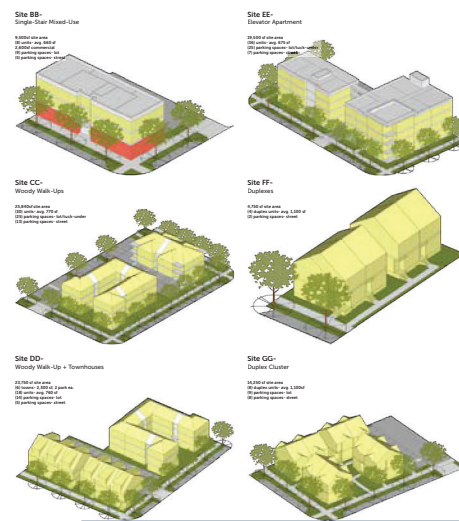
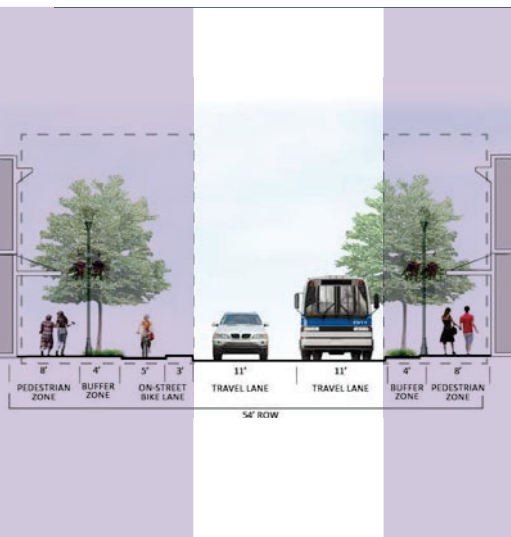
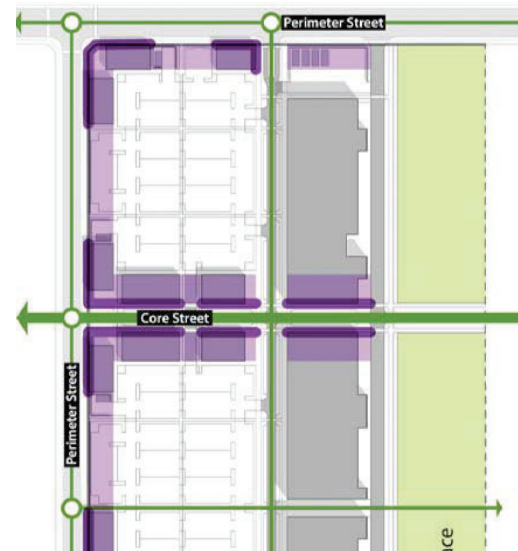


# City Center Design Review District Form Based Code

THE NEWPORT CITY CENTER REVITALIZATION PLAN PROJECT  
FINAL DRAFT, JUNE 2025



bruary 2025



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## Newport City Center Revitalization Plan Project

City Center Design Review District Form  
Based Code

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## APPENDIX A | NEWPORT MUNICIPAL CODE (NMC) AMENDMENTS



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

June 2025

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### David Evans and Associates Inc.

### ECOnorthwest

This document, the City Center Design Review District Form Based Code, represents the Newport Municipal Code (NCM) amendments necessary to implement the City of Newport City Center Revitalization Plan, and fulfills the TGM grant-funded project tasks related to code amendments.

## Discussion

This document will be presented to the Newport Planning Commission at their July 2025 work session. On this and the following pages are issues for work session discussion.

### “Retail Ready” Frontage Standard

The Regulating Plan (Section 3) currently shows “Retail-Ready” Frontage Type required on Hwy 101 and SW 9th, at all corners within the Traditional Downtown Zone. The “retail-ready Frontage Types is detailed on pages 40-43. Two alternative options for discussion are:

- » Only on side streets which have been identified as retail-focused streets— SW Hurbert, SW Alder, and SW Lee Streets—for the full length of the side street and wrapping the corners (e.g., 25 linear feet from each corner, or to the nearest property line, whichever is less).
- » On Hwy 101 only, (not on SW 9th) where 101 intersects with SW Hurbert, SW Alder, and SW Lee Streets and wrapping the corners (e.g., 25 linear feet from each corner or to nearest property line, whichever is less).

