

Newport City Center Revitalization Plan Project

Event #2 Summary

Prepared for

Oregon Department of Transportation

City of Newport

Prepared by

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Date

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Overview

The City of Newport is completing a City Center Revitalization Plan Project (NCCRP) to improve livability, business opportunities and traffic options and safety in the central city. This round of public outreach was focused on sharing the proposed approach to meeting the project goals, as identified with community feedback in fall 2024.

This report summarizes feedback from in-person events and an online survey

conducted to gauge public support for improvement projects and policies recommended for the City Center Revitalization Plan. Responses from the in-person events and online survey varied slightly, but the largest difference between respondents was along the language spoken by the respondents.

In-Person Engagement

- 80 attendees at open house
- 40+ attendees at Spanish event
- 34 surveys in English
- 39 surveys in Spanish
- 7,808 postcards mailed to Newport homes and businesses

Online Engagement

- 52 surveys in English
- 1 survey in Spanish
- 5 social media platforms used to advertise and announce the survey and events (Facebook, Instagram, Facebook Messenger, WhatsApp, NextDoor)

In-Person Engagement

To promote the in-person and online open houses, and to reach community members that might not know about the project, an **information booth** was held at the Newport Recreation Center on April 3, 2025 from noon to 1:00 pm. However, most community members that spoke with staff were aware of the event and project. City staff also **canvassed the businesses along US 101** to invite them to participate, as well as answer any questions about the project.

About 80 community members attended the in-person **open house** on April 3, 2025 from 4:00-7:00 pm to provide written and verbal feedback. Compared to an open house held in fall 2024, this event saw an increase in the number of business owners from the core project area participate. In addition to conversations with the project team, printed copies of the survey were returned during and after the open house via mail/hand delivery to City Hall. 34 responses were received in English and 39 surveys were collected in Spanish.

City staff also attended a **Spanish-speaking event** at Tacitas de Cafe on April 1, 2025 to distribute the survey and answer project questions. All attendees received an informational packet that included a survey. Participants were asked to take the packet home, review the information, and complete the survey. The completed surveys were collected on April 8.



Figure 1 - US 101 as it currently appears with narrow sidewalks and some empty buildings.

Feedback from In-Person Engagement

Most people who spoke with the project team shared the sentiment that downtown Newport needs redevelopment and revitalization. Conversations and questions mostly revolved around the couplet proposal for US 101 and SW 9th Street.

Verbal Feedback

Attendees at the open house were focused on:

- Impacts of the couplets, such as increased level of traffic on SW 9th Street and impacts to the roadway or houses near SW 9th Street
- Implementation, particularly the ability for the project to get funds to cover construction
- Couplet for US 101; very little discussion about land use and development code beyond the need for and challenges to redevelopment

Attendees at the Spanish-speaking event were focused on:

- Pedestrian accessibility in the area
- Efforts to enhance the visual appeal of the city center
- The potential for new business development
- Ongoing support and preservation of existing businesses

Businesses along US 101 raised the following questions/concerns during canvassing:

- How will this impact the foot traffic into our business?
- Will we lose our parking spaces and access?
- -Will we have to close during construction?

Written Feedback

Project Goals

Of all the written comments received, people generally agree that the proposed approach successfully meets the project goals. However, there was a strong difference of opinion for English and Spanish respondents on whether or not the project goals had been met by the proposed plan.

- Spanish respondents were much more supportive of the goals being met than English respondents.
- There was strong agreement that the “a clean, welcoming appearance” goal was met (84% Spanish; 40% English).
- There was a difference of opinions regarding these goals:
 - “Active mix of uses” Spanish respondents strongly agree the goal was met (89%; 39% English)
 - “Safe and efficient traffic flow and managed parking” English respondents strongly agree the goal was met (44%; 69% Spanish was the lowest level of agreement).
- English and Spanish respondents differed in their thoughts on whether the planned approach met the “planned property development/acquisition” goal (33% English; 79% Spanish strongly supported that this goal was met).

District Aesthetics: US 101 and US 20

A desire to have different aesthetics for each highway had the highest support from Spanish respondents (71%).

- Additional Spanish comments focused on the physical makeup of the two roads, such as US 101 having longer lengths of sidewalks and US 20 feeling like a wider street to cross. A couple of responses shared a desire for improved traffic flow and overall transit.
- There was less support from English respondents (38%) for having aesthetic differences between the highway segments, with additional comments mentioning existing differences between the two roads and their uses, including a distinct inter-state coastal nature of US 101 while US 20 had less of a known identity.

71% of Spanish respondents want Highway 101 to look different than Highway 20, compared to 38% of English respondents (47% of English respondents were unsure).

Half of English-respondents were “unsure or didn’t feel strongly about the aesthetics of the two highways” (47%). Of those English respondents that provided additional comments, traffic safety was a higher priority than aesthetics.

In regard to proposed streetscape improvements:

- “Storefront improvements” was the highest ranked improvement for English respondents (67%) and third highest ranked for Spanish respondents (91%).
- “Trash receptacles” was the most important for Spanish respondents (95%) and second for English respondents (61%).
- The other highly ranked improvements were different between English and Spanish respondents:
 - “Benches/seating” was important for Spanish respondents (92%)
 - “Public art” for English respondents (57%)

Storefront improvements and trash receptacles were universally popular.

Small Business Support

English respondents felt that it was most or very important to support small businesses during “street construction” (77%), followed by providing support through “storefront improvements (painting, windows, signage)” which had 69%. For Spanish respondents these two were tied for second place (at 89%), while “anti-displacement measures to help existing businesses stay in the area as it redevelops” was considered the most important (92%, while only 57% for English respondents). “Asbestos/hazardous materials clean-up” was considered important but to a lesser extent for both English and Spanish respondents.

Supporting small businesses during street construction and through storefront improvements was important for all respondents, but Spanish respondents highly favored anti-displacement support compared to English respondents.

Building Houses and Businesses

A few building features had strong preference from English respondents, while the others were more mixed:

- Alleys as delivery access (100%)
- Storefront/pedestrian-scaled signage (97%)
- Allowing a range of home types (90%)
- Breaking down big blocks with pedestrian connections (88%)
- Mixed home ownership and rental housing in the same block (79%)
- Residential on top of businesses/offices (67%)

Breaking down big blocks with pedestrian connections and having residential units on top of businesses/offices were both supported by all respondents.

