD
6	1125 NW Spring St #C-101	VRD
7	145 SW Hurbert St #1	VRD
8	145 SW Hurbert St #2	VRD
9	502 SW 7th St	VRD
10	524 SE 4th St, Unit A	VRD
11	13 NW High St	VRD
12	701 NW Coast St #111	VRD
13	701 NW Coast St #309	VRD
14	722 NW 1st St	VRD
15	859 SW Bay Blvd	VRD

2021-2022 Sold **Transferable VRD Licenses Inside Overlay Zone Held Open 12 Months For New Owner**

	Street Address	Date New Owner Has to Get New License
1	1000 SE Bay Blvd #532/632 (K-9)	VRD

2021-2022 Active **Homeshares and B&B's**





	Street Address	VRD, B&B, or Homeshare
1	2126 SE Marine Science Dr	B&B
2	4920 NW Woody Way	B&B
3	1144 SW Mark St	Home share
4	1224 SW Abbey St	Home Share
5	630 SW Fall St, Unit N	Home Share
6	758 NW Cottage St	Home Share
7	105 NW 77th Ct	Home Share
8	5518 N Coast Hwy	Home Share

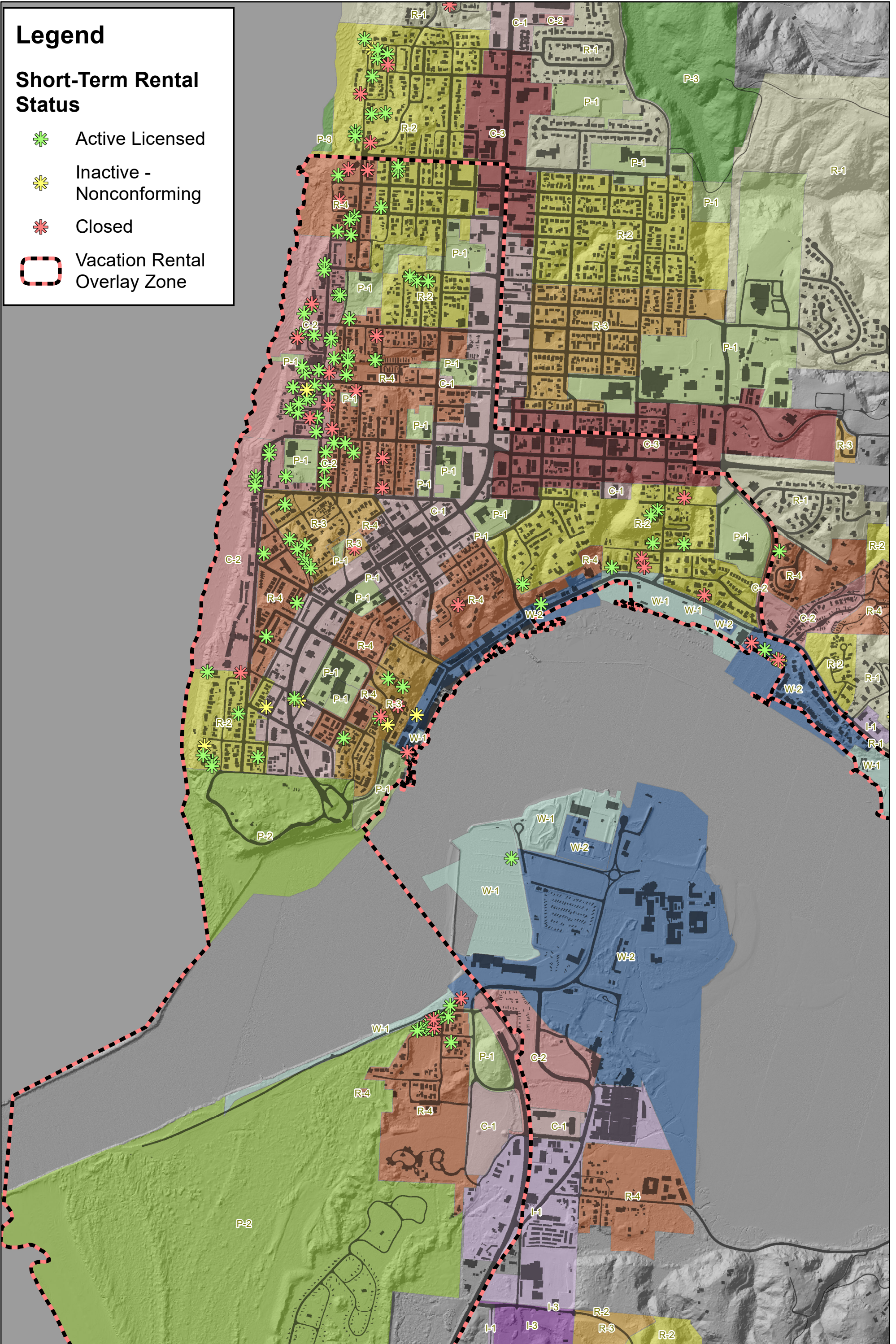
2020-2021 Inactive Homeshares and B&B's

	Street Address	VRD, B&B, or Homeshare
1	1346 SE Rio Vista Dr	Home Share
2	4925 NW Woody Way	B&B
3	7055 NE Avery St	Home Share
4	946 SW 8th St	Home Share

