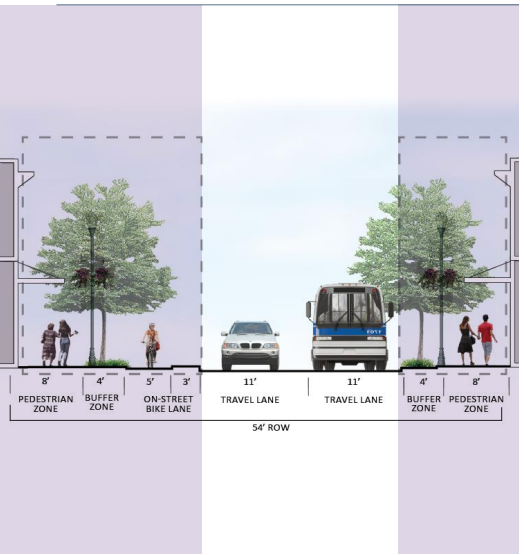
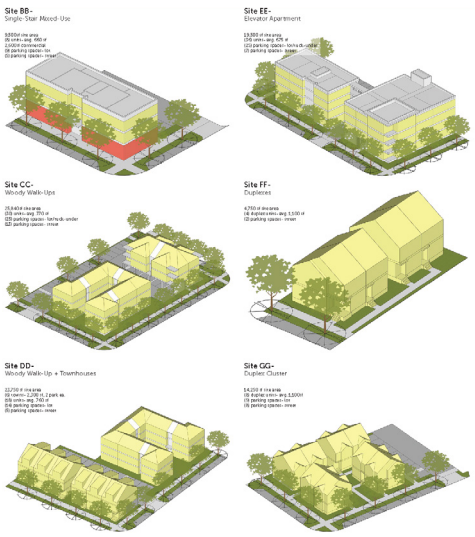
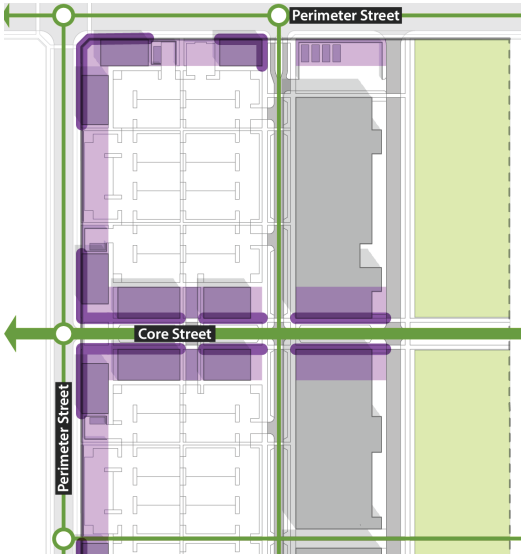
# The Newport City Center Revitalization Plan Project: Memo #5

## Comprehensive Plan and Development Code Concepts




**Newport City Center Revitalization Plan Project**
Recommended Land Use and Urban Design Changes and Strategies

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

February 2025


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urbsworks

# Introduction

## Newport City Center Revitalization Plan: Memo #5 Objectives

Urbsworks' scope of work for Task 5.1 and Memo #5, Comprehensive Plan and Development Code Concepts, says *Subconsultant shall lead the development of Memorandum #5 which will include recommendations and proposed conceptual amendments to City's Comprehensive Plan and Development Code necessary to implement the preferred alternative for plan and code amendments identified in Revised Memorandum #4. Subconsultant shall submit to DEA, and DEA shall provide to City and APM.*

Draft Memorandum #5 must include:

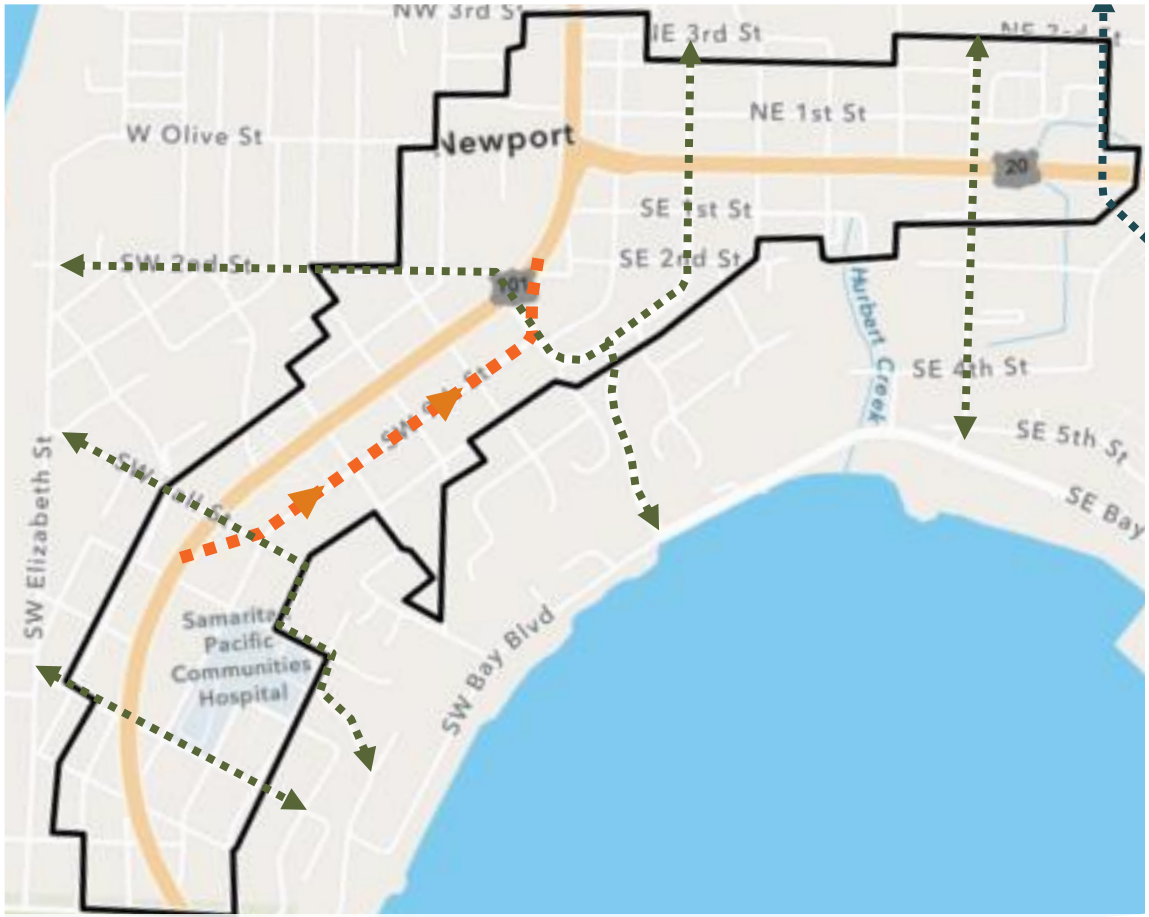
- *A series of Area Plan Maps showing where the proposed Comprehensive Plan designations and zoning districts would be applied in the Project Area. Boundaries for application of plan designations and zoning must be composed of whole parcels with identifiable boundaries for individual parcels.*
- *A description of potential Comprehensive Plan designations and zoning districts, with a description of the types of allowed land uses and development requirements that will affect the type, density, and appearance of development in each designation and district. The Comprehensive Plan designations and zoning districts must be consistent with the preferred alternative identified in Revised Memorandum #4.*
- *A description of potential Development Code amendments to implement the preferred alternative in Revised Memorandum #4.*

The scope requires Memo #5 to address eight critical aspects of site and building design.

| CRITICAL ASPECTS OF SITE AND BUILDING DESIGN |
|---|
| Parking requirements |
| Pedestrian circulation |
| Building Mass / Floor-to-Area Ratio |
| Building Orientation |
| Lot Size |
| Setbacks |
| Landscaping |
| Height |

In addition to addressing critical aspects of site and building design,

*Consultant shall coordinate with Agency Region 2 Traffic on any changes to roadway standards that may affect the State highway system. Development of Memorandum # 5 must be coordinated with development of Draft Memoranda #6 and #7 to identify potential Comprehensive Plan and Development Code amendments that support implementation of Public Investments in Revised Memorandum #6 and Incentives and Public-Private Partnerships in Draft Memorandum #7.*




*The new City Center Design Review District will be that same as the CCARP Project Area.*

*The CCARP Project Area is US Highway 101 and adjacent properties between the north end of the Yaquina Bay Bridge and US Highway 20, and US Highway 20 and adjacent properties between US Highway 101 and the eastern City Limits, as shown above..*

## ADOPTION OF AMENDMENTS

| FEBRUARY 2025 | MARCH | APRIL | MAY-JUNE 2025 |
|---|---|---|---|
| Draft Memo #5: Comprehensive Plan and Development Code Concepts (this memo)<br><br>CAC #5 (02/28/25)<br>Draft Memorandum #9: Comprehensive Plan and Development Code Amendments (04/09/2025) | Joint PC / CC Work Session (03/10/25)<br>CAC #6 (05/09/25) | Public Event #2 (04/03/25)<br><br>Draft Memorandum #9: Comprehensive Plan and Development Code Amendments (04/09/2025)<br><br>Online survey (04/02 – 04/20/25) | CAC #6 (05/09/25)<br><br>Planning Commission Work Session #2 (06/09/25)<br><br>City Council Work Session (06/16/25)<br><br>Revised Memo #9 (07/01/25) |

Adoption of code amendments is scheduled for mid-to-late summer of 2025, with Planning Commission and City Council hearings tentatively scheduled for late July and early August.

# Overview of Amendments

| CODE CONCEPT | AMENDMENTS | PURPOSE OF AMENDMENTS |
|---|---|---|
| **Public realm**<br><br>» Public realm standards<br>» Universal design and accessibility | » Amendments primarily to Engineering<br>» Some cross references in Chapter 14 of the Municipal Code.<br>» Newport Comprehensive Plan amendments.<br>» Amendments must be consistent with ODOT (Oregon Department of Transportation) "Blueprint for Urban Design: ODOT's Approach for Design in Oregon Communities" (January 2020).<br>» Amendments must be consistent with DLCD (Oregon Department of Land Conservation and Development) "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025). | Ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations.<br><br>Coordinate streetscape and building frontage development standards. Additional detail on pages 10-11. |

| CODE CONCEPT | AMENDMENTS | PURPOSE OF AMENDMENTS |
|---|---|---|
| **Building form**<br><br>» Development standards that apply to building massing, building orientation, setbacks, and height | » Amendments to Chapter 14.30, resulting in a new design review district similar in function to the Historic Nye Beach Design Review District; tentatively called "City Center Design Review District."<br>» Newport Comprehensive Plan amendments.<br>» Amendments must be consistent with DLCD "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025). | Ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations.<br><br>Coordinate streetscape and building frontage development standards. Additional detail on pages 12-15. |
| **Site Design**<br><br>» On-site parking location and design<br>» Pedestrian circulation and accessibility<br>» Accessible site design; e.g., accessible paths between parking and building<br>» Site landscaping<br>» On-site open space<br>» Lot Size | » New City Center Design Review Guidelines and Standards with numerous cross references in Chapter 14 of the Municipal Code.<br>» Newport Comprehensive Plan amendments.<br>» Amendments must be consistent with DLCD "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025). | |

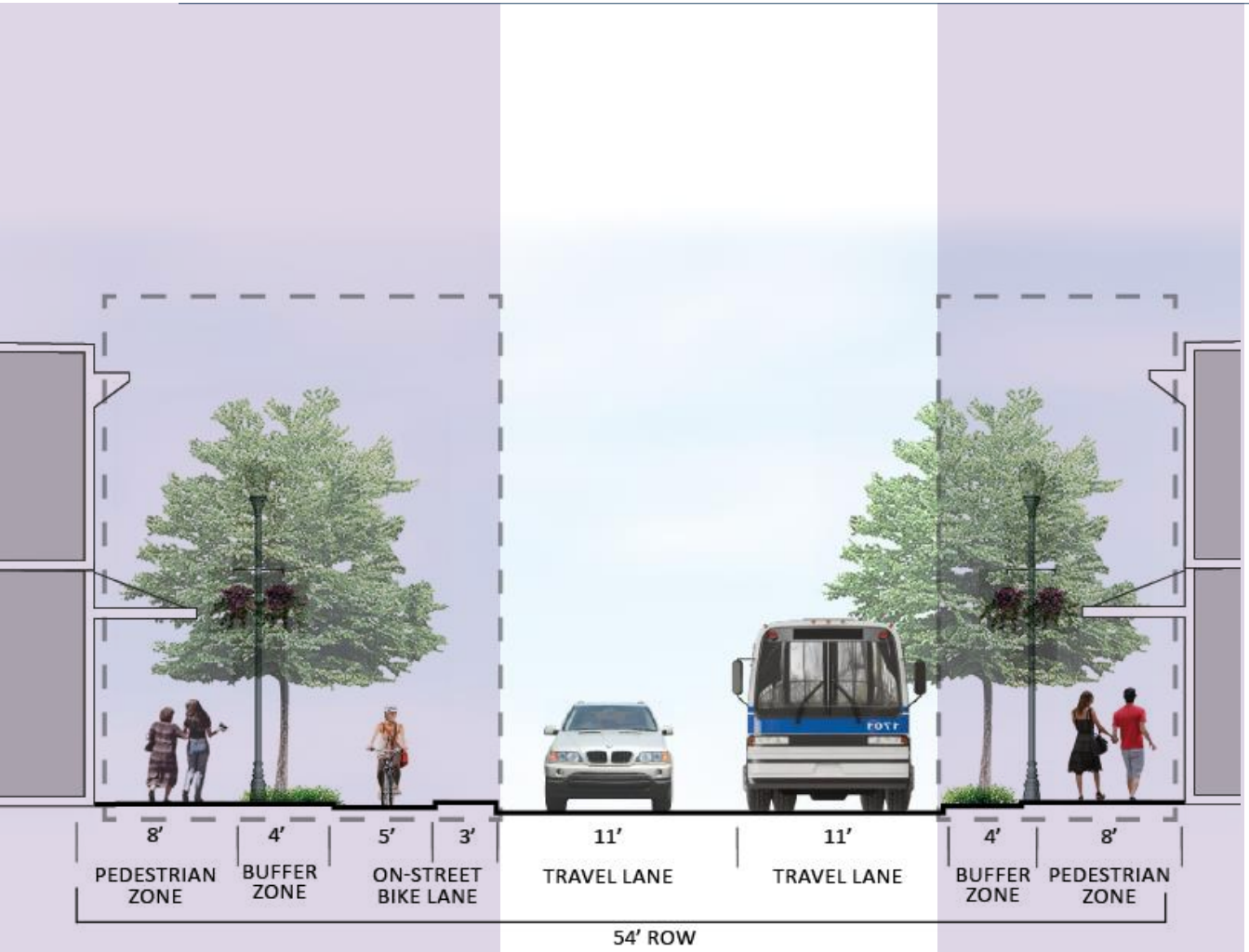
| CODE CONCEPT | AMENDMENTS | PURPOSE OF AMENDMENTS |
|---|---|---|
| **Housing**<br><br>» Redevelopment site options<br>» Potential for housing units and types | » Same as above.<br>» Coordinated with Ordinance 2222 to promote the construction of needed housing (adopted September 2024) Middle Housing Ordinance. | Remove barriers to development of housing on redevelopment sites.<br>Permit all kinds of housing to provide for all levels of affordability<br><br>Provide a wide variety of housing shapes, sizes, and choices.<br><br>Additional detail on page16 and in Appendix A (housing test site models). |
| **Parking**<br><br>» Parking requirements<br>» Impact on housing goals<br>» Parking management<br>» Pedestrian circulation and accessibility | » Same as above.<br>» Coordinated with Newport Parking Management Plan (2017). | Right-size parking requirements for residential uses, mixed-use, and commercial uses.<br><br>Promote managed parking.<br><br>Ensure on-site and on-street parking is accessible to building users.<br><br>Additional detail on page 17 and in Appendix B (Universal Design Guide Book). |

# AMENDMENTS

| CODE CONCEPT | AMENDMENTS | PURPOSE OF AMENDMENTS |
|---|---|---|
| **Land use**<br><br>» Permitted, prohibited, and conditional uses<br>» Conditions | » Same as above. | Permit standalone residential buildings. Permit a wide range of land use arrangements and options.<br><br>Promote a "form based" approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use. |

In general, the new 14.30 City Center Design Review District and amendments to the municipal code, Engineering and Construction Standards Manual, and Comprehensive Plan will:

» Promote a "form based" approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.
» Use a "Regulating Plan" to translate the CCARP vision into a plan and map of the project area. The regulating plan will show where different development and design standards apply.
» Utilize clear and objective dimensional standards. An example of a dimensional standard is "front yard setback – 20 feet."
» In general, provide as much information in tables as possible to aid clarity of the provisions.
» Display development and design standards in a table ("Development Standards Table"). The standards in the table will be keyed to the Regulating Plan.
» Use graphics to communicate the intent of the development standards and provisions.
» Provide purpose statements and visual examples to help explain the intended outcome.




# Public Realm

**This section of the City Center Design Review District will address:**

» Public realm standards

» Universal design and accessibility

**This section of the City Center Design Review District will include standards for:**

» Sidewalk zone minimum requirements.