There were far fewer Spanish respondents who answered these questions, but there was strong support for:

- Breaking down big blocks with pedestrian connections (100%)
- Residential on top of businesses/offices (86%)
- The rest had too few responses to determine a preference.

Parks and Open Spaces

New passive- and active-use parks were universally supported.

For English respondents, the Farmers Market was identified as needing improvements (45%); which reflects concerns voiced about the future accommodation for the Farmers Market. Additional comments focused on the comfort and walkability of the area, along with concerns regarding the level of pollution along US 101. Opinions about new public spaces were fairly evenly split between economic-use spaces; active-use spaces; and passive-use spaces.

For Spanish respondents, the top two existing parks/gathering spaces that could benefit from improvements are the plaza on the corner of Highway 101 and SW Hubert Street (34%) and Yaquina Bay State Park (21%). Additional comments mentioned a need for playgrounds and spaces for children. Over half of Spanish respondents feel that new passive-use spaces are the most important, followed by active-use spaces.

Online Engagement

An online survey was active on the project website between April 1 and April 17, 2025. 52 responses were received in English and 1 response in Spanish. *The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.*

Project Goals

Overall, many participants (41%) feel that the project recommendations do meet the project goals, with an additional 22% that felt the project goals were somewhat met. The level of agreement about whether the goals were met through the proposed approach was:

- Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks (43% strongly agreed)
- Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts (39% strongly agreed)
- Planned property development and acquisition through incentives and partnerships (31% strongly agreed)

- Targeted investment in infrastructure through implementation actions and strategies (33% strongly agreed)

District Aesthetics: US 101 and US 20

Responses weren't clear on the aesthetics of the two highways.

- About a third weren't sure or didn't feel strongly either way. These respondents cited various other areas of interest, including cycling/pedestrian lanes, intersection control(e.g. roundabouts), and landscaping (e.g. trees).
- Similar to the in-person/printed surveys results, people that wanted the highways to feel the same mentioned a desire for cohesiveness, as well as concerns about traffic and pedestrian safety.
- Respondents that want the highways to feel different mentioned that they are currently different. For example, one respondent shared that US 101 is a "main street and carries more traffic" whereas "Hwy 20 has more potential to develop mixed use properties with housing."

About a third of the respondents want the highways to feel different from each other and a third were unsure.

Small Business Support

Online respondents said that supporting small businesses with asbestos/hazardous material clean-up and storefront improvements were tied for the most important items, followed by support during street construction. Additional comments included various suggestions including economic support for storefront improvements and increased parking availability.

Like the in-person responses, support through storefront improvements and during street construction was important, but asbestos/hazardous material clean up was more important to survey respondents.

Overall, the most important improvements for online respondents were storefront improvements (80% strongly/somewhat important) and trash receptacles (69%). Additional ideas for improvements included parking (e.g. free parking), pedestrian safety (e.g. accessible crosswalks), gathering spaces (e.g. a central park), and aesthetics (e.g. landscaping). See [Appendix E](#) for additional details from online surveys.

Storefront improvements and trash receptacles were popular across all respondents, online or in-person.

Building Houses and Businesses

All of these building features had strong preferences from respondents:

- Alleys as delivery access rather than on the main streets (87%)
- Storefront/pedestrian-scaled signage (87%)
- Allowing a range of home types (84%)
- Preferred residential homes on top of businesses/offices (79%)
- Breaking down big blocks with pedestrian connections (71%)
- Require weather protection (like awnings or porches) (67%)
- Buildings that maximize views from living and working spaces (63%)
- Buildings that have similar façade designs (62%)

Breaking down big blocks with pedestrian connections and having residential units on top of businesses/offices were both supported by all respondents, online and in-person.

Parks and Open Spaces

The top two existing parks/gathering spaces that would benefit most from improvements are the Farmer's Market (42%) and City Hall (18%). Additional comments relate to the need for improved aesthetics (e.g. more landscaping, maintenance), parking, and bike/pedestrian spaces. As for the top two gathering spaces, participants felt that the Farmer's Market should be permanent and covered, with one participant describing City Hall as an "unloved lawn space."

The Farmer's Market was highest ranked for improvement for online and English respondents from the in-person surveys. New passive-use parks were universally supported; online and in-person.

For new public spaces/features, economic-use spaces (36%) and passive-use spaces (26%) were most important for the future.

Additional Comments

Online respondents had the opportunity to provide additional comments, which included:

- Concerns about parking (the lack of it and parking on US 101)
- Impacts on transit times
- Concerns about the availability of government funding
- Planting more trees
- Making more storefront improvements
- Increase housing options

See [Appendix E](#) for comments provided by online respondents.

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Appendix A - Advertising

The City of Newport advertised the project and online survey through the following venues:

- Social media*
 - Through the City of Newport's existing accounts including Facebook and Instagram
 - Total social media post reach promoting the event was approximately 2500 through a mix of static posts and stories
 - Newport's Facebook Messenger (50 invites), WhatsApp (215 invites)
 - ODOT's NextDoor account (two posts)
- Updates to the project website*
- Email invitations to 83 contacts (mostly businesses) directly in the City Center area
- Emails about the project events were sent to:
 - Project Advisory Committee members
 - Social Service Organizations, including OSU Extension of Lincoln County
 - Latin/Mesoamerican community service organizations, including Conexión Phoenix, Arcoiris Cultural, and Centro de Ayuda.
 - People that signed up for updates at previous project events or the website
 - People that signed up for ODOT Region 2 Transportation Planning projects (two emails were sent from ODOT directly)
- Press release to local and regional media outlets*
- Postcard distributed via carrier route* (to all addresses in Newport; see below)
- Door-to-door canvassing along US 101 businesses in the project area
- Informational Booth at the Recreation Center day of the event (to help advertise the open house and online survey)
- Electronic message board promoting the website (located on the Chamber of Commerce's board in the project area)

**Both English and Spanish*

City Center Revitalization Plan Project Plan de Proyecto de Centro de Rehabilitación de la Ciudad

The City of Newport is working to create a vibrant, welcoming city center—home to successful businesses, housing options, and community gathering space, that is attractive to residents and visitors.