Legend






Short-Term Rental Status

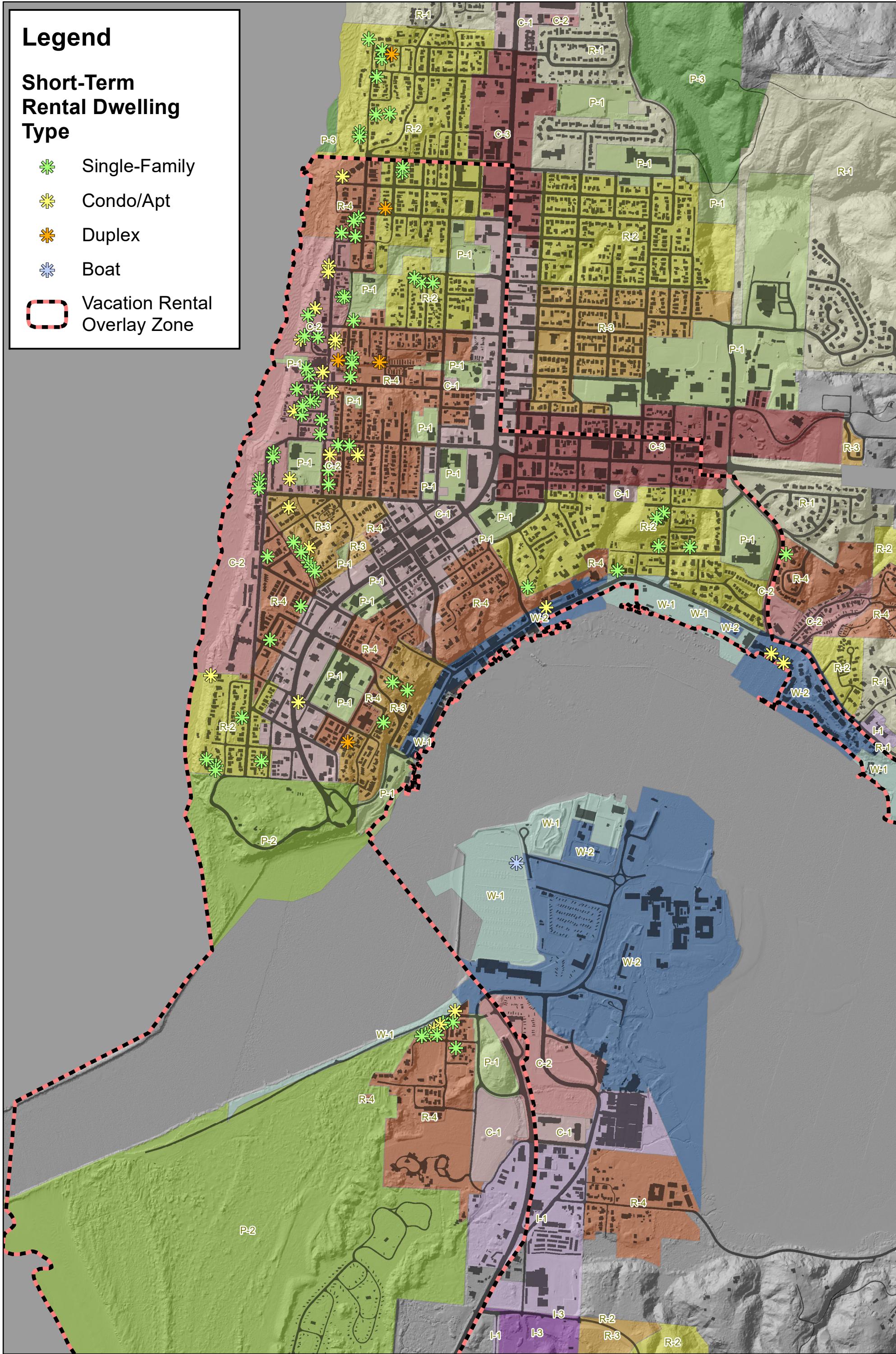
-  Active Licensed
-  Inactive - Nonconforming
-  Closed
-  Vacation Rental Overlay Zone