» Sidewalk zone extensions.

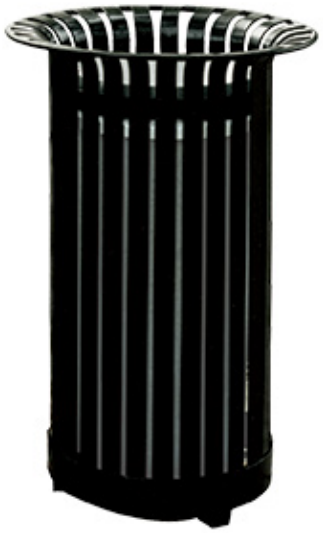
» Activities within the sidewalk zones and sidewalk zone extensions, including parklets, café seating, and bike parking corrals.

» Street furniture, including benches, trash receptacles, way finding signage, bike parking racks, and bollards.

» City Center street trees.

» Universal design and accessibility, ensuring street design that is barrier-free, ergonomic, and accessible by all people.

*Discussion: Should streetscape elements (e.g., street furniture, street tree planting) differ between Hwy 101 and Hwy 20?*



*Street furniture*

# Building Form

**This section of the City Center Design Review District will address:**

» Development standards that apply to building massing, building orientation, setbacks, and height

**Design standards will foster:**

» Building massing that frames streets.

» Building massing that maximizes views from living and working spaces inside, especially from upper levels.

» Promote new buildings that incorporate main street-style building patterns, such as corner entries, storefront bulkhead and building cornice.

» Standards that apply to building frontage and façade design.

» Require higher retail storefront with transom and tall bay heights.

» Require weather protection.

- Permit encroachments into the right of way, such as bay windows and entry overhangs.
- Encourage tall entry marquee-type overhangs.
- Coordinate the placement and projection of overhangs, bay windows, and other encroachments with utilities and the right of way (ROW) clearances.
- Require detailed façade design for buildings facing urban open spaces.
- Permit pedestrian-scaled signage.
- Limit signage to storefront and podium zones (not at top of buildings).
- Limit signage and building illumination.

*Discussion: Is this list complete or are there items listed that do not belong? Should building form regulations emphasize the difference between subareas (e.g.,Hwy 101 versus Hwy 20), or unify them?*


*Large format retail and storefront retail*

*Building stepback*


# Site Design

**This section of the City Center Design Review District will address:**

» On-site parking location and design

» Pedestrian circulation and accessibility

» Accessible site design; e.g., accessible paths between parking and building

» Site landscaping

» On-site open space

» Lot Size

**Design standards will foster:**

» Service access at the center of blocks and on side streets so that loading and parking access from the Hwy 101 couplet is minimized (e.g., minimizing curb cuts).

» Alleys or partial alleys.

» The break down of big blocks with massing and pedestrian connections.

» Urban development that supports public investment in the public realm.

» Allow consolidation of lots to enable larger development.

» Accessible site design; e.g., accessible paths between parking and building.

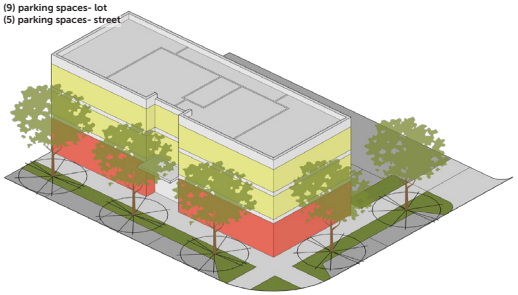
*Discussion: Is this list complete?*

*New housing and internal block pedestrian connection*

*New plaza*

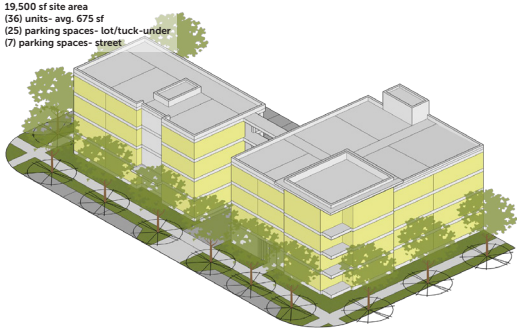
**Site BB-**
Single-Stair Mixed-Use

9,500sf site area
(8) units- avg. 660 sf
2,600sf commercial
(9) parking spaces- lot
(5) parking spaces- street



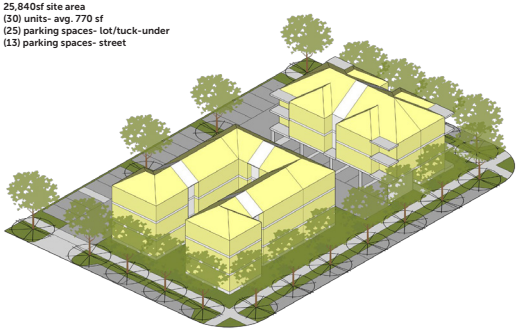
**Site EE-**
Elevator Apartment

19,500 sf site area
(36) units- avg. 675 sf
(25) parking spaces- lot/tuck-under
(7) parking spaces- street



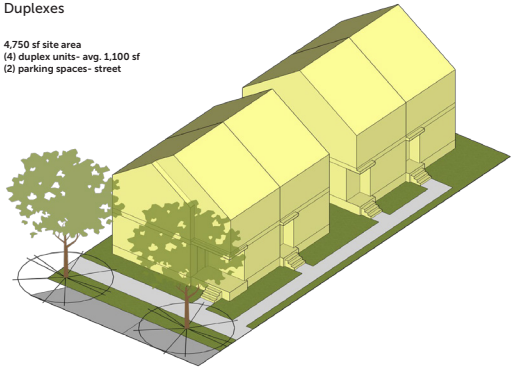
**Site CC-**
Woody Walk-Ups

25,840sf site area
(30) units- avg. 770 sf
(25) parking spaces- lot/tuck-under
(13) parking spaces- street



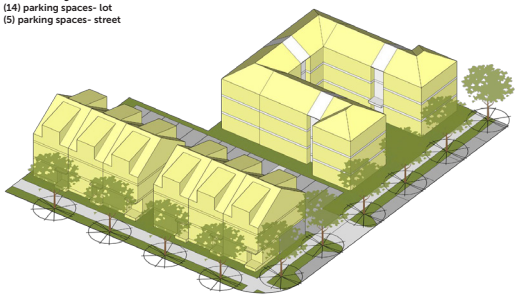
**Site FF-**
Duplexes

4,750 sf site area
(4) duplex units- avg. 1,100 sf
(2) parking spaces- street



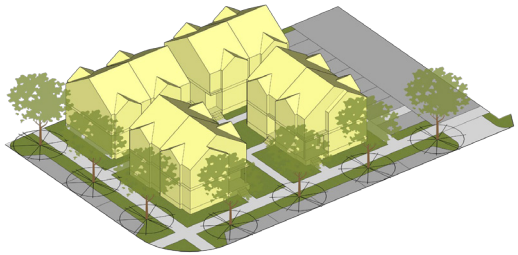
**Site DD-**
Woody Walk-Up + Townhouses

23,750 sf site area
(6) towns- 2,300 sf, 2 park ea.
(18) units- avg. 760 sf
(14) parking spaces- lot
(5) parking spaces- street



**Site GG-**
Duplex Cluster

14,250 sf site area
(8) duplex units- avg. 1,100sf
(9) parking spaces- lot
(8) parking spaces- street



*Illustrations from housing test site models, see Appendix A*

# Housing

**This section of the City Center Design Review District will address:**

» Redevelopment site options

» Potential for housing units and types

**Design standards will foster:**

» Permit standalone residential development.

» Permit a range of standalone residential uses including townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments. This range of development typologies will allow for a transition between downtown and surrounding zones.

» Permit high intensity middle housing in commercial zones.

» Right-size parking requirements and site design standards to support housing goals.

- Use a form based approach to regulate shape, size, and density of residential structures.
- Encourage a mixing of home ownership and rental housing side-beside on the same block wherever possible.
- Broadly permit vertical and horizontal mixed-use.
- Allow an urban-style residential frontage with no minimum front setback, and possibly with a maximum setback.
- Encourage urban-style residential buildings that face city center streets.
- Permit ground floor spaces that can accommodate "live-work" office space.

*Discussion: Is this list complete or are there items listed that do not belong?*

*See Appendix A for housing test site models.*

*Appendix A diagrams and 3D models were developed to test different housing configurations on CCARP project area sites identified for potential redevelopment. Drawings illustrative purposes only and do not indicate imminent redevelopment.*

*Nye Beach workforce housing ADU-duplex cluster*

*Medium-density residential*

*Live-work units*

### Hwy 101 Housing Test Sites

» Eight sites studied along Hwy 101

» Total units: 139

### Hwy 20 Housing Test Sites

» Eight sites studied along Hwy 20

» Total units: 180

See Appendix A for housing test site models

| Site | Zoning | Site Size (in s.f.) | Land Use | | | | | Parking Spaces | | | Unit Size ((in sf) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Commercial (in sf) | Residential (units) | | | | On-site | On-street | Total | | | |
| | | | | Apt | TH | Dup | Total | | | | Apt | TH | Dup |
| Site A | C-1 | 13,950 | 1,800 | 6 | 4 | 0 | 10 | 11 | | | 900 | 1,100 | 0 |
| Site B | C-1 | 9,300 | 3,600 | 8 | 0 | 0 | 8 | 9 | | | 841 | 0 | 0 |
| Site C | C-1 | 13,950 | 0 | 0 | 9 | 0 | 9 | 3 | | | 0 | 650 | 0 |
| Site E | C-1 | 15,000 | 1,300 | 20 | 0 | 0 | 20 | 16 | 334 | | 600 | 0 | 0 |
| Site F | C-1 | 12,000 | 2,200 | 27 | 0 | 0 | 27 | 10 | | | 650 | 0 | 0 |
| Site J | C-1 | 9,300 | 0 | 0 | 0 | 8 | 8 | 0 | | | 0 | 0 | 1,100 |
| Site I | C-1 | 4,000 | 0 | 0 | 0 | 4 | 4 | 0 | | | 0 | 0 | 900 |
| Site L | C-1 | 16,500 | 3,000 | 53 | 0 | 0 | 53 | 31 | | | 900 | 0 | 0 |
| **Subtotals** | | | | | | | **139** | **80** | **334** | **414** | | | |
| Site AA | C-3 | 38,760 | 6,600 | 42 | 10 | 0 | 52 | 40 | 18 | 58 | 710 | 1,100 | 0 |
| Site BB | C-3 | 9,500 | 2,600 | 8 | 0 | 0 | 8 | 9 | 5 | 14 | 660 | 0 | 0 |
| Site CC | C-3 | 26,840 | 0 | 30 | 0 | 0 | 30 | 25 | 13 | 38 | 770 | 0 | 0 |
| Site DD | C-3 | 23,750 | 0 | 18 | 6 | 0 | 24 | 14 | 5 | 19 | 760 | 2,300 | 0 |
| Site EE | C-3 | 19,500 | 0 | 36 | 0 | 0 | 36 | 25 | 7 | 32 | 675 | 0 | 0 |
| Site FF | C-3 | 4,750 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 2 | 0 | 0 | 1,100 |
| Site GG | C-3 | 14,250 | 0 | 0 | 0 | 8 | 8 | 9 | 8 | 17 | 0 | 0 | 1,100 |
| Site HH | C-3 | 14,250 | 0 | 18 | 0 | 0 | 18 | 14 | 2 | 16 | 670 | 0 | 0 |
| **Subtotals** | | | | | | | **180** | **136** | **60** | **196** | | | |
| **Total** | | | | | | | **319** | **216** | **394** | **610** | | | |

*Housing test sites show that, with the proposed amendments, over 300 dwelling units could be provided within the CCARP.*

# Parking

**This section of the City Center Design Review District will address:**

» Parking requirements

» Impact of parking on housing goals

» Parking management

» Pedestrian circulation and accessibility

**Design standards will foster:**

» Address accessibility

» Ensure that parking lot pathways are designed as part of the seamless accessibility network from parking spot to living or working space.

*See Appendix A for housing test site models.*

*Appendix A diagrams and 3D models were developed to test different housing configurations on CCARP project area sites identified for potential redevelopment. Drawings illustrative purposes only and do not indicate imminent redevelopment.*

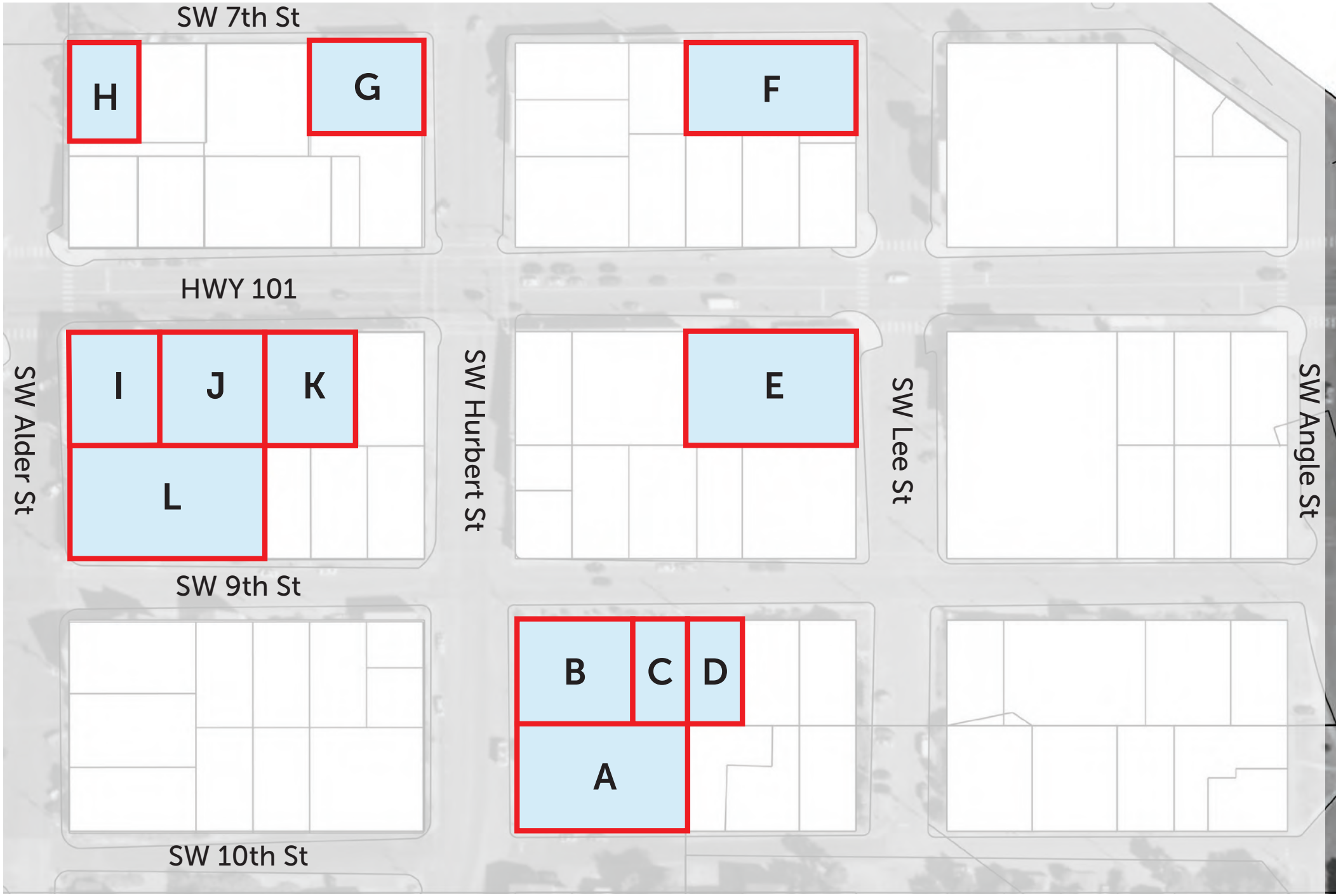
| Site | Zoning | Site Size (in s.f.) | Land Use | | | | | Parking Spaces | | | Unit Size ((in sf) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Commercial (in sf) | Residential (units) | | | | On-site | On-street | Total | | | |
| | | | | Apt | TH | Dup | Total | | | | Apt | TH | Dup |
| **Site A** | C-1 | 13,950 | 1,800 | 6 | 4 | 0 | 10 | 11 | 334 | | 900 | 1,100 | 0 |
| **Site B** | C-1 | 9,300 | 3,600 | 8 | 0 | 0 | 8 | 9 | | | 841 | 0 | 0 |
| **Site C** | C-1 | 13,950 | 0 | 0 | 9 | 0 | 9 | 3 | | | 0 | 650 | 0 |
| **Site E** | C-1 | 15,000 | 1,300 | 20 | 0 | 0 | 20 | 16 | | | 600 | 0 | 0 |
| **Site F** | C-1 | 12,000 | 2,200 | 27 | 0 | 0 | 27 | 10 | | | 650 | 0 | 0 |
| **Site J** | C-1 | 9,300 | 0 | 0 | 0 | 8 | 8 | 0 | | | 0 | 0 | 1,100 |
| **Site I** | C-1 | 4,000 | 0 | 0 | 0 | 4 | 4 | 0 | | | 0 | 0 | 900 |
| **Site L** | C-1 | 16,500 | 3,000 | 53 | 0 | 0 | 53 | 31 | | | 900 | 0 | 0 |
| **Subtotals** | | | | | | | **139** | **80** | **334** | **414** | | | |
| **Site AA** | C-3 | 38,760 | 6,600 | 42 | 10 | 0 | 52 | 40 | 18 | 58 | 710 | 1,100 | 0 |
| **Site BB** | C-3 | 9,500 | 2,600 | 8 | 0 | 0 | 8 | 9 | 5 | 14 | 660 | 0 | 0 |
| **Site CC** | C-3 | 26,840 | 0 | 30 | 0 | 0 | 30 | 25 | 13 | 38 | 770 | 0 | 0 |
| **Site DD** | C-3 | 23,750 | 0 | 18 | 6 | 0 | 24 | 14 | 5 | 19 | 760 | 2,300 | 0 |
| **Site EE** | C-3 | 19,500 | 0 | 36 | 0 | 0 | 36 | 25 | 7 | 32 | 675 | 0 | 0 |
| **Site FF** | C-3 | 4,750 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 2 | 0 | 0 | 1,100 |
| **Site GG** | C-3 | 14,250 | 0 | 0 | 0 | 8 | 8 | 9 | 8 | 17 | 0 | 0 | 1,100 |
| **Site HH** | C-3 | 14,250 | 0 | 18 | 0 | 0 | 18 | 14 | 2 | 16 | 670 | 0 | 0 |
| **Subtotals** | | | | | | | **180** | **136** | **60** | **196** | | | |
| **Total** | | | | | | | **319** | **216** | **394** | **610** | | | |