## DISCUSSION, CONTINUED

### Discretionary process and review standards

» *What is the discretionary process and review standards for deviating from the clear and objective, fixed, form-based dimensional standards in the form based code?*

The CCDRD fosters housing as an important aspect of the policy changes and implementation of the CCARP Revitalization Plan. Amendments to the base zone land use listings mean that housing is allowed (but not required) on any lot within in the CCDRD.

The CCDRD complies with the state's middle housing requirements and HB 2001 and associated rules. The rules do not allow housing to be subject to discretionary review, and any standards that a city applies to housing beyond those in the Middle Housing ORS or Model Code must be applied to all housing types.

Given that housing is not subject to discretionary approval, the only development in the CCDRD that could be subject to discretionary review would be non-residential projects.

To comply with the middle housing rules, the CCDRD General Standards and Frontage Types (Section 5) allow a high degree of flexibility and choices through menus or options. No specific architectural style is promoted, and flexibility to use a variety of architectural styles is explicitly stated in the general standards.

This means that, while there are clear and objective, fixed, form-based dimensional standards, there is a high degree of flexibility for non-residential projects as well as housing development.

If an alternative, discretionary approval process for non-residential projects is desired, an option can be provided.

Options are:

- » Develop an alternative, discretionary approval process for non-residential projects similar to that taken in Nye Beach design review district, i.e., using design guidelines, intent statements, and example approaches.
- » Do not provide an alternative process for non-residential projects. Such projects would follow the same clear and objective review process and be subject to the same process as housing (ministerial action performed concurrent with review of a building permit by the Community Development).



## DISCUSSION, CONTINUED

### Encroachments

The CCDRD proposed provisions say: “Encroachments such as canopies, awnings, or bay windows are allowed to encroach beyond the Build To Line or Frontage Line (or into the Right of Way) by a maximum of 3 feet.” See Urban Shopfront Frontage Type, page 40, for an example.

Encroachments of the kind mentioned are desirable for urban vitality and interest, especially in the Traditional Downtown Zone. The city permits encroachments on a very limited basis.

Discuss how the city allows encroachments and how the intent for architectural features (such as bay windows), and weather protection (awnings, marquees), can be allowed within the CCDRD.

### Architectural Features

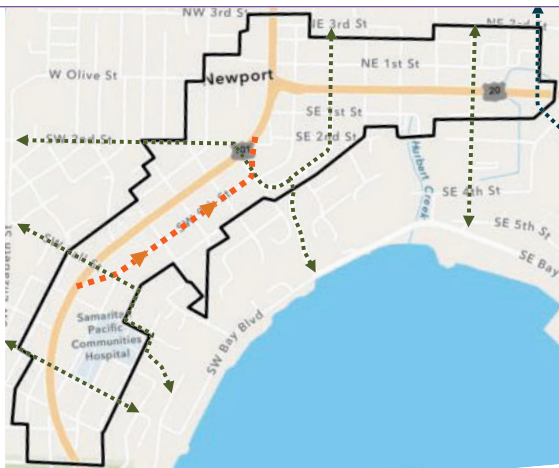
The CCDRD General Design Standards contain menus for architectural features but they are generic (see “Detailed Design,” page 34, for an example). The “Newport Design Review Glossary and Illustrations,” used for Historic Nye Beach Design Review District contains a more comprehensive listing along with illustrations. Besides being more comprehensive, these have the benefit of being in place for some time and are familiar to the community. While they are historic features many of them are timeless architectural features that can be rendered in a variety of architectural styles, from traditional to modern.

Options for discussion:

- » Keep the current generic listing (see “Detailed Design,” page 34).
- » Replicate or adapt certain features from the Newport Design Review Glossary and Illustrations, such as balcony, bay window, and/or turret. Combine these with the current generic listing.