Legend

Short-Term Rental Dwelling Type





-  Single-Family
-  Condo/Apt
-  Duplex
-  Boat
-  Vacation Rental Overlay Zone

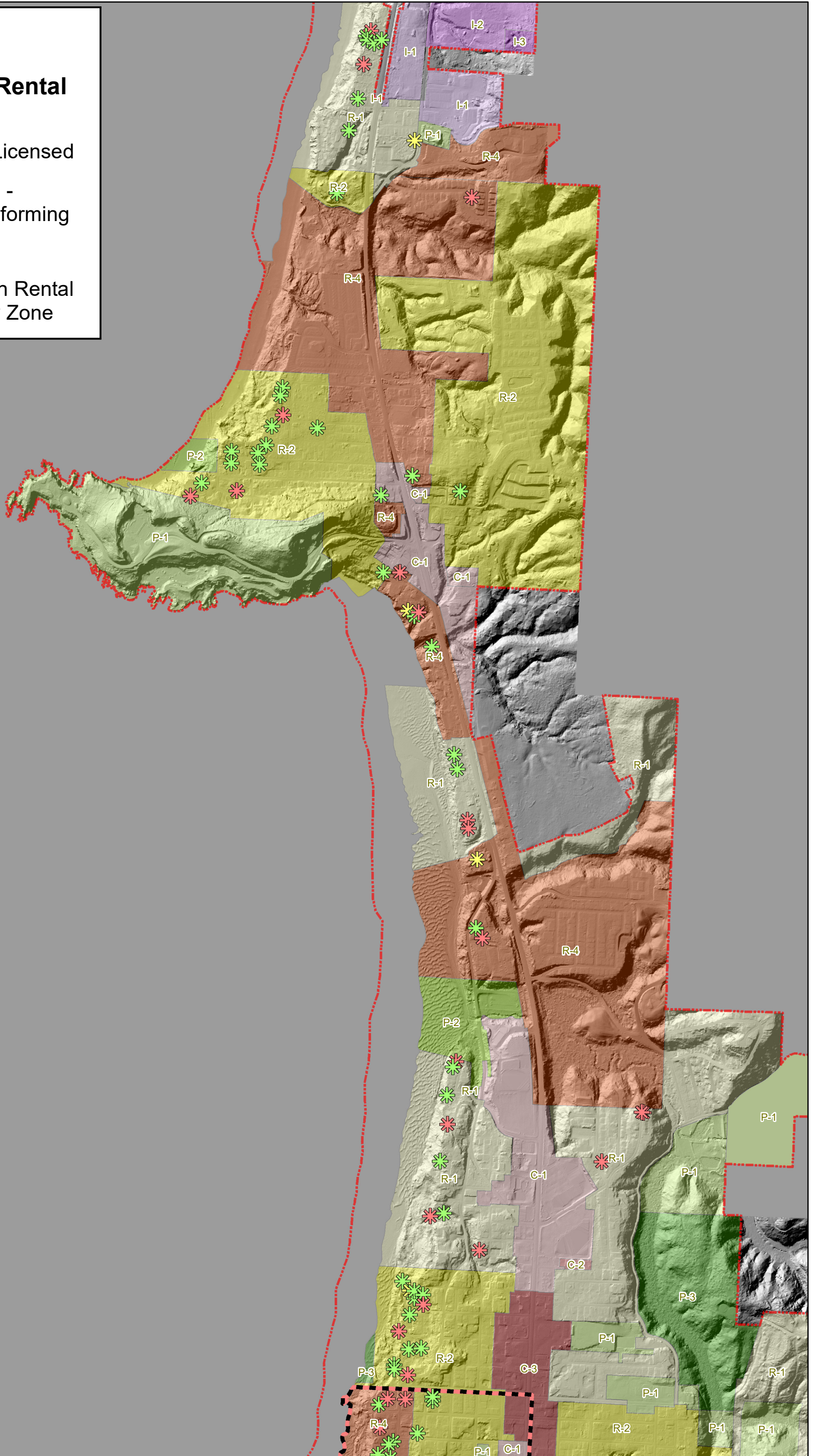


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Legend

Short-Term Rental Status

-  Active Licensed
-  Inactive - Nonconforming
-  Closed
-  Vacation Rental Overlay Zone



Memorandum

To: Short-Term Rental Ordinance Implementation Work Group

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

Date: September 10, 2021

Re: Short-Term Rental Enforcement Update

Enclosed is a memo from Community Service Officer (CSO) Jim Folmar, summarizing incidents reported and enforcement actions taken since the last Short-Term Rental Ordinance Implementation Work Group meeting. CSO Folmar and/or Chief Malloy will be available at the meeting to field questions you may have related to enforcement of the City's short-term rental ordinance.

The LODGINGRevs platform that the City uses to assist with enforcement was sold to GovOS in August (email enclosed). No changes are planned to the service and we will continue to work with the same staff. Also, since your last meeting LODGINGRevs announced three new feature enhancements, which include confirmation emails to complainants, hotline recordings, and complaint resolution emails. Summaries of each of these features are enclosed and we look forward to talking to you about how the City might utilize them.

Attachments:

Memo from CSO Folmar, dated September 09, 2021
GovOS acquisition notice
LODGINGRevs feature enhancement summaries



Noble
Professional
Dedicated

Newport Police Department
Memorandum

One Team - One Future

Date: September 09, 2021

To: Chief Malloy

From: CSO Folmar

Subject: STR Enforcement Activity 05/07/2021 to Present

This is a summary of STR Enforcement activities 05/07/2021 to Present.

- 1.) Cease & Desist Letters: 2
- 2.) Citation Letters: 1
- 3.) Complaints filed with LodgingRevs: 14

Noise Complaint. Date: 05/22/2021 @ 11:02 p.m. Hotline. 1000 SE Bay Bld. No complainant contact info provided. No noise call to Dispatch. Closed.

Parking Complaint. Date: 05/23/2021 @ 10:51 a.m. Hotline. 107 SW Coast St. Working with the RO as it is a shared driveway. Open.

Other Complaint. Date: 05/29/2021 @ 12:32 a.m. Hotline. 1140 NW Hurbert St. Renter could not access STR. Emergency contact responded. Closed.

Occupancy Complaint. Date: 05/30/2021 @ 1:59 a.m. Hotline. 2616 SW Brant St. Vacasa evicted the renters. Closed.

Noise Complaint. Date: 06/06/2021 @ 12:27 a.m. Hotline. 145 SW 27th St. No complainant contact info provided. Was unable to verify complaint. No noise call to Dispatch. Closed.

Illegal Rental Complaint. Date: 06/08/2021 @ 10:51 p.m. Hotline. 220 SW 29th. No complainant contact info provided. Location is not an STR. Closed.

(Subject)
(Date)
Page 2

Illegal Rental Complaint. Date: 06/21/2021 @ 12:34 p.m. Online. 130 NW 77th Ct. Listed as a Long-Term rental. Requested more info from complainant. No response. Under Review.

Illegal Rental Complaint. Date: 06/21/2021 @ 2:43 p.m. Hotline. Same as 06/21 Online complaint. Under Review.

Parking Complaint. Date: 07/12/2021 @ 8:21 a.m. Hotline. 955 NW Spring St. No complainant contact info provided. Requested info from Meredith Lodging. No response. Under Review.

Illegal Rental Complaint. Date: 07/14/2021 @ 8:40 p.m. Hotline. 539 SW Park St. Citation.

Illegal Rental Complaint. Date: 07/24/2021 @ 1:01 p.m. Hotline. Same as the 07/14 complaint. Citation.

Other Complaint. 08/07/2021 @ 4:45 p.m. Hotline. 535 NW 16th St. Renter could not access STR. Emergency contact responded. Closed.

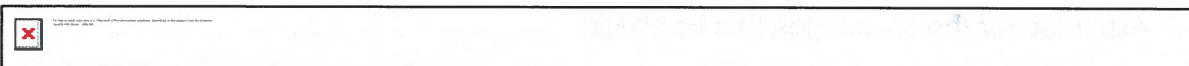
Other Complaint. 08/16/2021 @ 2:13 p.m. Online. 171 NW 73rd Ct. Not an STR issue. Complainant concerned that individuals from STR were accessing the beach improperly. Closed.