*Housing test sites show that, counting on-site and on-street parking spaces, about 2 parking spaces per dwelling unit could be provided in the CCARP project area.*

# Appendix A

## City Center Area Redevelopment Plan – Housing Studies for Hwy 101 Potential Redevelopment Sites

*The following diagrams and 3D models were developed to test and illustrate different housing, site design, and parking configurations on actual sites within the CCARP project area that have been identified for potential redevelopment. Drawings are for testing and illustrative purposes only and do not indicate imminent redevelopment.*


SW 7th St
H
G
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HWY 101
I
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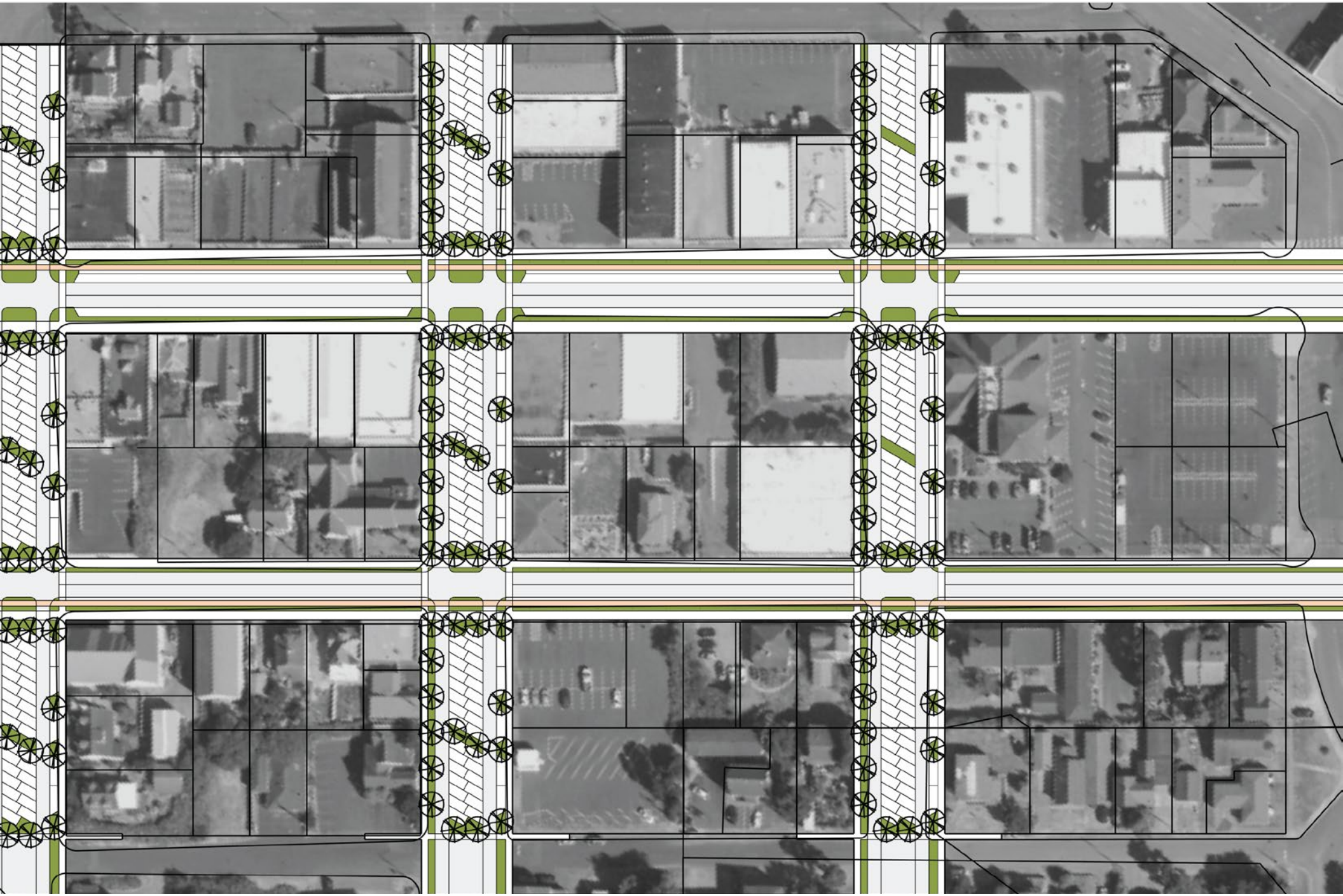
SW Alder St
SW Hurbert St
SW Lee St
SW Angle St
SW 9th St
B
C
D
A
SW 10th St

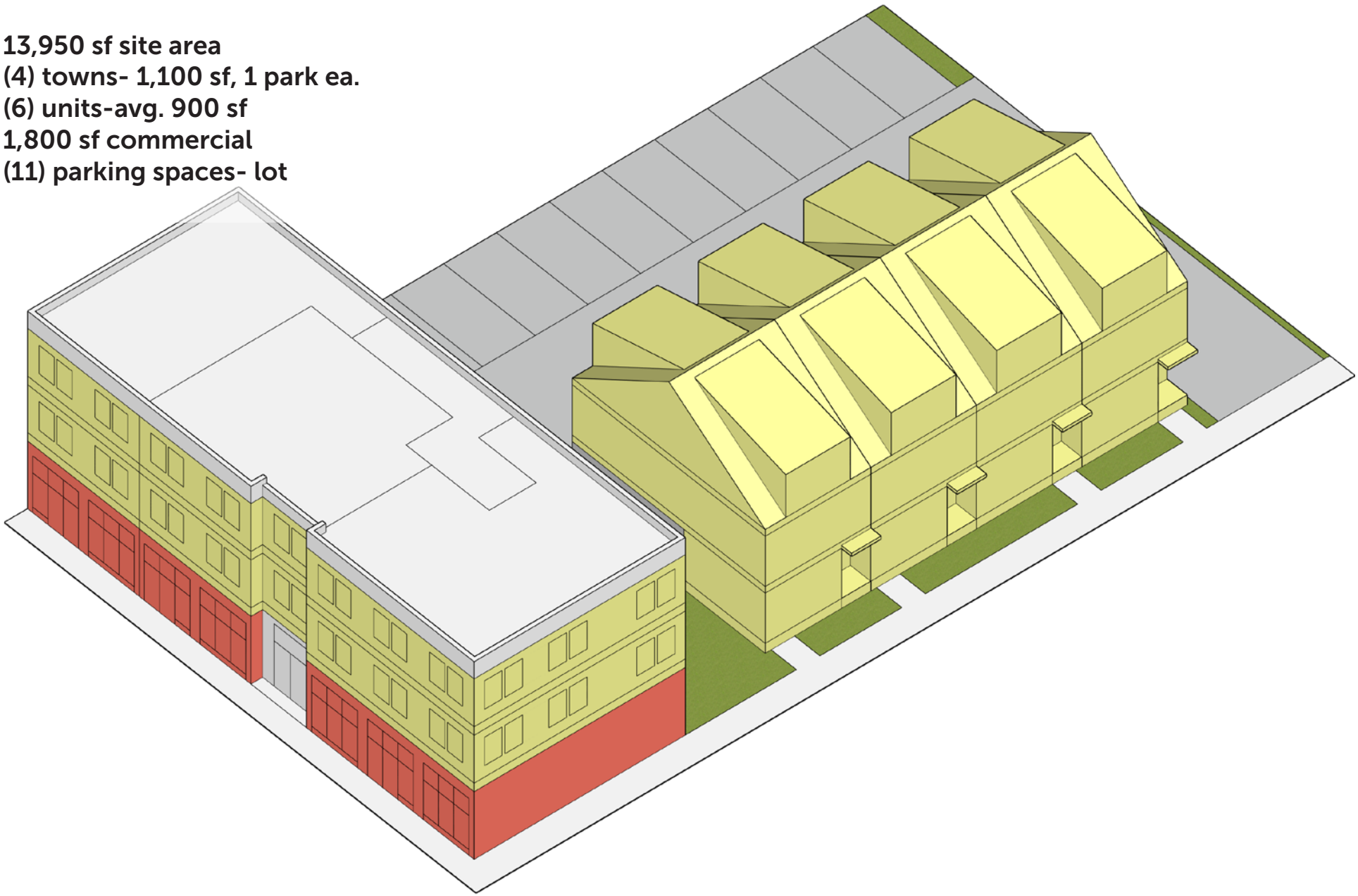

SW 7th St
HWY 101
SW 9th St
SW 10th St
SW Alder St
SW Hurbert St
SW Lee St
SW Angle St
27 units



# Site A-

## Single Stair Mixed-Use + Townhouses

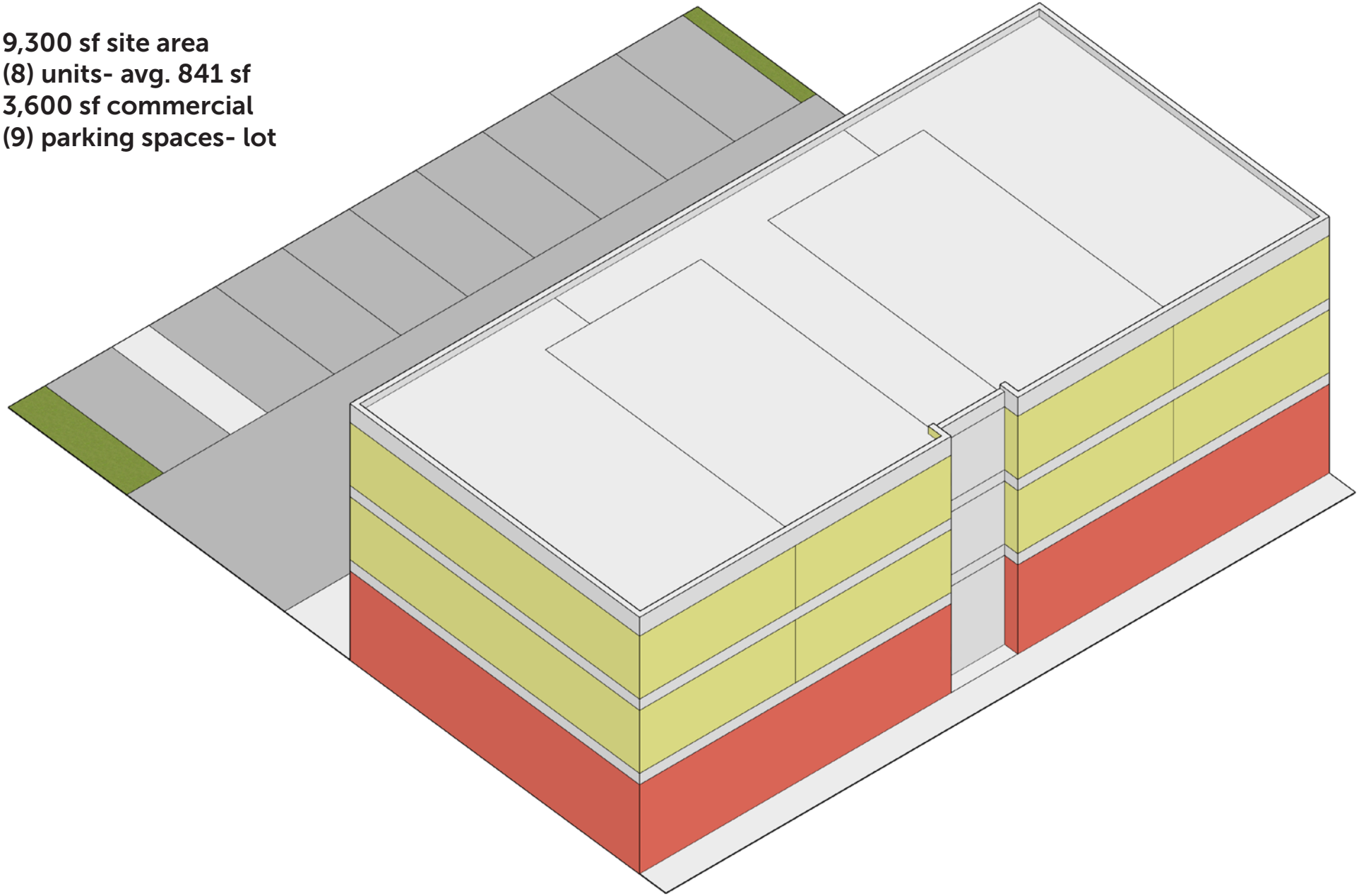
**13,950 sf site area**
**(4) towns- 1,100 sf, 1 park ea.**
**(6) units-avg. 900 sf**
**1,800 sf commercial**
**(11) parking spaces- lot**