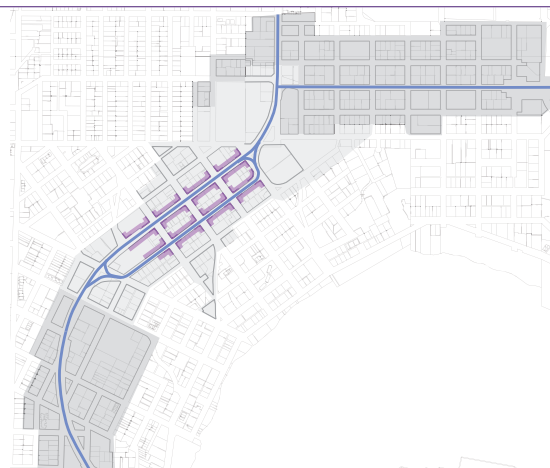
## INTRODUCTION





## City Center Design Review District (CCDRD)

The City Center Design Review District (CCDRD) 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.



## CCDRD Form Based Code (FBC)

This document translates the vision created during the public involvement process into a series of land use, streetscape, and urban design strategies, using a form based approach.

Form based codes (FBCs) are development regulations used by local government agencies that emphasize the physical character of development and deemphasize the categorization of land uses and activities. They provide greater predictability about the look and feel of development and offer developers a clearer understanding of what the community seeks. In return, FBCs can make it easier for citizens to help create the physical development they want, which will more likely lead to their acceptance of development and street designs in their community.

## FORM BASED APPROACH



The new 14.30 City Center Design Review District and amendments to the municipal code and Comprehensive Plan will:

## FBC Approach

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Promote a “form based” approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.

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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.

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Utilize clear and objective dimensional standards. An example of a dimensional standard is “front yard setback – 20 feet.”

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In general, provide as much information in tables as possible to aid clarity of the provisions and use graphics to communicate the intent of the development standards and provisions..

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Display development and design standards in tables. The standards in the table will be keyed to the Regulating Plan, Frontage Types, or other diagrams.

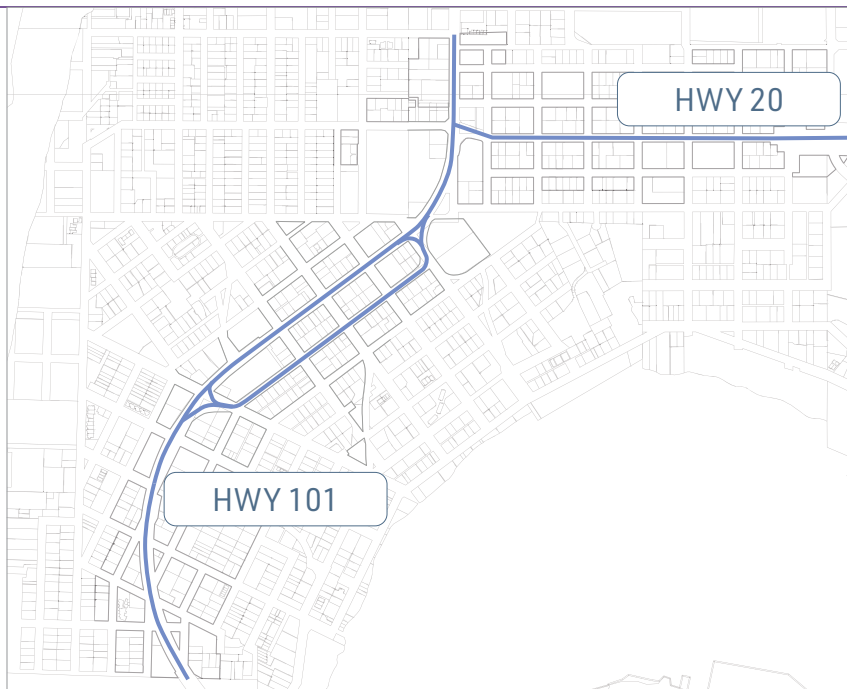
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Provide purpose or intent statements and visual examples to help explain the intended outcome.

