

**MINUTES**  
**City of Newport Planning Commission**  
**Work Session**  
**Newport City Hall Council Chambers**  
**July 12, 2021**  
**6:00 p.m.**

**Planning Commissioners Present:** Bob Berman, Jim Hanselman, Lee Hardy, Braulio Escobar, Gary East, and Bill Branigan.

**Planning Commissioners Absent:** Jim Patrick (*excused*).

**PC Citizens Advisory Committee Members Absent:** Greg Sutton and Dustin Capri (*all excused*).

**City Staff Present:** Community Development Director (CDD), Derrick Tokos; and Executive Assistant, Sherri Marineau.

1. **Call to Order.** Vice Chair Branigan called the Planning Commission work session to order at 6:00 p.m.

2. **New Business.**

A. **Newport Transportation System Plan Update - Transportation Standards (Tech Memo #10).** Tokos reviewed the Transportation System Plan (TSP) tech memo, and covered the street functional clarification of roadways first. Berman asked if a portion of Harney Street was categorized for freight on the memo. Tokos explained that this was in the context that the Harney Street connection was made. (Harney and 36th Streets could only be a freight route if Harney Street was connected to the south. Without the connection, there wasn't anything to justify freight on the route.

Tokos covered street x-sections next. Branigan asked if they were going to recommend that the streets they designate as collectors adhere to the examples of street sections. He noted that most of the streets didn't meet these requirements. Tokos explained they would see a significant difference between major collector preferred and major collector acceptable standards. Where there was already a street width without these components where they would have to do the improvements. Branigan asked about major collector acceptable that didn't have sidewalks. Tokos explained these would be rectified through redevelopment of some sort of city project. Berman asked if someone on an empty lot would be required to have sidewalks even though there weren't sidewalks by them. Tokos reported there would be updated development standards which included how they went about determining what level of public improvement was required for infill development. As the code was written, in cases where an entire block didn't have sidewalks they would require a non remonstrance agreement. In instances where a home was going in on a block where other sidewalks existed, they were required to fill them in. Tokos reported that they would set up the framework on how decisions could be made in terms of traffic calming, and give it a clear process.

Tokos reviewed mobility standards. He described a failed intersection as one where it took multiple light intervals to get through the intersection. Hardy didn't think it was right to say that this was a failed intersection. She thought it was an indication of too much traffic and the intersection wasn't failing. Tokos noted they would have an opportunity to discuss whether or not the city needed to adjust its thresholds for traffic through traffic studies. What they would be doing was evaluating new development in a particular location and if there was a need for some improvement to the intersection and street in conjunction with the development. Hardy asked if they were considering bypasses. Tokos reported they weren't a part of the packet. This would be more of a regional discussion. Hardy thought it needed to be on the table to consider. Tokos conveyed that it wasn't a part of the TSP work at that point. He explained the history of the what had been considered for bypasses for Newport, with Moore Drive being the only logical freight route.

Tokos explained the guidelines for block spacing and noted that access management would be considered. They

would also have some recommendations relative to EV charging stations based on the legislation from HB 2180 that required that new development of multifamily units of five or more, and all commercial developments, to have electrical services in place to provide EV charging and that they provide conduit into the parking areas. Tokos believed that they would have to do this for 20 percent of their parking. This would go into effect on July 1, 2022. East asked if this allowed companies like Electrify America or Telsa to come in and put their own systems in. Tokos explained this was infrastructure on the individual private properties to support EV charging. Charging stations were becoming a reality and something they had to consider. The bill didn't require developers to put the charging stations in, but that they have the power supply and the conduit into the parking area so that it could be done without a major renovation to the building.

Tokos reviewed some of the renovation projects and the fiscally constrained project list. He reported the projects had roughly \$50 million available over a 20 year period. Tokos reviewed the Harney Street extension findings and noted that they were able to get the costs down by \$10 million but it was hard to get costs lower because of terrain. The consultants thought there was enough merit to keep it on the list in case there were some Federal funds that came in to fund it, but not list it on the fiscally constrained. Hanselman noted that the consultants indicated there were 25,000 vehicles that went northbound on US 101 per day. He thought that the possibility of a reduction of 5,000 vehicles for \$60 million wasn't very many when they were talking about 25,000 vehicles going north and likely the same amount going south. Berman pointed out that of the 5,000 vehicles a lot of them would be heavy use trucks. This would help with traffic improvement if they were diverted. Escobar asked if the Harney Street would open up some of the land for development that was cost prohibitive. Tokos thought it could and reminded that many of the 5,000 vehicles were local as well. (26:52) Escobar thought that it seemed cost prohibitive at that point. Hanselman asked if any of this would pencil out for affordable housing. Tokos thought this was unlikely and might not pencil out for developers because of their costs for onsite work and offsite improvements. Tokos thought that if this project landed between \$45-60 million the individual property owners would look to withdraw the 80 acres and try to do a house or two there. Tokos reported they had tried to develop the properties in the past but they couldn't make it work.