# Site B-

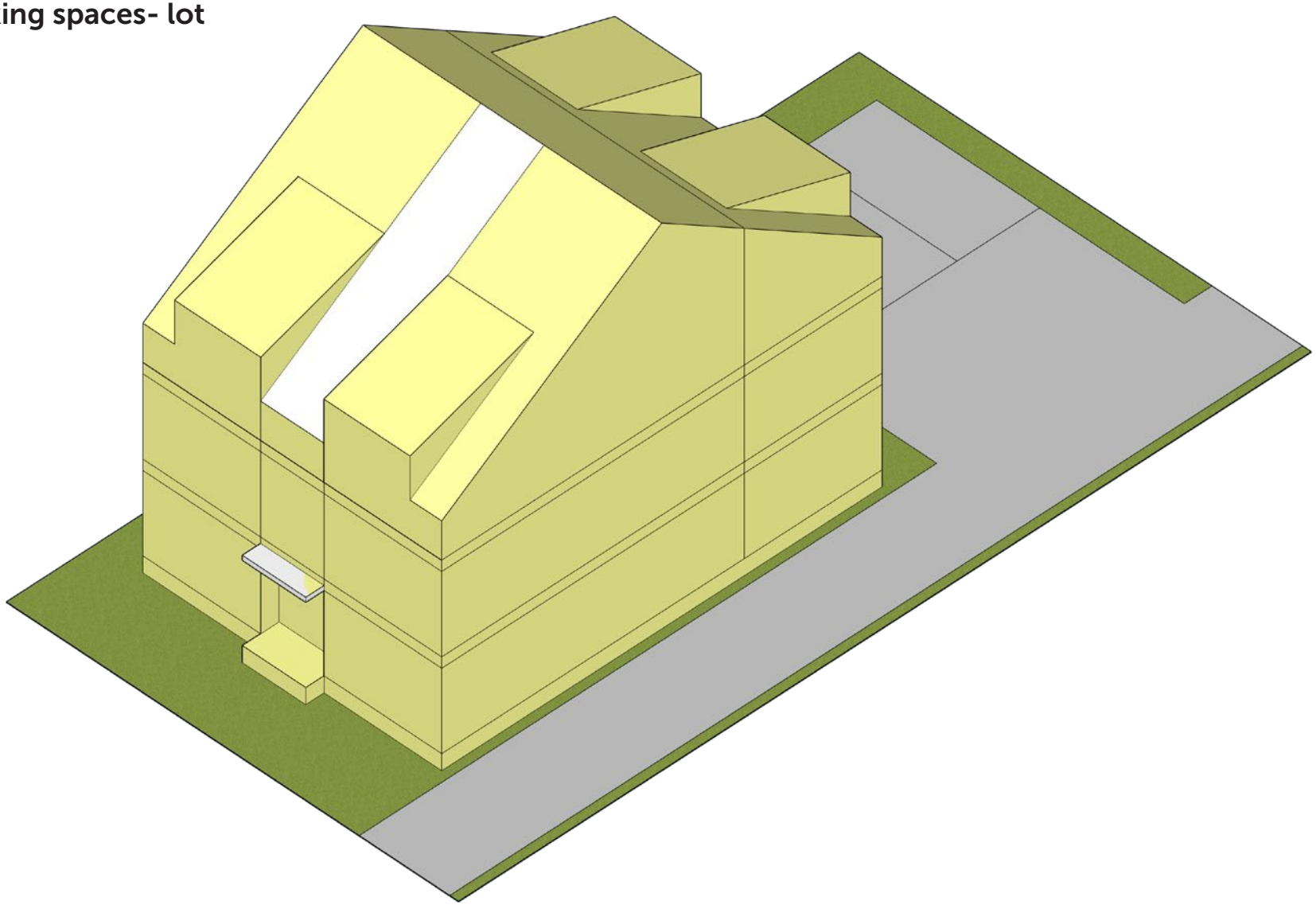
## Single Stair Mixed-Use

**9,300 sf site area**
**(8) units- avg. 841 sf**
**3,600 sf commercial**
**(9) parking spaces- lot**



# Site C-
## Woody Walk-Up

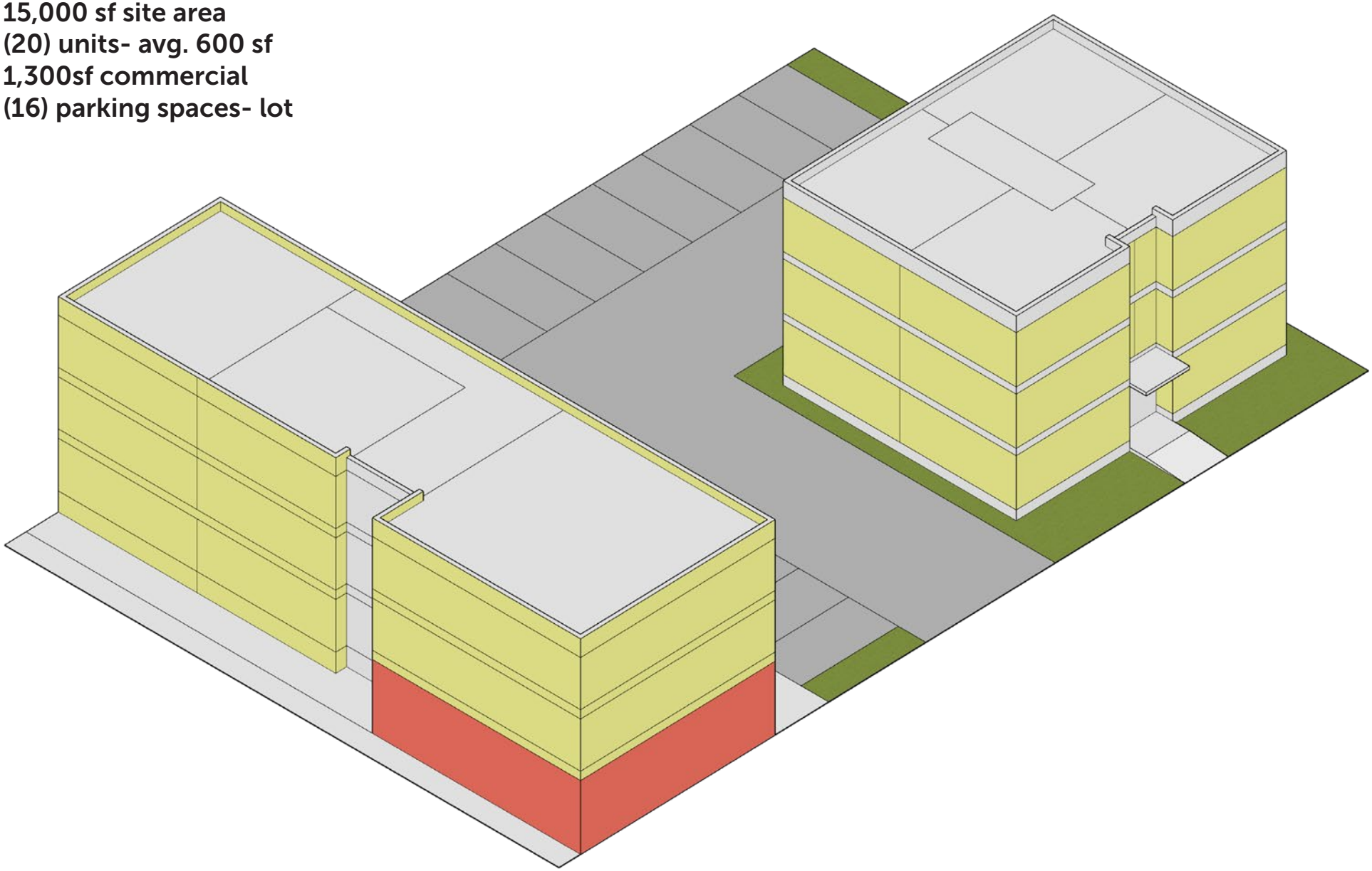
**13,950 sf site area**
**(9) units-avg. 650 sf**
**(3) parking spaces- lot**



# Site E-

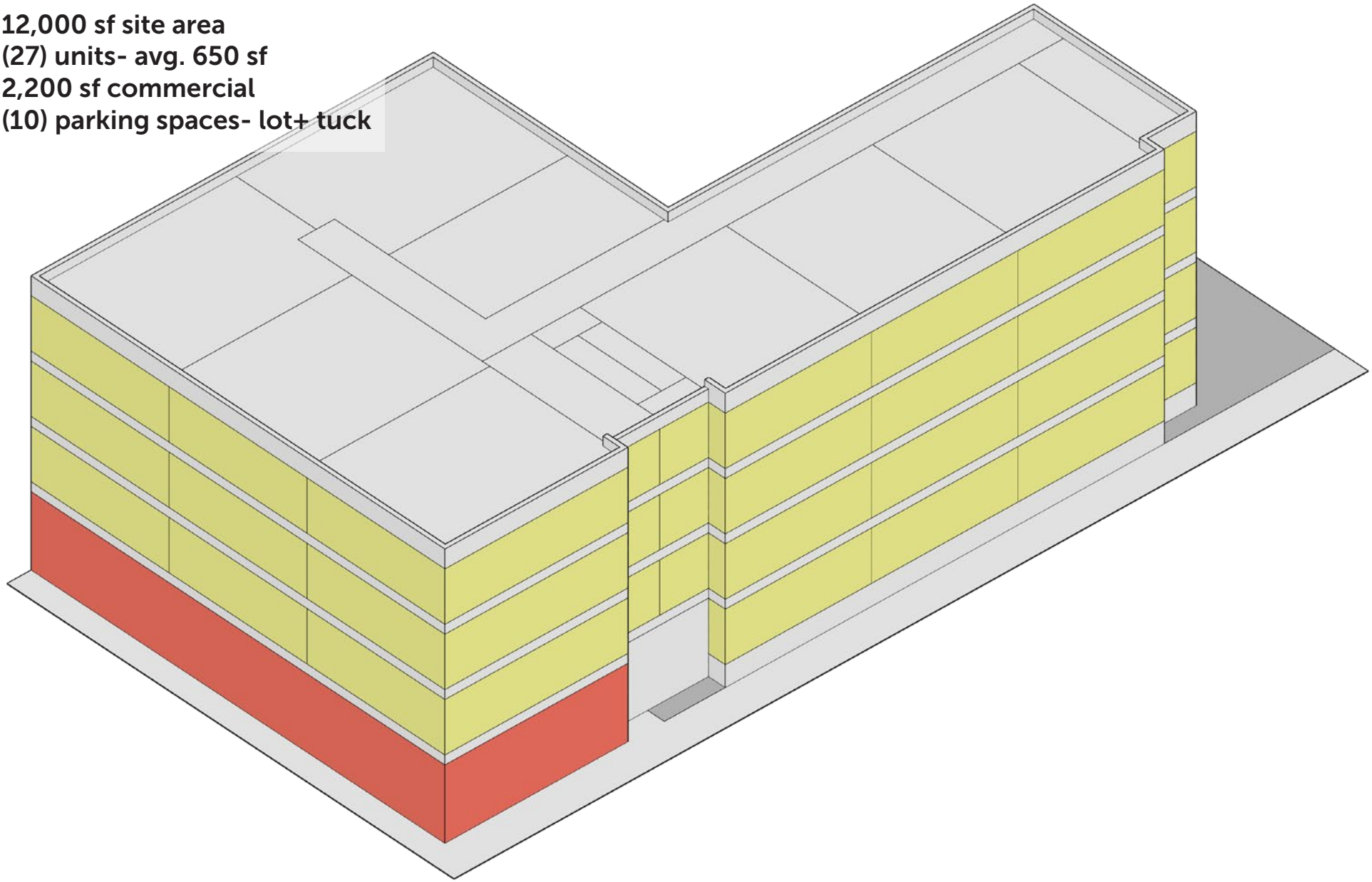
## Single Stair Mixed-Use + Woody Walk-Up

