

Sherry Marineau

From: Derrick Tokos
Sent: Monday, June 11, 2018 9:42 AM
To: Sherry Marineau
Subject: FW: Request for VRD densities in neighborhoods such as defined by the Newport Peninsula Urban Design Plan
Attachments: Peninsula Urban Design Plan.pdf; Glick Report_1994.PDF; ord_2084.pdf

From: Derrick Tokos
Sent: Monday, June 11, 2018 9:40 AM
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Subject: RE: Request for VRD densities in neighborhoods such as defined by the Newport Peninsula Urban Design Plan

Hi Martha,

Unfortunately, we can't provide the information you have requested because, with the exception of Nye Beach, the boundaries of the "conceptual" urban design districts were never clearly defined. The "Newport Peninsula Urban Design Plan" chapter of the City's Comprehensive Plan was established on July 6, 1993 (Ord. # 1677). It envisioned the creation of up to six urban design districts, each of which is described in a very general sense in the document (attached).

These policies tied to what is commonly referred to as the "Glick Study," which was initiated in 1991 and wrapped up in 1994. Enclosed is a document summarizing that planning effort. Figure 2, Page 2, includes a rough sketch of what the urban design districts could have looked like; however, they were intentionally vague, likely because there was an expectation that specific boundaries would be defined when the districts were formed. That occurred when the Nye Beach Design Review District was established, and its adopted boundaries differ from the rough sketch included in the Glick Study (ref: Ord/ #2084). This is the only urban design district that resulted from the Glick Study.

We would be happy to provide the committee with more targeted analysis, but need specific direction as to the geographic boundaries the group wants to see assessed. I'll add this as a discussion item under committee requests.

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Sent: Saturday, June 09, 2018 10:45 AM

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Subject: Request for VRD densities in neighborhoods such as defined by the Newport Peninsula Urban Design Plan

Hi Derrick,

At the May 2 meeting I made a request for a more comprehensive map of VRD densities in neighborhoods. The definition of a neighborhood is nebulous but I had hoped that those defined by the Newport Peninsula Urban Design Plan from the 1990's would provide a reasonable definition of Newport neighborhoods most impacted by VRDs.

What is the status of this request? I understand that the density values are only estimates, however, I believe that estimates of densities will help the committee in exploring all options on how and where to limit VRDs.

Sincerely,
Martha Winsor

NEWPORT PENINSULA URBAN DESIGN PLAN¹

Findings:

Newport's historic peninsula district is the heart of the city. The City of Newport anticipates that population, employment growth, and increased tourism on the peninsula, combined with automobile-dependent development, will negatively affect the quality of life and lifestyle, as well as the physical character of the historic core of the city. The peninsula's ability to accommodate change requires careful attention to urban design in order to preserve and strengthen the inherent qualities which have guided Newport's development to date. These summary findings are more fully developed in the Newport Peninsula Urban Design Study, which is incorporated herein as a background reference document and provides substantial evidence for these findings, policies, and implementation strategies. It is our key finding that is necessary to both stimulate and guide development in order to graciously incorporate change and preserve the peninsula as a wonderful place to live. Consequently, the following policies are adopted for the peninsula.

Policies:

1. Preserve the beautiful natural setting and the orientation of development and public improvements in order to strengthen their relationship to that setting.
2. Enhance new and redeveloping architectural and landscape resources to preserve and strengthen the historic and scenic character and function of each setting.
3. Improve the vehicular and pedestrian networks in order to improve safety, efficiency, continuity, and relationships connecting the peninsula neighborhoods.
4. Coordinate with the Oregon Department of Transportation (ODOT) highway projects which are compatible with and responsive to these policy objectives and design districts implementing said policies.
5. Improve cohesion of each neighborhood subject to design district overlay by enhancing its function, character, and relationship to its natural setting and orientation.
6. Preserve and strengthen the ability of peninsula institutions to continue as centers

¹ Chapter added by Ordinance No. 1677 (July 6, 1993).

of employment.

7. Improve the built environment in order to strengthen the visual appearance and attractiveness of developed areas.
8. Strengthen the peninsula's economic vitality by improving its desirability through improved appearance, function, and efficiency.
9. Preserve and enhance the existing housing supply. Encourage the increase of affordable housing in Newport.
10. Adopt up to six urban design districts on the peninsula for the purpose of implementing said policies in a manner consistent with the purpose of implementing said policies in a manner consistent with the character and function of each area as further defined herein.

Implementation:

The urban design policies may be implemented by additional specific policies related to these objectives in the transportation system play, especially as these may relate to integration of pedestrian, vehicular and bicycle environments and networks, parking, and coordination with ODOT.

These policies may also be implemented by specific development/zoning code amendments requiring integration of key policy elements into development plans. Such policies may include a system of incentives to achieve density, height, pedestrian orientation, and scenic enhancement.

The key implementation for these urban design policies specifically authorized by this amendment shall be the creation of urban design districts. The purpose of each design district shall be to preserve and enhance the function and character of each district area. Design districts shall be considered as refinement plans and adopted as zoning and development code overlays. The character and function of the six urban design districts is as follows:

1.) City Center District (including U.S. Highway 101 Corridor).

A. City Center

The City Center area shall be characterized by Twentieth Century Commercial and Vernacular style structures. This area will be the most intensively developed commercial node on the peninsula. It will be enhanced as the City Center by development of a transportation network which links this area to all others on the peninsula. The building sites and public rights-of-way are to be

characterized by land efficient parking and views of the Pacific Ocean and Yaquina Bay.

B. City Center North

City Center North shall be characterized by concentrating government buildings into a government center both east and west of U.S. Highway 101. It will serve as a gateway to the peninsula while linking with the Center in both function and character.

C. City Center South

City Center South shall focus on the Pacific Communities Hospital development. Development in this area shall be pedestrian and bicycle oriented, with effective linkages to the City Center and the U.S. Highway 101 Corridor.

2.) Waterfront District.

Historically, this area was the original development site with the City of Newport. Marine dependent industries--timber transport, fishing, etc.--were the first source of livelihood for early settlers and inhabitants and shall continue to be referenced in the design of the area. The Waterfront District shall continue to reflect the working class character of the commercial fishing industry. Appropriately, existing commercial buildings line both sides of Bay Boulevard and are of wood frame construction, clad with stucco, masonry and tin, covered with flat and gable roofs, 1 - 3 stories in height, with zero building setbacks. Many buildings have awnings, and some are built on pilings above the water. Piers project beyond the buildings. The historic character of the area is strong due to numerous intact, original buildings which date from the 1870's through the 1940's, and preservation of these historic buildings should continue to the extent possible. (At the intersection of Hatfield Drive and Bay Boulevard, the addition of contemporary buildings and lack of intact historic buildings has changed the character of the area to the east.) The U.S. Coast Guard Station/Ocean House Hotel Site is noteworthy architecturally as a unique building of the Colonial Revival style within the City of Newport. The location of this building on a bluff above the Waterfront District is an important aspect of its significance and shall be preserved.

3.) Nye Beach District.

The Nye Beach District is significant for the collection of cohesive architectural resources and landscape elements which reflect a working-class neighborhood. The area consists of wood frame buildings, 1 to 2½ stories in height, covered with gable and hip roofs, and clad with clapboard, shingle and/or fire retardant siding. The landscape character of the area is defined by rock walls, terraces, sidewalks, and small front lawns. There are some small scale commercial

buildings within this residential neighborhood which relate directly in building materials, scale, and massing to the character of the area. (Some changes have occurred in the neighborhood, including building alterations such as retardant siding materials and infill of non-compatible buildings on once vacant properties.) The Nye Beach sub-area is most important as a cohesive neighborhood, defined by the character of these vernacular buildings and the building/site relationship. Every effort should be made to integrate the goals of the Nye Beach Study (*Seventh Amendment to the Newport Urban Renewal Plan*) with any new developments in this area for maximum benefit to the city and community.

4.) Upland Residential District.

Quiet area of well-maintained, modern single-family residential homes to be maintained overlooking Yaquina Bay. Sites are characterized by steep slopes and shall be sensitively developed. Existing vegetation, such as shore pines, fir, hemlock, and Monterey Cypress, is important to the character of this area, as well as the entire peninsula, and should be preserved.

5.) East Olive District.

This district consists of mixed use development and the middle school, high school, county fairgrounds, and city/ county maintenance shops. The East Olive District shall redevelop with emphasis on attractive development character and corridor improvements, including efficiently organized vehicular, pedestrian and bicycle traffic, and site planning that emphasizes pedestrian orientation and children's safety.

6.) Oceanfront Lodging/Residential District.

Multi-story buildings of varying heights, including rectangular oceanfront motels of contemporary construction. Occasional views of ocean between buildings to be encouraged. Orientation of visitors to the ocean is to be enhanced by the emphasis of native/naturalized plantings on public and private property. Multi-family residential structures to be encouraged. Single-family homes south of motel area, on bluff overlooking the beach, to be respected by adjacent developments. Parking conflicts to be improved by site planning and new buildings to reflect pedestrian orientation. Beach accesses to be maintained or enhanced. Public open spaces to be encouraged.

Specific Peninsula Implementation Strategies:

Development on the peninsula and in each urban design district may use these additional implementation strategies:

1.) Encourage development of a pedestrian-friendly environment throughout the

- peninsula through creation of public open spaces and pedestrian amenities within each of the peninsula's primary sub-areas. Such public places should be supportive of intensive commercial activity centers (such as the City Center), tourist areas (such as the Waterfront and Oceanfront Lodging areas), and orientation to major natural features (such as Yaquina Bay and the Pacific Ocean).
- 2.) Work with the Oregon Department of Transportation to develop the best coast parkway design, responsive to both the City of Newport's commercial development interests and user accessibility requirements. Include U.S. Highway 20, the East Olive entrance, as a major component of the work with ODOT. Co-ordinate compliance with Oregon's Transportation Rule for improved traffic flow and safety for cars, pedestrians, bicycles, and--where appropriate--transit throughout the peninsula. Further:
 - (a) Develop a strong, local circulation network by forming north-south streets (7th north from Bayley to 15th; and 9th north from Bayley to 12th) parallel to U.S. Highway 101 through the central peninsula area.
 - (b) Preserve the Yaquina Bay Bridge as a beautiful piece of architecture that greatly enhances the Newport Peninsula's entrance from the South.
 - 3.) Encourage developer partnerships in implementation of these urban design principles through a system of incentives (e.g., density, height, pedestrian orientation).
 - 4.) Use the redesign of U.S. Highway 101 to link the existing City Center with office employment centers and to link the Waterfront with Oceanfront Lodging/Residential and Nye Beach. Strive to fully integrate U.S. Highway 101 improvements into the City of Newport.
 - 5.) Establish visual continuity by seeking opportunities for relocating or undergrounding utilities and implementing a signage program and signage ordinances.
 - 6.) Preserve the significant scenic qualities from the Waterfront to the top of the Upland Residential bluff and from the Embarcadero through the Yaquina Bay State Park. Foster developer partnerships in implementation of these scenic preservation principles through a system of incentives (e.g., density, height, pedestrian orientation, parking reductions).
 - 7.) Preserve the natural character of the Newport peninsula--its remaining stands of significant native vegetation--by utilizing creative site planning on both public and private development projects. Carefully monitor potential impacts of new development and redevelopment efforts. (Definition of "significant" here is relative, since a single tree--a Douglas Fir or a Monterey Cypress, for example--is significant when located anywhere along the Uplands Residential bluff skyline above the

Waterfront, helping form the peninsula's characteristic appearance from the South.)

- 8.) Support the scenic restoration process (a) by implementing improvements within the highway and local street rights-of-way and (b) through the development and redevelopment processes of both commercial and residential lands. Scenic enhancement measures will be compatible with development rights.
- 9.) Resolve the traffic congestion and spatial limitations relating to use of the Lincoln County Fairgrounds, the Newport High School, and the Newport Middle School.

Newport Peninsula Urban Design Plan

PROCESS SUMMARY



Newport Peninsula Urban Design Plan

PROCESS SUMMARY

July 21, 1994

prepared for:

**The City of Newport
Newport, Oregon**

Demuth Glick Consultants, Ltd.
Portland, Oregon

Acknowledgments

The consultants wish to thank the people of the City of Newport for their concern, enthusiasm and diligence in pursuing the Newport Peninsula Urban Design Plan Process since 1991. Their continued input throughout this effort to date has been the key to its success. We also wish to thank retired City Manager, Don Davis, for his vision, insight and leadership in initiating this process with the Newport City Council.

We would like to thank Sam Sasaki, City Manager and Mike Shoberg, City Planner and other staff members for their continued support of this process and their concern for the City's future. Further, we wish to thank all the other individuals, agencies and organizations who have been very involved in this effort from the start. Finally, we want to acknowledge the support of the Oregon Department of Transportation in this project.

It should be noted that the graphics contained within this summary were originally designed for large-scale public presentations during the urban design process. They have been reduced from wall-sized sheets and reproduced for use in this document. The graphics contained herein are only a small portion of the graphics produced for the overall process. There is a listing of all drawings prepared for the study in the Appendix to this Summary.



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Purpose of this Report

The purpose of this report is to summarize the first three years of work on the Newport Peninsula Urban Design Study. This document highlights the urban design process to date, while recognizing that the comprehensive nature of the process and the quantity of products make it cumbersome to include detailed descriptions of all aspects of the work completed. This summary highlights the purpose of each phase, describes the process established by Demuth Glick Consultants, Ltd., and lists the products developed.

Intent of the Newport Peninsula Urban Design Study

The intent of the Newport Peninsula Urban Design Study has evolved since 1991. It started as a Feasibility Study, dealing with issues and opportunities resulting from the proposed Oregon Coast Parkway through Newport's City Center. It was redefined into an evaluation of the entire Newport peninsula, recognizing that the City Center must be studied in the context of its adjacent commercial and residential neighborhoods in order to optimize its future economic vitality. The larger-scale process began with an evaluation of the Peninsula's existing conditions and identification of the physical character of each of its six neighborhoods. Neighborhood-specific urban design principles were developed in an effort to maintain each neighborhood's inherent character

and function as the City undergoes major transportation changes. These principles were the result of a great deal of community input, daily work with City staff and careful coordination with the Newport City Council.

The Newport Peninsula

The Peninsula was defined in this study as the land bounded on the north by NE and NW Sixth Street; on the west by the Pacific Ocean; and on the east by Yaquina Bay. At the present time, nearly all land on the peninsula is developed. The Newport Peninsula has grown steadily over the last 30 years and growth is expected to continue. How such growth occurs will determine the future viability of the Peninsula as the "heart and soul" of the City.