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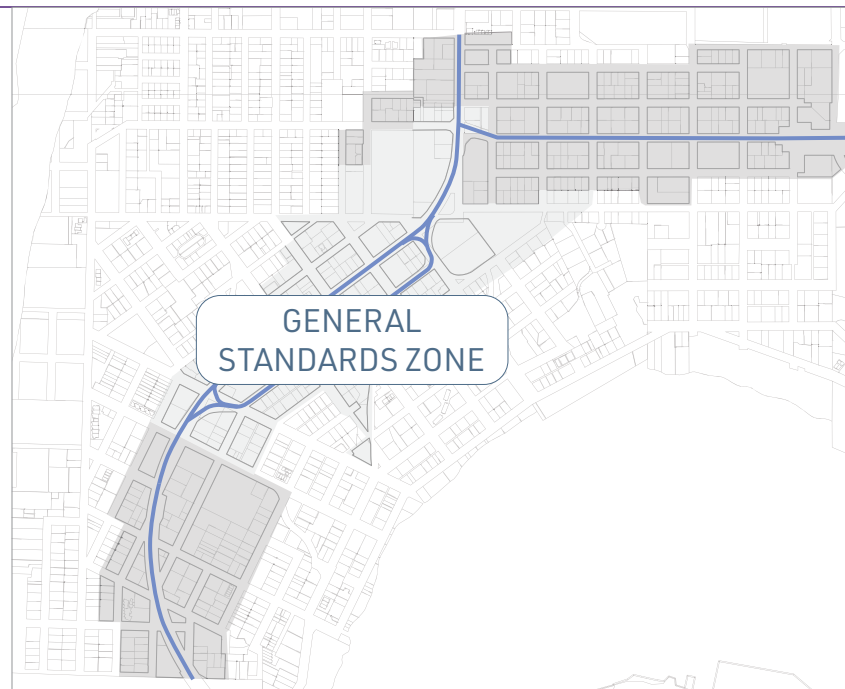


## APPLICABILITY



Public Realm Standards

Street Cross Sections (Section 04)

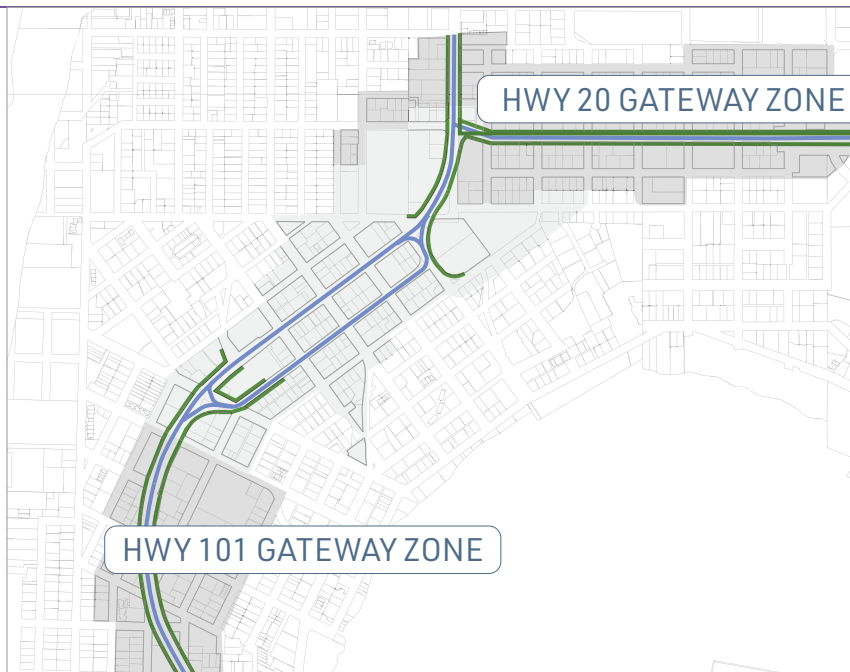


General Standards

Street Cross Sections (Section 04)