**15,000 sf site area**
**(20) units- avg. 600 sf**
**1,300sf commercial**
**(16) parking spaces- lot**



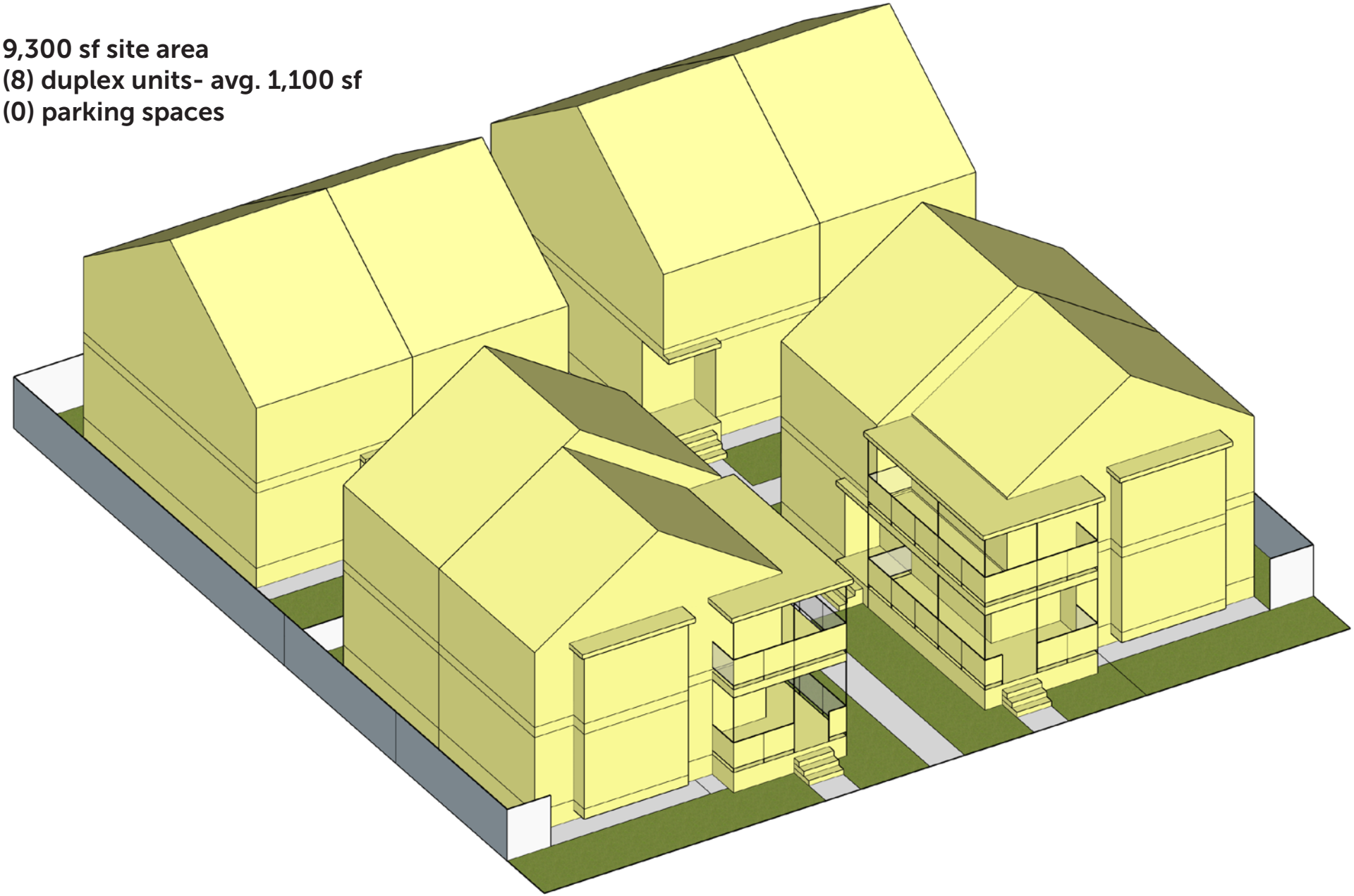
# Site F-
## Mixed-Use

**12,000 sf site area**
**(27) units- avg. 650 sf**
**2,200 sf commercial**
**(10) parking spaces- lot+ tuck**



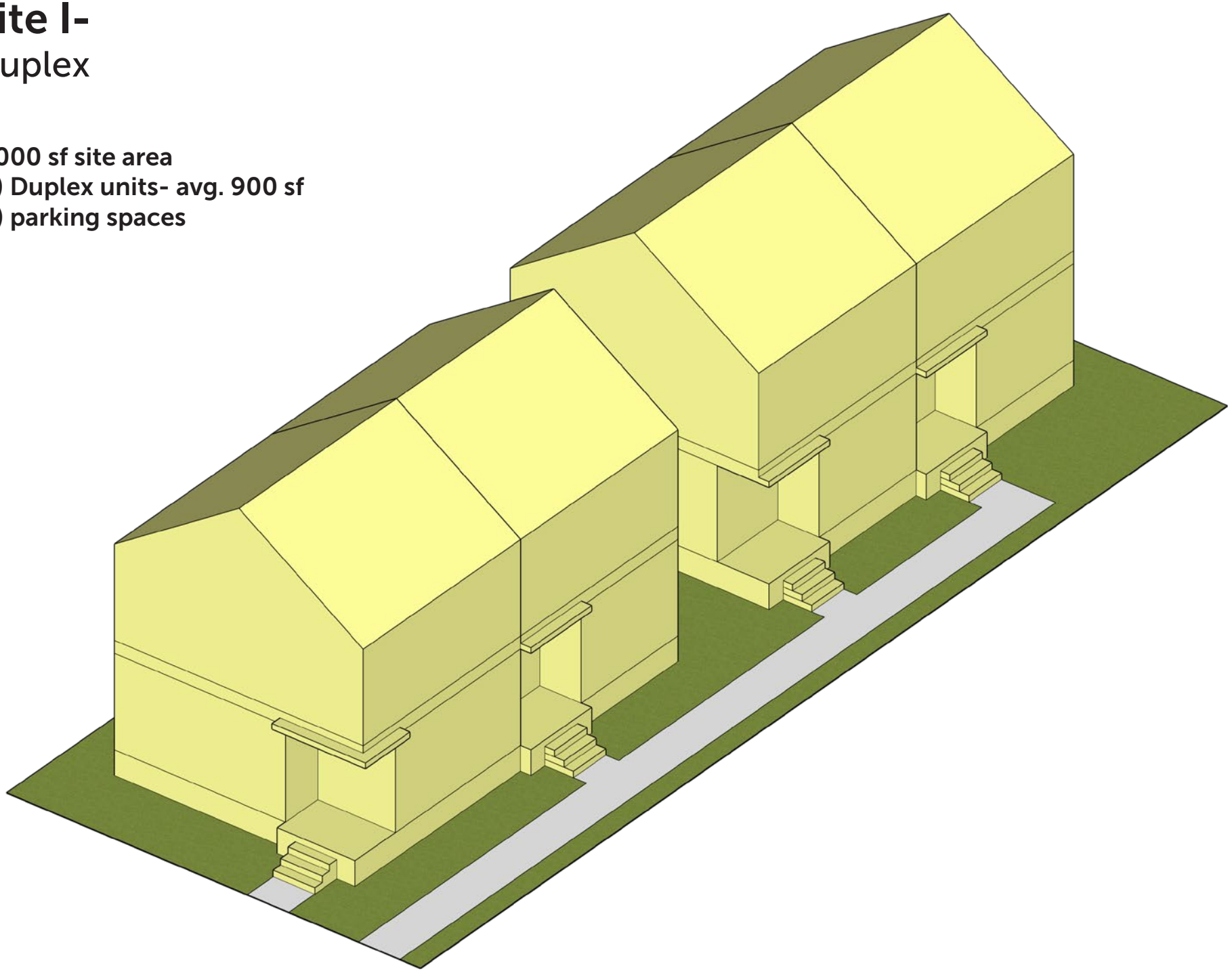
# Site J-
## Duplex Cluster

**9,300 sf site area**
**(8) duplex units- avg. 1,100 sf**
**(0) parking spaces**



# Site I-
Duplex

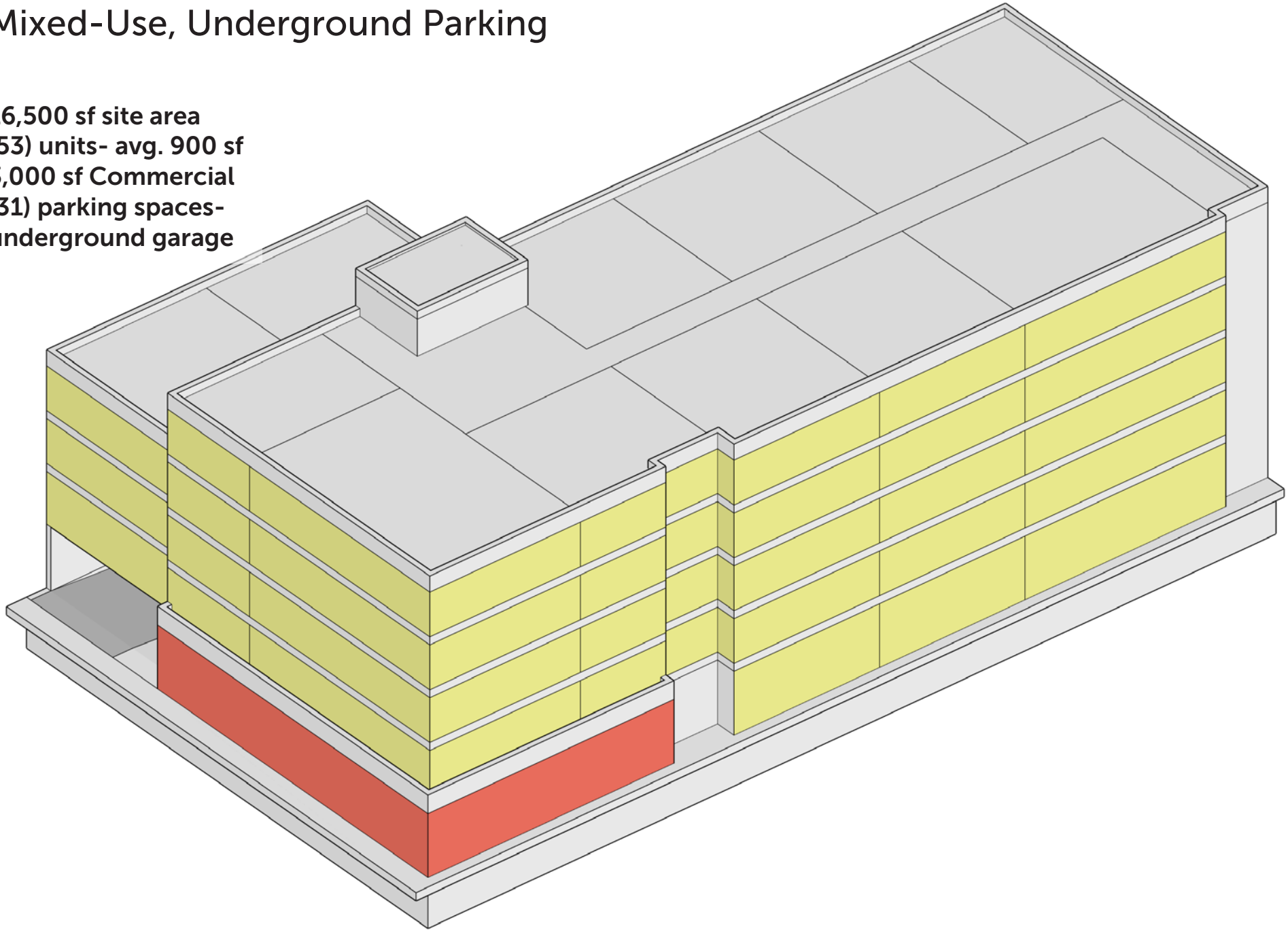
**4,000 sf site area**
**(4) Duplex units- avg. 900 sf**
**(0) parking spaces**



# Site L-

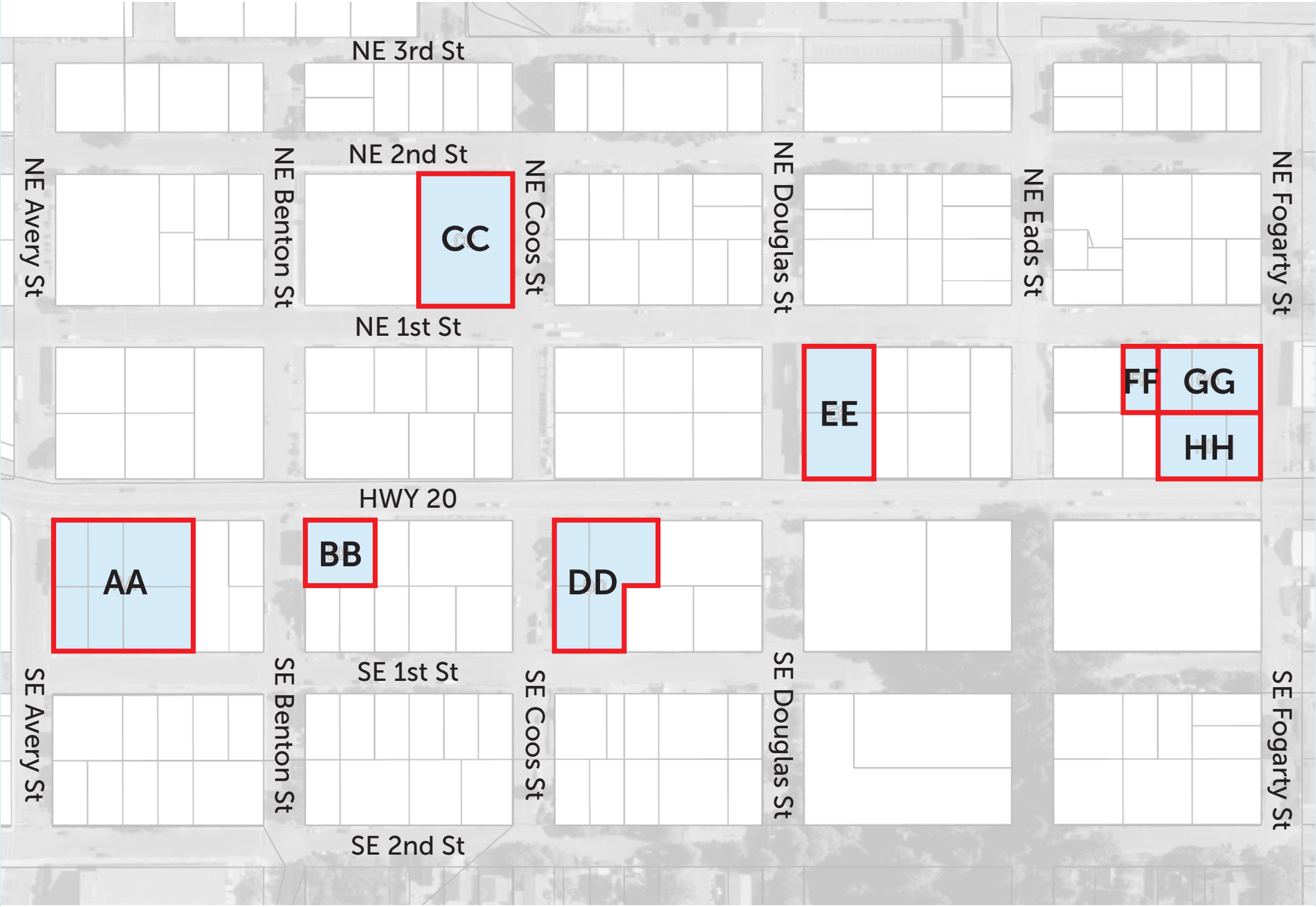
## Mixed-Use, Underground Parking

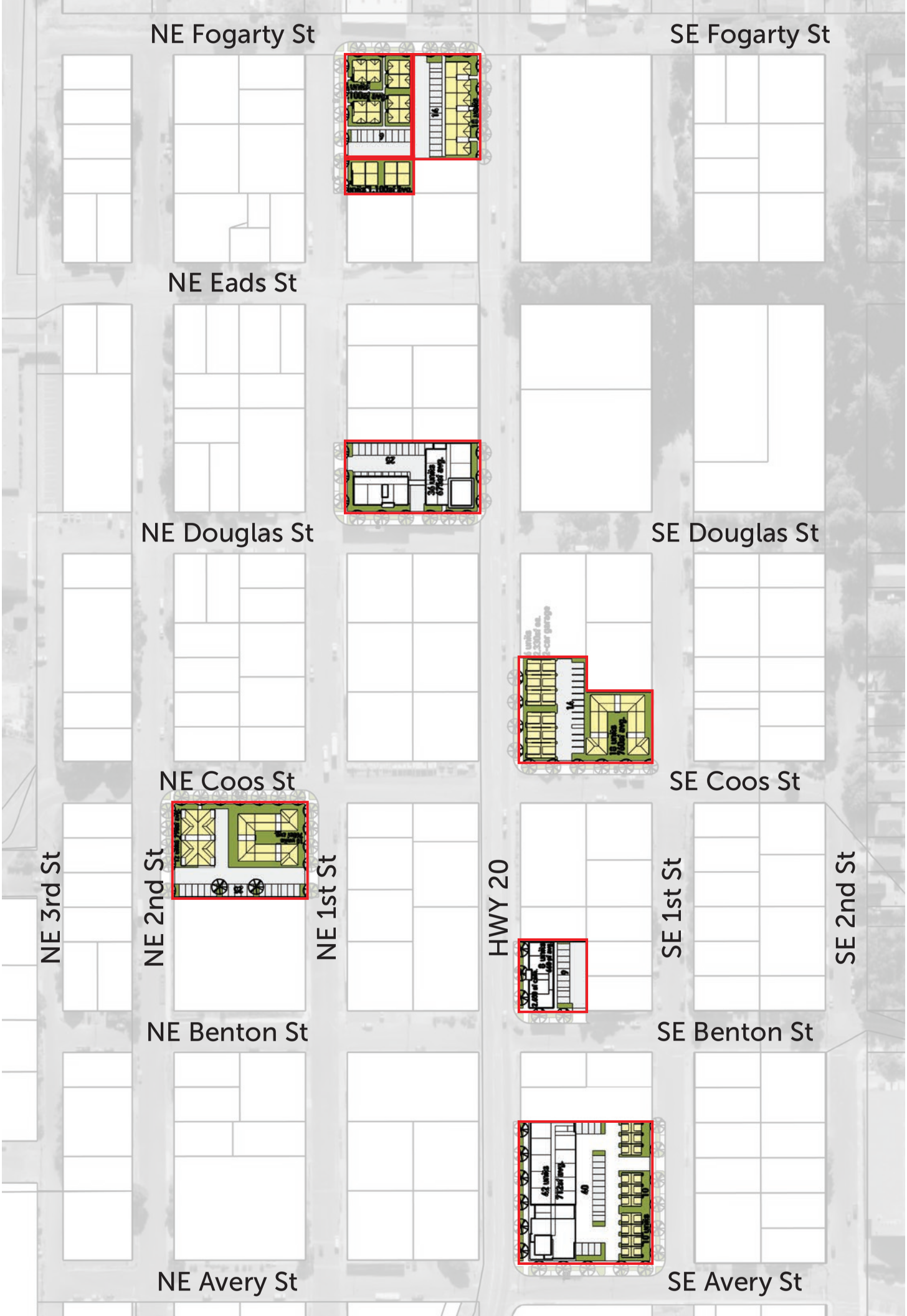
**16,500 sf site area**
**(53) units- avg. 900 sf**
**3,000 sf Commercial**
**(31) parking spaces-**
**underground garage**



# City Center Area Redevelopment Plan – Housing Studies for Hwy 20 Potential Redevelopment Sites

*The following diagrams and 3D models were developed to test and illustrate different housing, site design, and parking configurations on actual sites within the CCARP project area that have been identified for potential redevelopment. Drawings are for testing and illustrative purposes only and do not indicate imminent redevelopment.*

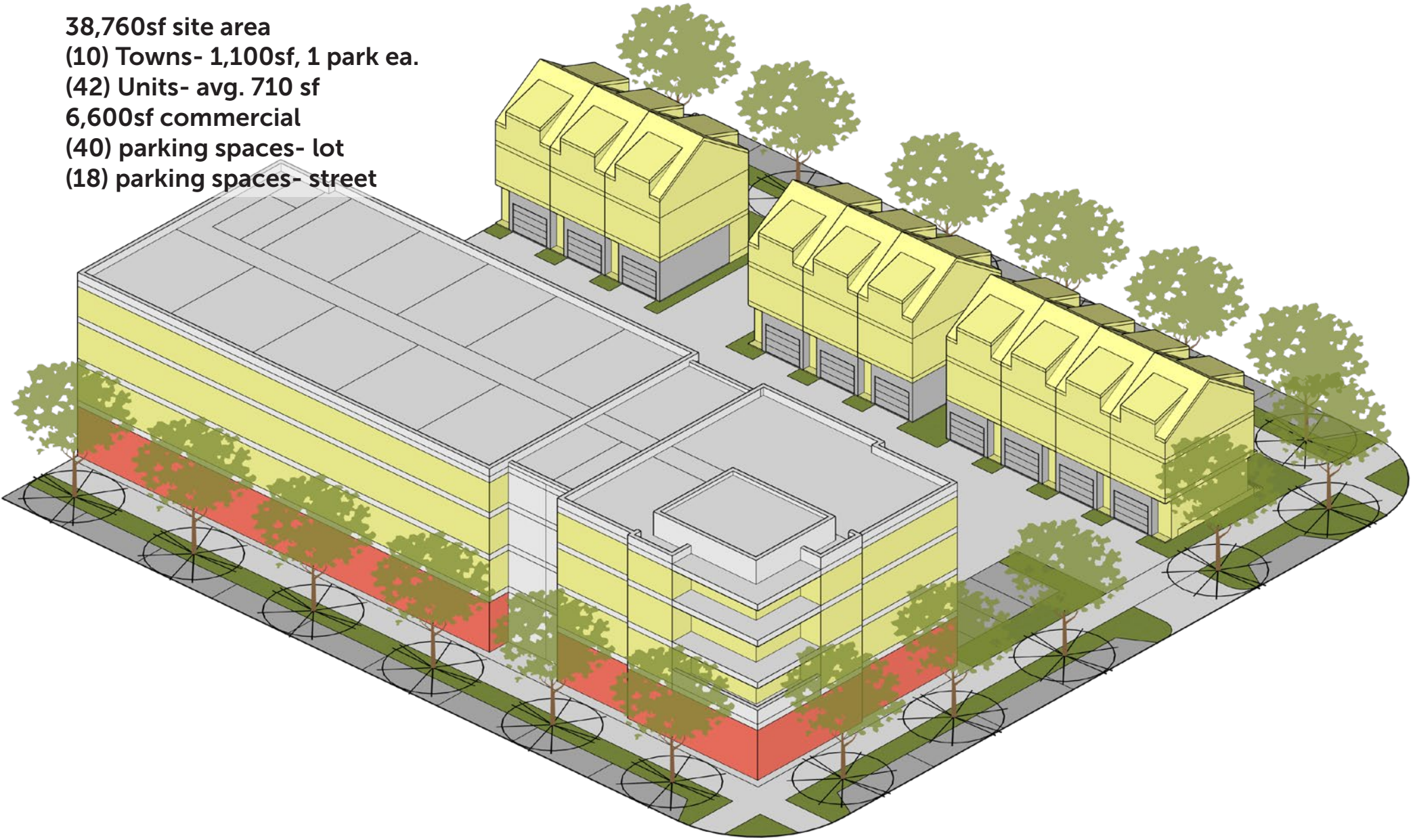

NE 3rd St
NE 2nd St
NE 1st St
HWY 20
SE 1st St
SE 2nd St
NE Avery St
NE Benton St
NE Coos St
NE Douglas St
NE Eads St
NE Fogarty St
SE Avery St
SE Benton St
SE Coos St
SE Douglas St
SE Fogarty St
AA
BB
CC
DD
EE
FF
GG
HH


NE Fogarty St
SE Fogarty St
NE Eads St
NE Douglas St
SE Douglas St
NE Coos St
SE Coos St
NE 3rd St
NE 2nd St
NE 1st St
HWY 20
SE 1st St
SE 2nd St
NE Benton St
SE Benton St
NE Avery St
SE Avery St