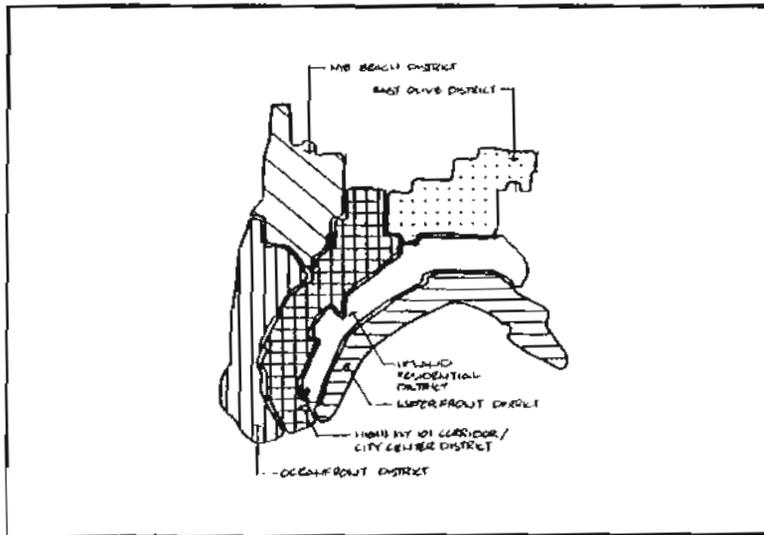


Figure 1 Newport Peninsula Study Area (showing sub-areas)

The City of Newport is blessed with geographic depth beyond Highway 101. The City Center is located along Highway 101, and is surrounded by five distinct neighborhoods. The current

configuration of circulation ways and the relationship between these neighborhoods hinders optimum function and economic opportunity of these neighborhoods.

Newport is scenic. Views of the Pacific Ocean and Yaquina Bay abound. The most prominent architectural landmark in the community is the Yaquina Bay Bridge. The Art Deco/Art Modern era bridge adds a visual quality to the community (much like the Golden Gate Bridge in San Francisco) and connects the peninsula to South Beach.

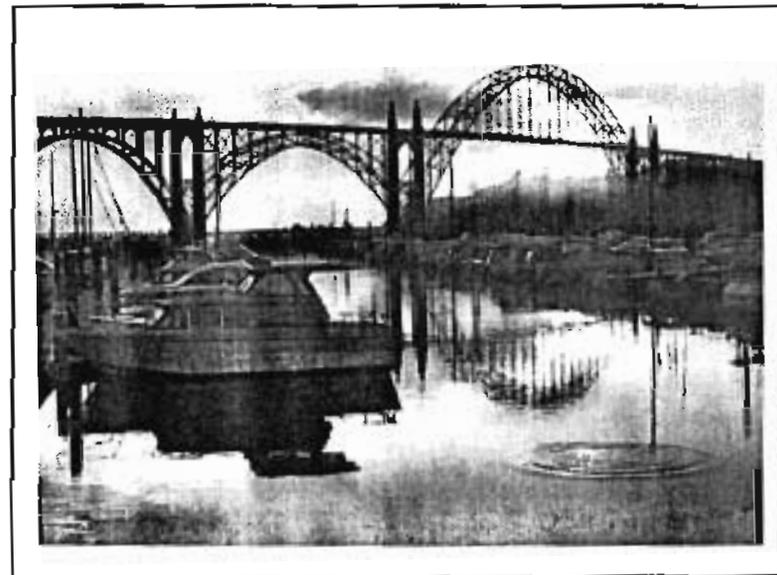


Figure 2 View of Yaquina Bay Bridge and Bayfront (Character Photo)

The Peninsula. The Peninsula is a landform exhibiting great topographic diversity which is bounded by the Pacific Ocean and Yaquina Bay. All six neighborhoods studied during the urban design process are located within this land area.

The Residential Bluff. A steep bluff overlooks Yaquina Bay, containing a quiet area of well-maintained, modern, single family residential homes. Existing vegetation, such as shore pine, fir, hemlock, and Monterey Cypress are important to the visual character of this area as well as the entire Peninsula. The bluff overlooking Yaquina Bay provides the City with its "picture-postcard" image.

The Bayfront is, perhaps, the second most memorable area on the Peninsula. It consists of a rich mixture of uses and activities. Economically, the most significant of these is the commercial fishing industry which includes the largest fleet in Oregon as well as a number of fish processing plants. Other uses on the Bayfront include restaurants, tourist commercial establishments (gift shops, art galleries, etc.), a Coast Guard facility, Port related activities and a resort hotel.

Historically, this area was the original development site within the City of Newport, serving as both a transportation center and shipping terminal for timber. Appropriately, existing Commercial style buildings line both sides of Bay Boulevard and are of wood frame construction. Clad with stucco, masonry and tin, structures are covered with flat

and gable roofs, 1 - 3 stories in height, with zero building setbacks. Many buildings have awnings and are built on pilings above the water. Piers project beyond the buildings which front Yaquina Bay. The historic character of the area is strong due to numerous intact, original buildings which date from the 1870's through the 1940's. The U.S. Coast Guard Station/Ocean House Hotel Site is an architecturally noteworthy building of the Colonial Revival style. Its location on a bluff above the Bayfront offers a scenic orientation and is an important aspect of its significance.

City Center. This commercial and institutional area is the heart of the peninsula. It is characterized by Twentieth Century Commercial and Vernacular style structures and is the most intensively developed commercial center on the peninsula. Some of its building sites and public rights-of-way afford views of the Pacific Ocean and Yaquina Bay. North City Center is proposed to have a concentration of government buildings and commercial sites linked with the City Center in both character and function. It is an ideal location for locating a gateway to the peninsula, which could be an intensified concentration of buildings housing various agencies and institutions. South City Center is focused around the Pacific Communities Hospital Development and is the first area encountered when traveling north over the Yaquina Bay Bridge.

Historic Nye Beach. The Nye Beach neighborhood is significant for the collection of cohesive architectural resources and landscape elements which reflect a working-class neighborhood. The area consists of wood frame buildings, 1 to 2-1/2 stories in height, covered with gable and hip roofs, and clad with clapboard, shingle, and/or fire retardant siding. The landscape character of the area is defined by rock walls, terraces, sidewalks and small front lawns. There are some small scale commercial buildings within this residential neighborhood which relate directly, in building materials, scale and massing, to the character of the area. The Nye Beach sub-area is a cohesive neighborhood defined by the character of these vernacular buildings and the building/site relationships. Views of the Pacific Ocean abound.

Oceanfront Lodging / Residential Area. The Oceanfront Lodging / Residential Area, south of West Olive Street, consists of multi-story buildings of varying heights including mostly rectangular oceanfront motels of contemporary construction. Occasional views of the ocean between buildings can be afforded. Orientation of visitors to the ocean is enhanced by the presence of native/naturalized plantings on public and private property. Single and multi-family residential structures exist in this area as well as south of the motel area on a bluff overlooking the beach. Beach accesses link the area to the ocean below.

East Olive District. The East Olive District serves as a gateway to the peninsula from the east. It is enhanced by some remaining vegetation on both sides of Highway 20. This area is comprised of a variety of uses including schools, the Lincoln County Fairgrounds, residential, light industrial, heavy commercial and other commercial uses.



1.0 PHASE 1 - FEASIBILITY STUDY

Phase 1 of the Newport Peninsula Urban Design Plan began in the Spring of 1991 when the City contacted Demuth Glick Consultants, Ltd., to undertake an initial feasibility study for the City Center of Newport. The City of Newport was responding to concerns of City Center merchants expressed in response to the proposed ODOT Coast Parkway Project.

The initial purpose of the study was to look at potential opportunities and impacts of the proposed Coast Parkway on the City Center. Merchant concerns included the anticipated loss of on-street parking in City Center, opportunities for mid-block parking, streetscape design, lighting and safety at night.

The City was proactive in responding to the parkway challenge. The City's goal in undertaking the initial Feasibility Study was to allow the needs and requirements of the community to drive the transportation planning process, rather than simply allowing the traffic engineering process seek solutions to imminent congestion along Highway 101. The City knew that if a project of this magnitude were to be successful (functionally as well as politically) significant issues in the City Center of Newport would have to be resolved. The initial Feasibility Study was undertaken in response to this challenge.

The drawings produced during Phase 1 included:

- Existing Zoning Map;
- Existing Transportation and Parking;
- Functional Land-Use Diagram;
- Urban Character;
- Issues & Opportunities with Parkway;
- Issues & Opportunities without Parkway; and
- Revitalization Opportunities.

Upon presentation of this work to the City Center Merchants, the City embarked upon a several month evaluation of future City needs, within the context established during the Feasibility Study.

2.0 PHASE 2 - URBAN DESIGN CONCEPT DEVELOPMENT

Phase 2 began in the Fall of 1991 and included the entire peninsula area of the City of Newport, from the residential neighborhood in the high school and fairgrounds area south to the Yaquina Bay Bridge. Expansion of the study area was necessary to fully address the true impacts and relationship of the proposed highway changes on both the City Center and districts immediately adjacent to the City Center.

2.1 Analysis

The process followed by Demuth Glick Consultants, Ltd. for this phase included a number of detailed analyses of the peninsula. These included:

- Visual Analysis;
- Open Space & Cultural Resources;
- Circulation and Parking;
- Land Supply Analysis;
- Peninsula Imagery;
- Highway Imagery; and
- Comprehensive Plan and Zoning Issues.

Next, specific Neighborhood Urban Design Analyses were conducted. The analyses looked at specific issues relative to each neighborhood within the peninsula study area. The neighborhoods included:

- Highway 101;
- Bay Front/Upland Residential;
- East Olive; and
- Nye Beach Residential/Motel Row.

These analyses included two types of information: 1) the consultant's technical findings and 2) concerns expressed by the community.

As a result of the specific Neighborhood analyses, a composite Sub-Area Findings graphic was produced, summarizing the results of technical findings and community concerns within each individual neighborhood.

The Land Supply Analysis graphic follows on the next page, illustrating one of the many peninsula-wide analysis drawings prepared for this phase of the process.



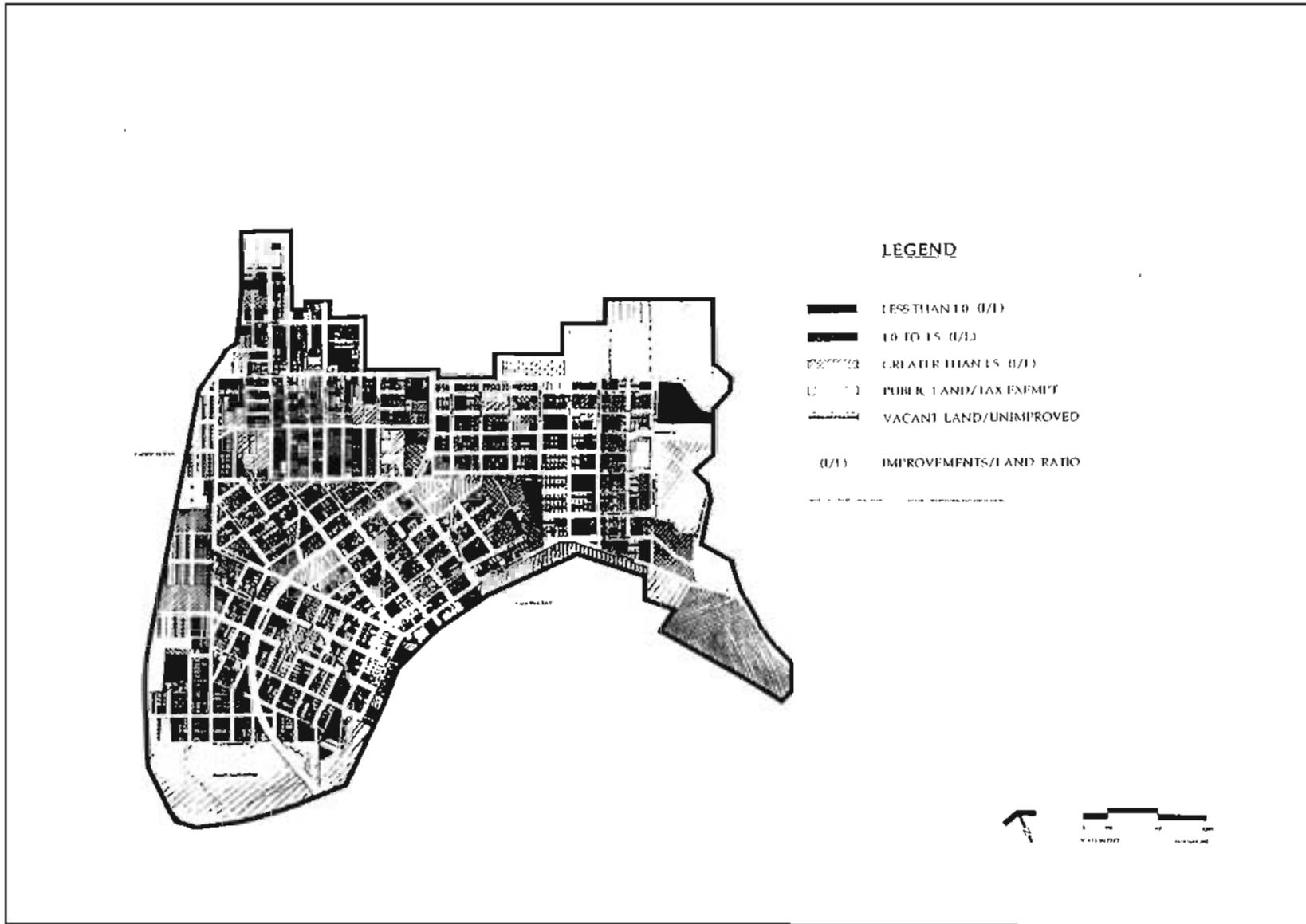


Figure 3 Land Supply Analysis

2.2 Community Involvement Process

One of the most important aspects of the Newport Peninsula Urban Design Plan process was the extensive level of community involvement. Numerous meetings were held with both the community-at-large and committees set-up to assist in the process. The committees included both a Project Advisory Committee (PAC) and Technical Advisory Committee (TAC) comprised of members from each of the six neighborhoods.

Community input was valuable in shaping the Newport Peninsula Urban Design Plan. The work focused on the community's needs and expectations. Following each set of meetings, held on a regular basis, Mr. Glick and representatives of Demuth Glick Consultants, Ltd. would return to the community, City Council, staff and other agencies and institutions with a response which, wherever possible, synthesized their concerns into the evolving plan. The plan continuously became strategically grounded in the true needs of the community and always remained technically feasible.

The approach taken Newport differs from many other similar projects in several ways. These include the:

- large number of meeting undertaken; (see Appendix for list of meetings);

- presence of a design mediator/process facilitator;
- sensitive interpretation of community input;
- consistency of response to the issues raised;
- implementation of a satisfying process and communication opportunity for the public.

One important aspect of the community involvement process was the development of a "Matrix of Favorite Urban Places". At one of the community meetings, an exercise (survey) was conducted where audience members were asked to name any place in the entire world they had visited which was special or unique and to describe the qualities which made them that way. Then they were asked to describe what they liked about Newport. From this information, the responses were compiled and grouped into seven categories. Most of the communities, identified by these Newport residents, exhibited qualities found in all seven categories. The two biggest differences between Newport and the special or unique places, defined during this community meeting, were Newport's perceived lack of architectural integrity and pedestrian orientation.