In the fall, we asked for community input on how we can reimagine City Center. Please join us at City Hall on April 3 for an open house to learn more about the solutions we have created based on your feedback, ensure that we are meeting the future needs of the community, and to discuss potential next steps.

La ciudad de Newport está trabajando para crear un centro urbano vibrante y acogedor, hogar de negocios exitosos, opciones de vivienda y espacio comunitario que sea atractivo para residentes y visitantes.

En el otoño, le pedimos a la comunidad sugerencias sobre cómo podemos reimaginar nuestro centro urbano. Por favor únase a nosotros en City Hall el 3 de abril en una jornada de puertas abiertas para aprender más sobre las soluciones que hemos creado a partir de sus sugerencias, asegurarse de que estamos cumpliendo con las necesidades futuras de la comunidad y para charlar sobre los próximos pasos potenciales.



Join us at an open house
Unase a nosotros en una jornada
de puertas abiertas

Thursday, April 3, 2025
Jueves, 3 de abril, 2025
4:00–7:00 p.m. | City Hall 169 SW Coast Hwy

Join us online between April 1–13: // Únase a nosotros en línea entre abril 1–13:
publicproject.net/nccrp

Appendix B - Open House Details

Staff from the City of Newport, Oregon Department of Transportation (ODOT), David Evans and Associates (DEA) and JLA hosted an in-person Open House at Newport City Hall on April 3, 2025. Approximately 80 people attended this event.

The Open House was designed to share the draft approach for the US 101 and US 20 City Center Revitalization Plan. The couplet design and land use suggestions were selected based on feedback from the public and consultants following the fall 2024 community outreach events. The Open House also provided an opportunity for the community to submit verbal and written feedback.

Staff

- Derrick Tokos, *City of Newport*
- John Fuller, *City of Newport*
- Giovanna Jensen, *City of Newport*
- Jim Hencke, *DEA*
- David Helton, *ODOT*
- Mayrangel Cervantes Juarez, *JLA*
- Katie Nelson, *JLA*
- Ashley Balsom, *JLA*

Event Format

The event was an opportunity for the project team to share the drafted recommendations for revitalizing US 101 and US 20, as well as collect verbal and written comments and answer questions. Attendees dropped in throughout the three-hour event.

The event was organized as follows:

- Upon arrival, staff at the welcome table informed all attendees of the event logistics, and asked them to sign-in. Staff explained:
 - that signing-in was optional, but that attendees were able to sign up for project updates by providing their email address.
 - other ways to submit comments, such as through the online survey.
 - that the online survey could be completed later and distributed flyers containing QR code links for attendees to take with them.
 - that printed comment forms were on a table in the center of the room.
- Attendees could fill out and submit their printed comment form at the Open House, while also having the option to take the form with them and submit to Derek Tokos by mail or leaving at City Hall before April 13, 2025.
- There were 17 display boards (in English and Spanish) which covered the following: Project Purpose, Background, Project Timeline, Vision and Goals, Highway 101/SW 9th Concept, Safety/Walking, Highway 20 Illustration, City Hall Area, Festival Streets/Parking, Bicycle Routes/Wayfinding, Redevelopment, Funding, and Next Steps.

- Attendees could leave comments on a flip chart.
- Staff from DEA, ODOT, JLA, and the City of Newport walked around the room to explain the project, answer questions, and address concerns.

Feedback

A complete set of comments from the printed survey from the Open House are included in Appendix C (English Printed Survey Responses). The Spanish printed surveys were collected from a separate event (Appendix D).

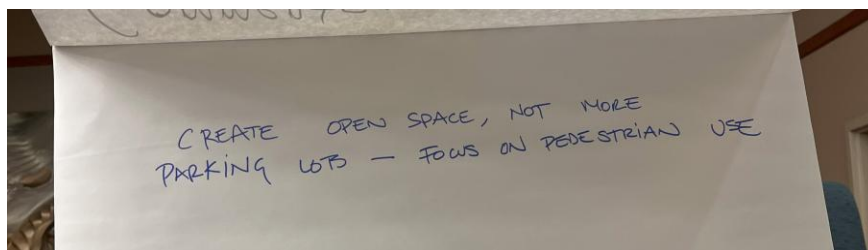
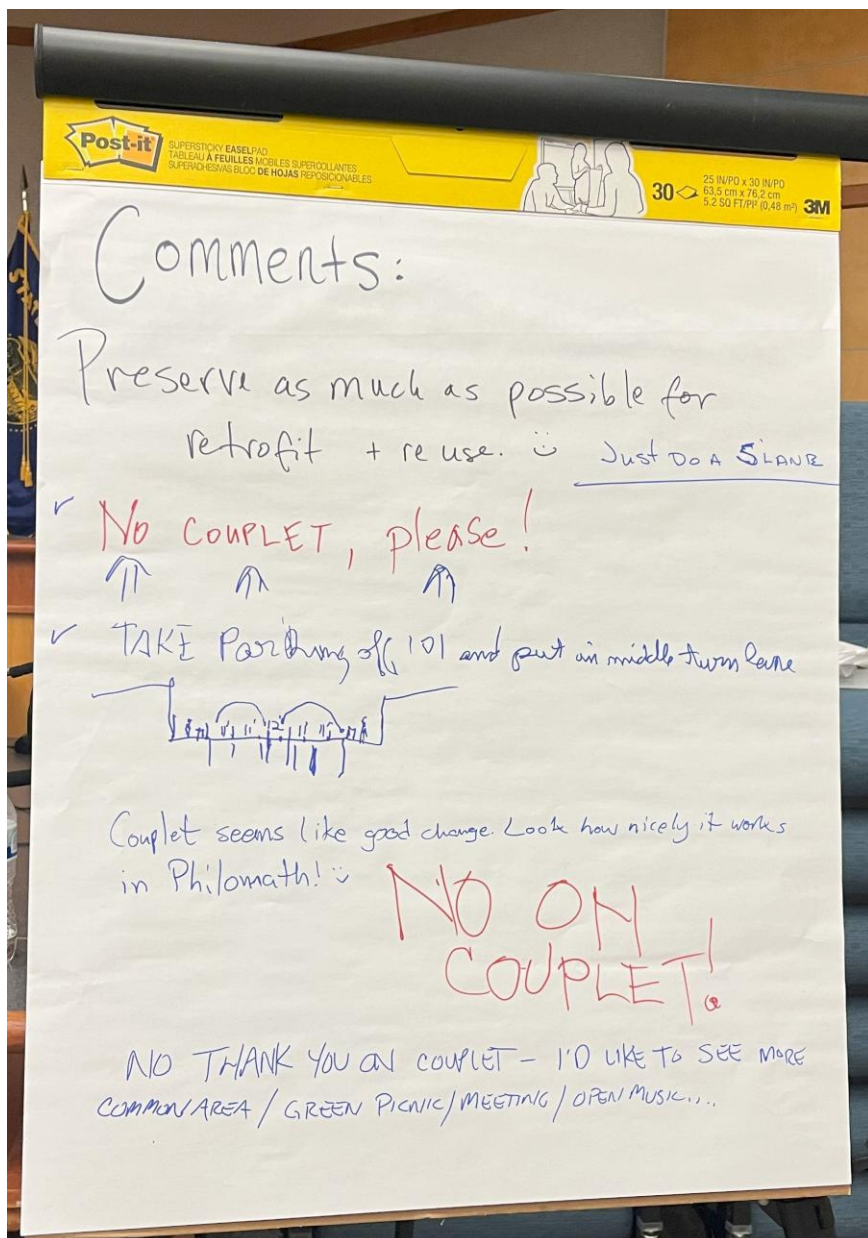
Almost all attendees shared the sentiment with project staff that downtown Newport needs revitalization and redevelopment. A majority of participants also supported the couplet option for US 101 due to its ability to support the revitalization and redevelopment of downtown Newport by making it more walkable, while still conserving on-street parking.