# Site AA-

## Mixed-use + Townhouses

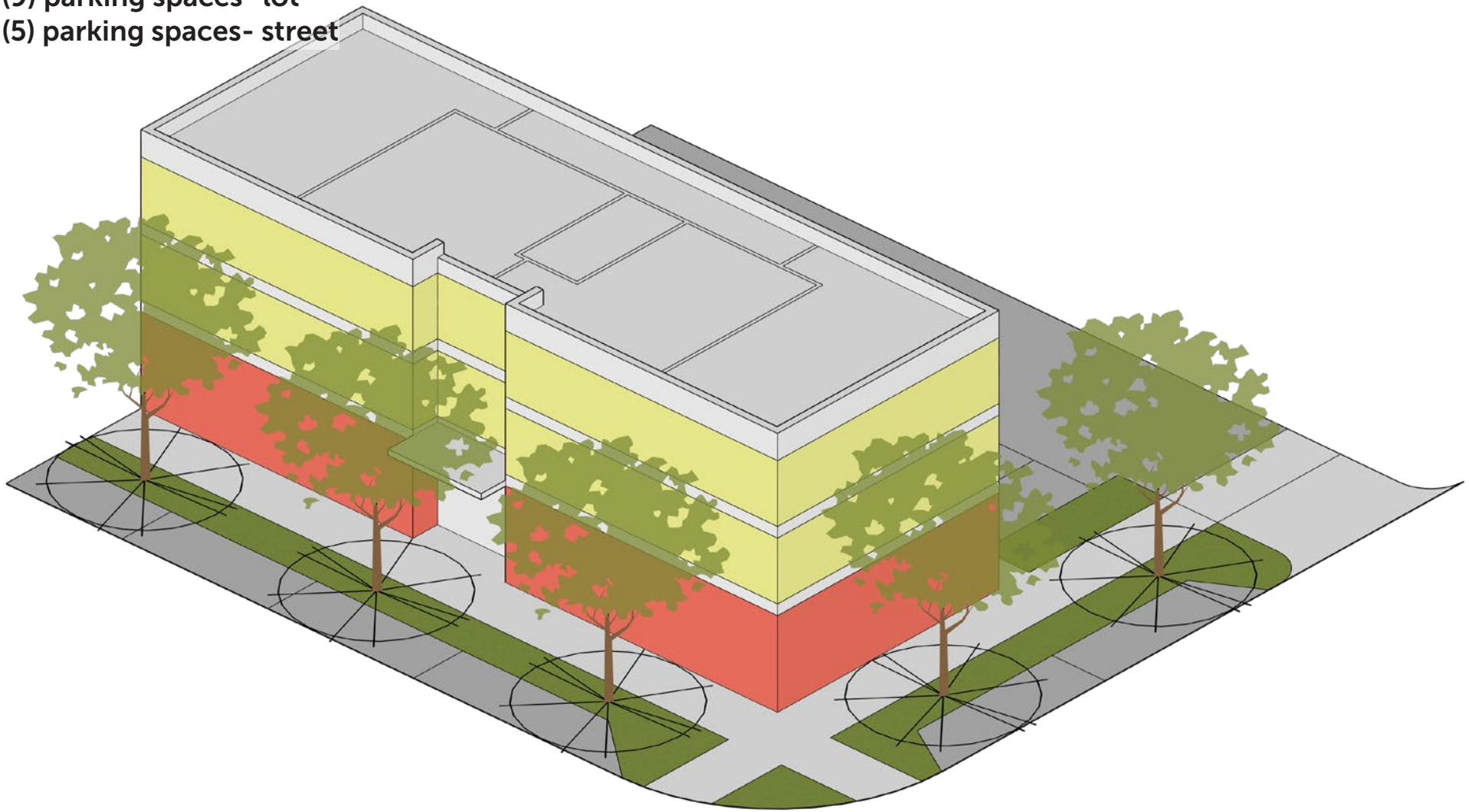
**38,760sf site area**
**(10) Towns- 1,100sf, 1 park ea.**
**(42) Units- avg. 710 sf**
**6,600sf commercial**
**(40) parking spaces- lot**
**(18) parking spaces- street**



# Site BB-

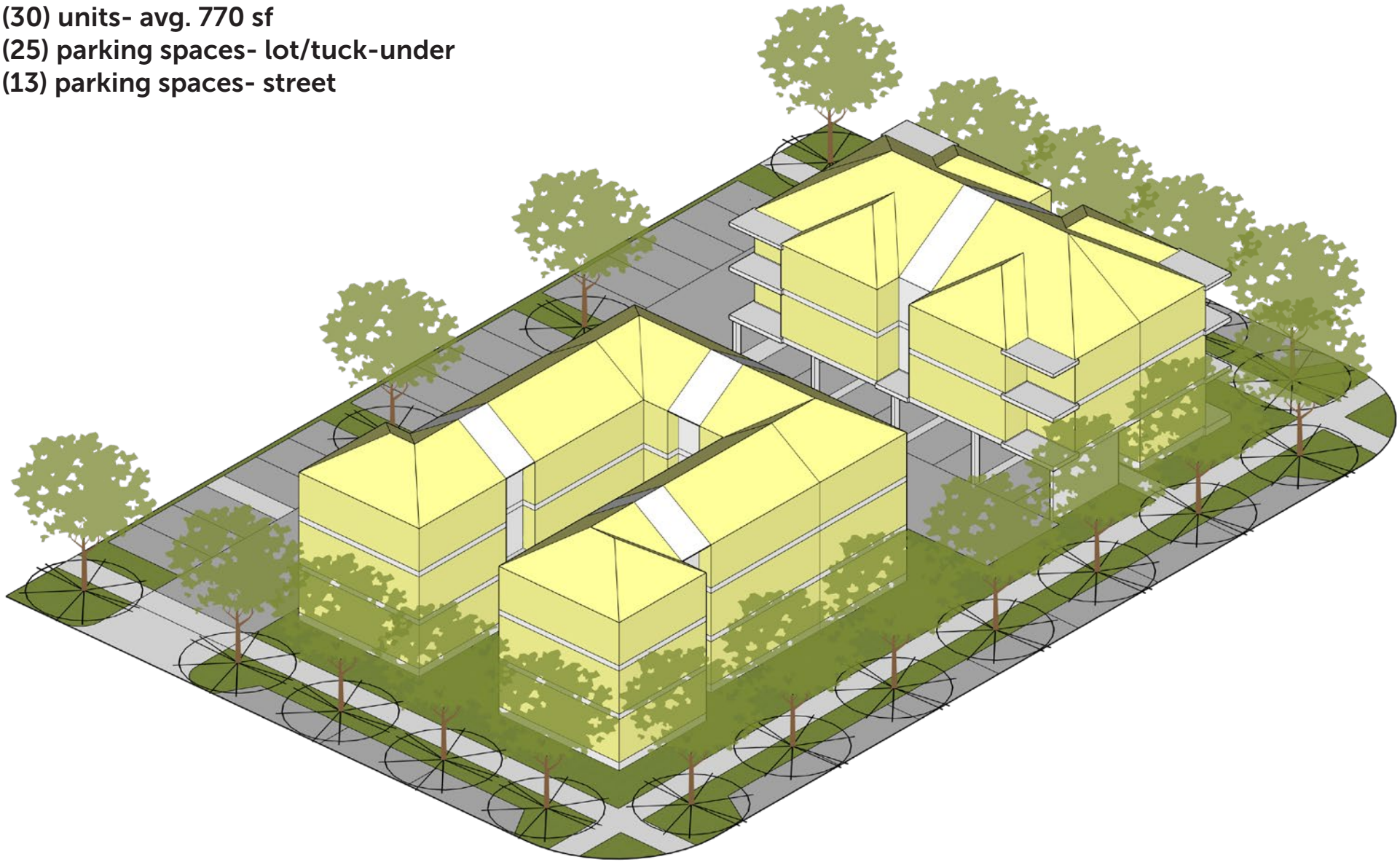
## Single-Stair Mixed-Use

**9,500sf site area**
**(8) units- avg. 660 sf**
**2,600sf commercial**
**(9) parking spaces- lot**
**(5) parking spaces- street**



# Site CC-
## Woody Walk-Ups

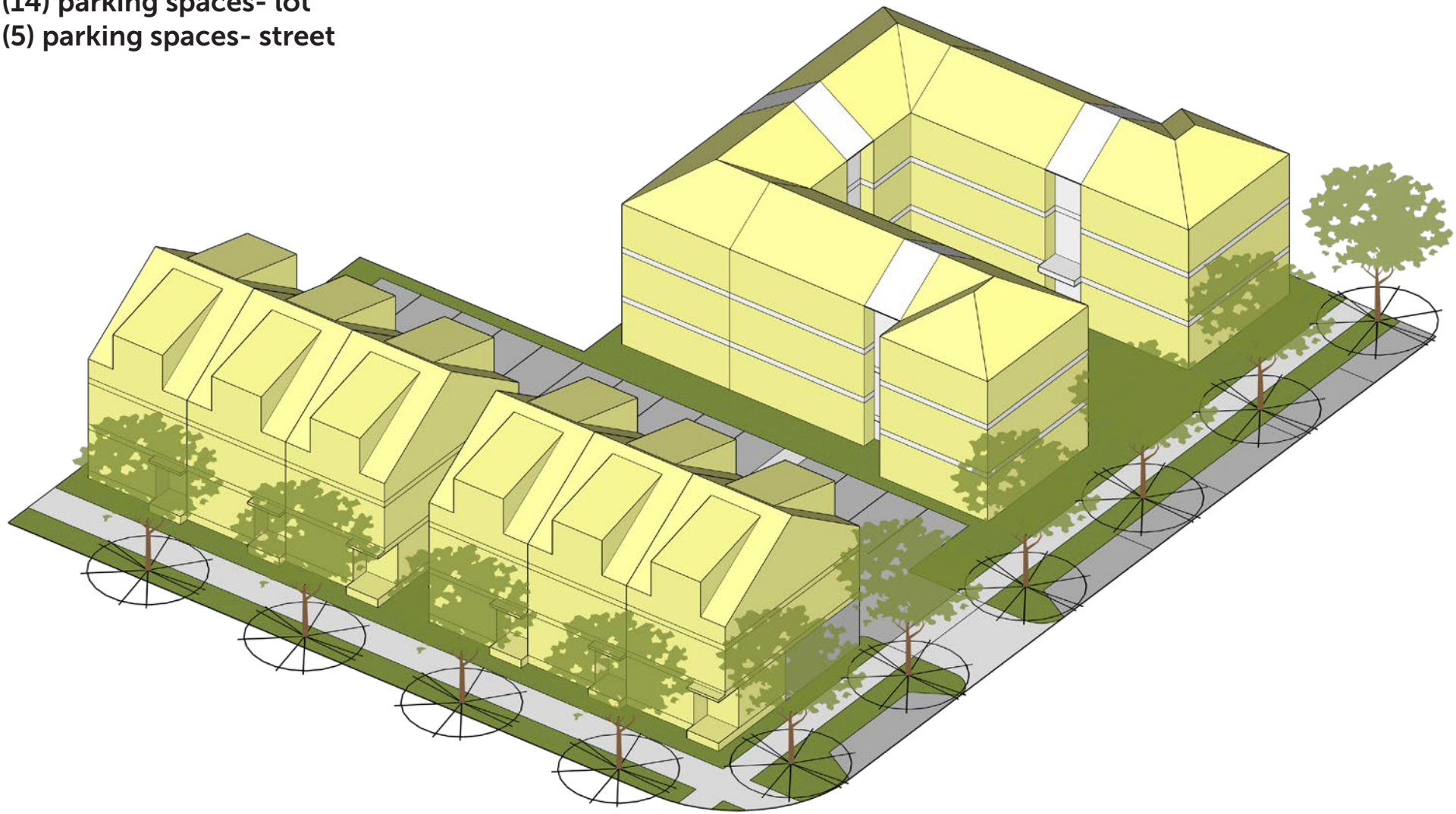
**25,840sf site area**
**(30) units- avg. 770 sf**
**(25) parking spaces- lot/tuck-under**
**(13) parking spaces- street**



# Site DD-

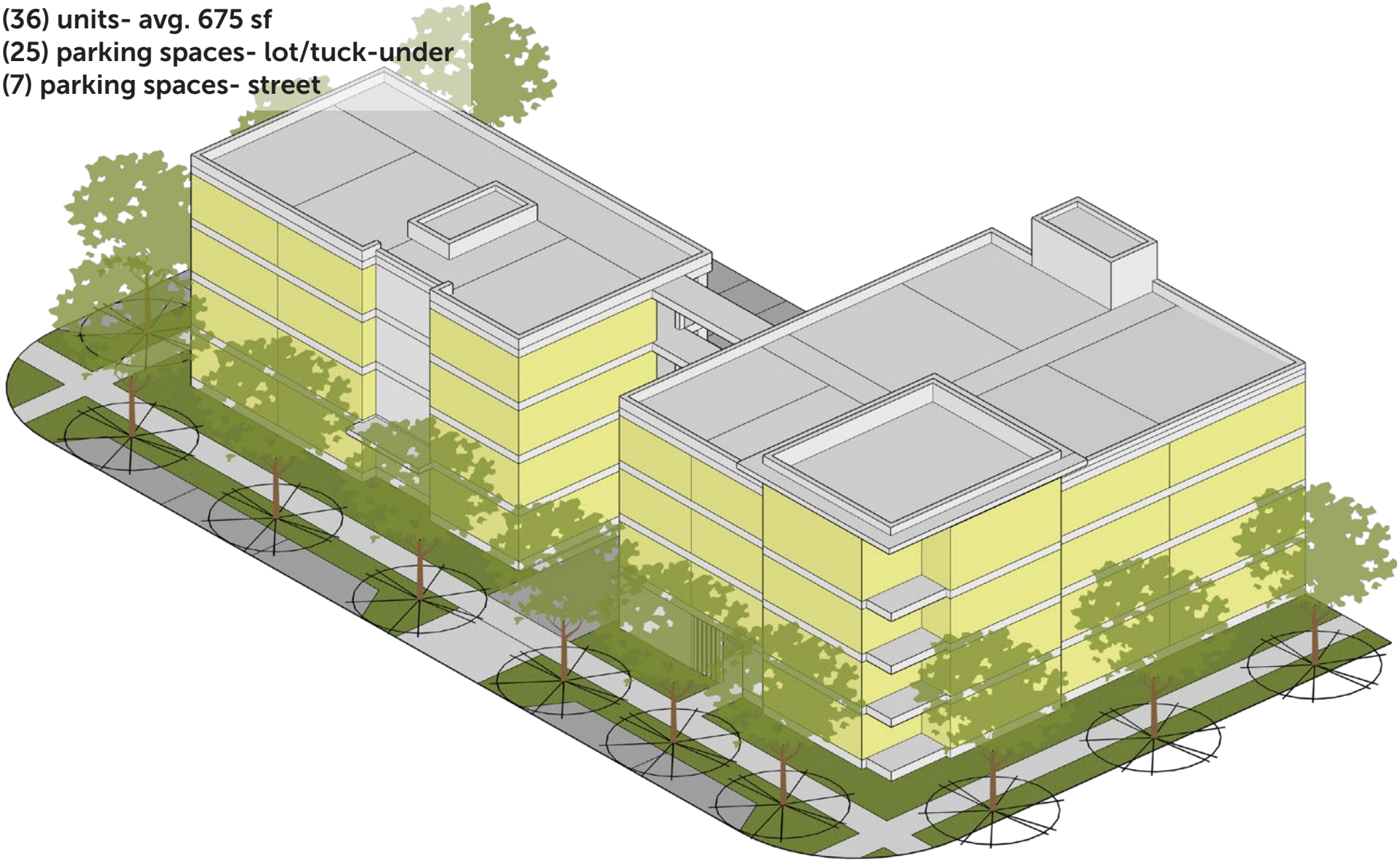
## Woody Walk-Up + Townhouses

**23,750 sf site area**
**(6) towns- 2,300 sf, 2 park ea.**
**(18) units- avg. 760 sf**
**(14) parking spaces- lot**
**(5) parking spaces- street**



# Site EE-
## Elevator Apartment

**19,500 sf site area**
**(36) units- avg. 675 sf**
**(25) parking spaces- lot/tuck-under**
**(7) parking spaces- street**