TOWN OR CITY	PEDESTRIAN FRIENDLY	ARCHITECTURAL THEME	NATURAL FEATURES/BETTING	COMMERCIAL ACTIVITY	SIGNAGE/AMENITIES	EASY ACCESS	CULTURE
ASHAPOLU, MD		• ZERO LOT LINE BRICK, COLONIAL BUILDINGS	• WATERFRONT, BAY LOCATION	• BUSTLING WITH BOATERS & TOURISTS	• LOW LEVEL & PROJECTING WOODEN SIGNS	• PARKING OFF OF DOWNTOWN	• HISTORIC CITY
ASHLAND, OR	• PEDESTRIAN FRIENDLY	• PLEASANT ARCHITECTURAL THEME	• GREENERY/PYCNEMED		• CLEAN, "WHOLESBOME" • SHAKESPEARE THEME		• ANCIENT TOWN
AUBRA, ENGLAND	• BEAUFONT WALKWAY	• HISTORIC ARCHITECTURE MAINTAINED	• BEAUFONT LOCATION				
BANFF, CANADA		• DESIGN THEME	• SCENIC, MOUNTAINOUS SETTING				
BELTINGHAM, WA		• "OLD TOWN" THEME	• WATERFRONT LOCATION	• MODERN SHOPS	• PARKS AND BENCHES	• WIDE STREETS	
BOZEMAN, MT							
CANNON BEACH, OR	• WALK TO MANY ACTIVITIES	• QUART BEAUFONT VILLAGE	• OCEANFRONT, BEACH	• QUALITY SHOPS • EVENING ENTERTAINMENT	• SOME LOW LEVEL SIGNS • CLEAN PEACEFUL TOWN	• ACCESS TO PARKING	
CARMEL, CA	• UNIMPEDD, PLEASANT, SAFE WALKING	• PICTURE BOUL	• BUILT AROUND NATURAL ENVIRONMENT				
CORNING, NY	• HUMAN SCALE	• HISTORIC BRICK BUILDINGS • ZERO LOT LINE		• TOURISTS	• UNIFORM SIGN FORMAT • BENCHES & PLANTERS, FLOWERS	• GRID PATTERN • SHORT WALK FROM DOWNTOWN TO COUNTRY SIDE	• GLASS FACTORY & MUSEUM
ESTES PARK, CO	• EASY TO WALK TO SHOPS	• WELL PLANNED	• SPECTACULAR ROCKY MOUNTAIN LOCATION	• BUSY WITH SHOPPERS	• PLANTERS, BENCHES, TRASH RECEPTACLES • CLEAN	• PLENTIFUL, EASY PARKING	
JEROME, AZ	• NO CAFE ALLOWED	• HISTORIC DEVELOPMENT	• MOUNTAINSIDE LOCATION	• "PACKED" WITH PEOPLE			• HISTORIC ARCHITECTURE & ROADWAY
LACONNER, WA							
LAGUNA BEACH, CA	• PEDESTRIAN FRIENDLY	• ATTRACTIVE THEME	• OCEANFRONT BLUFF	• BUSY GALLERIES, ARTS & CRAFTS	• VISUAL INTEREST OF SIGNS & LAYOUT	• EASILY ACCESSED	
LAKE FISHING VILLAGE	• EASY TO WALK AROUND	• CLUSTERED, COLONIAL BUILDINGS	• ROCKY OCEANFRONT	• FISHING • BOATING • TOURISTS	• QUART STREETSCAPE • VERY FEW LARGE SIGNS • SLOW PACED TOWN	• SLOW, LIGHT TRAFFIC	
NEW HOPE, PA	• HUMAN SCALE	• COLONIAL ARCHITECTURE	• DELAWARE RIVERFRONT LOCATION	• TOURIST ACTIVITY	• BENCHES & STREETSCAPE AMENITIES • NEARBY PARKS & COUNTRY SIDE • UNIFORM SIGNAGE	• OFF THE MAIN HIGHWAY	• COLONIAL HISTORY
OBERORNBERG AU, BAVARIA	• GOOD WALKING ENVIRONMENT	• UNIFORM STYLE • BEAUTIFUL ARCHITECTURE WITH FRESCOES	• BEAUTIFUL ALPS LOCATION	• LOCAL CRAFTS FOR SALE • EXCELLENT RESTAURANTS & HOTELS	• FRIENDLY PEOPLE • CLEAN		
ROYAL MILE, EDINBUROUGH	• CONDUCIVE TO WALKING	• HISTORY INTEGRATED INTO MODERN CITY • AT HUMAN SCALE					• ANCIENT TOWN
SANTA BARBARA, CA	• CONDUCIVE TO WALKING • GOOD MASS TRANSIT	• UNIFORM SCALE & MATERIALS	• OCEANFRONT LOCATION • LOVELY BEACH	• LOTS OF ACTIVITY • MAINTAINED DOWNTOWN URBAN DWELPT.	• LUSH, BEAUTIFUL STREETSCAPE • FRIENDLY PEOPLE • RELAXING CITY	• GOOD MASS TRANSIT	
WESTERN, OR		• PLEASANT, CUTE DESIGN THEME	• MOUNTAIN SETTING	• BUSY, POSITIVE ATMOSPHERE		• WELL PLANNED	
SUN VALLEY, ID			• SCENIC MOUNTAIN LOCATION				
SYDNEY, AUSTRALIA	• WONDERFUL FOR WALKING	• STUNNING SKYLINE	• DYNAMIC WATERFRONT LOCATION	• BOATS, BUSTLING HARBOR			
VICTORIA, BC		• BEAUTIFUL FRENCH ARCHITECTURE	• WATERFRONT LOCATION	• WORKING PORT			• MUSEUMS
NEWPORT, OR			• SPECTACULAR SETTING AT CONFLUENCE OF PACIFIC OCEAN AND YAQUINA BAY • OCEAN BEACH • YAQUINA BAY STATE PARK	• SHOPPING • TOURISM • SHIPPING, BOATING • FISHING	• CLEAN • PROGRESSIVE • FRIENDLY PEOPLE	• NEARBY OUTDOOR SPORTS • EASILY ACCESSIBLE	• PERFORMING ARTS CENTER • VISUAL ARTS CENTER • HISTORIC NYE BEACH NEIGHBORHOOD • HISTORIC LIGHTHOUSE • HISTORIC BRIDGE

Figure 4 Matrix of Favorite Urban Places (partial)

2.3 Development Opportunities

Based on the analysis and community involvement portions of the study, peninsula-wide Development Opportunities were identified, documenting ways to strengthen the character and function of peninsula neighborhoods during redevelopment of transportation ways.

2.4 Program Development

Based on the input from the community and intensive work sessions with Newport's City Council in Spring 1992, a program was formulated. This program included goals and objectives, specific improvements desired by the City and definitions of the character and function of each of the peninsula's neighborhoods and institutions. Simply put, the direction established in that period of time can be distilled into eight goals which are:

1. Preserve the beautiful natural setting and orientation of development and public improvements to strengthen their relationship to that setting;
2. Enhance new and redeveloping architectural and landscape resources to preserve and strengthen the historic and scenic character and/or function of each setting;
3. Improve the vehicular and pedestrian networks in order to improve safety,

efficiency, continuity and relationships connecting the peninsula neighborhoods;

4. Coordinate with the Oregon Department of Transportation highway projects which are compatible with and responsive to the existing character and function of the City of Newport;
5. Adopt design districts on the peninsula for the purpose of implementing policies which improve the cohesion of each neighborhood;
6. Preserve and strengthen the ability of peninsula institutions to continue as centers of employment;
7. Improve the built environment in order to strengthen the visual appearance and attractiveness of developed areas; and
8. Strengthen the peninsula's economic vitality by improving its desirability through improved appearance, function and efficiency.

2.5 City Center Urban Design Concept

Application of the design program resulted in an overall peninsula urban design concept, followed by development of individual neighborhood urban design plans. The City Center Urban Design Concept Plan is shown in Figure 5 which follows.



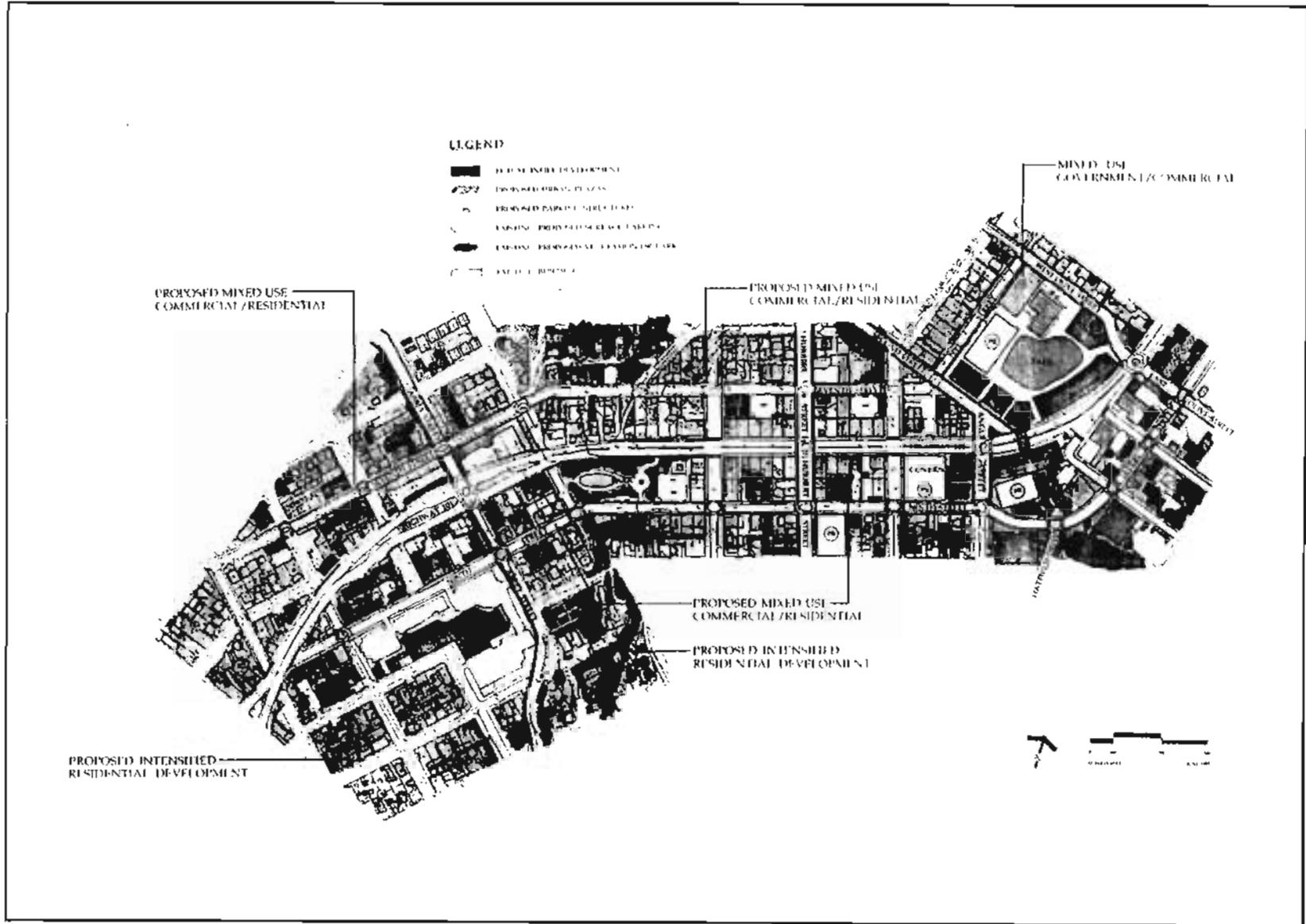


Figure 5 City Center Urban Design Concept

2.5 Framework Concept / Development Zones

Based on the analysis portion of the study, a Framework Concept was developed, comprised of both land use and transportation system recommendations seen as necessary and viable within the next twenty years. Those recommendations are summarized below.

2.5.1 Parallel Streets System / Cross-Peninsula Connectors

A series of parallel streets and cross-peninsula connectors were envisioned as more effectively moving traffic, pedestrians and bicyclist through the community. The streets parallel to the highway are 7th and 9th. The five cross-peninsula connectors are:

1. West Olive / East Olive
2. Angle Street / Second Street
3. Second Street / Hurbert Street / Canyon Way / Fall Street
4. Abbey Street / Harbor Drive
5. Bayley Street / 11th Street / Harbor Drive

These five corridors will provide the primary vehicular, pedestrian and bicycle connections between the peninsula neighborhoods.

2.5.2 Highway 101 Corridor: City Center

Highway 101 is one of the most important economic and physical features of the City of Newport. The proposed improvements to the Oregon Department of Transportation's Coast Highway offer a unique opportunity. If designed for improved traffic flow *and* the City's future, the highway improvements could strengthen the character of Newport as well as improve local and regional circulation. The City desires to "integrate the Highway" into a comprehensive functional and visual improvement program through urban design.

The character of the highway improvements should be unique to Newport. Pedestrian circulation should be improved along the highway as well as off the highway on parallel streets and cross streets. It should be physically and visually separated from the noise and danger of automobiles. Signalized intersections must be located which support the functional requirements of the City and that provide safe, convenient and logical pedestrian and vehicular crossings. Bicycle circulation may (best) be located off Highway 101 on the proposed parallel local circulation routes. The existing 80 foot public R.O.W. is too narrow to accommodate a combination of large travel lanes, center median/left turn lane, bike lanes and an adequate pedestrian area.

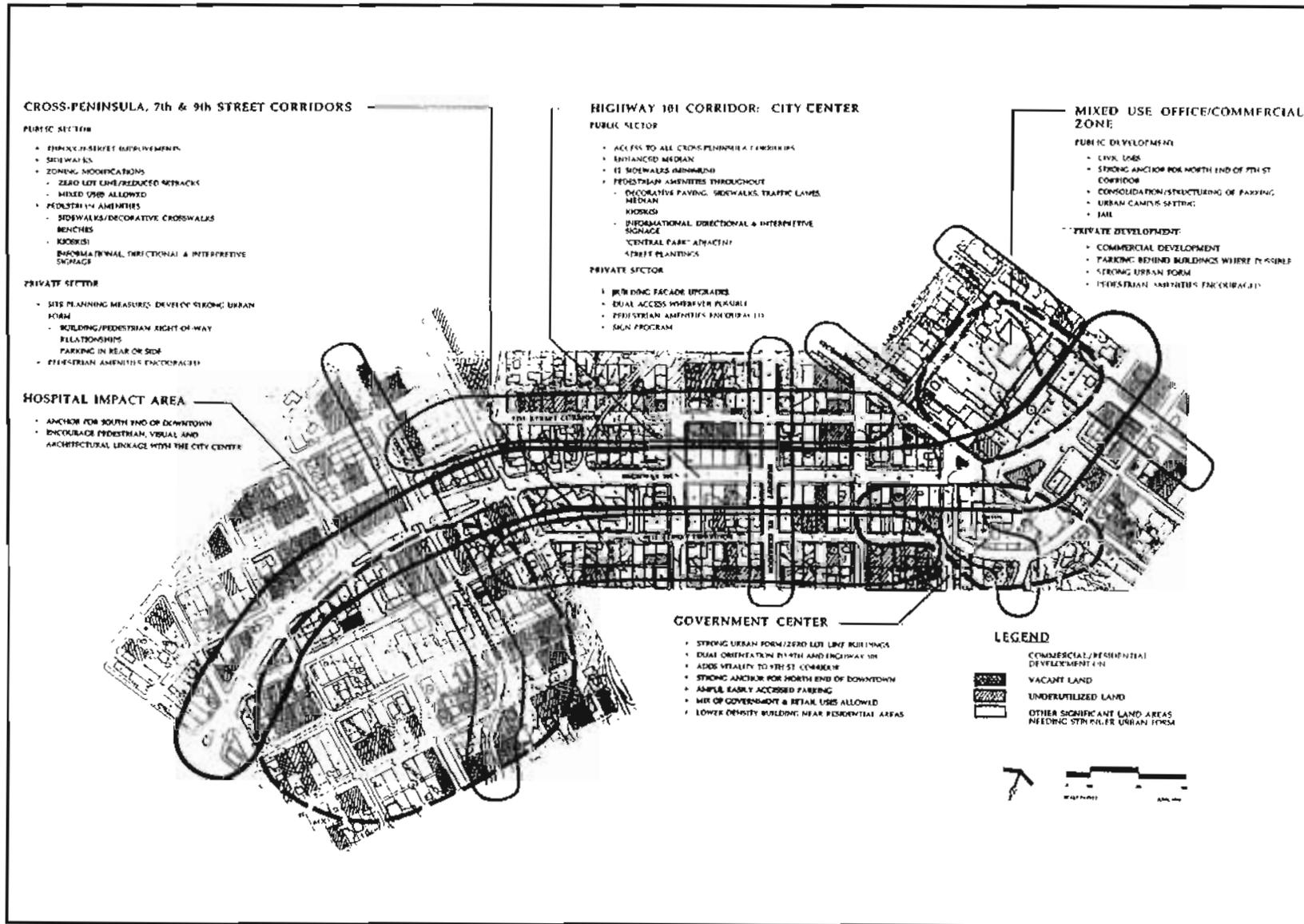


Figure 6 Development Zones

To meet long-term planning goals (beyond twenty year planning horizon), consideration should be given to the development of a one-way couplet system in conjunction with 9th Street. Highway 101 would become one-way south in this case. This option would improve typical level of service ratings (LOS - a standard measure used by traffic engineers) as well as provide a solution for pedestrian oriented development to occur. Pedestrian crossings of Highway 101 could then occur at every intersection, as well as be signalized; crossing distances could be minimized; and pedestrian areas along the streets could be maximized. Consequently, on street parking could, perhaps, be retained on one side of the Highway.