Other Complaint. 08/27/2021 @ 11:25 p.m. Hotline. 955 NW Spring St. Not an STR ordinance issue. Renter concerned that porch light and DVD player did not work. Closed.

Derrick Tokos

From: Kevin Lafeber <info@kofile.com>
Sent: Monday, August 9, 2021 10:32 AM
To: Derrick Tokos
Subject: MUNIRevs | LODGINGRevs is Now GovOS

[WARNING] This message comes from an external organization. Be careful of embedded links.



Hi Derrick,

We're once again excited to announce that MUNIRevs | LODGINGRevs has been acquired by GovOS, a leading provider of digital transformation solutions for local governments. Like MUNIRevs | LODGINGRevs, GovOS is committed to putting our local government partners first in everything we do.

Digital transformation in government agencies has never moved faster and has never been more critical. In this competitive market to retain and attract businesses and citizens—as well as ensure the safety of everyone—governments are investing heavily and rapidly in digital transformation.

GovOS has been working very hard over the last few years to ensure our partners in government have access to a best-in-class suite of digital services they can use to enrich and enhance the lives of constituents and businesses alike.

The addition of MUNIRevs | LODGINGRevs to the GovOS suite ensures that local governments have the modern solutions they need to maximize revenue from the 'Sharing Economy' and ensure businesses are compliant, without making it harder for them to conduct business. It also ensures that citizens

have a say in their community and have the peace-of-mind that comes from transparency and harmony with their fellow citizens and government.

The future presents a massive opportunity—and more challenges—to transform the local government experience. The combination of these two companies creates an entity that knows local government's needs better than anyone else in the industry, and that can deliver you a greater depth of expertise for the challenges that lie ahead.

Your success manager should be reaching out to you soon to introduce themselves and give you more information on how this news impacts your business. Rest assured, nothing is changing with your current account!

So welcome to GovOS! We look forward to serving you and providing you with innovative solutions that will help at every step of your digital transformation journey.

Your Partner in Digital Transformation -
Kevin Lafeber, President, GovOS

[LEARN MORE](#)



Kofile, Inc. -- Powering Modern Government, 6300 Cedar Springs Rd., Dallas, TX 75235, (214) 351-4800

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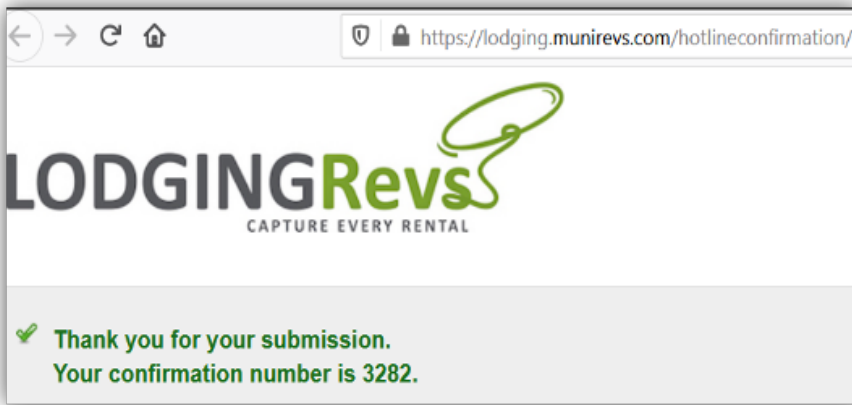
NEW FEATURE ANNOUNCEMENT

LODGINGRevs is excited to announce its latest feature enhancement:

Complaint Confirmation Number & Confirmation Email

CONFIRMATION NUMBER

We recently added a complaint confirmation number to submitted complaints. Users will receive their confirmation number after submitting their complaint and can use that number to inquire about their specific complaint with the city. The complaint confirmation number looks like this:



This number ties to the complaint ID in the complaints menu. You can search for the confirmation number from the complaints menu.

Complaint ID	Advertisement ID	Compliance Status ID	Business ID	Account #	Date Of Complaint	Property Address	Complaint Type / Reason	Type	Rep
3308			47646	047646	Yesterday, 10:24 am MDT	123 sunshine way Durango CO 81301	Noise	online	ORI
3282			47652	047650	Apr 30, 2021 2:38 pm MDT	361 East 6th Ave Durango CO 81301	Occupancy / Number of Guests	hotline	Alle
3280			47652	047650	Apr 30, 2021 7:06 am MDT	361 East 6th Ave Durango CO 81301	Noise	online	hale

CONFIRMATION EMAIL SENT TO THE COMPLAINANT

When an online or hotline form is submitted, LODGINGRevs can now send a confirmation email to the complainant letting them know their complaint has been received and provide them again with their confirmation number.

Your Contact Information:

Name *

Do you want to receive a confirmation email with a complaint confirmation number?

Email *

Please note: **The City must opt-in to enable this feature.**

When this feature is enabled, the above message will appear on the complaint forms. When the box is checked, the email is a required field.

WHAT THIS MEANS

The confirmation number on submitted complaints has been added to the online and hotline complaint form submissions.

Please let your Account Manager know if you would like to enable the complaint confirmation email functionality. This will present the sentence above on the hotline (if applicable) and online complaint forms. If you want to enable the feature, it will apply to both forms. The complainant will still be required to check the box if they want to receive the confirmation email.

If you would like to enable this feature, please let your Account Manager know what language you would like to use in the email. For example:

Confirmation Email Subject

Thank you for your Complaint Submission

Confirmation Email Body

Hello [name],

Thank you for submitting a complaint with the City of MUNIRevs. The City will review the complaint in the next three business days.

Your complaint confirmation number is 3298.