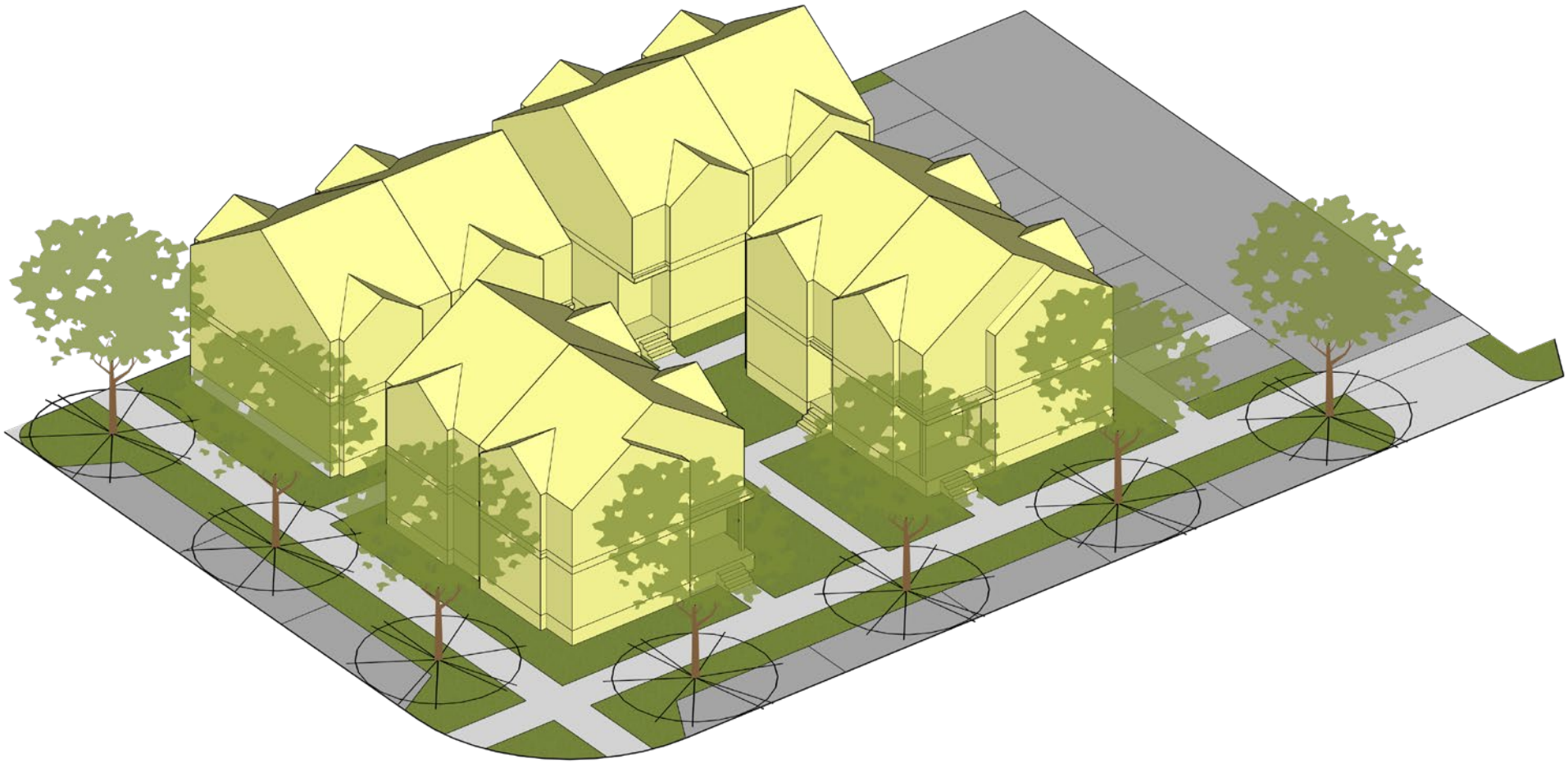


# Site FF-
## Duplexes

**4,750 sf site area**
**(4) duplex units- avg. 1,100 sf**
**(2) parking spaces- street**

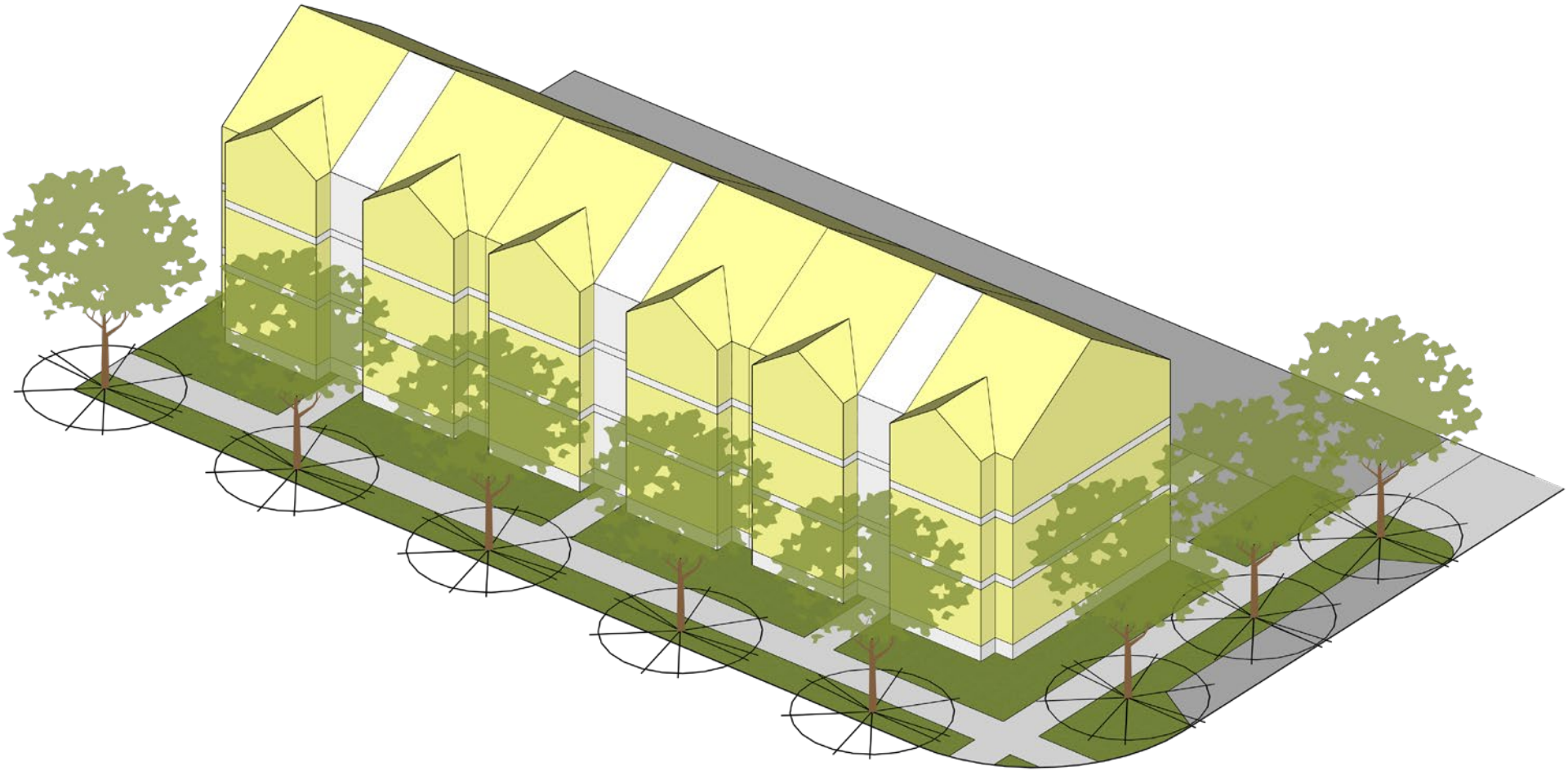
# Site GG-
## Duplex Cluster

**14,250 sf site area**
**(8) duplex units- avg. 1,100sf**
**(9) parking spaces- lot**
**(8) parking spaces- street**



# Site HH-
## Woody Walk-Up

**14,250 sf site area**
**(18) units- avg. 670 sf**
**(14) parking spaces- lot**
**(2) parking spaces- street**



Appendix B

The Newport City Center Revitalization Plan Project: Memo #5
Comprehensive Plan and Development Code Concepts

# Universal Design

## Guide Book

WISHCAMPER PARTNERS

February 2020

## WISHCAMPER PARTNERS

Wishcamper Development Partners ("Wishcamper") is a real estate development company that operates exclusively in the field of affordable housing. Wishcamper's principals have over 80 years of combined experience across 23 states; having developed or redeveloped over 15,000 units of affordable apartment housing since the early 1970's. More can be learned at www.wishcamperpartners.com.

## A CORE TENET: UNIVERSAL DESIGN

Environments that meet the principles of universal design are barrier-free, ergonomic, and accessible by all people.

When applied to the physical environment at the community scale, universal design takes mobility into account in every layout concept and every detail. Universal design is applied to streets and trails, homes, businesses, and civic facilities. It's an ethic as well as an aesthetic; when a community or a facility is designed to function for universal access, it communicates a welcoming and friendly spirit. An intentionally designed universal access community works for and welcomes people of all ages.

Universal design can apply to construction of new homes in the form of single level or stacked designs, as well as to the interior design of homes to incorporate features such as no-step entries, wider hallways, and bathroom fixtures that accommodate people with limited mobility.

Universal design can apply to the design of public facilities in the form of features such as a building entrance that is accessible from a generous ramp and integrated into warm and inviting architecture, rather than stuck on as an afterthought. As a community ethic, universal design can guide and energize social interaction.

WISHCAMPER
+
urbsworks

## UNIVERSAL DESIGN— WHAT IT IS AND WHAT IT ISN'T

- Philosophy: Universal Design means the comprehensive, holistic design of the environment for living from the individual dwelling unit to the entire community.
- Scale: Universal design at the community scale means from the street to the dwelling unit—it is easy and welcoming for everyone of all abilities to be mobile and access opportunities.
- It is more than elevators in buildings.
- It bridges the urban design of communities and the architectural design of buildings.
- It applies the best practices in health, health equity impacts, building design, transportation planning, urban design, and landscape architecture.

*Universal Design is an approach to design that honors human diversity. It addresses the right for everyone — from childhood into their oldest years — to use all spaces, products and information in an independent, inclusive, and equal way. It is a process that invites designers to go beyond compliance with access codes — to create excellent, people centered design. – Elaine Ostroff*

## RELATED CONCEPTS

*Related concepts that have been incorporated into this document:*

**Americans with Disabilities Act** – A federal civil rights law that prohibits discrimination against individuals with disabilities and requires compliance in the design of all public and private places that are open to the general public.

**Active living by design** – Design of environments that makes it easy to exercise and incorporate healthy choices into daily life. You don't need to drive to the park with your children to play, for example—the community is set up to allow you to walk or bike. And the experience of walking or biking to the park is safe and easy, increasing the mental, social, and physical health benefits.

**Visitability** – Applies to the design of private residences and was first conceived of as a series of low- or no-cost improvements so that residents could easily be visited, reducing social isolation.

**Equity and health impacts (CDC)** – Centers for Disease Control has numerous programs and objectives for environmental design meant to reduce health impacts such as asthma, obesity, and diabetes through the design of living and public spaces.

**Aging in Place** – An approach to designing residential and public facilities so that as people age and their physical or mental abilities change, they can stay in their home or their community and prevent or delay institutionalization or medical care.

**LEED-ND** – Was one of the first rating systems to provide LEED credit for universal access.

**A Pattern Language** – Common sense patterns governing environmental design for dignity, safety, sociability and health

**Housing as if People Mattered** – Common sense design principles authored in the 1980s to guide the design of new or retrofitted public housing, and applies to public and private spaces.

**Active Transportation** – Similar to active living by design but applied to the public street and path system of an entire community or region; access to transit is built into Active Transportation guidance.

**Defensible Space** – Design principles (usually promoted by law enforcement professionals) to make it easy and natural for community members to passively monitor public areas.


The neighborhood


Street, trails, and paths


The building

*Consider how spaces link together at the neighborhood scale to create a connected and cohesive experience for people. – page 6*

*Streets, trails, and paths are important to creating a connected network that maximizes access and mobility for users of all physical abilities. – page 14*

*Building designs, including entrances, transitions and wayfinding should be considered for all users. – page 22*

# The neighborhood

*Consider how spaces link together at the neighborhood scale to create a connected and cohesive experience for people.*

Photo credit: Otak, Inc.

# Mix uses

## PROVIDE A DIVERSE MIX OF USES TO ENCOURAGE MOBILITY AND ACCESS

» The more schools, grocery stores, libraries, parks, homes, and other useful destinations in an area, the more likely people are to walk. Mixing land uses is important for encouraging mobility overall and specifically among elderly populations.

» In a universally-designed community the compactness and co-location of land uses encourages physical activities.

» Integrating playing fields, green space, trails, sidewalks, bicycle lanes, and multi-use paths into the universally designed community encourages physical activity, and contributes to vibrant and active public spaces.

Compact development and co-located uses

Integrated play areas

# Maximize access for all users

## ACCESS IS OPPORTUNITY: ESTABLISH A COMPLETE NETWORK OF STREETS, PATHS, AND TRAILS THAT PROVIDES A DIRECT, ACCESSIBLE PATH OF TRAVEL TO ALL FACILITIES

» A network of well-connected streets improves mobility by allowing people to travel more directly and by different modes. Direct and varied routes that are designed principally for people on foot increase accessibility for all users.

» A complete, universal-design network that integrates other transportation modes makes movement and use easy and legible between different modes. Sometimes multiple modes may overlap in a single space such as protected bike lanes, auto lanes, and sidewalks. In this case pathways can be separated with clearly marked boundaries, differences in pavement, and signage. At other times different users may be separated on different paths, streets, or trails. Points of connection are an opportunity to create a quality environment.

## Safe and clearly marked crossings

## Curbless street design

Curb ramps permit people using wheelchairs or pushing a stroller to cross more easily. Alternatively consider eliminating curbs altogether to allow unimpeded flow of pedestrians.

# Public space design and access

## PROVIDE PUBLIC SPACES THAT ALLOW FOR DIVERSE FUNCTIONS AND CONSIDER THE NEEDS OF VARYING MOBILITY LEVELS.

» A universal-design path is a public space as much as a pocket park, playground, plaza. The universal design approach treats the entire ensemble as a sequence of outdoor rooms deserving of the same attention to users, programming, adjacencies, and circulation as an architectural design for a building.

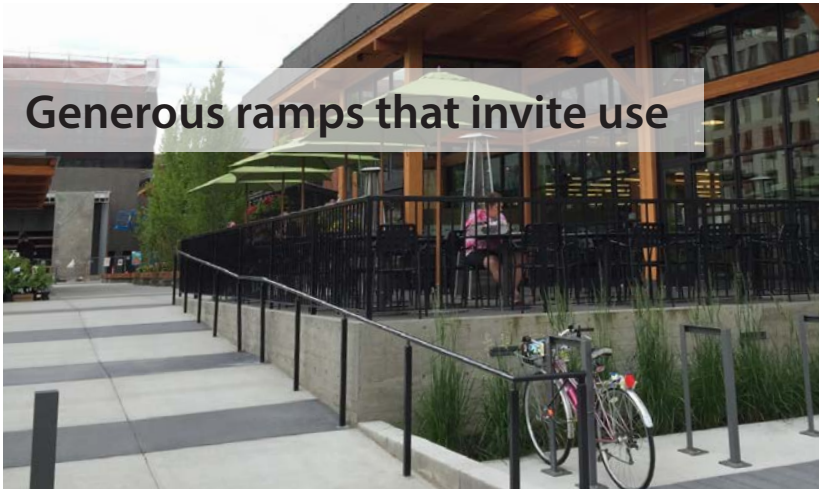
» Universal design of paths and places thinks about the needs of all users (e.g. pedestrians, bicyclists, motorists, transit riders, skaters, scooterists, the elderly, children, those with disabilities). Their needs should be factored into planning, design, and construction.

» Well-designed spaces feel safe for all users, especially women and girls traveling alone.

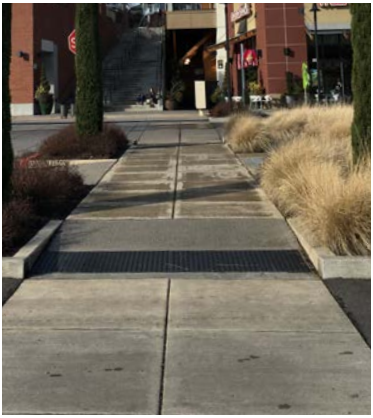
» Often physical separation of users through clearly marked zones such as pedestrian and bike pathways or buffered bike lanes help users feel safe and allow users of varying mobility levels.

» Shared streets or "woonerfs" can be used to create slow zones for cars and safe spaces for children to play or residents to walk or cycle.

» Instead of providing abrupt, awkward ramps to buildings as an afterthought, the universal design approach integrates smooth or paved pathways approaching buildings with gradual slopes that facilitate easy access for all users. This is the "ramp as plaza" approach to accessibility.



## Generous ramps that invite use



## Generous walkways and crossings

# Streets, trails, and paths

*Streets, trails, and paths are important to creating a connected network that maximizes access and mobility for users of all physical abilities.*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EST. 2017

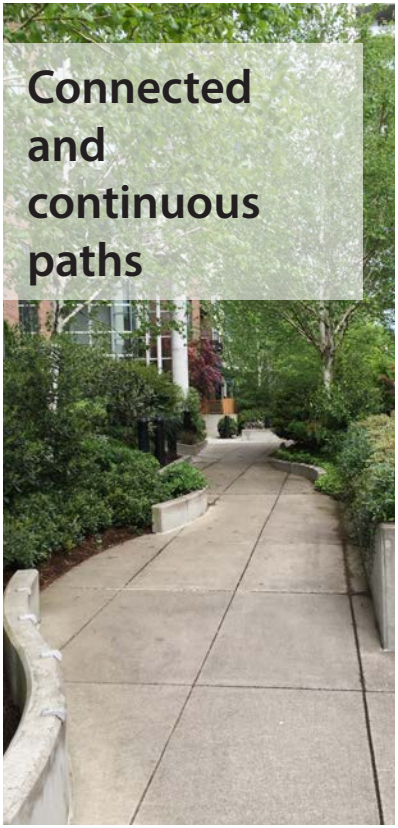
# Seamless accessibility

## PROVIDE CONNECTED AND CONTINUOUS PATHS TO AND THROUGH DEVELOPMENT.

» Whether it's a sidewalk on a public street or a paved walkway across a development site, facilities should be designed as one interconnected seamless network. For a resident or visitor walking through the neighborhood or accessing a building, the fact that the walkway is on a public street or a private site is not an important distinction. In a universally-designed community the experience of moving from one place to another is seamless, generous in spirit, and inviting.

» On-site pathways should function as extensions of public sidewalks, encouraging continuity and increasing opportunities for walking. If systems of streets, trails, and paths are identifiable and understandable, it will be easier for all users.

## Connected and continuous paths



## Accessible pathways

# An invitation to move

## SEAMLESS MOVEMENT

» In a universally-designed community there is no distinction between movement for commuting or movement for recreation. A sidewalk to the park or the bus stop, a trail to the library on the next block over—these are all invitations to move and incorporate the benefits of exercise into daily life.