In terms of concerns, participants spoke mostly about the impact of the couplet options. For example, a few participants expressed concern about the increased level of traffic on SW 9th Street. The uneasiness for most of the participants came from them living on or near the segment of SW 9th Street that would become part of the couplet. However, after speaking to an ODOT representative from the PMT, a couple of participants seemed relieved to learn that it will likely be at least 10 years before construction of the project begins, given the time needed to design the project and obtain funding.

Additional concerns specific to SW 9th Street were whether it can accommodate the weight of freight traffic and specific aspects of the roadway design, such as utility relocation and the location of pedestrian crossings. One participant pointed out that NW 9th Street does not seem to have the width to accommodate the cross-section for the Couplet shown on the display, particularly in locations such as the intersection of NW 9th Street and Lee Street.

Funding was also an area of concern for participants. There were questions about the future of the project if funding is not available. Participants were informed that if funding is not available for the project, then it will not be built.

Flip charts from the event



Comment Form/Survey

The following comment form/survey was also printed in Spanish.

NEWPORT CITY CENTER REVITALIZATION PLAN

The City of Newport is working to create a vibrant, welcoming City Center — home to successful businesses, housing options, and community gathering space, that is attractive to community members and visitors.

We believe we met these project goals. Do you agree?

Circle your level of agreement from
1 (strongly agree) to 5 (strongly disagree)

Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks.	1	2	3	4	5
Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts.	1	2	3	4	5
A clean, welcoming appearance through gateways, streetscaping and code updates.	1	2	3	4	5
Planned property development and acquisition through incentives and partnerships.	1	2	3	4	5
Targeted investment in infrastructure through implementation actions and strategies.	1	2	3	4	5

Should US 101 and US 20 feel the same or distinct? Choose one

- ☐ They should feel the same
- ☐ I'm not sure/I don't feel strongly either way
- ☐ They should feel different

Would you like to explain your answer?

How important are the following as part of City Center streetscape improvements?

Circle one per row: 1 (very important) to 5 (very unimportant)

Benches/seating	1	2	3	4	5
Trash receptacles	1	2	3	4	5
Public art	1	2	3	4	5
Decorative streetlights	1	2	3	4	5
Banners	1	2	3	4	5
Storefront improvements	1	2	3	4	5
Other (please explain):	1	2	3	4	5

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? Choose one

- | | |
|--|--|
| <input type="checkbox"/> Founding Rock Park | <input type="checkbox"/> Farmer's Market |
| <input type="checkbox"/> Mombetsu Sister City Park | <input type="checkbox"/> City Hall |
| <input type="checkbox"/> Literacy Park | <input type="checkbox"/> Plaza on the north corner of Highway 101 and SW Hubert Street |
| <input type="checkbox"/> Yaquina Bay State Park | <input type="checkbox"/> I'm not sure/I don't feel strongly about this |

What type of improvements would be needed?

Which type of new public spaces/features are most important in the City Center? Choose one

- | | |
|---|---|
| <input type="checkbox"/> Active-use spaces (where people and pets can play) | <input type="checkbox"/> Gateway (creating a sense of place for the City Center or Newport) |
| <input type="checkbox"/> Passive-use spaces (where people can walk or sit) | <input type="checkbox"/> I'm not sure/I don't feel strongly about this |
| <input type="checkbox"/> Economic-use spaces (where businesses can have outdoor food carts or events) | |

We heard that small business assistance is important. How important is it to support businesses on these topics? *Circle one per row: 1 (very important) to 5 (very unimportant)*

During street construction	1	2	3	4	5
Asbestos/hazardous materials clean up	1	2	3	4	5
Storefront improvements (painting, windows, signage)	1	2	3	4	5
Anti-displacement measures to help existing businesses stay in the area as it redevelops	1	2	3	4	5
Other (please explain):	1	2	3	4	5

When we think about different ways to build housing and businesses, what is most important to you? *Circle only one option per row*

Buildings that maximize views from living and working spaces inside, especially from upper levels	OR	Buildings that are close to the streets
Buildings that have similar façade designs	OR	Letting developers decide on an individual basis
Require weather protection (like awnings or porches)	OR	Letting developers decide on an individual basis
Have business signs at the top of buildings (tall entry marquee-type overhangs)	OR	Have signs at the storefront/pedestrian-scaled level
Alleys or partial alleys to have deliveries through a side/back door	OR	Have areas on the main street for deliveries
Break down big blocks with pedestrian connections	OR	Allow developers to consolidate lots for larger developments
A range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).	OR	More standalone homes
Mix home ownership and rental housing in the same block	OR	Encourage home ownership only
Allowing ground level housing	OR	Residential on top of businesses/offices

What do you do in Newport? *Check all that apply*

- | | |
|---|---|
| <input type="checkbox"/> Live - What is your home ZIP code? _____ | <input type="checkbox"/> Work |
| <input type="checkbox"/> Visit places of worship and/or cultural events | <input type="checkbox"/> Visit friends, family |
| <input type="checkbox"/> Take care of daily needs (bank, grocery, hospital, etc.) | <input type="checkbox"/> Visit parks, natural areas |
| <input type="checkbox"/> Other (please explain) _____ | |

Would you like to join the mailing list?