General Standards (Section 05)

## APPLICABILITY

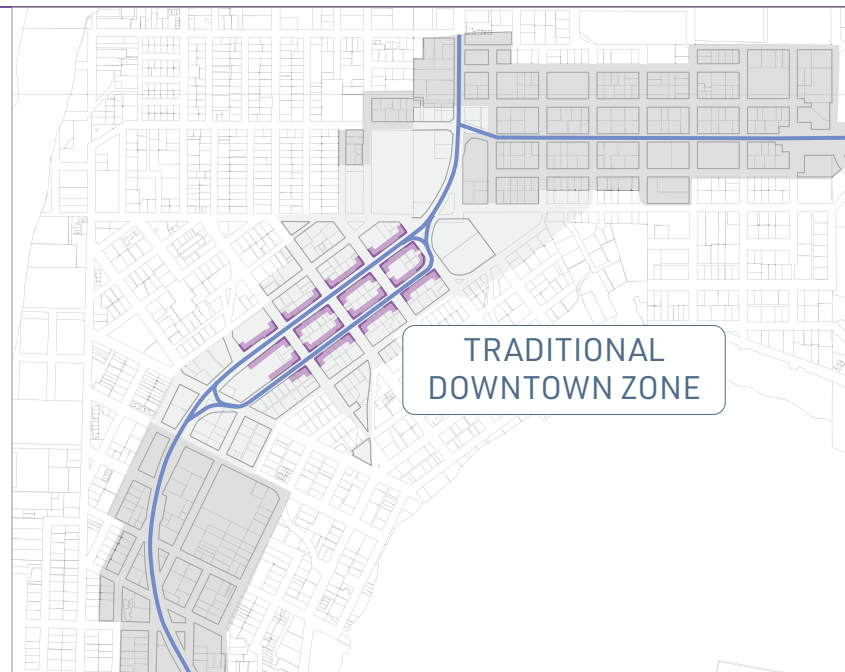


### Gateway Frontage Types

Street Cross Sections (Section 04)

General Standards (Section 05)

Gateway Frontage Types (Section 5)



### Traditional Downtown Frontage Types

Street Cross Sections (Section 04)

General Standards (Section 05)

Gateway Frontage Types (Section 5)

Traditional Downtown Frontage Types (Section 5)

## REGULATING PLAN





## Regulating Plan

The purpose of the Regulating Plan is to translate the vision created during the public involvement process into an actionable plan and map. Each regulating plan component explains which areas are subject to specific regulations. The regulating plan is a critical tool to inform development of the Newport CCARP Design District and ensure the community vision is realized.

### Regulating Plan Components

The regulating plan identifies mandatory components to be implemented through a combination of private development and public capital improvement projects. It provides flexibility for the Newport CCARP Design District to support a wide range of land uses and development types while ensuring strong connectivity, a form and character that aligns with the surrounding context, and effective placemaking and economic development to complement public investments on Hwy 101, SW 9th Street, and Hwy 20.

The Regulating Plan identifies requirements that are geographically located and apply regardless of the proposed development approach. This plan is supplemented by development standards that vary based on proposed development and land uses.