The timing of any construction activities should be coordinated with the tourist season. Improvements to 7th and 9th Street must be completed prior to, or in conjunction with, changes in Highway 101.

2.5.3 Mixed Use Office / Commercial Zone

A mixed use office/commercial zone is envisioned, with an urban campus setting, to strengthen the urban character of the northern portion of City Center. Private development would be encouraged in partnership with the public improvements. Parking structures would be an integral part of this development. This zone, combined with the government center, would serve as an economic anchor for this area.

2.5.4 Government Center

A Newport Government Center concept was developed by DGC to be located on the east side of Highway 101 between SW Lee and SW Second. Three design schemes were studied and a preferred alternative (Scheme B) was developed further into the following drawings:

- Functional Diagram;
- Concept Site Plan; and an
- Axonometric.

The Government Center would allow for the consolidation of many city, county and state services. These include:

- Lincoln County Administrative Offices;
- Oregon Coast Community College;
- State of Oregon Department of Human Resources;
- Newport City Hall;
- New Community Center;
- Lincoln County Department of Human Resources;

- Newport Senior Center;
- structured parking; and
- pedestrian plazas and open space.

Again, this complex would anchor the northern end of City Center, both physically and economically.

2.5.5 Hospital Impact Area

The Pacific Communities Hospital area is, and will continue to be, the employment and institutional anchor for the southern portion of City Center. Pedestrian linkages and visual improvements are encouraged to strengthen the character of this area. A hospital impact area extending one block beyond the facility in all directions is seen as having development opportunities for medical related businesses and employee residential development.

2.6 Comprehensive Plan Amendment

In response to a meeting with representatives of ODOT Region 2, the City of Newport drafted and adopted a Comprehensive Plan Amendment to incorporate the findings, to date, of the Newport Peninsula Urban Design Study. The key finding of the amendment reads:

"Newport's historic peninsula district is the heart of the City. The City of Newport anticipates that population, employment growth and increased tourism on the peninsula, combined with automobile dependent development, will negatively affect the quality of life and lifestyle as well as the physical character of the historic core of the city. The peninsula's ability to accommodate change requires careful attention to urban design in order to preserve and strengthen the inherent qualities which have guided Newport's development to date. These summary findings are more fully developed in the Newport Peninsula Urban Design Study which provides substantial evidence for these findings, policies and implementation strategies. It is our key finding that it is necessary to both stimulate and guide development in order to graciously incorporate change and preserve the peninsula as a wonderful place to live."

The amendment goes on to describe specific policies and implementation strategies for the peninsula.

3.0 PHASE 3 - DETAILED STUDIES

Phase 3 consisted of two parts: Phase 3(a) and Phase 3(b). Phase 3(a) began in the Fall of 1992 with the focus on three of the peninsula's neighborhoods: the Oceanfront, Waterfront and City Center.

Phase 3(b) began in the Summer of 1993 when the study was focused to individual blocks of the City Center. This, again, was in response to the need to deal with specific questions about potential highway impacts.

3.1 Detailed Neighborhood Urban Design Studies

3.1.1 City Center / Highway 101 Corridor

A number of design studies were undertaken, such as circulation patterns and urban form, for the City Center/Highway 101 Corridor. Several sketch plans of City Center were developed incorporating various design considerations (for example: conversion of a parking lot to a pedestrian plaza, relying instead on mid-block parking to compensate).

Several illustrations were also developed. One of these included a perspective sketch depicting how the City Center would look after implementing all of the urban design improvements recommended in this study. Some of the recommended improvements include greater pedestrian

opportunities, building facade upgrades, awnings and signage guidelines (as part of a comprehensive public information system). Such a public information system would integrate State Highway, City and private sector signage into a coordinated series of elements. This would aid in improving the overall circulation process while significantly reducing visual clutter.

In order to make the proposed circulation pattern function as envisioned, a Seventh Street bridge over Neff Way would have to be constructed to complete seventh as a continuous local circulation route.

Recommended improvements which would make the peninsula pedestrian-friendly include conversion of the National Guard armory site back to its pre-armory use as a community park. The site presents a number of opportunities including:

- proximity to a number of civic uses;
- central location on the peninsula (*central park*); and
- visibility to residents and visitors alike.



Figure 7 City Center / Highway 101 Perspective Sketch

3.1.2 Oceanfront Lodging/Residential Area

Recommendations for this area include encouraging :

- the use of native, coastal plant materials to visually reinforce the connection of this area with the shoreline;
- improvements to parking problems, such as development of a parking structure near the Shiloh Inn;
- improvements to signs such as height restrictions, materials recommendations, placement guidelines and number limits;
- placement of utilities underground;
- development of public open space areas; and
- development of continuous sidewalks on both sides of Elizabeth Street.

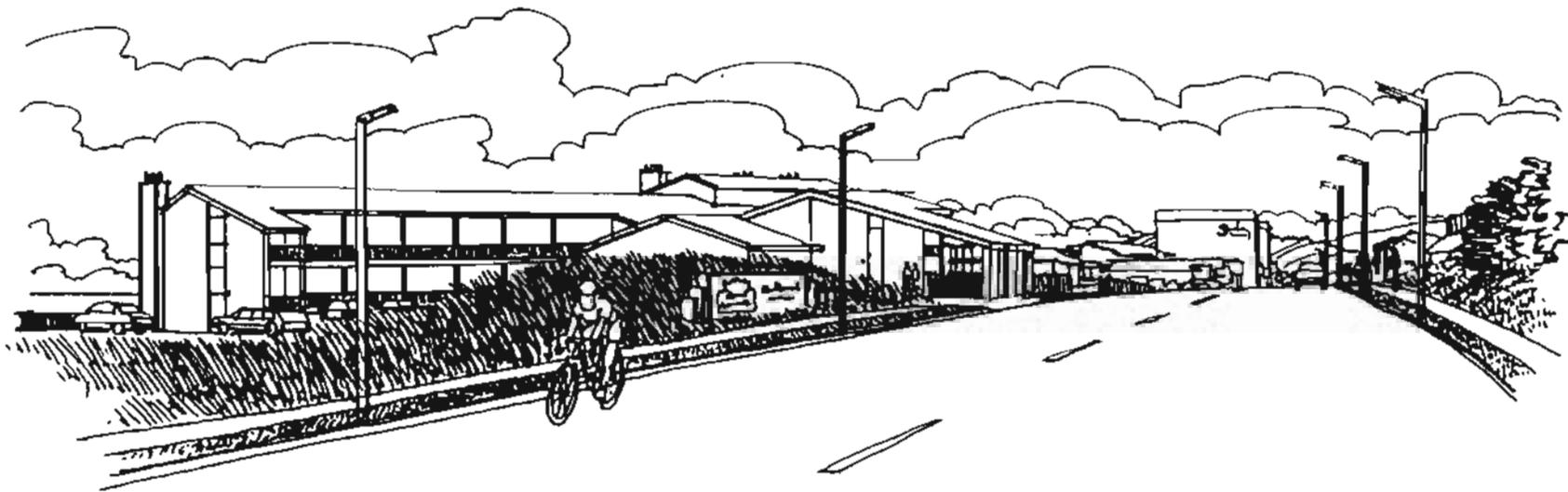


Figure 8 Oceanfront Perspective Sketch



3.1.3 Waterfront/Bayfront

The waterfront area should continue to reflect the working class character of the commercial fishing industry. Specific recommendations include:

- all future development should be consistent and compatible with the area's existing character;
- new developments should be pedestrian friendly and oriented to Bay Boulevard;
- develop a pedestrian plaza on the City owned property at the intersection of Bay Boulevard and Fall Street;
- improve the geometry of the intersection of Bay Boulevard and Fall Street;
- develop a pedestrian boardwalk in conjunction with the proposed seawall/sewer improvement project;
- widen pedestrian areas by re-orienting angled, on-street parking to be parallel;
- construct up to three public parking structures;
- work with the Port to develop pedestrian oriented amenities and features in all new construction.

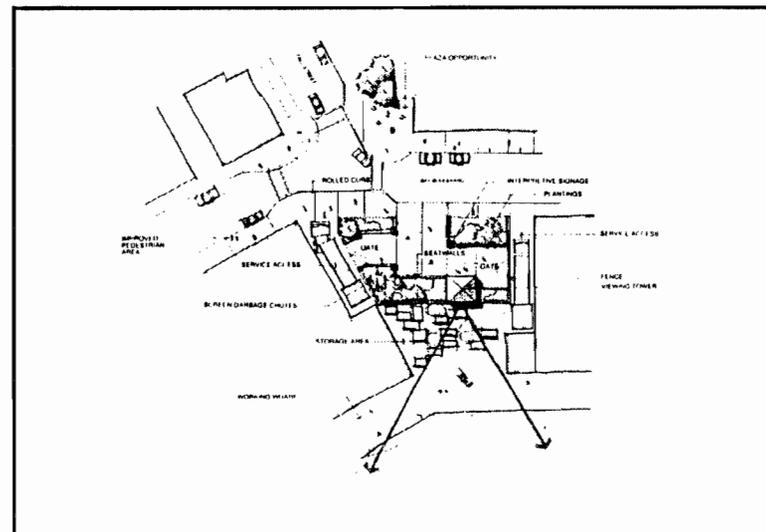


Figure 9 Waterfront Plaza Concept

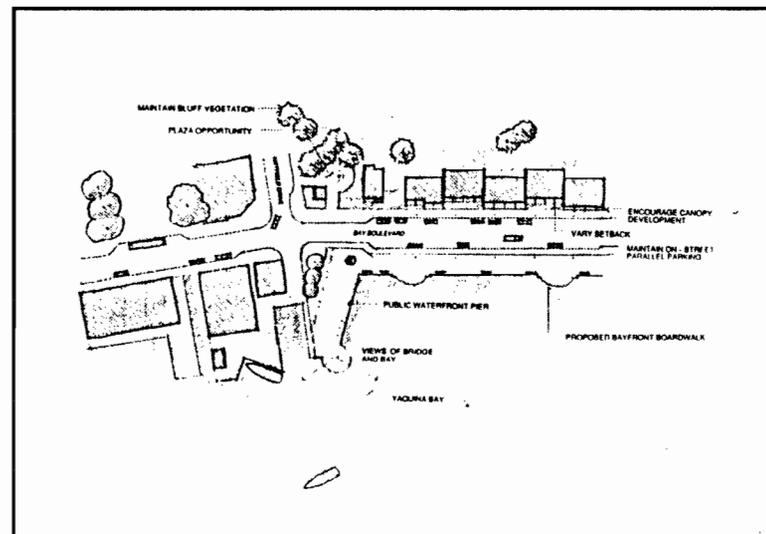


Figure 10 Waterfront Promenade Concept

3.2 City Center Design District

3.2.1 Highway 101

Four design options for Highway 101, through City Center, were developed. A variation of one option was developed in more detail for demonstration purposes during this study. However, while several feasible scenarios were generated, a specific option has yet to be selected by the City of Newport. Further work with the City Center merchants needs to be undertaken prior to selection of the right scenario.

3.2.2 City Center Design Guidelines

A preliminary set of design guidelines were drafted to illustrate the kinds of measures necessary to assure the quality of new development in City Center. These guidelines included specific recommendations for building architecture, site design and street R.O.W.'s. The recommendations covered such design elements as:

- Architectural features,
- Site development,
- Circulation, and
- Infrastructure.

It should be noted here that these design guidelines are merely one component of a successful restructuring of City Center and adjacent neighborhoods relative to anticipated changes to Highway 101. Numerous components are necessary for the City to continue to function in increasingly positive ways. Such conditions can *only* come about as a result of careful integration of all these components.