Name: _____

Email: _____

Please return today or mail to the City of Newport c/o Derrick Tokos 169 SW Coast Hwy, Newport, Oregon 97365 by April 13, 2025

Context Handout

The following handout was also printed in Spanish.

NEWPORT CITY CENTER REVITALIZATION PLAN

What is the City Center?

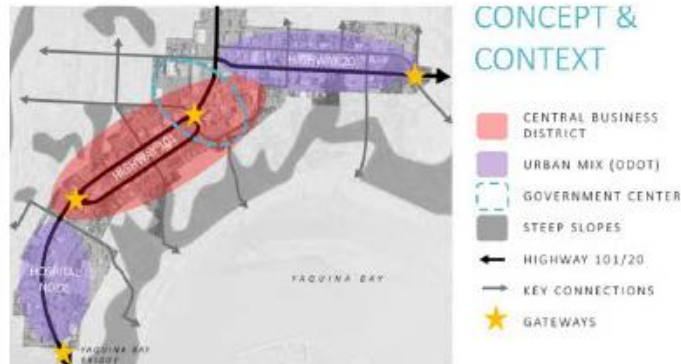
Our focus is within 2-3 blocks of US 20 and US 101 – from the east entrance to the City, west to the US 20/US 101 intersection, and then south to the Yaquina Bay Bridge.

Future Walkable City Center (US 101)

Today, it may be difficult to think about living or walking around US 101. The sidewalks are narrow, and during the summer traffic can be overwhelming, creating an uninviting experience. The paired-street or couplet design is where the travelers that are traveling north or south on US 101 today would instead go north on 9th Street and south on US 101.

Future Green Gateway (US 20)

A future welcoming gateway into our City Center on US 20. Based on the community values and goals, we have created this draft plan to create a more welcoming gateway into the City Center on US 20.



This design allows for:

- Greater flexibility as we redevelop the City Center.
- Bigger sidewalks, bike lanes, and parking on both streets which helps businesses thrive.
- Narrower streets that take less time to walk across, which is safer for seniors, children, and everyone else!

We'd like to make the future of this part of the City Center more welcoming for everyone by:

- Creating safer sidewalks and crossings for school kids (and everyone else) who need to travel across US 20.
- Adding trees and landscaping, plus a gateway sign to announce that travelers are entering our city.
- Changing the development code to allow and encourage "maker's spaces" in the industrial areas along US 20.

Plazas, Parks and Landscaping

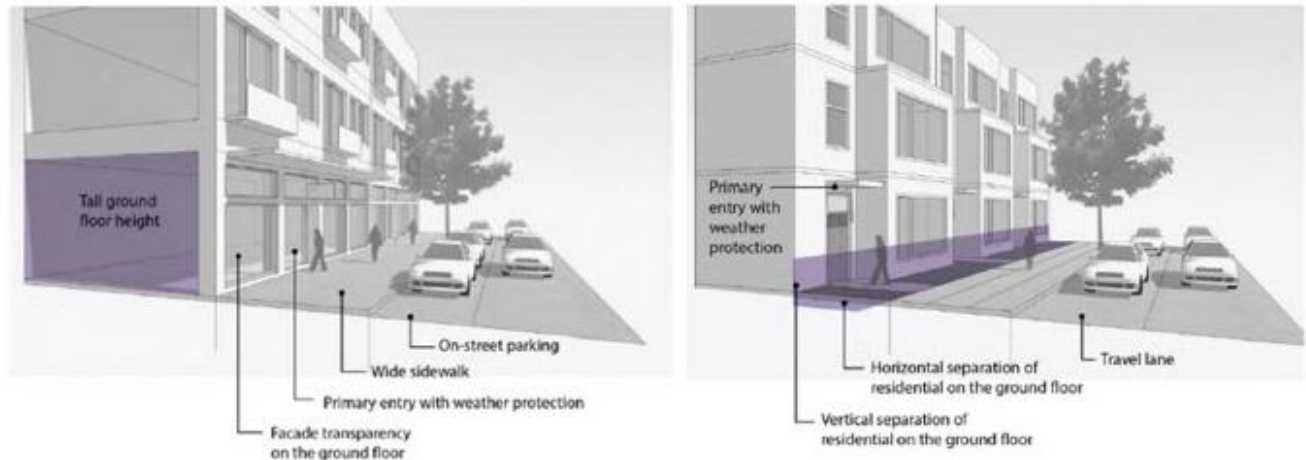
The plan has a few ideas for where parks could go, however, that detail would need to be decided later. As an area in the center of the city, there is less opportunity for parks due to limited space, and there are several nearby parks that residents could use. Once the plan is adopted, we will move into preliminary design work to figure out these details:

- Lighting
- Benches
- Landscaping and trees selection and placement
- Art and other features to achieve this walkable feeling.

NEWPORT CITY CENTER REVITALIZATION PLAN

Housing and Building Changes

We did some initial analysis to understand if additional housing and redevelopment can work in the area, and we estimate that it will. While the plan doesn't require a certain "look" or theme for City Center buildings, we want the buildings to connect with the street and sidewalk to make it more walkable, as well as encouraging taller buildings that will allow for more housing options for community members.



Community Gathering Spaces and Festival Streets

We are looking at many of the nearby streets to create a more comprehensive City Center area that will increase the number of community gathering spaces for events and regular events like the Farmer's Market. The plan proposes a permanent location for a covered farmer's market, which would allow for a longer season of operation. During non-market days, the covered area would be parking.