## HWY 20 GATEWAY ZONE



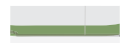
### LEGEND



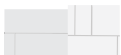
URBAN FRONTAGE REQUIRED



RETAIL-READY FRONTAGE REQUIREMENT



LANDSCAPE FRONTAGE REQUIRED



GENERAL STANDARDS APPLY



PRIMARY STREET

## HWY 101 GATEWAY ZONE



### LEGEND



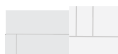
URBAN FRONTAGE REQUIRED



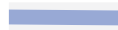
RETAIL-READY FRONTAGE REQUIREMENT



LANDSCAPE FRONTAGE REQUIRED



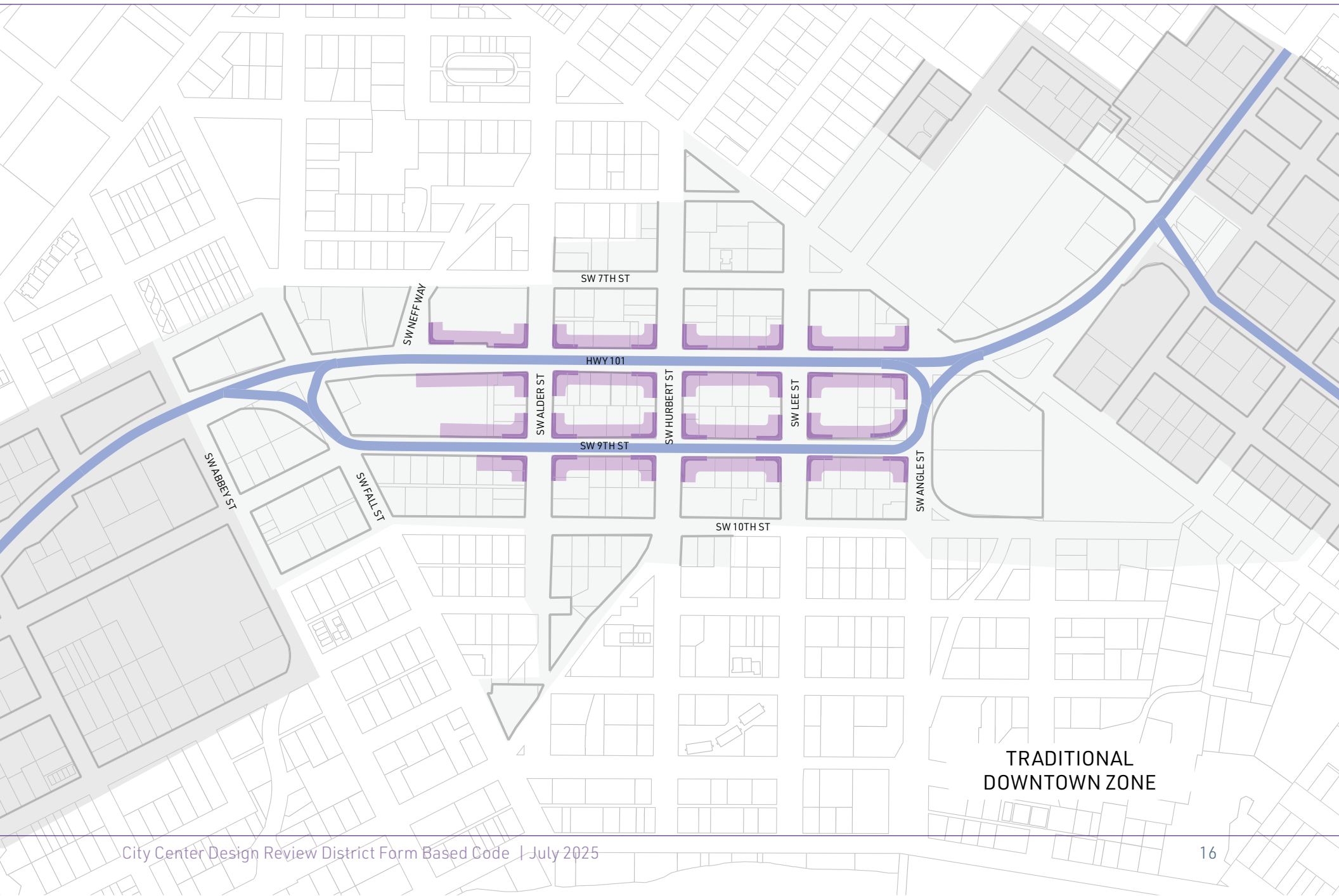
GENERAL STANDARDS APPLY



PRIMARY STREET

# FINAL DRAFT

## TRADITIONAL DOWNTOWN ZONE



## TRADITIONAL DOWNTOWN ZONE

### LEGEND



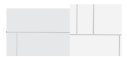
URBAN FRONTAGE REQUIRED



RETAIL-READY FRONTAGE REQUIREMENT



LANDSCAPE FRONTAGE REQUIRED



GENERAL STANDARDS APPLY



PRIMARY STREET



# 04

## PUBLIC REALM

# FINAL DRAFT

## APPLICABLE ODOT URBAN BLUEPRINT STANDARDS

	CCARP CORE - TRADITIONAL DOWNTOWN		CCARP GATEWAY - URBAN MIX	
PUBLIC REALM STANDARDS	HWY 101	SW 9TH ST	HWY 20 / SW OLIVE ST	
Pedestrian realm (feet)	14 or greater	12 or greater	14 or greater (ideal)	12 or greater
Frontage / Pedestrian / Buffer / Curb-gutter (feet)	<u>2 / 8 / 5 / .5</u>	0 / 8 / 4 / 0	0 / <u>8 / 4</u> / 0	0 / 8 / 4
Transition realm (feet)	16 (one side) / 8	8 (one side only)	0	none
Bike / Buffer / Parking (feet)	<u>5 / 3 / 8</u> / 0	5 / 3 / 0	0 / 0 / 0	
Travelway realm (feet)	22	22	36	36