NEW FEATURE ANNOUNCEMENT

LODGINGRevs is excited to announce its latest feature enhancement:

Hotline Recordings Available in LODGINGRevs

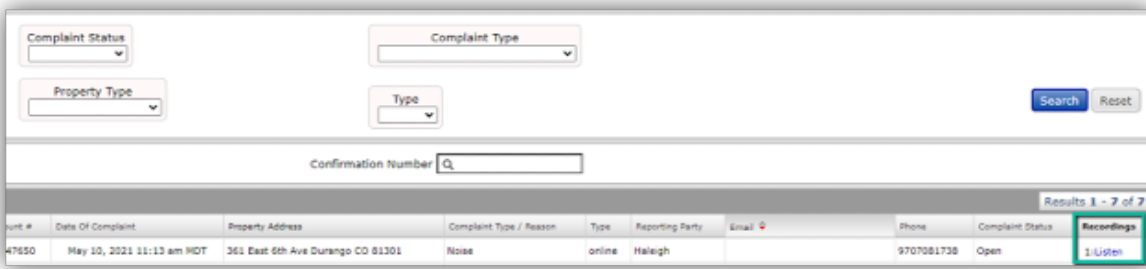
THE PROCESS

Your Account Manager receives an email when a complaint has been submitted. When they receive this email, they will log in to LODGINGRevs and add the recordings to the complaint. If you do not immediately see the recordings on the submitted hotline complaint, please be patient. It is likely that your Account Manager has not completed it yet. Please note that for complaints that come in over the weekend, the recording will be added to the complaint on the next business day.

WHERE TO FIND THE RECORDINGS

You can find the recordings in two spots:

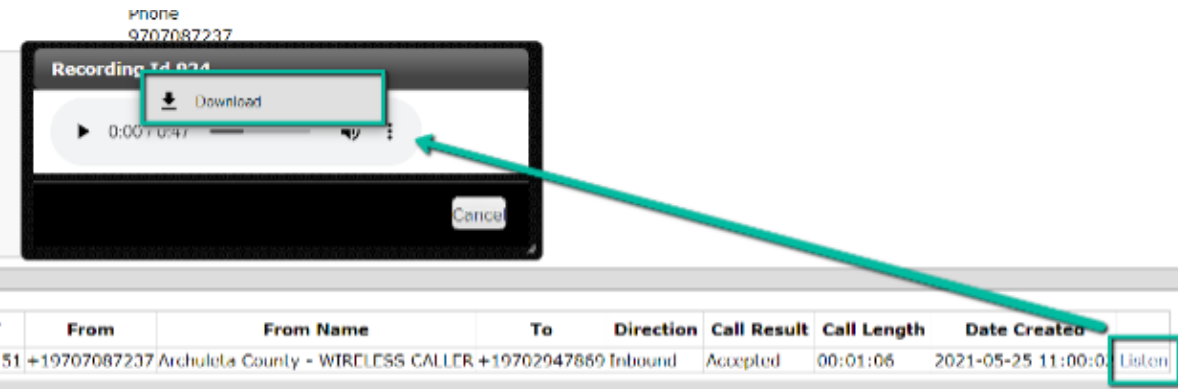
1. The first spot is on the **Complaints Menu**. You will see a new column on the far right hand-side called Recordings. If there is a recording attached to the complaint, you will see a “Listen” hyperlink. If the complaint has multiple recordings (i.e., one for the inbound call and one for the emergency contact outreach), you will see two “Listen” options.



2. The second spot is on the complaint itself. When you open the complaint, you will see a new section called Recordings. You will see the call detail here.



You can also download the recordings in MP3 format by clicking ‘Listen’ and then the three dots.



WHAT THIS MEANS

Look forward to the ability to listen and download hotline complaint recordings going forward!

NEW FEATURE ANNOUNCEMENT

LODGINGRevs is excited to announce the below enhancements to the complaint module:

- 1. **Complainant Resolution Email**
- 2. **Host / Emergency Contact Resolution Email**

COMPLAINANT RESOLUTION EMAIL

LODGINGRevs can send a “resolution” email to the original complainant when the complaint status changes. The email can trigger on any of the complaint statuses. MUNIRevs staff can set up which statuses send the email using a tool in LODGINGRevs:

Would you like a resolution email sent to the complainant and host when a complaint is resolved?

Status Options
Please choose what complaint statuses you would like to trigger the resolved email. You can choose more than one.

- Open
- Closed
- Under Review
- No Violation
- Violation
- Warning
- Citation

The email language can be customized as well. The email will always include the following sentence:

“This notice is to inform you that Complaint Confirmation Number XXXX is in a ‘Complaint Status Name (ex: Closed)’ status as of [Date Sent].”

The remaining email body and subject can be customized. Please see the below example.

Resolution Email Subject
LODGINGRevs Complaint Update

Resolution Email Body
Hello,
This notice is to inform you that Complaint Confirmation Number 3380 is in a "Closed" status as of 05-25-2021.
Please reach out to the city at 970-777-8888 with any questions.

HOST / EMERGENCY CONTACT RESOLUTION EMAIL

With this update, we can also send an email to the host / registered emergency contact. The email will send at the same time the complainant is notified. The language will be the same as well.

In order to utilize this piece of the enhancement, you must either:


- 1. Have an existing email field on the account details tab that you want to use as the emergency contact email, OR
- 2. You would like LODGINGRevs to create a new form and workflow asking users to provide an emergency contact email. Please note that option #2 requires a Change Order to implement.

WHAT THIS MEANS

Notifying the complainant of a complaint status change is ready immediately. Please let your Account Manager know what complaint statuses should trigger the email and what should make up the email body and subject.

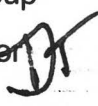
Please schedule a meeting to review how best to utilize the host / emergency contact email functionality. Your Account Manager can walk you through the feature and discuss whether or not there is an existing email field that can be used for this purpose, or if we need to make a new workflow and assign it to all short-term rentals.

Memorandum

To: Short-Term Rental Ordinance Implementation Work Group
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 10, 2021
Re: Online Payment of Business License and Room Tax Assessments

Finance Director Mike Murzynsky will attend to update the Work Group on steps the City is pursuing to provide license holders with the option of making online business license fee and room tax payments. This may include an agreement with the State of Oregon to collect room taxes, and possibly business license fees, on the City's behalf. It is possible the City might have to make changes to its licensing processes in order for such an arrangement to work.