Festival streets are built so that the road can be closed for a special event, but during most days it is a regular street with parking (see examples below). There would also be flexibility for future development opportunities like a food cart pod.



Display Content

Below are the display boards that were shown during the open house. Similar information was shown in the online survey.

Welcome!

NEWPORT CITY CENTER REVITALIZATION PLAN

**OPEN HOUSE #2
APRIL 3, 2025**



PLAN DE PROYECTO DE CENTRO DE REHABILITACIÓN DE LA CIUDAD DE NEWPORT

3 DE APRIL DE 2025

¡Bienvenida!

Where do you live?

Place a dot
where you
live.

Coloca un
punto donde
vives.



¿Dónde vive?

Project Purpose

The City of Newport is working to improve and strengthen livability, business and traffic patterns in the city center. To achieve this, we're considering changes to Highway 101's route through the city center, as well as new policies, regulations and financial incentives to encourage desired development and redevelopment.

- CENTRAL BUSINESS DISTRICT
- URBAN MIX (ODOT)
- GOVERNMENT CENTER
- STEEP SLOPES
- HIGHWAY 101/20
- KEY CONNECTIONS
- GATEWAYS



La Ciudad de Newport está en una misión para mejorar la habitabilidad, negocios y tráfico en el centro de la ciudad. Para lograr esto, estamos considerando cambios en la ruta de Highway 101 a través del centro de la ciudad, así como nuevas políticas, regulaciones e incentivos financieros para motivar el desarrollo y remodelación deseada.

- DISTRITO COMERCIAL CENTRAL
- MEZCLA URBANA (ODOT)
- CENTRO DE GOBIERNO
- CUESTA INCLINADA
- AUTOPISTA 101/20
- CONEXIONES CLAVES
- ENTRADAS

Propósito del proyecto

Background

The Urban Renewal District was created in 2015 to generate funding to revitalize the City Center area, including creating conditions that support additional housing.

- The focus of this planning effort will be within 2-3 blocks of US 20 and US 101 (from the east entrance to the City, west to the US 20/US 101 intersection, and then south to the Yaquina Bay Bridge).
- The Newport Transportation System Plan (TSP) July 2022 evaluated three options improving US 101 in downtown Newport, two involved forming one-way couplets with the existing US 101 and SW 9th Street (long and short options), and one approach retained the highway in its current alignment with bicycle facilities being added to SE 9th Street.
- After considering technical aspects of each option and public feedback, the City Council dropped the long couplet from further consideration and approved the TSP with the other two approaches as potentially viable options.

The US 101 and US 20 transportation solutions presented this evening were selected by the project Citizen Advisory Committee, Planning Commission, and City Council based on feedback from the public and consultants following the initial round of community outreach (fall 2024).

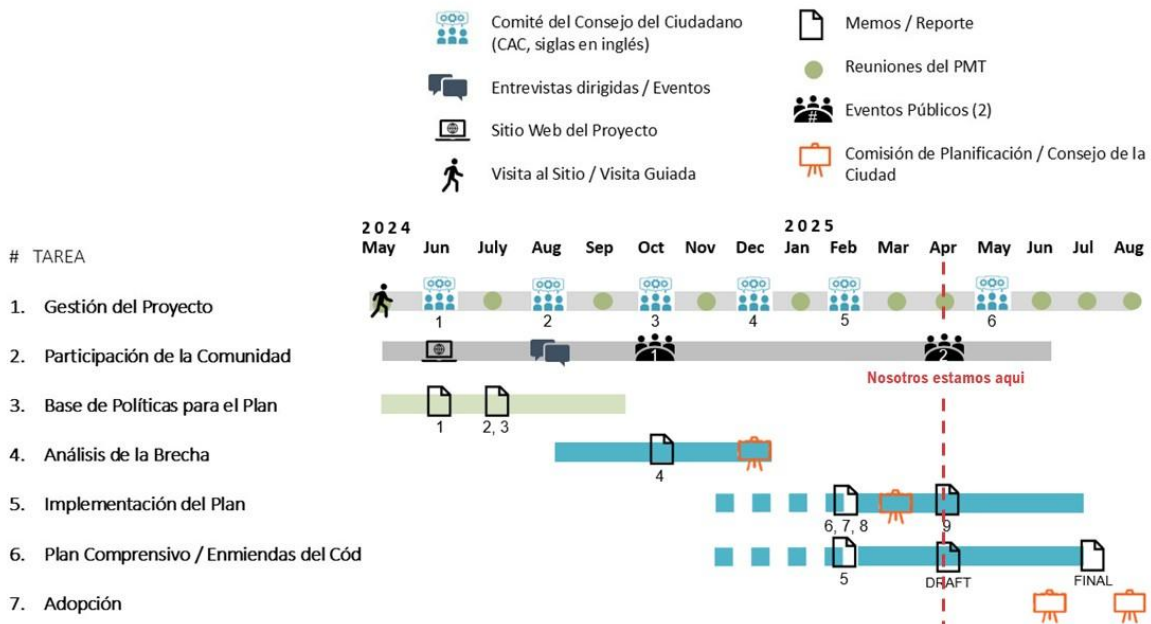
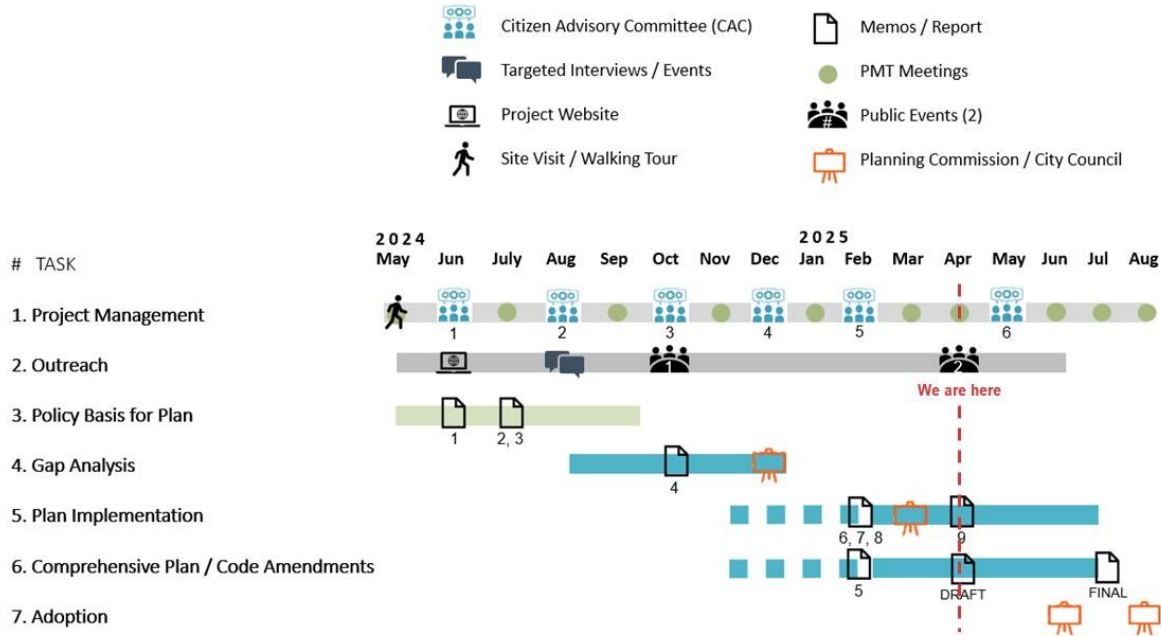
El Distrito de Renovación Urbana se creó en 2015 para generar fondos para revitalizar el área del centro de la ciudad, incluida la creación de condiciones que respalden viviendas adicionales.