Qualitative Factors Matrix

August 17, 1993

	Safety	Function	Aesthetics	Cost/Maint.	Other
Highway		<ul style="list-style-type: none"> • <i>Connectedness between east and west sides of Hwy.</i> • <i>10-20 year plan</i> • <i>"Main Street" Newport</i> • <i>Vehicles and pedestrians; <u>no</u> bike lanes</i> 	<ul style="list-style-type: none"> • <i>Streetscape improvements</i> • <i>Visibility/Unity of both sides</i> • <i>Eliminate utility lines</i> • <i>Increase walk widths /pedestrian amenities</i> • <i>Incorporate lighting and trees</i> 		<ul style="list-style-type: none"> • <i>Traffic speeds</i> • <i>Priorities and timing</i>
Parking Lots	<ul style="list-style-type: none"> • <i>Adequate lighting</i> • <i>911 line in each lot</i> • <i>"Safe, friendly and inviting"</i> • <i>Visibility for surveillance</i> • <i>Handicapped design issues</i> 	<ul style="list-style-type: none"> • <i>Loading zones (407-B, 415, 425 SW Coast Hwy)</i> • <i>Make it easy for customer to buy!</i> • <i>Must be in close proximity</i> • <i>Function w/ "urban plaza" interface</i> • <i>Explore design / plaza possibilities</i> 	<ul style="list-style-type: none"> • <i>Very aesthetically appealing</i> • <i>"Garden-esque" / Plaza-like</i> 	<ul style="list-style-type: none"> • <i>Address financial subsidies for structured parking (near term)</i> 	<ul style="list-style-type: none"> • <i>Construction closures</i> • <i>How long?</i> • <i>Performance bond?</i>
Pedestrian Zone	<ul style="list-style-type: none"> • <i>Adequate lighting</i> • <i>Pedestrian overpasses?</i> • <i>Safety zone in the middle?</i> • <i>Pedestrian x-ing lights</i> • <i>Handicap design issues</i> • <i>Good visibility</i> 	<ul style="list-style-type: none"> • <i>Pedestrian overpass?</i> • <i>X-ings between Abbey & Hurbert</i> • <i>Wheelchair accessibility (just below kite shop)</i> • <i>Wider sidewalks*</i> • <i>Restroom facilities (in C.C.)</i> 	<ul style="list-style-type: none"> • <i>Very appealing</i> • <i>Enhance /maximize pedestrian x-ings</i> • <i>Add plantings, art, lighting, paving</i> • <i>Appropriate materials palette</i> • <i>Pedestrian amenities</i> 		<ul style="list-style-type: none"> • <i>Utilities</i>

Figure 11 City Center Design Guidelines (partial table)

	Safety	Function	Aesthetics	Cost/Maint.	Other
Alleys/Accesses	<ul style="list-style-type: none"> • Adequate lighting • Good visibility • Handicap design issues • Separation of ped./vehicle ways • Speed control 	<ul style="list-style-type: none"> • Loading zones from 9th is difficult • Create areas people will enjoy • Create wherever possible • "Refuge" from Hwy 101 corridor • Separate service / loading from pedestrians (if possible) 	<ul style="list-style-type: none"> • Very attractive • "Garden-esque" 		<ul style="list-style-type: none"> • Utilities
Building Facades	<ul style="list-style-type: none"> • Meet current fire/safety codes • Earthquake-proofing • Handicap access 	<ul style="list-style-type: none"> • Pedestrian & service accessible • Front/rear both inviting (front still primary - rear upgraded for both auto arrivals, pedestrian access and service /loading purposes) • Handicap access • Continuity of awning design 	<ul style="list-style-type: none"> • As attractive as possible • Appropriate materials and colors • Enhancement of facades to emphasize or add to bldg.'s character • Continuity of individual bldg. arch. integrity • Improve rear of buildings for greater compatibility w/ individual design elements 	<ul style="list-style-type: none"> • Address subsidies 	
Signage	<ul style="list-style-type: none"> • Design w/good visibility and non-barrier location • Not distracting to drivers 	<ul style="list-style-type: none"> • People can read along sidewalks and cars • Unifying element w/in city 	<ul style="list-style-type: none"> • Unified /theme for public signage 		

Note:

Plain text represents ideas generated at City Center Merchants meeting, *italics indicate ideas generated by DGC.*

Figure 12 City Center Design Guidelines (continued)



3.2.3 Blocks 49 and 55

Detailed design studies were developed for two blocks of City Center. These studies explored issues such as:

- mid-block parking lots;
- dual orientation of existing buildings;
- building improvements;
- streetscaping;
- landscaping;
- alleyways and access improvements;
- changes to on-street parking; and
- pedestrian areas.

Due to the City Center community's interest in improving the aesthetic qualities of the historic part of City Center, Demuth Glick Consultants, Ltd. developed conceptual designs for rehabilitation and adaptive reuse of buildings focusing on both functional and aesthetic aspects of the front and rear elevations.

This phase included an emphasis on the recognition of construction dates and style which reflect the vernacular character of the area. New design concepts were created in response to existing

historic characteristics and contemporary planning and design needs such as real facade rehabilitation and ADA compliance. One of the goals of this phase was to enhance the visual character along the Federally designated scenic highway.

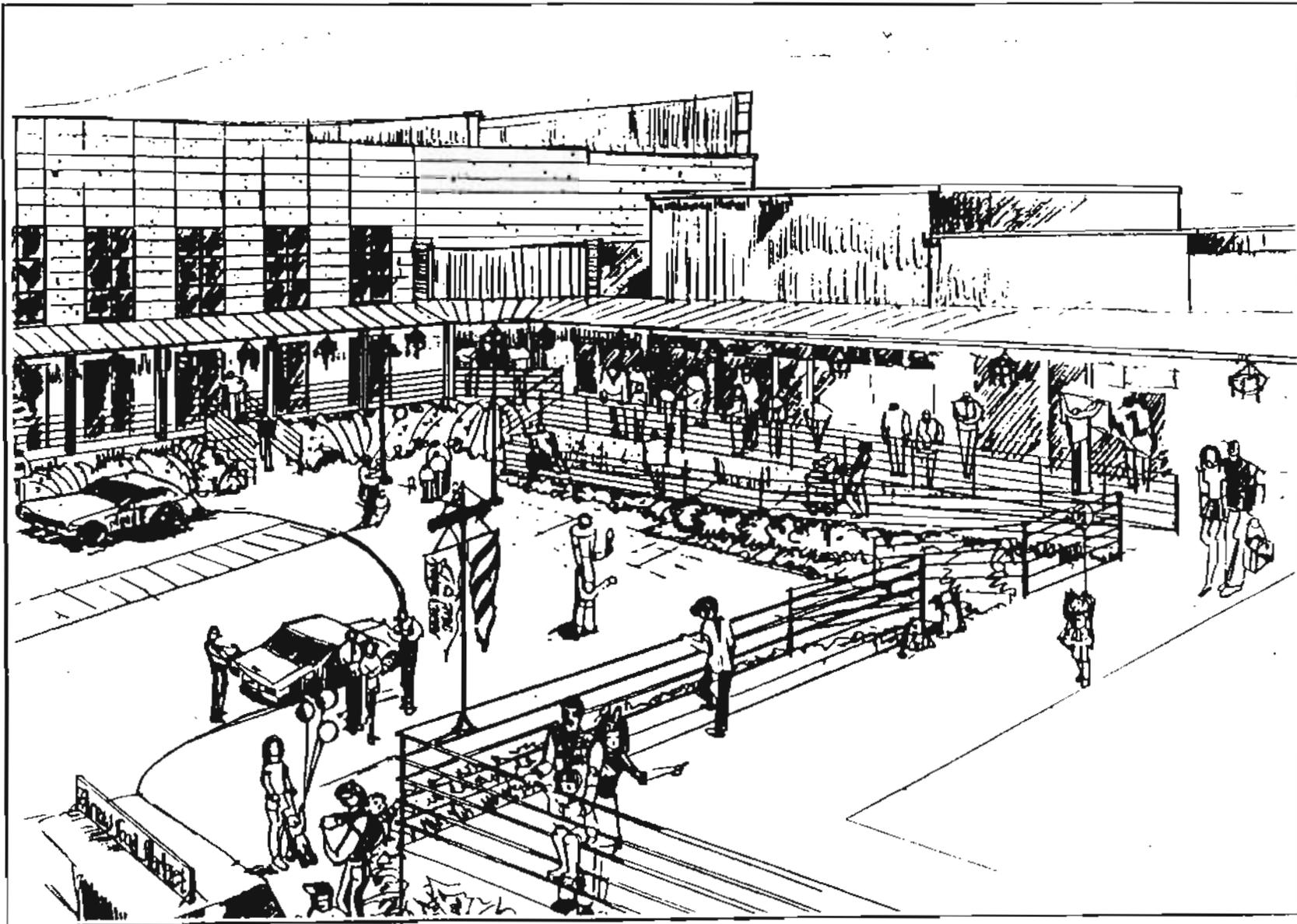


Figure 13 Block 49 Development Study (Facing 9th Street)





Figure 14 Block 55 Development Study

4.0 SUMMARY

The Newport Peninsula Urban Design Plan continues to be an evolving process. The positive consequences from this effort have resulted from a successful interaction with the community, the City Council, Urban Renewal Commission, Planning Commission, the Oregon Department of Transportation and numerous other agencies, organizations and institutions. Other important aspects of the work include:

- a comprehensive urban design approach implemented in response to potential Oregon Coast Parkway impacts;
- a community-based urban design process;
- a design mediation/process facilitation role by the consultant--working with all involved persons and organizations;
- the "visionary" nature of the process as described by ODOT's Deputy Director; and
- the City of Newport's proactive role in charting its own evolutionary course for the next twenty years.

A positive framework was established for the City of Newport to work with the State of Oregon to cooperatively develop improvements to its urban setting and transportation network for the benefit of both entities.

4.1 Urban Design Process Diagram

The Proposed Process Diagram was developed in early 1993 to depict in illustrative fashion the steps necessary to prepare the City of Newport for a major change in Highway 101. At preparation of this summary, the first three phases of the work have been completed, that is:

- City Center Feasibility Study
- Urban Design Plan Development
- Comprehensive Plan Amendment.

Three neighborhoods have been taken part-way through the fourth phase Overlay / Refinements Plan. These include City Center; the Waterfront; and the Oceanfront Lodging / Residential Area. Only one neighborhood--City Center--has had detailed design concepts prepared which can set the specific direction for the City Center's future in relation to Highway 101 changes. Such urban design studies have been completed for Blocks 49 and 55 as highlighted above

Therefore, phases of the work yet to be completed prior to reconstruction of Highway 101 include:

- Overlay / Refinements Plan
- Interagency Agreements
- Design of Action Projects

- Construction of Action Projects

The Action Projects are envisioned as the "infrastructure" which must be in place prior to making major changes to Highway 101. Infrastructure in this case does not refer just to utilities, but to those projects which, when in place, will have a positive influence on the functional and quality of life factors which are so important to Newport's future. A partial listing of these projects are highlighted in the Appendix of this Process Summary Report.

Such projects must continue to be defined by the City of Newport's residential and business communities. Once these projects are in place, it will be possible to begin redesign and reconstruction of Highway 101.



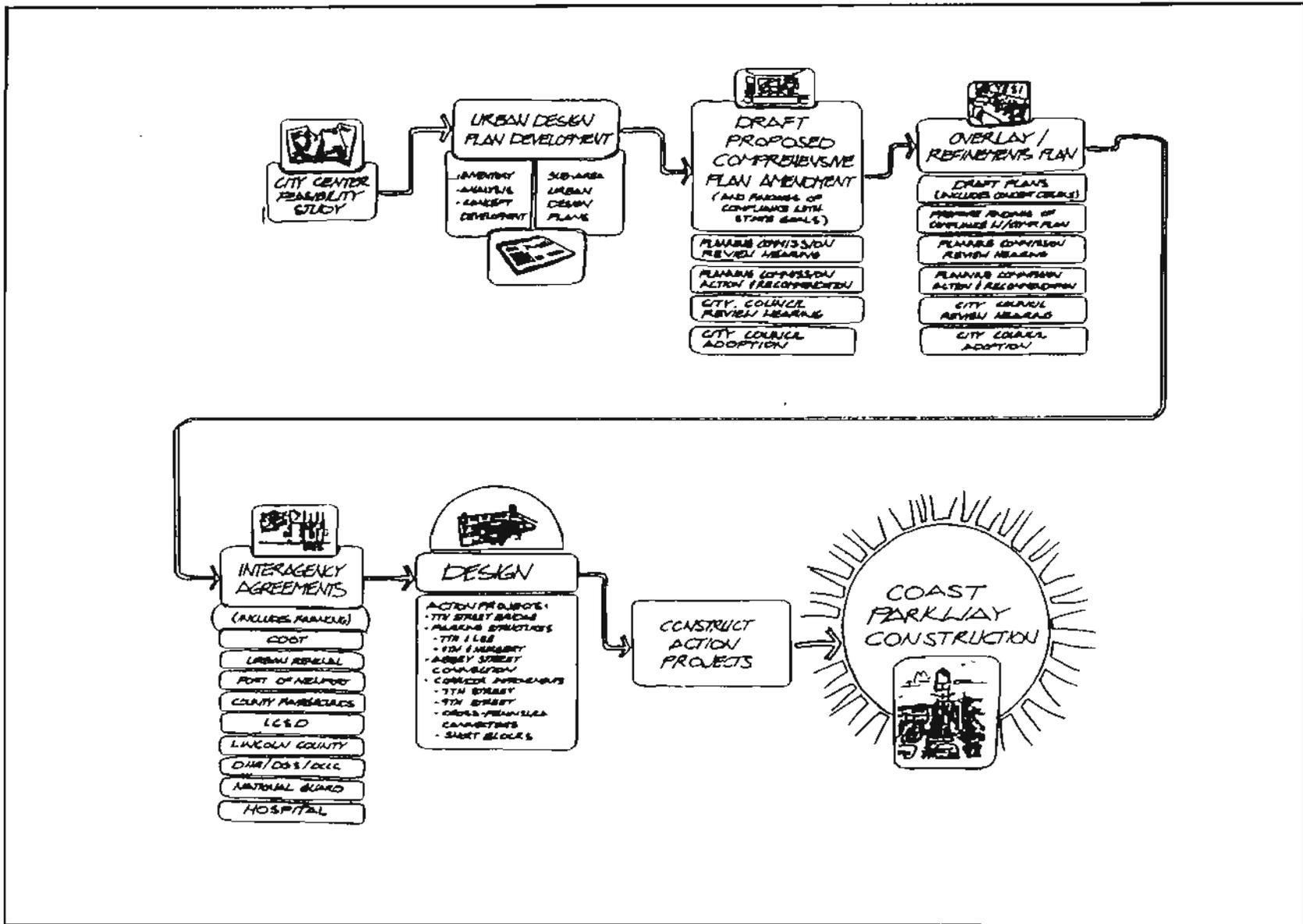


Figure 15 Urban Design Process Diagram



APPENDIX

APPENDIX

A.1 Phase 1

The process followed by DGC for phase 1 included:

1. Meeting with City officials and local merchants.
2. Documenting existing City Center conditions.
3. Analyzing City Center issues and opportunities with or without a proposed Coast Parkway.

The products developed during this phase included:

1. Drawings illustrating the issues and opportunities.
2. A report titled "Preliminary Urban Design Analysis," dated June 20, 1991.

A.2 Phase 2

The process followed by DGC for phase 2 included:

1. Meetings with neighborhood groups, important individuals, affected agencies, City staff, Planning Commission and City Council.
2. Detailed inventory and base map production for the peninsula.

3. Detailed Land Supply Analyses for the peninsula.
4. Preliminary Development Concept Plans and reports for the peninsula.