Memorandum

To: Short-Term Rental Ordinance Implementation Work Group
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 10, 2021
Re: Implementation of the STR Licensing, Inspection and Enforcement Program

Members of the short-term rental ordinance implementation work group have, in the past, requested information related to the amount of staff time required to implement the program. The level of effort varies depending upon the time of season; however, I can share the following observations.

Administrative Staff (Sherri and Kay):

License Renewal Period (Mid-June - September): 5 Hours a Day / 25 Hours a Week (16 wks.)
Open License Period (October - December): 3 Hours a Day / 15 Hours a Week (14 wks.)
Off Season (January - Early June): 1 Hour a Day / 5 Hours a Week (26 wks.)

Tasks include:

- Creating annual STR license renewal application materials
- Mail processing for renewal applications
- Processing new STR applications
- Doing intake and processing of STR applications
- Scheduling inspections
- Working with applicants to get missing application materials and to get inspections done
- Working closely with the Finance Department to issue licenses
- Creating and issuing STR endorsement license documents
- Updating STR webpage data
- File management of license documents
- Updating data spreadsheets for STR applications and active STR licenses
- Managing business license applications for department approvals
- Answering questions about STR rules on the phone and at the counter
- Attending STR Work Group meetings, creating reports for meetings, and taking minutes
- Working with CSO's to provide updates for STR licenses, and to confirm license status and contact information
- Providing data updates for the LODGINGRevs system

Code Enforcement (Jim Folmar): Enforcement during initial implementation was close to an FTE equivalency. Now that the new program has been in place for a while, demands have dropped to a 0.5 FTE consistent with how the position is budgeted.

Management Oversight (Derrick and Jason): The time commitment varies; however, it would be fair to say it is around 10-15% of the administrative/code enforcement staff time. This includes problem-solving site-specific issues, fielding inquiries, coordination with policymakers and the Municipal Court, GIS updates, and consultation with LODGINGRevs.

Draft MINUTES
City of Newport
Short-Term Rental Implementation Work Group Meeting
City Hall, Council Chambers by Video Meeting
Tuesday, September 14, 2021

Work Group Members Present by Video: Spencer Nebel, Bill Branigan, Dietmar Goebel, Sandra Roumagoux, and Jamie Michel.

Work Group Members Absent: Cynthia Jacobi, and John Rogers.

City Staff Present by Video: Community Development Director (CDD), Derrick Tokos; Police Chief, Jason Malloy; Community Service Officer, Jim Folmar; Finance Director, Michael Murzynsky; and Executive Assistant, Sherri Marineau.

1. **Call to Order.** The meeting was called to order at 1:07 p.m.
2. **Approval of Minutes.** Motion was made by Jamie Michel, seconded by Bill Branigan, to approve the May 7, 2021 Short-Term Rental Implementation Work Group meeting minutes with one minor correction. The motion carried unanimously in a voice vote.
3. **Public Comment.** None were heard.
4. **Committee Discussion Items.**
 - A. **Online Payment of Business License and Room Tax Assessments.** Murzynsky gave an update on the online payment system explaining that the City would be implementing a new invoice cloud and water smart payment system. They were testing taking online payments for the court system first. Once this was done, the thought was to possibly do room tax payments this year and business license payments next year. Room taxes collections would be shifted eventually to the State, similar to how gas taxes were collected. Murzynsky thought that the online system would be active on October 1st. They possibly would also do room taxes at that time.

Tokos reminded that Airbnb paid group room tax payments for their rentals, and the City wasn't currently able to see the taxes that were being paid for individual units. If the State did the collections, we would be able to do individual unit audits. Roumagoux asked if there was any timeline from the State to do this. Murzynsky explained this was on his schedule of current activities, but they might have to change licensing requirements at that time. He reported that he didn't know of anyone who had gone with the State to do room tax collections yet. Nebel reported that Depoe Bay was changing their Ordinance to go with State collections.

Michel asked to add a discussion on the renewal application process to the agenda. Tokos added the discussion at that time. Michel reported that the Short-Term Rental (STR) community had been reported to her that when it was time to renew their licenses, the process was like starting out with a fresh license. They felt the procedure was antiquated and they were being asked to fill out similar packets every year for renewals. Michel reported that the community wanted to see if the City could streamline the renewal process. Tokos reported that he hoped that shifting to an online process would address this. He explained that STR operators weren't always punctual about updating the City on changes for their rentals. An online process could allow them to confirm this information instead.

- B. **Update on Licensed Short-Term Rentals, Cap, and Waitlist.** Tokos reviewed the current lists of active and inactive STR licenses. Nebel asked if someone didn't take the spot offered to them on the waitlist, did they keep the spot or go to bottom of the list. Tokos reported they went to the bottom of the list. He explained that staff would keep the Work Group informed on the matter as the waitlist grew. The City Council could adjust the number of licenses up to 200 by resolution. Anything over this number would need to be done by ordinance.

Branigan asked if the Council increased the number of license, would the licenses be inside the permitted zone. Tokos confirmed the properties would only be in the permissible overlay zone.

- C. **Short-Term Rental Enforcement Update.** Folmar reviewed his memo and the number of complaints. Nebel asked if they provided a response back to each person who submitted a complaint. Folmar explained that when they had contact information for the complainant they would respond to them. They would then try to get more details from the complainant so they could move forward with enforcement. Folmar noted that quite a few of the complainants never replied to him when he contacted them to get more details on the complaint. Nebel asked how he responded to complainants. Folmar explained that he liked to do emails if the person provided it. This helped make sure there was no miscommunication. If there was no email, he would contact them by phone. Nebel asked if the system allowed people to list their emails and phone numbers. Folmar confirmed it did.