» A universally designed community provides variety and choice for getting from A to B. The more variety and options in walking routes, the more fun and interesting is getting out and around.

## An invitation to incorporate exercise into daily life


## Active transportation for commuting and recreation

# Inviting design

## WELL-DESIGNED SPACES ENCOURAGE USE AND SOCIALIZING

» The location where trails, paths, and sidewalks meet, and where they cross vehicular streets or driveways, should clearly prioritize pedestrian movement.

» Curb ramps permit people using wheelchairs or pushing a stroller to cross vehicular streets more easily. Alternatively consider eliminating curbs all together to allow unimpeded flow of pedestrians.

» Paths should be smooth, sufficiently wide, and allow for adequate turning radii of wheelchairs or walkers. Design paths in such a way that water does not pool on surfaces, and surfaces are slip resistant.

» Well-designed paths not only improve pedestrian orientation but also encourage social interaction. Amenities such as benches along walkways can help enhance these functions.

» Multiple entries along a street or path help activate it and facilitate a social environment as does maximum transparency of the ground floor. Porches, stoops, and terraces foster a sense of security while also contributing to the character of a space.

» To increase clarity, provide a comprehensive sign system that includes directories, maps, and graphics.

» Make use of landmarks such as plazas, fountains, artwork, etc. to serve as identifiable features to aid navigation.


Mark transitions with
different materials


Benches and lighting
along a path

# The building

*Building designs, including entrances, transitions and wayfinding should be considered for all users.*

# Building circulation

## IT SHOULD BE EASY AND COMFORTABLE FOR ALL USERS TO MOVE THROUGHOUT A BUILDING

ADA guidelines and universal design strategies generally focus on elevator use as the primary means of vertical circulation, but universal design should be more than elevators in buildings.

As envisioned by this document, universal design is an ethic and approach to the built environment that goes beyond "checking the box" for accessibility. It integrates "Active Design" approaches into the programming and function of a building. Active design strategies applied to the built environment support daily physical activity, active transportation, active movement in buildings, and active recreation.

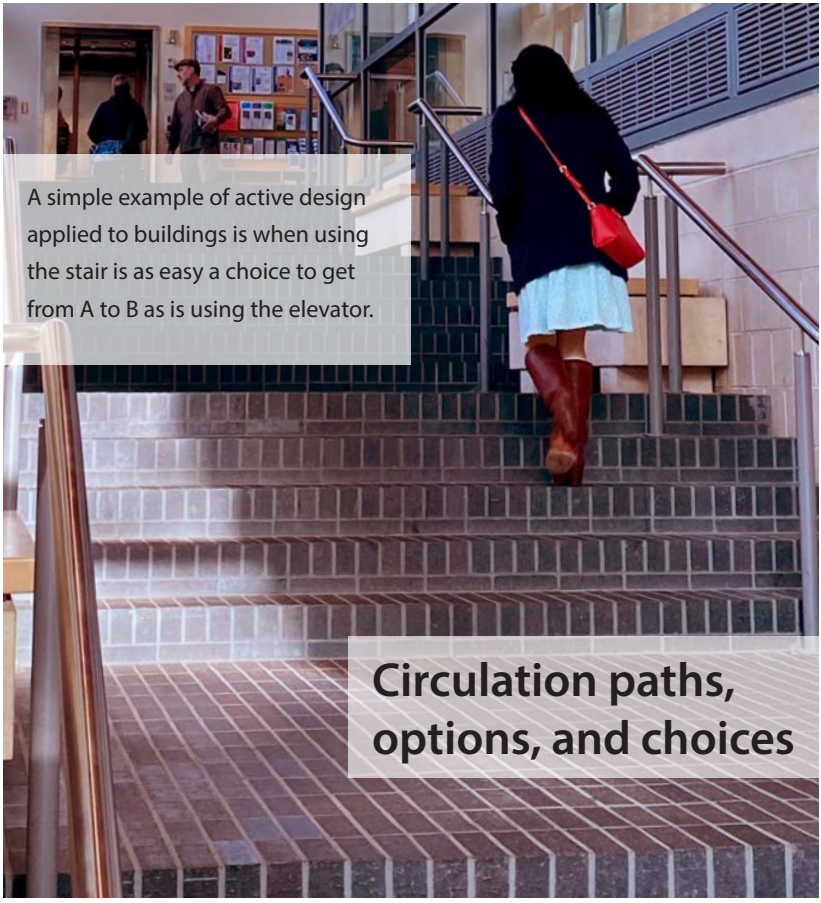
Universal design acknowledges that accessibility and active design strategies work together to support people at all stages of their lives. After all, everyone's physical ability changes throughout their lives. Residents of a building or members of a community are at various levels of physical ability at any given time. Universal design does not segregate users by physical ability.

Universal design integrates ADA accessibility requirements and active living by design strategies into the build environment, and does so with intention and creativity. These design strategies provide circulation paths, options, and choices—and honors each choice—so that getting from A to B can be achieved in a variety of ways within a building or a building complex.

A simple example of active design applied to buildings is when using the stair is as easy a choice to get from A to B as is using the elevator. Such an approach is feasible in buildings under four stories. Rather than placing the stair in an out-of-the-way enclosed stairwell, the stair is incorporated into the lobby and public circulations areas, and provides an ever-present and easy option.

When stairs are located next to the elevator bank, are well-lit, prominent, and inviting, then by their location and their design they welcome use as an alternative to the elevator.

## Design that serves people at all stages of life



A simple example of active design applied to buildings is when using the stair is as easy a choice to get from A to B as is using the elevator.

## Circulation paths, options, and choices

## STAIRS AND ELEVATORS

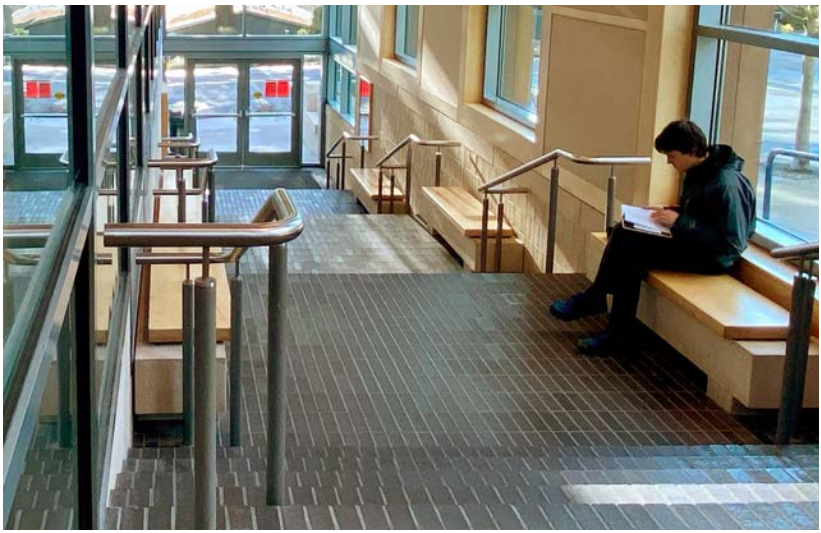
» Design stairs to be more visible in order to encourage their everyday use.

» Make stairs wide enough to accommodate travel in groups and in two directions, and design stair risers and treads that are comfortable and safe.

» Widening stairs, having fewer steps per flight, and providing intermittent landings between floors also makes the use of stairs more feasible and comfortable for those who have some physical challenges, such as the elderly and those carrying packages.

» In order to accommodate people who find stair use physically challenging, provide at least one intermittent landing between floors, and with fewer risers between landings.

» Include visual cues and signals that enhance stair usage, such as lighting, paint, and art and design visible, appealing, functional stairs.



## HALLWAYS

» Design hallways, corridors, and stairways to be wide enough for two people traveling in opposite direction to comfortably pass one another, even if one is pushing a stroller or using a walker or a wheelchair.

## ENTERING AND EXITING

» Design building entrances so they can be easily identified and navigated by a range of users. Use materials, color, and form to differentiate the entrance from the rest of the building

» Wider openings and maneuvering clearances at doors allow different users access. A person in a wheelchair, a person with a guide dog, a child in a stroller, or an adult carrying bags of groceries—all have equal access.

» Automatic doors, either by sensor or push pad, are preferred at all entries. At a minimum ideally one automated door would be provided at the entrance closet to parking or public transportation.

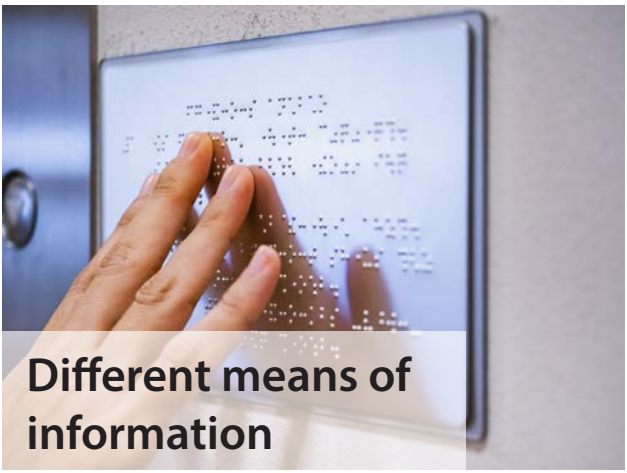
**WAYFINDING**

» Physical access within a location is not always the only obstacle. Once inside a building, users should be able to easily determine where to go and what services are available.

» Multiple different means of information throughout a building can serve a full range of users and several senses – touch, feel, and sight.

» Landmarks that make visual and physical connections between the site and the building can aid in orientation.

» Maps, directories, diagrams, and information displays are useful tools to help users find their destinations easily.



**Different means of information**


## Landmarks that make visual and physical connections

# Parking lots and garages

## EASE, SAFETY, AND COMFORT

» A parking lot is a storage space for cars, and should provide secure storage. It is also a place where everyone is a pedestrian while getting to or from their car. Therefore it should be designed primarily for the ease, safety and comfort of a person rolling or on foot.

» Parking lot pathways should be designed as part of the seamless accessibility network described on page 16.

» Clearly defined pathways through parking lots and garages to building entrances, surrounding sidewalks, and transit stops enhance pedestrian safety. These pathways also provide an opportunity to improve the appearance of parking lots.

» Design parking lots and garages so that vehicles are not the dominant feature.

» A universal design approach that incorporates active transportation places bicycle parking in privileged locations close to building lobbies, in areas that are well-lit, attractive, and secure. To encourage bicycling as a mode choice, bike parking areas should include bike repair, maintenance, and cleaning stations.

» Consider designing dwelling units to accommodate bicycle storage inside. This includes designing for easy transport of a bicycle from ground floor lobbies to upper unit floors.

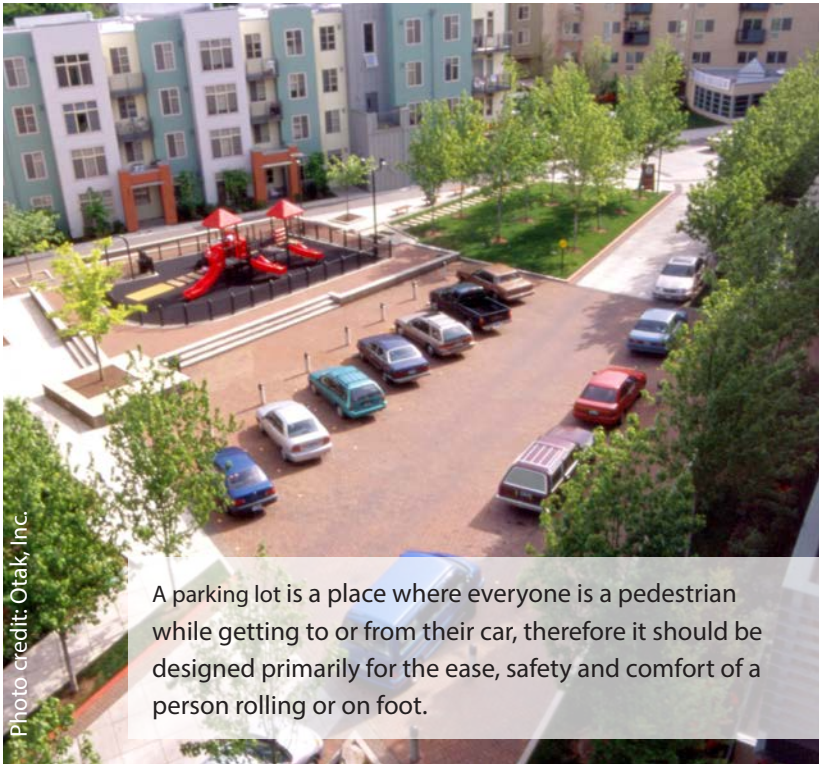


Photo credit: Otak, Inc.

A parking lot is a place where everyone is a pedestrian while getting to or from their car, therefore it should be designed primarily for the ease, safety and comfort of a person rolling or on foot.

## Parking areas for people

# Common areas

## COMMON AREAS SHOULD BE LOCATED AND DESIGNED TO ENSURE PARTICIPATION OF ALL USERS REGARDLESS OF AGE, GENDER, OR PHYSICAL ABILITY

» Common areas that include and address the needs of everyone are preferred to spaces that segregate groups from one another. When designing for recreation users, accessibility is ensuring that each part including activities, events, and natural features can be experienced in a variety of ways.

» Create environments that include the needs of everyone rather than cloister and segregate one group from another.

» Make amenities easy to locate and accessible by everyone.

» Consider not only the mobility and access needs of different populations but also the age of users, from small children to older adults.

» Provide areas or subareas of activity that ensure participation by all users regardless of age or physical ability, and that allow users of different ages to comfortably use the space simultaneously.

» Make entering and exiting as effortless as possible, and provide multiple ways to move to and through a shared space.

**Subareas of activity that ensure participation by all users**

# Private spaces and visitability

## VISITABILITY

- A dwelling unit is visitable when it can be lived in or visited by a person who has trouble walking, trouble with steps, or uses a wheelchair or a walker. A private unit that is designed for visitability reduces social isolation.

- There are four elements making up the concept of visibility. These include zero-step entrance to units, easy access to amenities within the unit, living area with space to entertain and socialize, and one main bathroom on the main floor that can be used by someone with a wheelchair.

- Consider specific dimensional standards that have been adopted by a number of municipalities:

    - A zero step route and entry to ensure easy access to the unit.

    - Bathroom (sink and toilet) on the floor with the visitable entrance. The bathroom must be designed to accommodate an unobstructed circle that is at least 60-inches in diameter.

    - Doorways that are at least 34 inches wide. This provides adequate clearance considering the width of the door itself when open.



## Accessible entrances and easy access to indoor spaces

# Renovations + additions

## MAKE EXISTING BUILDINGS MORE ACCESSIBLE

» Provide flexibility to accommodate trends in the evolution of wheeled mobility devices. Flexible designs will allow spaces to be re-designed in the future to accommodate new users and advances in technology.

» If for practical or cost considerations automatic doors are not initially provided, their future installation can be easier if an electrical supply and junction box are provided adjacent to door jambs.

» Alterations and additions can provide improvements to the usability of existing buildings by focusing on strategic insertions of vertical circulation. Also, improvements in horizontal circulation can improve access to older buildings to bring them up to universal design objectives.

# Programmatic + operations considerations

**UNIVERSAL DESIGN CONSIDERATIONS SHOULD NOT ONLY BE ADDRESSED DURING THE INITIAL DESIGN PHASE OF A PROJECT BUT REFLECT A COMMITMENT OVER THE LIFETIME OF A PROJECT.**

» If designs address those facing the most or highest barriers, the resulting baseline solutions will be stronger. Often barriers to access disproportionately impact income-constrained and physically-impaired populations.

» Monitoring and evaluating design efforts to provide universal access not only holds one accountable for taking effective measures, but if shared with the public builds a cooperative and trusting relationship.

# Checklist

### THE NEIGHBORHOOD

- ☐ Useful destinations in close proximity
- ☐ Compact development and co-located uses
- ☐ Activity areas connected by accessible paths
- ☐ Network of streets, paths and trails for walking and rolling
- ☐ Outdoor spaces and paths designed with as much care as rooms in a building
- ☐ Consideration for all users
- ☐ Subareas for users of different abilities
- ☐ Shared street designs with slow zone for cars
- ☐ Plazas as ramps, rather than ramps as afterthoughts

### STREETS, TRAILS, AND PATHS

- ☐ Network of connected streets, paths, and trails
- ☐ On-site pathways that function as extensions of public sidewalks
- ☐ No distinction between pathways for commuting and pathways for recreation
- ☐ Wide and smooth paths
- ☐ Activities along paths and paths designed to encourage social interaction
- ☐ Clarity through wayfinding
- ☐ Identifiable features to aid navigation

## Checklist

### THE BUILDING

- ☐ Stairs and elevators that are equally viable choices
- ☐ Wide and generous hallways
- ☐ Accessible and easily identifiable entrances and exits
- ☐ Integrated wayfinding throughout
- ☐ Parking lots designed for pedestrians
- ☐ Access to and through parking lots and garages part of a seamless street, path and trail system
- ☐ Bicycle storage designed to encourage active transportation
- ☐ Dwellings that are accessible to visitors of all abilities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