The products developed during this phase included:

1. "Task 1: Study Area Inventory Progress Report," dated February 19, 1992. This report included the following illustrations:
 - Matrix of Favorite Urban Settings
 - Highway 101: Issues Map
 - East Olive: Issues Map
 - Bay Front/Upland Residential: Issues Map
 - Nye Beach Residential/Motel Row: Issues Map
 - Open Space & Cultural Resources Map
 - Circulation and Parking Map
 - Visual Analysis Map
 - Land Supply Analysis Map
 - Comprehensive Plan/Zoning Issues Map



LIST OF PUBLIC MEETINGS

PUBLIC INVOLVEMENT PROCESS

PUBLIC • STAFF/ELECTED OFFICIALS • INTER-AGENCY • TEAM MEMBERS

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
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Phase I

May 7, 1991	Ken Hobson, Don Davis	Vision for Newport, Coordinate with ODOT, Role of DGCL		X		
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Phase II

November 20, 1991	City of Newport Officials, Oregon State Intern			X		
December 12, 1991	Michael Shoberg- City Planner, Don Davis	Receive concerns of each "principal player" regarding the city	X	X		
December 12, 1991	Technical Advisory Committee Members, Don Davis	Receive concerns of Don Davis and TAC regarding the city	X	X		

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
December 20, 1991	Don Davis, Michael Shoberg, 11 business people from E. Olive Sub Area	Discussion of E. Olive sub-area issues, etc.	X	X		
December 20, 1991	Delight Kapfer-Fairgrounds Fred Wright-School District	Discussion of Fairgrounds parking and how it affects Schools			X	
January 16, 1992	Michael Shoberg- City Planner, Don Davis, neighborhood representatives, etc.	Comments/Discussion- Inventory Maps,Circulation, Institutions	X	X		
January 16, 1992	Technical Advisory Committee Members, Don Davis		X	X		
February 4, 1992	Kevin Apperson- J.C. Dragoo & Associates	Parks & Open Space				X
February 5, 1992	Michael Shoberg- City Planner	Newport Peninsula Design Plan Implementation Coordination		X		
March 30, 1992	ODOT Division II Office	Highway 101/Coast Parkway Coordination			X	
May 10, 1992	Dave Hesse Port of Newport				X	

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
May 12, 1992	Project Advisory Committee		X			X
May 12, 1992	Technical Advisory Committee		X	X		
May 28, 1992	Mike Dowd, GBD	Government Center: Products, Design Criteria, Space/Parking Requirements			X	
June 18, 1992	Jim Wernsing-Member "21st Century Schools Advisory Council"	New educational programming & physical facilities planning			X	
June 22, 1992	Project Advisory Committee		X			X
June 22, 1992	City of Newport	City Council Work Session following meetings on: 6/16, 6/3, 6/3, 6/18		X		
June 23, 1992	Michael Shoberg- City Planner			X		
June 23, 1992	Delight Kapfer-Fair Board, Fred Wright-School Board, Hospital Board Rep.				X	

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
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June 23, 1992	Cindy McEntee- Council Member			X		
June 23, 1992	Bayfront Committee, Don Davis			X		X
July 10, 1992	Port of Newport, Mo's Rep., Mariner's Sq. Rep., Embarcadero Rep	Initial Committee Meeting- Waterfront Urban Design Plan Development	X			X
July 13, 1992	City Council	City Council Work Session		X		
July 24, 1992	Oceanfront Committee	Initial Committee Meeting- Oceanfront Urban Design Plan Devt. Discussion of Oceanfront areas	X			X

Phase III (a)

September 17, 1992	Oceanfront Committee	Parking problems	X			X
September 17, 1992	Waterfront Committee	Waterfront Issues: parking, USCG access trail, conflicts w/industry, etc.	X			X

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
September 22, 1992	Sam Sasaki-City Manager	Discuss Government Center		X		
September 30, 1992	Sheryl Bates-Depoe Bay	Receive Depoe Bay's input on Bayfront Urban Design Plan	X			
September 30, 1992	John Becker-Newport Shrimp	Receive Newport Shrimp's input on Bayfront Urban Design Plan	X			
September 30, 1992	Dave Wright-Oregon Coast Seafoods, Inc.	Receive Oregon Coast's input on Bayfront Urban Design Plan	X			
September 30, 1992	Karl Schmitt-Point Adams	Receive Pt. Adams' input on Bayfront Urban Design Plan	X			
October 1, 1992	City Officials & Merchants	Involve City Center Merchants in Urban Design Plan	X			X
October 1, 1992	Chief Warrant Officer John Sitton (USCG), Todd Pierce-Doty & Associates	Discuss: open space trail connection from Bayfront to State Park	X			X
October 2, 1992	ODOT	Coordinate City's signage with that of ODOT			X	

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
November 9, 1992	Sam Sasaki-City Manager Michael Shoberg- City Planner	Newport Peninsula Urban Design Plan Phase 3 and South Beach Contract		X		
November 9, 1992	City Council	City Council Update: Phase 3 . Discuss preliminary design studies		X		
November 9, 1992	Bayfront Committee	Committee Update on Phase 3. Presentation of prelim. design studies	X			X
November 10, 1992	City Center Merchants Committee	Committee update on Phase 3. Presentation of schematic design studies	X			X
November 10, 1992	Oceanfront Committee	Committee update on Phase 3. Presentation of schematic design studies	X			X
November 11, 1992	Skip Liebritz	Issues discussed: 1. Street Crossings 2. 21st Century & Schools			X	
November 22, 1992	Bud Shoemake	Issues: working waterfront, options for East-end parking structure, growth, etc.			X	
November 24, 1992	Doug Jantzi	Education and the design approach			X	

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
December 5, 1992	Michael Shoberg- City Planner	Peninsula Urban Design Plan Implementation Coordination and South Beach Contract		X		
December 17, 1992	Transportation Planning Rule Working Group	Highway 101/Coast Parkway Coordination			X	
January 19, 1993	Ad-Hoc Appearance Committee	Discuss concerns about the appearance of Newport, especially North Newport	X			
January 20, 1993	City Officials	Open discussion about joint ODOT and City of Newport meeting.		X		
January 20, 1993	City Officials, ODOT	Joint discussion between City of Newport and ODOT		X	X	
January 27, 1993	J. Richard Forester- Land-Use Lawyer					X
February 2, 1993	City Council	City Council Work Session: current status of Urban Design plan process and where it needs to go.		X		
February 5, 1993	Dr. Laverne Weber-Director M. Hatfield Marine Science Center (MSC)	Discuss Aquarium Impact Area Development Plan & MSC operational needs, etc.	X			

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
February 5, 1993	Michael Shoberg- City Planner	Peninsula Urban Design Plan Implementation Coordination		X		
February 23, 1993	J. Richard Forester- Land-Use Lawyer	Overlay/Refinements Plans Newport Urban Design Plan				X
March 31, 1993	J. Richard Forester-Land- Use Lawyer	Newport Urban Design Plan Scenic Overlays				X
April 12, 1993	City Officials	Work Sessions *includes two meetings on 4/12		X		
April 13, 1993	Bud Shoemake	Data Collection Newport Peninsula Urban Design Plan Phase 3			X	
April 26, 1993	Newport Planning Commission	Review & Approve Comp. Plan Amendment for Newport Peninsula and Urban Design Study		X		
April 29, 1993	City Center Committee	City Center Committee Update	X			
April 29, 1993	Waterfront Committee	Waterfront Committee Update on Newport Peninsula Urban Design Plan	X			

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
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April 29, 1993 *Reference in Status Report 11/26/93	Oceanfront Committee (John Clark only attendee)	Discuss status of project	X			
May 3, 1993	City Center Committee	City Center Committee Update	X			
May 10, 1993 *Referenced in Status Report 5/13/93	Planning Commission	Discuss status of project & educate Commission members about process & products		X		
May 24, 1993 *Referenced in Status Report 6/25/93	Planning Commission	Review & make recommendations on Peninsula Comprehensive Plan Amendment		X		
May 25, 1993	City Council	Council Work Session: Update on status of Peninsula & South Beach Projects		X		

Phase III (b)

June 1, 1993	City Officials, ODOT	Coordinate ODOT's traffic modeling w/City's Urban Design Process underway		X	X	
July 1993 *Includes 14 meetings	Building Owners/Occupants: S.E., S.W., N.E., N. Blocks	Discuss concerns/ideas of building owners/occupants	X			X

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
July 7, 1993	City Center Merchants	Discuss role of City, DGCL, & City Center Merchants in terms of Streetscape Master Plan	X			X
July 7, 1993	City Officials	Discuss Newport Peninsula City Center Streetscape Master Plan		X		
July 12, 1993	Sam Sasaki-City Manager, Michael Shoberg- City Planner	Discuss City Center Streetscape & Urban Design		X		
July 16, 1993	ODOT, Micheal Shoberg- City Planner	City-Wide Traffic Modeling Process ODOT Systems Planning		X	X	
August 3, 1993	Tom Lancaster, Traffic Engineer	Traffic Engineering of Newport				X
August 9, 1993	Sam Sasaki-City Manager, Michael Shoberg- City Planner			X		
August 30, 1993	City Center Merchants	Newport Peninsula City Center Parking & Streetscape Master Plan	X			X
August 30, 1993	City Center Merchants	City Center Improvements Update Newport Peninsula Urban Design Plan	X			X

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
August 31, 1993	Sam Sasaki-City Manager, Michael Shoberg- City Planner	City Center Mid-Block Off- Street Parking Cost Estimates		X		
September 15, 1993	City Center Merchants (Blocks 49 & 55)	Update Merchants on Urban Design Plan Blocks 49 & 55	X			X
September 15, 1993	Urban Renewal Committee	City Center Improvements Update	X			
October 7, 1993	M. Garvey- Architect	Discussion of building facades				X
October 21, 1993	Bill Cox	Discuss City Center	X			X

DATE OF MEETING	ATTENDEES	PURPOSE OF MEETING	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
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TELECON LIST

Date of Telecon	Individual(s) Contacted	Purpose	PUBLIC	STAFF/ ELECTED OFFICIALS	INTER- AGENCY	TEAM MEMBERS
June 25, 1992	Sam Sasaki-City Manager, Don Davis	Re: Conversation with Ken Husby, Regional Engineer, ODOT: update him on parallel working processes		X	X	
November 19, 1992	Rich McSwain- ODOT	Re: Conversation about Highway 101 in Newport			X	
December 1, 1992	Steve Bunell- City of Capitola, California	Implementation			X	
May 5, 1993	Micheal Shoberg- City Planner	Re: Planning Commission Workshop		X		
July 31, 1993	Alan Beard	Re: Government Center Status/City of Newport Position, Building Development Costs, etc.				X
September 23, 1993	Dennis Pappel- PUD	Utility Relocations Cost Estimate			X	



LISTS OF DRAWINGS

NEWPORT DRAWINGS

DRAWINGS IN DRAWERS

PHASE II

- Plan, Development Zones
- Original Section, Block 55
City Center Parking & Streetscape Improvements
- Original Section, Block 49
City Center Parking & Streetscape Improvements
- Matrix of Favorite Cities
- Aerial Perspective of Highway Imager (acetate)
- Revised Concept Plan, Government Center, May 14, 1993
1"=100'
- Plan, Development Opportunities
1"=300"
- Plan, Development Zones, June 1992
1"=100'
- Concept Plan, City Center (11"x17")
- (4) Original Site Plan, Highway 101
1"=50'

PHASE III

- Plan, Enlargement A, Typical Streetscape
1"=50'
- Rendered Typical Section, Bay Boulevard (Waterfront)
- Rendered Typical Section, Elizabeth Street (Oceanfront) (trace)
- Rendered Plan, Parking Structure at Seventh & Lee Streets (trace)
- Rendered Improvements Plan (Waterfront) (trace)
- Rendered Plan, Highway 101 Impacts on Peninsula Circulation System
(trace)
- Rendered Plan, Framework Concept for City Center (trace)
- Rendered Plan, Seventh Street Bridge Grading Study (trace)
- (2) Rendered Plan, Vehicular Flow Diagram for City Center (trace)
- Rendered Section, Seventh Street Bridge (trace)
- Rendered Plan, Intersection Concept (trace)
- Rendered Plan, Abbey Street Connection (Oceanfront) (trace)
- Rendered Elevation, Traffic Signals, Signage & Lighting (trace)
- Rendered Elevation, Seventh Street Bridge
- Rendered Section, Parking Structure
- Rendered Concept Plan, Parking Structure (trace)

- Rendered Site Plan, West Parking Structure (trace)
- Original Proposed Section, Highway 101
City Center Parking & Streetscape Improvements
- Original Proposed Section, Seventh & Ninth Streets (copy on vellum)
City Center Parking & Streetscape Improvements
- (2) Qualitative Factors Matrix, Newport Peninsula Urban Design Plan
City Center Parking & Streetscape Improvements (various scales)
- Original Section, Facad Improvements for Building Types
- Perspective Sketch, Block 49 from Hurbert Street
- Base Sheet, Block 55 (text only)
City Center Parking & Streetscape Improvements
- Original Plan, Block 49, August 3, 1993 (trace)
1"=20'
- Original Plan, Block 55 (trace)
- Rendered Plan, Block 49, August 3, 1993 (trace)
1"=20'
- Rendered Section, Block 49
City Center Parking & Streetscape Improvements
- Section, Block 55
City Center Parking & Streetscape Improvements
- Perspective Sketch, Block 55 from Seventh Street
City Center Parking & Streetscape Improvements
- Proposed Section, Highway 101
City Center Parking & Streetscape Improvements
- Proposed Section, Seventh & Ninth Streets
City Center Parking & Streetscape Improvements
- Original Plan, Block 54 (trace)
- Original Section (trace)
- Original Section (trace)
- Rendered Plan View, City Center (trace)
- Original Plan, City Center (trace)
- Block 50, City Center
- Rendered Section, Ninth Street One-Way Couplet Option July 29, 1993
1/4"=1'-0"
- Rendered Section, Highway 101 One-Way Couplet Option July 29, 1993
1/4"=1'-0"
- Rendered Section, No Median/Through Traffic Concept
1/4"=1'-0"
- Concept Plan, Highway 101 in City Center
- Rendered Perspective Sketch, Elizabeth Street/Oceanfront
- Rendered Concept Plan, Plaza on Waterfront (trace)
- Rendered Concept Plan, Esplanade-Waterfront (trace)
- Rendered Plan, Central Parking Structure (trace)
- Rendered Section, West Parking Structure (trace)
- Rendered Perspective Sketch, Highway 101 in City Center
- Rendered Circulation Plan, Scheme A, April 4, 1993

- 1"=300'
- Rendered Circulation Plan, Scheme B, April 4, 1993
1"=300'
- Rendered Circulation Plan, Scheme C, April 4, 1993
1"=300'
- Rendered Circulation Plan, Scheme D, April 4, 1993
1"=300'
- Rendered Transit Plan, April 1993
1"=300'
- Rendered Scenic Overlay, April 1993
1"=300'
- Rendered Scenic Enhancement Overlay, April 1993
1"=300'
- Original Circulation Plan, Scheme A, April 4, 1993
1"=300'
- Original Circulation Plan, Scheme B, April 4, 1993
1"=300'
- Original Circulation Plan, Scheme C, April 4, 1993
1"=300'
- Original Circulation Plan, Scheme D, April 4, 1993
1"=300'
- Section, One-Way Couplet Option, Highway 101
- Original Elevation, Block 55 Suggestions for Building Facade Improvements
City Center Parking & Streetscape Improvements (mylar)
- Rendered Plan, Block 49 in City Center
- Rendered Typical Section, Seventh & Ninth Street (trace)
- Rendered Typical Section A, Highway 101 (trace)
- Rendered Typical Section B, Highway 101 (trace)
- Rendered Plan, Central Park Concept Plan (trace)
- Rendered Section, Highway 101 in City Center (trace)
- Rendered Plan, South City Center (trace)
- Rendered Plan, Enlargement A, Typical Streetscape
1"=50'
- Scenic Preservation Overlay (vellum)
1"=300'
- Plan, Parking & Circulation
Newport Urban Design Plan & Streetscape Improvements
- Cost Estimates Set Block 49
- Cost Estimates Set Block 55
- Original Plan, Parking Area/Pedestrian Plaza in Block 49
- Original Plan, Parking Area/Pedestrian Plaza in Block 55
- Original Perspective Sketch, Parking Area/ Pedestrian Plaza in Block 55
City Center Parking Improvements
- Original Perspective Sketch, Block 49 from Hurbert Street
- Original Perspective Sketch, Block 55 from Seventh Street
- Print of Perspective Sketch, Parking Area/Pedestrian Plaza in Block 49