Michel asked that when they referred to these types of contacts that they not refer to them as complaints. She wanted to make sure they were keeping track of true complaints and that others contacts weren't confounded with them. Folmar noted that LodgingRevs required them to list these as complaints. Tokos reported that the online forms were referenced as an incident reports, not a complaint hotline. The back end for LodgingRevs needed to be listed as complaints. Michel just wanted what the group was saying on the record so they could look back and see the contacts weren't problematic.

Tokos reported that he received an email from Councilor Parker who asked why the property on 1330 NW Spring Street, who had 17 incidents filed that were reported by two individuals, wasn't picked up on the enforcement report. Tokos reported that there hadn't been an online submittal or hotline contact made for the property since September of 2020. He asked Folmar how he was handling incidents that were submitted outside of the submittal form or hotline. Folmar reported that he hadn't received any in the last three months and when he did he usually tried to create a catch screen to do a dispatch for an ordinance violation and pursue it from there to see if there was any basis on the incident being reported. He looked at the listing for the Accessory Dwelling Unit (ADU) at the Spring Street property and noted that it could only be booked as a long term rental stay. Folmar noted that there was no way to track if someone rented a property for a month but left early. It was unclear how this affected the STR use. Tokos asked if Folmar ever received inquiries outside of the system and how they were tracked. Folmar reported this happened more frequently when they first started with LodgingRevs. They would handle these just like any other complaints by saving emails and creating catch screens to track them. Folmar explained that he hadn't received an incident report for the last six months. Nebel asked if incidents received outside of the system could be lodged in the LodgingRevs system. Folmar didn't know, but would look into it. Nebel thought they needed to keep every reported incident together to keep them tracked.

Goebel asked how they were keeping track of how the ADU on the back of the Spring Street location was being rented. He also asked if there were any additional steps to control if someone said they were renting a property for 30 days and they sub-rented it to someone else or family members. Nebel reported that the ADU at the Spring Street location was being advertised for no less than 30 days. The question was if someone stayed less than 30 days there, would there be room tax implications. Goebel noted there had been City Council testimony about people coming and going a lot of times at this property and asked how they could handle this. Nebel noted it was a tricky, based on the information the City had. They needed an internal discussion on how to handle this. Folmar noted it would be difficult to prove. He thought they could brainstorm a way to get a little more information to try and track this. Tokos asked when the last inquiry had been made for the Spring Street property. Folmar report this was about a year before and there was nothing further after that. Tokos noted that if someone was just engaging a City Councilor and that was as far as it went, the City wouldn't have information about it. Nebel thought this was something to discuss internally to know how to handle the situation and see if there was a better way to address it and understand what was going on. Goebel noted it seemed like this property came up at each Work Group meeting and needed to be addressed. Tokos reported there was a small number of problematic STRs and the bulk of the incidents that were being submitted were by a small number of people related to a small number of properties.

Michel explained that her program only handled rentals for 29 days or under. She witnessed multiple owners buying single properties and going underground with their rentals. Michel thought the industry was blamed for

people who were using second homes without following the rules. When multiple owners did this, they didn't have to follow any of the rules that STRs had, such as parking requirements. Michel noted that people would use the homes as they saw fit, and there wouldn't be any transient revenues or rules or regulations for them. She thought this was why they should come up with good neighbor policies and determine how to regulate them. Tokos noted that this type of configuration wasn't allowed to go through Airbnb to offer owner's unused time to renters.

Malloy noted that the Spring Street property hadn't had any complaints in over a year. When there were complaints at this location, they found that there had been a family who rented it in a given month and they rotated family members to stay there over the month. This was difficult to prove that it wasn't one rental agreement because it was still one rental check. The City couldn't control who they had at the house. Nebel noted that this was still an issue with the property owners and there still was unhappiness in the mechanism of enforcements. He met with the property owners on this and would share the details with the Work Group as well.

Goebel asked if they gave a report on how much fallout of licensed rentals there had been outside of the approved overlay area in the City. Tokos reported there was currently only 38 STRs outside of the overlay.

Tokos noted they would double back on the issue to make sure that whenever anyone was aware that an incident was reported, that these get included in our reporting. He asked Councilor Goebel to encourage the City Council to ask anyone raising issue with them on STRs to use the system to report.

Tokos reported that LodgingRevs had been purchased by GovOS. They had enhancements that Tokos asked the Work Group to consider. There was an option to do an automated complaint response email that confirm they had received their complaint, and another option to send something similar for the complaint resolution. Tokos asked if the Work Group saw value in doing these. He thought it seemed like a response from a Community Service Officer had been working, but asked if the second option was more valuable. Nebel wasn't sure that everyone felt like they knew when the incidents had been closed out, and asked Folmar if he notified people when the incidents were closed out. Folmar reported that for incidents that weren't complaints, such as someone being locked out, he would close them out and didn't contact them. For the ones that were still open or under review, Folmar would set reminders to contact the complainant to say it was still under review and that they were working on trying to get a resolution. He didn't see the value in contacting the complainant to say something wasn't a violation and they were closing it. Nebel asked if the complainants were notified when the report was closed out. Folmar believed that of the ones that were under review and closed, he had sent emails on what the resolution was.

Roumagoux asked if these two options would make the job easier. Nebel noted he had heard that after making a complaint, people weren't sure the complaint went through. He thought that a confirmation that filing the complaint happened would be a good thing. Roumagoux agreed and thought it would be similar to what doctor's offices did to confirm appointments. Folmar noted that the City had yet to have a normal summer season since they implemented the LodgingRevs. He thought it would be beneficial to have these in place now to make it easier for the next summer when there would be a more normal uptick in issues. Tokos noted these notifications weren't an incredible amount of work and all they needed to do was come up with some verbiage to use for both types of confirmation emails. He didn't know if the feature would give the nature of how an incident was resolved. Nebel thought people wanted closure and see that incidents had been resolved. Tokos thought this was fair, but added that people often didn't like the response they got instead of just not getting a response. He would go ahead and get these started. Tokos reported that the hotline recordings were now available to the City.