Tokos reviewed the Oceanview to Nye Street extension. He reported the TSP Committee's view was that there may be value for this but it could fall off based on where they landed on the fiscally constrained numbers. Also, the Committee's preference was for the full street option. Tokos explained that once they saw the actual cost of this they would compare it to other projects and see where it fell. Berman noted that the extension might cause other issues such as how to get traffic on and off the extension, and how it might cause more traffic to use Oceanview Drive.

Tokos reviewed the three US 101 couplet options. He reported that the TSP Committee thought the short couplet was the best approach. Tokos then reviewed the US 20/US 101 options. The TSP Committee thought the additional southbound turn lane was best. Hardy asked what they would do with the businesses that would be required to move. Tokos explained if they were effecting the property so much that the building would have to be removed they would have to purchase the property at fair market value. If they could do a right-of-way take and the business was still functional, this became a different appraisal. Hardy thought there was a tradeoff between the actual effective impact of modifying the street versus the expense and inconvenience to the business owner by forcing them to close or modify their business. Tokos explained that anytime they pursued condemnation they looking at the interest of the broader public and whomever you were impacting for business. They would be obligated to pay fair market value. Hardy had concerns about making a business closed down and them not being about to relocate in town. She thought this would be a loss of excess of fair market value. Tokos thought they could talk about that when they got to that point. In the context of Urban Renewal they could help pay for business relocation type factors. They could also look at modifications for the business as well. Hardy thought it was tacky to force businesses to relocate this way.

Tokos reviewed the US 20 two-way concepts next and explained the thought process for bike and pedestrian lanes. The TSP Committee thought they should stick with two-way traffic on the US 20 alignment and the preference was to look to accommodate bicyclists on NE 1st Street because it was a more logical place for them. Tokos thought they potentially might be looking at if they should rezone some of the C-3 heavy commercial north of US 20 into a more of a multi-family.

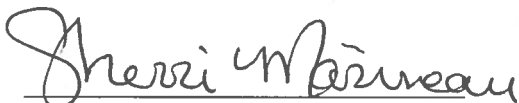
Tokos reviewed the Moore Drive, Harney Street and US 20 intersection considerations. The TSP Committee recommended going with a traffic signal with a left-turn pocket option.

Tokos reviewed the schedule moving forward. The consultants would be putting numbers to the different options, especially the ones that were favorable. They would be looking to launch an online outreach starting at the end of July and then an in person workshop during the second or third week of August. A final Project Advisory Committee meeting would happen in September where they would look at the TSP closer to its finished form. Then they would start to work this into the adoption process in November and December. Escobar asked if the numbers for the projects would be better known for the outreach. Tokos confirmed they would have more numbers for people to consider and weigh. Berman asked if the other projects would be included. Tokos reported they would all be included with costs.

Berman pointed out that the maps showed the city limits outside of the Urban Growth Boundary whenever they showed the coast line, and needed to be fixed. There was also graphics that were mislabeled or missing that needed to be looked at.

- B. Final Scope of Work for HB 2003 Compliant Housing Capacity Analysis and Housing Production Strategy.** Tokos reported the grant budget was \$105,000 and the City would have to match up to 25 percent. The State ended up getting more funding for this grant program than they asked for. Tokos thought Newport would have the grant funded but the match amount was yet to be determined. He reported Newport was a high priority for HB 2003 work. Tokos noted that the Task 5 piece was not required and was likely where they would land. They would be looking to say that to help inform infrastructure investments they would take a hard look at properties with moderate infrastructure needs and figure out, based on land values in these areas, the infrastructure costs to get them fully serviced, the construction costs to build the units we need, and to see if they would likely land in prices affordable for folks in our community. This will help Newport when the State asked us down the road why we didn't meet certain benchmarks for the housing production strategy.
- 3. Unfinished Business.**
  - A. Updated Planning Commission Work Program.** Tokos pointed the major change on the work program was to flip the review of the Tech Memos for the TSP. He also noted that there would be a public hearing for the Wilder Development in August.
- 4. Adjourn.** The meeting adjourned at 7:50 p.m.

Respectfully submitted, ✓



Sherri Marineau,  
Executive Assistant