Travel lane / Left turn lane and/or Raised Median (feet)	<u>11 / 11</u>	<u>11 / 11</u>	12 / 12 / 12	12 / 12 / 12
<b>Totals (feet)</b>	<b>74</b>	<b>54</b>	<b>60</b>	<b>60</b>

Key | Critical dimensions



## STREET CROSS SECTIONS

### Hwy 101 – Southbound couplet

Traditional Downtown Main Street

Supports residential and retail uses at the ground level.

Aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



Cross Section illustrates Urban Frontage – Shopfront (left) and Urban Frontage – Residential Porch-Stoop-Terrace, (right), see page 40.

### SW 9th St. – Northbound couplet

Traditional Downtown Secondary Street

Generally supports residential and some retail uses at the ground level.

Generally aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



Cross Section illustrates Urban Frontage – Residential Porch-Stoop-Terrace, vertical separation standard (left); horizontal separation standard (right), see page 40.



## STREET CROSS SECTIONS

### Hwy 20 –Olive St.

Improved pedestrian realm supports residential and some retail uses at the ground level.

Street environment and function will be improved with the consolidation of driveways on Olive Street; business access will be relocated to a single, central location on each block face or lot, and on side streets.

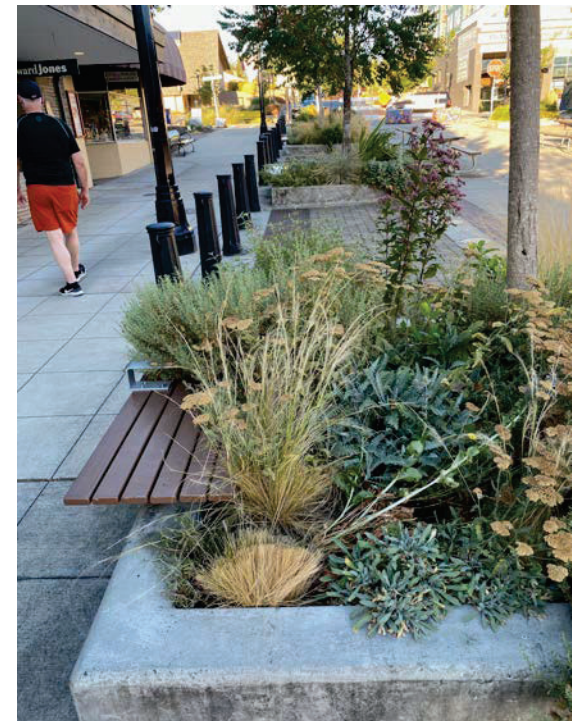
Generally aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



## STREET CROSS SECTIONS

SW Hurbert St.