D. Implementation of the STR Licensing, Inspection and Enforcement Program. Tokos reviewed his memorandum about how much staff time it took to work on STRs. He reviewed the time commitment for each department. The biggest impact was on the administrative staff, especially in the renewal period and open license season. Tokos noted that with any permitting program there would be an impact on staff.

Nebel asked how it was going with LodgingRevs identifying unlicensed facilities. Folmar reported they checked twice a week and they would miss a property maybe once every quarter. He reported that they had identified all the properties he sent cease and desist letters to. Folmar felt the system had been an effective tool.

5. **Future Meeting Schedule.** No discussion was heard.
6. **Public Comment.** None were heard.
7. **Adjournment.** The meeting adjourned at 2:10 p.m.

Respectfully submitted,

Sherrri Marineau
Executive Assistant

Tentative Planning Commission Work Program

(Scheduling and timing of agenda items is subject to change)



July 12, 2021

Work Session

- Review TSP Tech Memo #10 (Transportation Standards)
- Submitted SOW for DLCD Housing Capacity Analysis & Housing Production Strategy Grant (Informational)

July 12, 2021

Regular Session

- File No. 1-Z-21, Public Hearing on Food Truck and Food Cart Amendments

July 26, 2021

Work Session

- SB / US 101 Commercial Industrial Land Use Code Audit Desired Outcomes (JET Planning to Attend)
- Review File No. 1-Z-21, Food Truck and Food Cart Policy Options Prior to Hearing
- Draft Event Plan from JLA/DKS for TSP Online Open House Preference/Prioritization Survey
- Draft TGM Grant Application to Update Land Use Regulations along US 101/20 Corridor and Develop Business Façade Improvement Program to Complement TSP Recommendations (App Due 7/30/21)

July 26, 2021

Regular Session

- Continued Hearing File No. 1-Z-21, Food Truck and Food Cart Amendments

August 9, 2021

Work Session

- Review TSP Tech Memo #8 (Solutions Evaluation)
- Land Use, Building, and Urban Renewal Bill Summary from 2021 Legislative Session
- Submitted TGM Grant Application (Informational)

August 9, 2021

Regular Session

- File PD-21, Amendment to Wilder PD Related to Permissible Street Cross-Sections

August 23, 2021

Work Session

- Review TSP Tech Memo #11 (Alternate Mobility Standard)
- Memo from SB / US 101 Opportunities and Constraints Online Survey/Focus Groups (Informational)
- Project Concepts with Cost Estimates for Final SB URA Investments and Draft Prioritization Survey

August 23, 2021

Regular Session

- Continued Public Hearing and Final Order/Findings for File PD-21, Amendment to Wilder PD Related to Permissible Street Cross-Sections (Continued from 8/9/21)

September 13, 2021

Work Session/Regular Session Cancelled

September 27, 2021

Work Session

- Results from TSP Online Open House and Preference/Prioritization Survey and Related Outreach
- Review Draft Set of Recommended Commercial/Industrial Code Revisions (from Jet Planning Audit)
- South Beach US 101 Island Annexation Concept and Development Incentives
- Redevelopment Concepts for URA Owned 35th / US 101 Site, Project Financials, and Final Online Survey
- Update on Implementation of the 2019 Short-Term Rental Ordinance (Informational)

Tentative Planning Commission Work Program

(Scheduling and timing of agenda items is subject to change)



October 11, 2021 Work Session

- Review TSP Tech Memo #11 (Alternative Mobility Standards)
- Review Draft RFP for Newport Housing Capacity Analysis and Production Strategy Project

October 11, 2021 Regular Session

- File No. 1-MISC-21, Extension of Fisherman’s Wharf Tentative Subdivision Approval (Firm)

October 25, 2021 Work Session

- Review TSP Tech Memo #12 (Draft Ordinances Amending Comp Plan Policies and NMC Chapters 13 and 14)
- Discuss Scope of Amendments to NMC 14.14 Parking, to Support Bayfront Permit/Meter Rollout

October 25, 2021 Regular Session

- File No. 5-CUP-21, AT&T Wireless Tower at Iron Mountain Road w/I Quarry Overlay (Tentative)

November 8, 2021 Work Session

- Continued Review of TSP Tech Memo #12 (Draft TSP Ordinances)
- Draft Recommendation for Distribution of Affordable Housing CET Funds (from Ad-Hoc Work Group)
- Initial Review of Housekeeping Code Amendments, Including Revisions to Address 2021 Legislation

November 8, 2021 Regular Session

- File 1-UGB-20, Revised UGB Land Swap for Boston Timber Opportunities (Tentative)

November 22, 2021 Work Session

- Review Final Outreach Results and Draft of SB/US 101 Commercial – Industrial Refinement Plan
- Review Final Scope of Work for TGM Grant Funded City Center Revitalization Project (Grant Received)

November 22, 2021 Regular Session

- TBD

December 13, 2021 Work Session

- Receipt of Consolidated Transportation System Plan Update with PAC Recommendation
- Review Schedule, Outreach, and Incentive Program for SB Commercial Corridor Island Annexation Concept
- Initial Review of Draft SB Commercial/Industrial Code Revisions (Jet Planning Recommendations)

December 13, 2021 Regular Session

- Recommendation to City Council on SB Commercial Corridor Island Annexation Concept

December 27, 2021 CANCELLED

January 10, 2022 Work Session

- Review Draft package of Comprehensive Plan and Ordinance Revisions Implementing the Update TSP
- Final Review of Draft SB Commercial/Industrial Code Revisions (Jet Planning Recommendations)

January 10, 2022 Regular Session

- Initiate Legislative Process for TSP Update (Project Priorities, Comp Plan Policies, Code Amendments)
- Initiate SB Commercial/Industrial Code Revisions (Jet Planning Recommendations)