- Original Perspective Sketch, Parking Area/Pedestrian Plaza in Block 49
- Original Elevation, Block 55
- Rendered Section, Block 49
- Rendered Section, Block 55
- Rendered Original, Highway 101 Concept Plan in City Center
- Rendered Typical Section, Hurbert Street in City Center
- Rendered Full Section, Seventh & Ninth Streets
- Rendered Section, Proposed Highway 101 in City Center
- (2) City Center Basemaps (mylar)
- Rendered Perspective Sketch, Block 49 from Hurbert Street
City Center Parking & Streetscape Improvements
- Rendered Perspective Sketch, Block 55 from 7th Street
City Center Parking & Streetscape Improvements
- Rendered Plan View, Parking Area/Pedestrian Plaza in Block 55
City Center Parking Improvements
1"=8'
- Rendered Plan View, Parking Area/Pedestrian Plaza in Block 49
City Center Parking Improvements
1"=8'
- Rendered Perspective Sketch, Parking Area/Pedestrian Plaza in Block 55
- Rendered Perspective Sketch, Parking Area/Pedestrian Plaza in Block 49
- Perspective Sketch, Block 55 from Seventh Street
City Center Parking & Streetscape Improvements
- Perspective Sketch, Parking Area/Pedestrian Plaza in Block 55
City Center Parking Improvements
- Perspective Sketch, Parking Area/Pedestrian Plaza in Block 55
City Center Parking Improvements
- Perspective Sketch, Block 49 from Hurbert Street
- Perspective Sketch, Block 55 from Seventh Street
- Rendered Perspective Sketch, Block 49 from Hurbert Street
- Perspective Sketch, Motel Row/Streetscape Sketch
- Perspective Sketch, Commerical District/Streetscape Sketch

NEWPORT DRAWINGS

DRAWINGS IN ROLLS • WITHOUT DATES

PHASE II

Government Center Drawings

- (1) Rendered Axonometric of Scheme B (1"=50')
- (1) Original Axonometric of Scheme A (1"=50')
- (1) Original Axonometric of Scheme B (1"=50)
- (1) Original Axonometric of Scheme C (1"=50')

- (2) Rendered Functional Diagrams of Scheme B (1"=50')
- (1) Base Sheet, Functional Diagram of Scheme B (1"=50')

- (1) Rendered Concept Site Plan of Scheme B (1"=50')
- (2) Base Sheets, Concept Site Plan of Scheme B (1"=50')

Aerials

Base Information

Analysis: Downtown Urban Design Plan

- (1) Rendered Plan, Existing Transportation & Parking
- (1) Functional Use Diagram
- (1) Zoning Map
- (1) Revitalization Opportunities
- (1) Urban Character
- (1) Issues & Opportunities with Parkway
- (1) Issues & Opportunities without Parkway
- (5) Base Sheets

Plan Views of Sub-Areas

- (1) Plan View, Nye Beach Area (1"=100')
- (1) Plan View, Motel Row/Residential (1"=100')
- (1) Plan View, Upland Residential (1"=100')
- (1) Plan View, Bayfront (1"=100')

- Rendered Aerial Perspective of Highway

- Presentation Size, Matrix of Favorite Urban Settings

PHASE III

Plan Views of Sub-Areas

- Photographic Elevation, Block 55 (1"=20')



**CONSTRUCTION BUDGET
TRANSMITTAL**

TRANSMITTAL

Date: July 18, 1994

To: Mr. Sam Sasaki, City Manager
City of Newport
810 S.W. Alder Street
Newport, OR 97365

From: Fred Glick

Re: **APPENDIX/BUDGET INFORMATION: PROCESS SUMMARY**
Newport Peninsula Urban Design Study

1. Following my recent conversations with both yourself and Don Davis, Demuth Glick Consultants, Ltd. has generated the necessary information to provide the City with *preliminary, probable estimates of cost* for parking lot construction in the City Center.

2. The following estimates were prepared in the Autumn of 1993, concurrently with the development of the City Center off-street parking lot design(s). The estimated costs highlighted below are for both land acquisition and parking lot construction. Please recognize that these estimates were undertaken at the conceptual design stage, without the benefit of accurate site information, such as an up-to-date site survey. In addition, based on our telephone conversation of last week, the City may wish to include a ramp for the handicapped rather than an elevator (tower) adjacent to the Oddfellows building, in an effort to keep construction costs down. Such a ramp is not included in the following estimate; neither is an elevator tower for Block 55.

3. Probable Estimate of Costs:

<u>BLOCK</u>	<u>LAND ACQUISITION</u>	<u>PARKING LOT CONST.</u>
49	\$215,270	\$417,634
55	\$192,620	\$478,539
Sub-total Estimate:	\$407,890	\$896,173

4. Included in these costs are the following items:

- a. Land Acquisition
- b. Site Preparation
 - Demolition
 - Clearing
 - Grading
- c. Site Construction
 - Sub-surface storm drainage
 - Power & Communication Utilities
 - Lighting/Electrical
 - Pedestrian Amenities/Structures
 - Irrigation
 - Paving and Surfacing
 - Pavement Markings
 - Cast-in-Place Walls
 - Wall finishes
 - Masonry
 - Site furnishings

- Landscaping
- Signage

5. Elements not included in these estimates are:
 - a. Quantity of backfilling and trenching needed for utilities.
 - b. Miscellaneous portions of certain (small) parcels of land for which acquisition costs are not available at this time.
 - c. Off-site improvements.
 - d. Increased costs due to inflation over the past year with regard to land values, labor and materials.
 - e. Contingency Costs.
 - f. Design Fees.

6. The City may wish to consider additional improvements to City Center at some point. These could include:
 - a. Streetscape improvements (especially considering the opportunity to widen the Highway 101-frontage sidewalks).
 - b. Facade improvements to Front and Rear of buildings along highway.
 - c. Other improvements consistent with the Newport Peninsula Urban Design Plan.

ACTION PROJECTS

NEWPORT PENINSULA URBAN DESIGN PLAN

THINGS THAT MUST BE DONE BEFORE HIGHWAY 101 CONSRUCTION:

(THIS INCLUDES ALL DESIGN/COORDINATION/VERIFICATION OF LOCATIONS, MATERIALS, REQUIREMENTS, ETC.)

STRUCTURES	CORRIDORS / STREETSCAPES	BICYCLE SYSTEM IMPROVEMENTS	UTILITIES	SIGNAGE AND TRAFFIC CONTROLS	LAND AQISITION	URBAN PLAZAS
<ul style="list-style-type: none"> • 7TH STREET BRIDGE • PARKING STRUCTURES: <ul style="list-style-type: none"> a. 7TH & LEE b. 9TH & HURBERT c. GOVERNMENT CENTER d. ABBEY ST. & BAY BLVD e. LEE ST. & BAY BLVD. f. JOHN MOORE & BAY BLVD or g. FOGARTY AND BAY BLVD • CITY CENTER RESTROOM 	<ul style="list-style-type: none"> • TRAFFIC STUDY • 7TH ST./NYE ST. • 9TH STREET • HURBERT ST./FALL ST./CANYON WAY. • ANGLE ST./SECOND ST. • BAYLEY ST. / 11TH / HARBOR DRIVE. • WEST OLIVE STREET. • ABBEY STREET / HARBOR DRIVE. • SHORT BLOCKS IN CITY CENTER. • ABBEY STREET CONNECTION. • ELIZABETH STREET. • BAY BOULEVARD. • COAST STREET. • EAST OLIVE / FIRST ST. COUPLET. • PEDESTRIAN CONNECTIONS TO PARKING AREAS. <p>(DECORATIVE PAVING, STREET FURNITURE, DECORATIVE STREET LIGHTS, LANDSCAPING, VEHICULAR IMPROVEMENTS)</p>	<ul style="list-style-type: none"> • STRIPING/LANES <ul style="list-style-type: none"> a. HURBERT / CANYON / FALL ST. b. ANGLE / SECOND ST. c. BAYLEY / 11TH / HARBOR DRIVE. • SIGNS. • NUMEROUS PARKING AREAS AND RACKS. 	<p>COORDINATION WITH CITY UTILITIES MASTER PLAN:</p> <ul style="list-style-type: none"> • SEWER. • WATER. • ELECTRIC. • GAS. • STORM WATER. • TELEPHONE. <p>(PLACING UNDER GROUND AND/OR RELOCATING TO MID-BLOCK AND VERIFICATION OF/WITH FUTURE INFRASTRUCTURE PROJECTS)</p>	<ul style="list-style-type: none"> • 5 SIGNALS: <ul style="list-style-type: none"> a. BAYLEY. b. ABBEY. c. HURBERT. d. ANGLE. e. HWY. 20. (PART OF TRAFFIC STUDY WORK TO BE DONE) • SIGNAGE STUDY & MASTER PLAN. • DIRECTIONAL SIGNS. • INFORMATIONAL SIGNS. • AGREED UPON PUBLIC INFORMATION SYSTEM DESIGN. • SIGNAGE LOCATIONS TIED DOWN. 	<ul style="list-style-type: none"> • NW CORNER OF 7TH & HURBERT. • SE CORNER OF ALDER & 7TH. • IMPACTED PROPERTY AROUND 7TH & NEFF. • SE CORNER OF FALL & 7TH ST. • VACATED R.O.W. NORTH ON 9TH ST. • NW CORNER OF HWY. 101 & HURBERT ST. • ALL PROPOSED MID-BLOCK PARKING AREAS. • LAND FOR GOVERNMENT CENTER. • LAND FOR CENTRAL PARK. 	<ul style="list-style-type: none"> • CORNER OF 101 & HURBERT • OPEN SPACE/PLAZAS IN CONJUNCTION WITH PARKING STRUCTURES. • FERN PLANT PIER. • BAY ST. & BAY BLVD. PIER. • BAY BLVD. & FALL ST. WATERFRONT ESPLANADE. • HATHFIELD PUBLIC. PIER. • MARINE DISCOVERY TOURS PUBLIC PIER.

OTHER THINGS THAT MUST BE DONE BEFORE HIGHWAY 101 CONSRUCTION:

- GOVERNMENT CENTER PLANNING
- CENTRAL PARK PLANNING
- TRANSIT/SHUTTLE STATION PLANNING
- NYE BEACH IMPLEMENTATION

CITY OF NEWPORT
ORDINANCE NO. 2084

AN ORDINANCE AMENDING THE BOUNDARY OF THE HISTORIC NYE BEACH
DESIGN REVIEW ZONING OVERLAY AND THE GUIDELINES AND STANDARDS
FOR NEW DEVELOPMENT WITHIN THE ZONING OVERLAY
AS CODIFIED IN THE NEWPORT MUNICIPAL CODE,
ORIGINALLY ADOPTED BY ORDINANCE NO. 1308.

Findings:

1. In 2003, with the adoption of Ordinance No. 1865, the City of Newport created the Nye Beach Design Review Overlay (“Overlay”) in its present form. The Overlay put in place architectural design requirements and flexible development standards for new construction or areas of redevelopment.
2. Ordinance No. 1865 required that the City Council hold a public hearing within 10-years to consider whether or not changes needed to be made to the Nye Beach Design Review Overlay boundaries, guidelines, and standards. That hearing was held on December 16, 2013. Advance notice of the hearing was provided to property owners and affected businesses within the Overlay. After taking public testimony, the City Council elected to initiate changes to the Overlay to address a range of issues, including but not limited to building width, building mass, setbacks, maintaining village character, building height, building size, zoning, and boundaries. The Council further directed that the Planning Commission develop the necessary recommended amendments.
3. Considering the scope of the project, the Planning Commission elected to form an ad-hoc work group of interested citizens to assist it in reviewing and updating the Overlay. That work group, which primarily consisted of affected business/property owners, met 10 times between March of 2014 and June of 2015 to develop the recommended revisions. Additionally, the City retained the services of SERA Architecture to help identify strategies for refreshing the design review guidelines and standards.
4. The Planning Commission was updated as the ad hoc work group completed its task and met on June 22, 2015 to consider the group’s recommendation before scheduling a public hearing. Key changes to the guidelines and standards include:
 - a. Design review under the guidelines will be required for a greater number of projects. Currently, a review under the guidelines by the Planning Commission is required for structures over 100-feet in length and 35-feet in height. The 100-foot threshold is proposed to be reduced to 65-feet.
 - b. Design guidelines have been updated. SERA Architecture assisted the work group to clarify the intent of each guideline and to identify approaches a developer can take to satisfy them. This will provide developers, decision makers, and the public with a better understanding of the design elements a project must possess in order for it to be approved.
 - c. New guideline have been developed to address solar impacts. Development subject to

the design guidelines will need to avoid excessively shading neighboring properties.

d. Design standards have been revised to ensure that they are clear and objective. SERA Architecture assisted the work group in identifying discretionary language and redrafting it so that it is explicit about what is required. This will help developers, staff, and the public to better understand the design elements that can be used to secure an approval. Projects must incorporate a larger number of design elements. Larger buildings must also satisfy new standards to ensure they visually align with the scale of existing Nye Beach development.

e. New illustrations have been prepared and existing illustrations refreshed to more clearly identify desired design elements.

f. Definitions and review procedures have been consolidated. Some of the definitions have been revised to align with “like type” definitions elsewhere in the Municipal Code. For example, the definition for “substantial improvement” has been revised to match the definition for the same term contained in the building code and city floodplain regulations. This shifts the threshold for when remodel work triggers design review from one that was based upon a percentage of the fair market value of exterior changes for which a building permit is required (25% commercial/35% residential) to one that considers the fair market value of the interior/exterior renovations irrespective of whether or not a building permit is required. Substantial improvements that exceed 50% of the fair market value will require design review. The threshold for review of accessory structures is reduced to align it with building code standards that stipulate when a building permit is required.

5. The ad-hoc work group and Planning Commission identified R-2 and R-3 zoned property that should be removed from the Overlay because the guidelines and standards applicable within the overlay are targeted to R-4 and C-2 zoned land. A small amount of R-4 zoned property is being added at the north end of the overlay to provide a contiguous streetscape, and a small amount of C-2 zoned property is being removed so that the Overlay will no longer pass through a portion of The Whaler Motel. In sum, the changes impact approximately 9 acres of property.

6. The Newport Planning Commission held a public hearing on August 10, 2015. Testimony was provided by members of the public and the owners of property and/or businesses within the Overlay. No testimony was provided in opposition to the changes. After taking public testimony, and considering evidence and argument in the record, the Commission voted to recommend that the City Council adopt the proposed revisions to the Overlay boundary and Newport Municipal Code.

7. The City Council held a public hearing on September 8, 2015 regarding the question of the proposed revisions. Testimony was provided by a property owner within the district in support of the changes. No other testimony was provided and the City Council closed the hearing.

8. On September 21, 2015, the City Council found the proposed changes to be necessary in order to further the general welfare of the community and voted to adopt the revisions after considering public testimony, the recommendation of the Planning Commission, and evidence and argument in the record.

9. Information in the record, including affidavits of mailing and publication, demonstrate that appropriate public notification was provided for both the Planning Commission and City Council public hearings.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

Section 1. The above findings are hereby adopted as support for amendments to the Nye Beach Design Review Zoning Overlay and Newport Municipal Code listed below.