Parklet Street





## STREET CROSS SECTIONS

### SW Alder and SW Lee Streets

Festival Street or Plaza Street

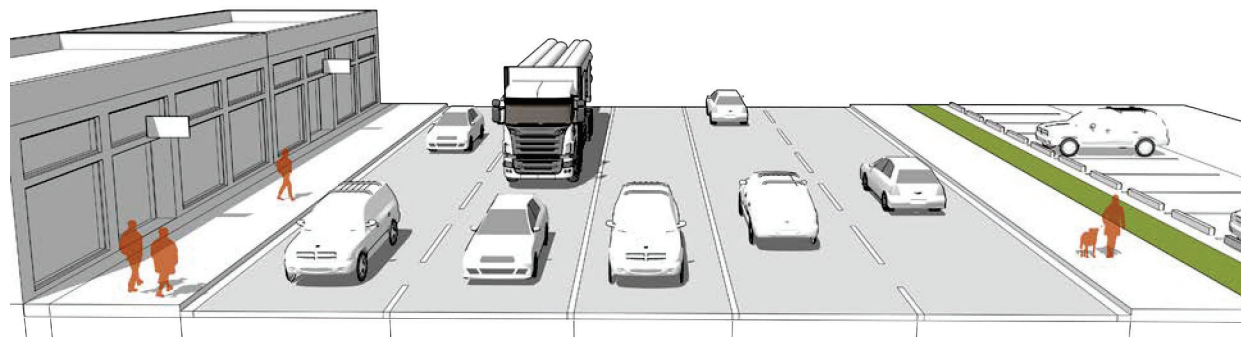


## STREET CROSS SECTIONS

### Hwy 101 –South of the couplet

Does not align with ODOT Blueprint for Urban Design Urban Mix recommendations.

Unimproved pedestrian realm and lack of on-street parking does not support retail, however, public realm and development requirements (e.g., FBC frontage types, General Standards) represent significant enhancements to Hwy 101 S.



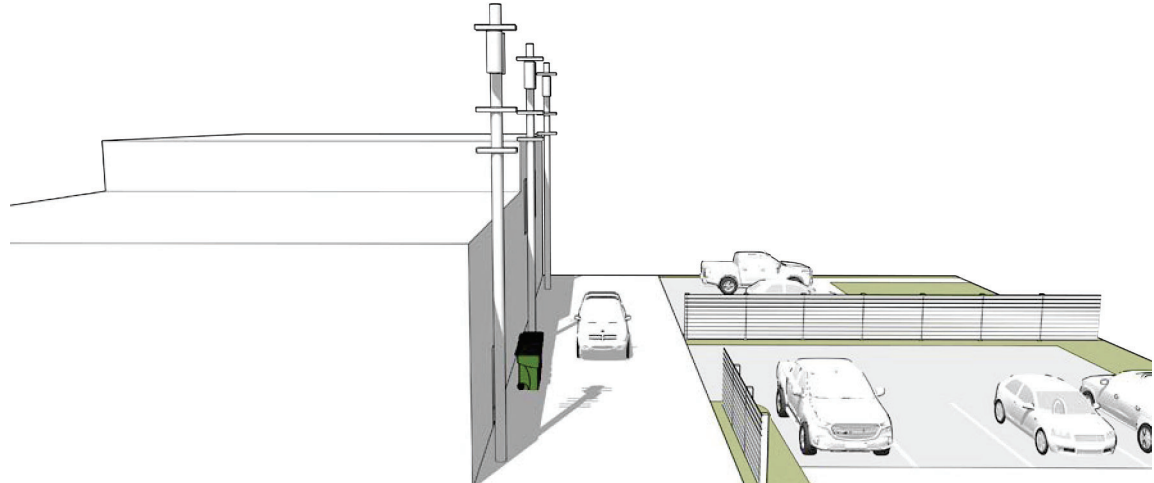
Cross Section showing existing conditions within existing right of way with Landscape Frontage Type applied (right) and General Design Standards applied (left).

Cross section enhancements and FBC frontage zone requirements represent opportunities for Hwy 101 Gateway Zone and hospital-related redevelopment enhancements.

## STREET CROSS SECTIONS

### Commercial Alley

Private or public



### Residential Alley

Private or public