Section 2. Ordinance No. 1308 (as amended) adopting the City of Newport Zoning Map is hereby amended to reconfigure the boundary of the Nye Beach Design Review Zoning Overlay as illustrated in Exhibit "A," and more particularly described as follows:

Beginning at the northeasterly corner of SW Hurbert Street and SW 2nd Street; thence westerly along the north line of SW 2nd Street to the west line of SW Dolphin Street, said point also being the southeast corner of Lot 1, Block B, Barlow Blocks Addition to the City of Newport; thence north along the west line of SW Dolphin Street to 10 feet beyond the north line of Lot 7, said Barlow Blocks Addition; thence westerly, 10 feet north of and parallel with said north line of Lot 7 to the Pacific Ocean; thence northerly along the Pacific Ocean to the south line of NW 12th Street; thence east along the south line of NW 12th Street to the east line of an alley between NW Spring Street and NW Hurbert Street; thence south along the east line of said alley way to the north line of NW 10th Street; thence southwesterly to the southwest corner of the intersection of NW 10th Street and NW Brook Street; thence south along the west line of NW Brook Street to the south line of NW 8th Street; thence east along the south line of NW 8th Street to the west line of NW Hurbert Street; thence south along the west line of NW Hurbert Street to the north line of NW 6th Street; thence east to the northeast intersection of NW 6th Street and NW Hurbert Street; thence south along the east line of NW Hurbert Street and SW Hurbert Street to the north line of SW 2nd Street and the point of beginning.

Section 3. Newport Municipal Code Chapter 14.1, Purpose and Definitions, is amended to include the following definitions under Section 14.01.020:

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

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

Design Review. The process of applying design guidelines and/or design standards as applicable to a project.

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

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

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

Substantial Improvement. Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50% of the market value of the structure either:

A. before the improvement or repair is started; or

B. if the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either of the following:

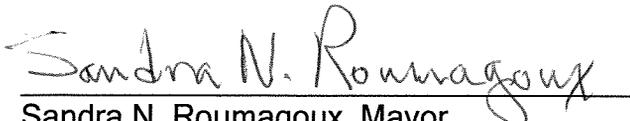
1. Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications that are solely necessary to assure safe living conditions; or
2. Any alteration of a structure listed on the National Register of Historic Places or the State Inventory of Historic Places.

Section 4. Newport Municipal Code Chapter 14.30, Design Review Standards, is repealed and replaced in its entirety with the language contained in Exhibit B.

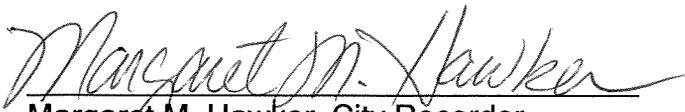
Section 5. This ordinance shall take effect 30 days after passage.

Date adopted and read by title only: September 21, 2015.

Signed by the Mayor on September 22, 2015.


Sandra N. Roumagoux, Mayor

ATTEST:

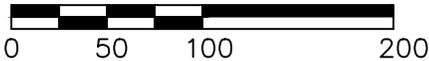

Margaret M. Hawker, City Recorder

Approved as to form:


Steve Rich, City Attorney

Exhibit A

Historic Nye Beach District Lincoln County, Oregon



REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

John R. Pariani

OREGON
 July 13, 1999
 JOHN R. PARIANI
 #51382

Renews: December 31, 2016

Historic Nye Beach District Sketch			
<h1 style="margin: 0;">Pariani Land Surveying</h1>			
136 West Main Street Eagle Point, Oregon 541-890-1131			
Date:	Scale:	Job No.:	Sheet:
July 8, 2015	1" = 100'	2012-095	1 of 1

CHAPTER 14.30 DESIGN REVIEW STANDARDS

14.30.010 Purpose. Design review districts may be adopted by the City of Newport in accordance with applicable procedures to ensure the continued livability of the community by implementing standards of design for both areas of new development and areas of redevelopment. Design review is an important exercise of the power of the City to regulate for the general welfare by focusing on how the built environment shapes the character of the community.

The Newport Comprehensive Plan identifies six potential urban design districts within the Newport Peninsula including the City Center District (and Highway 101 corridor), Waterfront District, Nye Beach District, Upland Residential District, East Olive District, and the Oceanfront Lodging/Residential District. Additionally, neighborhood plans may be adopted for other areas of Newport that include as an objective the implementation of design review to maintain and/or provide a flexible approach to development by offering two methods of design review from which an applicant can choose. One method of design review is under clear and objective design standards and procedures to allow development that is consistent with the standards to occur with certainty in a timely and cost effective manner. A second alternative method of design review is review under design guidelines, which are a more flexible process for proposals that are creative/innovative and meet the identified guidelines of the applicable design review district.

It is further the purpose of these standards to:

- A. Preserve the beautiful natural setting and the orientation of development and public improvements in order to strengthen their relationship to that setting.
- B. Enhance new and redeveloping architectural and landscape resources to preserve and strengthen the historic, scenic and/or identified neighborhood character and function of each setting.
- C. Improve the vehicular and pedestrian networks in order to improve safety, efficiency, continuity, and relationships connecting Newport neighborhoods.
- D. Strengthen Newport's economic vitality by improving its desirability through improved appearance, function, and efficiency.

- E. Improve the built environment in order to strengthen the visual appearance and attractiveness of developed areas.
- F. Implement the goals and objectives of the adopted neighborhood plans.

14.30.020 Design Review Districts: Overlay Zones Established. The following:

- A. Historic Nye Beach Design Review District. The Historic Nye Beach Design Review District Overlay Zone shall be indicated on the Zoning Map of the City of Newport with the letters HNBO and is the area described as follows:

Beginning at the northeasterly corner of SW Hubert Street and SW 2nd Street; thence westerly along the north line of SW 2nd Street to the west line of SW Dolphin Street, said point also being the southeast corner of Lot 1, Block B, Barlow Blocks Addition to the City of Newport; thence north along the west line of SW Dolphin Street to 10 feet beyond the north line of Lot 7, said Barlow Blocks Addition; thence westerly, 10 feet north of and parallel with said north line of Lot 7 to the Pacific Ocean; thence northerly along the Pacific Ocean to the south line of NW 12th Street; thence east along the south line of NW 12th Street to the east line of an alley between NW Spring Street and NW Hubert Street; thence south along the east line of said alley way to the north line of NW 10th Street; thence southwesterly to the southwest corner of the intersection of NW 10th Street and NW Brook Street; thence south along the west line of NW Brook Street to the south line of NW 8th Street; thence east along the south line of NW 8th Street to the west line of NW Hubert Street; thence south along the west line of NW Hubert Street to the north line of NW 6th Street; thence east to the northeast intersection of NW 6th Street and NW Hubert Street; thence south along the east line of NW Hubert Street and SW Hubert Street to the north line of SW 2nd Street and the point of beginning.

14.30.030 Adoption of Design Review: Guidelines and Standards. The document entitled "Newport Design Review: Guidelines and Standards" dated July 29, 2015, is hereby

adopted by reference and made a part hereof. The guidelines and standards contained therein shall be the guidelines and standards applicable to the Historic Nye Beach Design Review District.

14.30.040 Design Review Required. The following development activities in an established design review district are required to obtain a design review permit under the design standards in an identified design review district or, in the alternative, to apply for a design review permit and to obtain approval under the design guidelines for that design review district:

- A. New construction, substantial improvement, or relocation of one or more dwelling units.
- B. New construction, substantial improvement, or relocation of a commercial or public/institutional building.
- C. New construction, substantial improvement, or relocation of a residential accessory structure that contains more than 200 square feet of gross floor area and is not more than 10 feet in height.
- D. New construction, substantial improvement, or relocation of a commercial accessory structure that contains more than 120 square feet of gross floor area.
- E. An addition that increases the footprint of an existing building by more than 1,000 square feet.

14.30.050 Exemptions. The following activities are exempt from the provisions of this chapter:

- A. Development activity that is subject to the provisions of Newport Municipal Code Chapter 14.23, Historic Buildings and Sites.
- B. Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications that are solely necessary to assure safe living conditions.
- C. Development that does not involve the construction, substantial improvement, or relocation of a dwelling unit, commercial or public/institutional building, or accessory structure.

14.30.060 Approval Authority. The following are the initial review authorities for a Design Review application:

- A. Community Development Director. For projects subject only to the design standards specified in the document entitled “Newport Design Review: Guidelines and Standards,” dated July 29, 2015. The approval or denial of a Design Review application by the Community Development Director is a ministerial action performed concurrent with City review of a building permit.
- B. Planning Commission. For projects that require design review under the design guidelines contained in the document entitled “Newport Design Review: Guidelines and Standards,” dated July 29, 2015, including the following:
 - 1. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that is over 65 feet in length or 35 feet in height; or
 - 2. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that does not meet the design standards contained in the document entitled “Newport Design Review: Guidelines and Standards” dated July 29, 2015; or
 - 3. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that involves a conditional use, a variance, or any other type of land use permit for which a Type III Land Use Action decision process is required, pursuant to Chapter 14.52, Procedural Requirements.

14.30.070 Application Submittal Requirements.

- A. For requests that are subject to Community Development Director review for compliance with design standards, an application for Design Review shall consist of the following:
 - 1. A completed and signed City of Newport Building Permit Application Form.

2. Building plans that conform to the submittal requirements for a building permit that include a site plan, floor plan, exterior architectural elevations, cross-section drawings, and construction specifications illustrating how the design standards have been met.
 3. A written checklist identifying the design elements used to comply with the design standards.
- B. For requests that are subject to Planning Commission review for compliance with design guidelines, an application for Design Review shall consist of the following:
1. Submittal requirements for land use actions listed in Section 14.52.050.
 2. Exterior elevations of all buildings on the site as they will appear after development. Such plans shall indicate the material, texture, shape, and other design features of the building(s), including all mechanical devices.
 3. A parking and circulation plan illustrating all parking areas, drive isles, stalls, and points of ingress/egress to the site.
 4. A landscape plan showing the location, type and variety, size and any other pertinent features of the proposed landscaping and plantings for projects that involve multiple-family (more than 2 units), commercial, and public/institutional development.
 5. A lighting plan identifying the location and type of all permanent area lights, including parking area lighting, along with details of the lighting fixtures that are to be installed.
 6. A written set of proposed findings that explain how the project complies with the applicable design guidelines.
 7. Any other information the applicant believes is relevant to establishing that the project complies with applicable design guidelines.
- C. All plans shall be drawn such that the dimensions can be verified with an engineers or architects scale.

14.30.080 Permitted Uses

In addition to uses permitted outright or conditionally in the underlying zoning district, the following uses are permitted within areas subject to design review.

A. Historic Nye Beach Design Review District.

1. Tourist Commercial (C-2) zoned property.
 - a. Up to five (5) multi-family dwelling units per lot or parcel are permitted outright provided they are located on a floor other than a floor at street grade.
 - b. A single-family residence is permitted outright if located on a floor other than a floor at street grade.
 - c. A single-family residence is permitted outright, including the street grade floor, within a dwelling constructed prior to January 1, 2004. Residential use at the street grade is limited to the footprint of the structure as it existed on this date.
 - d. Single family, duplex, triplex, fourplex and multifamily dwelling units, including at the street grade, are permitted outright on property located south of NW 2nd Court and north of NW 6th Street that front NW and SW Coast Street, NW and SW Cliff Street, and W. Olive Street.
2. High Density Multi-Family Residential (R-4) zoned property.
 - a. Uses permitted outright in the C-2 zone district that are not specified as a use permitted outright or conditionally in the R-4 zone district, are allowed subject to the issuance of a conditional use permit in accordance with the provisions of Chapter 14.34, Conditional Uses and subject to the limitation that the use not exceed a total of 1,000 square feet of gross floor area. This provision does not preclude an application for a use as a home occupation under Chapter 14.27, Home Occupations.

14.30.090 Prohibited Uses

The following uses are prohibited within areas subject to Design Review.

A. Historic Nye Beach Design Review District

1. Any new or expanded outright permitted use in the C-2 zone district that exceeds 2,000 square feet of gross floor area. New or expanded uses in excess of 2,000 square feet of gross floor area may be permitted in accordance with the provisions of Chapter 14.34, Conditional Uses.
2. Recreational vehicle parks within the Tourist Commercial (C-2) and Public Structures (P-1) zoning districts.

14.30.100 Special Zoning Standards in Design Review Districts. All zoning standards and requirements applicable under Ordinance No. 1308 (as amended) in the subject zoning district shall apply, except that the following additional zoning standards are applicable for the design review district as applicable in the underlying zoning designation and shall be modified for each district as specified.

A. Historic Nye Beach Design Review District:

1. No drive through windows are allowed.
2. Commercial buildings with frontage on NW and SW Coast Street, W Olive Street, NW and SW Cliff Street, NW Beach Drive, and NW Third Street shall be set back from the property line fronting the street no more than 5 feet unless the development provides for a pedestrian oriented amenity (such as a courtyard, patio, or café with outdoor seating), compliance with the setback is precluded by topography or by easement, or a larger setback is authorized by the Planning Commission through the design review process.
3. Required yards and setbacks established in Chapter 14.11 (Required Yards and Setbacks) and Chapter 14.18 (Screening and Buffering between Residential and Non-Residential Zones) shall be reduced by 50%, except for Section 14.11.030, Garage Setback, which is to remain at 20-feet unless the garage is placed on the property line in which case there is no garage setback requirement.
4. The following adjustments to Chapter 14.12 (Minimum

Size) and Chapter 14.13 (Density Limitations, Table “A”) are allowed within the District.

- a. The minimum lot area within both the R-4 and C-2 zones shall be 3,000 square feet.
 - b. The minimum lot width for the R-4 zone shall be 30 feet.
5. Residential use permitted on C-2 zoned property located south of NW 2nd Court and north of NW 6th Street that front NW and SW Coast Street, NW and/or SW Cliff Street, and W. Olive Street shall comply with the following additional requirements:
- a. The maximum density per residential unit is 1,250 square feet per unit.
 - b. The maximum building height is 35 feet.
 - c. The maximum lot coverage in structures is 64%. If the proposed residential use provides at least 1 off-street parking space for each dwelling unit in a below-grade parking structure (for the purposes of this section below-grade is defined to mean that 50% or more of the perimeter of the building is below-grade) located directly below the residential portion of the structure, the maximum lot coverage allowed is 90%.
 - d. The residential use provides at minimum 1 off-street parking space for each dwelling unit.
 - e. At least one residential building per lot is set back from the property line abutting the street no more than 5 feet.
6. The following adjustments to the off-street parking requirements of Chapter 14.14 (Parking, Loading, and Access Requirements) are provided for uses within the District:
- a. Commercial uses shall have the first 1,000 square feet of gross floor area exempted from the off-street parking calculation.
 - c. All uses within the District shall be allowed an on-

street parking credit that shall reduce the required number of off-street parking spaces by one off-street parking space for every one on-street parking space abutting the property subject to the following limitations:

- i. Each on-street parking space must be in compliance with the City of Newport standards for on-street parking spaces.
- ii. Each on-street parking space to be credited must be completely abutting the subject property. Only whole spaces qualify for the on-street parking credit.
- iii. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street parking spaces are allowed except as authorized by the City of Newport.

14.30.110 Modification of a Design Review Permit. A modification of an approved design may be requested of the approving authority for any reason by an applicant. Applications for a modification shall be submitted and processed in the same manner as the original application.

1. If the requested modification is from an approval issued under design standards, the modification request shall be approved by the Community Development Director if the modification also meets the design standards.
2. If the modification does not meet the design standards or if the modification is from an approval issued under the design guidelines, the modification shall be processed under the design review process for compliance with the applicable design guidelines. The Commission's authority is limited to a determination of whether or not the proposed modification is consistent with the applicable design review guidelines.