- El enfoque de este esfuerzo de planificación estará dentro de 2 a 3 cuadras de la US 20 y la US 101 (desde la entrada este a la ciudad, al oeste hasta la intersección de la US 20 y la US 101 y luego al sur hasta el puente de la bahía de Yaquina).
- **Plan del sistema de transporte de Newport, Julio de 2022:** Se evaluaron tres opciones para mejorar la US 101 en el centro de Newport, dos implicaron la formación de pareados unidireccionales con la US 101 existente y la SW 9th Street (opciones largas y cortas), y un enfoque mantuvo la carretera en su alineación actual con instalaciones para bicicletas que se están agregando. hasta la calle SE 9.
- Después de considerar los aspectos técnicos de cada opción y los comentarios del público, el Concejo Municipal dejó de considerar el pareado largo y aprobó el TSP con los otros dos enfoques como opciones potencialmente viables.

Las soluciones de transporte de la US 101 y la US 20 presentadas esta tarde fueron seleccionadas por el Comité Asesor Ciudadano, la Comisión de Planificación y el Concejo Municipal del proyecto en función de los comentarios del público y los consultores después de la ronda inicial de extensión comunitaria (otoño de 2024).

Los antecedentes

Project Timeline



Cronograma del proyecto

Vision and Goals

The City of Newport is working to create a vibrant, welcoming City Center — home to successful businesses, housing options, and community gathering space, that is attractive to community members and visitors.

PROJECT GOALS

MET BY:

- | | |
|--|--|
| 1: An active mix of uses in a walkable environment. | INFILL, WIDER / BUFFERED SIDEWALKS |
| 2: Safe, efficient traffic flow and managed parking. | REDUCED VEHICLE / PEDESTRIAN CONFLICTS |
| 3: A clean, welcoming appearance. | GATEWAYS, STREETSCAPING, CODE UPDATES |
| 4: Planned property development and acquisition. | INCENTIVES, PARTNERSHIPS |
| 5: Targeted investment in infrastructure. | IMPLEMENTATION ACTIONS / STRATEGY |

La ciudad de Newport está trabajando para crear un Centro Urbano vibrante y acogedor, hogar de negocios exitosos, opciones de vivienda y espacio comunitario que sea atractivo para miembros de la comunidad y visitantes.

METAS DEL PROYECTO

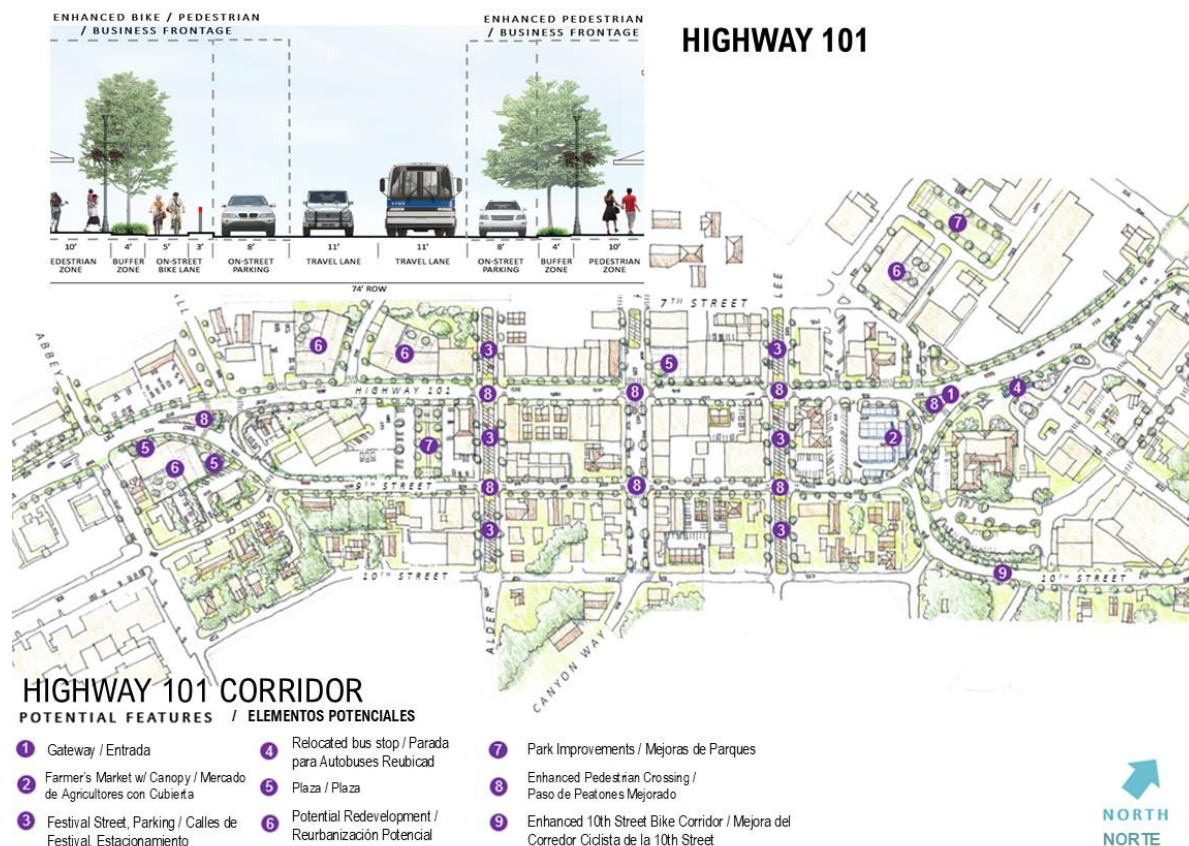
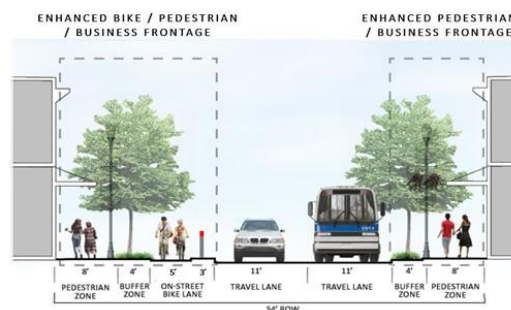
CUMPLIDO CON:

- | | |
|--|---|
| 1. Una mezcla activa de usos en un entorno transitable. | MEDIANTE ACERAS MÁS AMPLIAS Y PROTEGIDAS |
| 2. Circulación segura y eficaz y gestión de estacionamiento. | REDUCCIÓN DE LOS CONFLICTOS ENTRE VEHÍCULOS/PEATONES |
| 3. Una apariencia limpia y acogedora. | ENTRADAS, PAISAJE URBANO Y ACTUALIZACIONES DE CÓDIGOS |
| 4. Desarrollo y adquisición de propiedades planeado. | INCENTIVOS Y COLABORACIÓN |
| 5. Inversión específica en infraestructuras. | ACCIONES Y ESTRATEGIAS DE IMPLEMENTACIÓN |

Visión y objetivos

Hwy 101/SW 9th Concept

The paired-street (or couplet design) is where the travelers that are traveling north or south on US 101 today would instead go north on 9th Street and south on US 101.

SW 9TH STREET

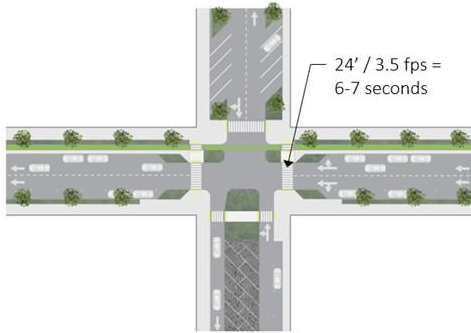
El diseño de calle pareada o acoplada es donde viajantes que hoy viajan hacia el norte o el sur a través de la US 101 en su lugar irían hacia el norte sobre 9th Street y hacia el sur en la US 101.

Concepto 101/SW 9th

Safety / Walking

City Center Walkability / Paseabilidad en el Centro Urbano

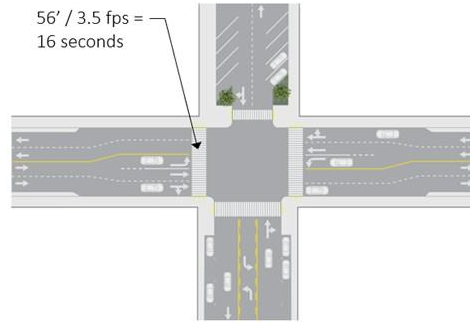
Couplet / Acoplado



24' / 3.5 fps = 6-7 seconds
 Significant safety improvements
 Short pedestrian crossings
 Maximizes buffer/enhancement

24 pies / 3.5 pies por segundo = 6-7 segundos
 Mejoras significativas de seguridad
 Cruces peatonales cortos
 Maximiza la amortiguación/mejora

Two-way / Doble sentido

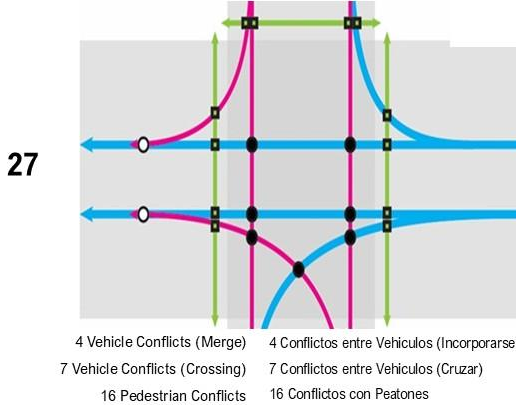


56' / 3.5 fps = 16 seconds
 Minimal safety improvements
 Long pedestrian crossings
 Minimal buffer/enhancement

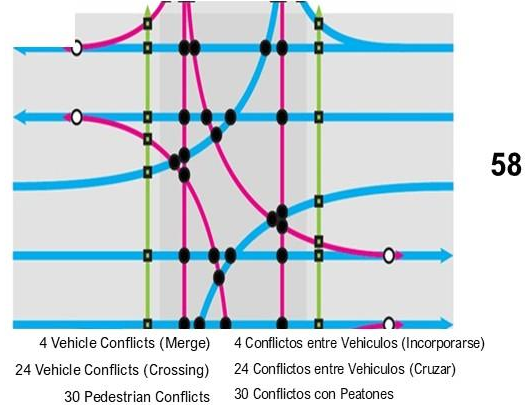
56 pies / 3.5 pies por segundo = 16 segundos
 Mejoras mínimas de seguridad
 Cruces peatonales largos
 Mínima amortiguación/mejora

Traffic Conflict / Conflicto entre Vehiculos

Couplet / Acoplado



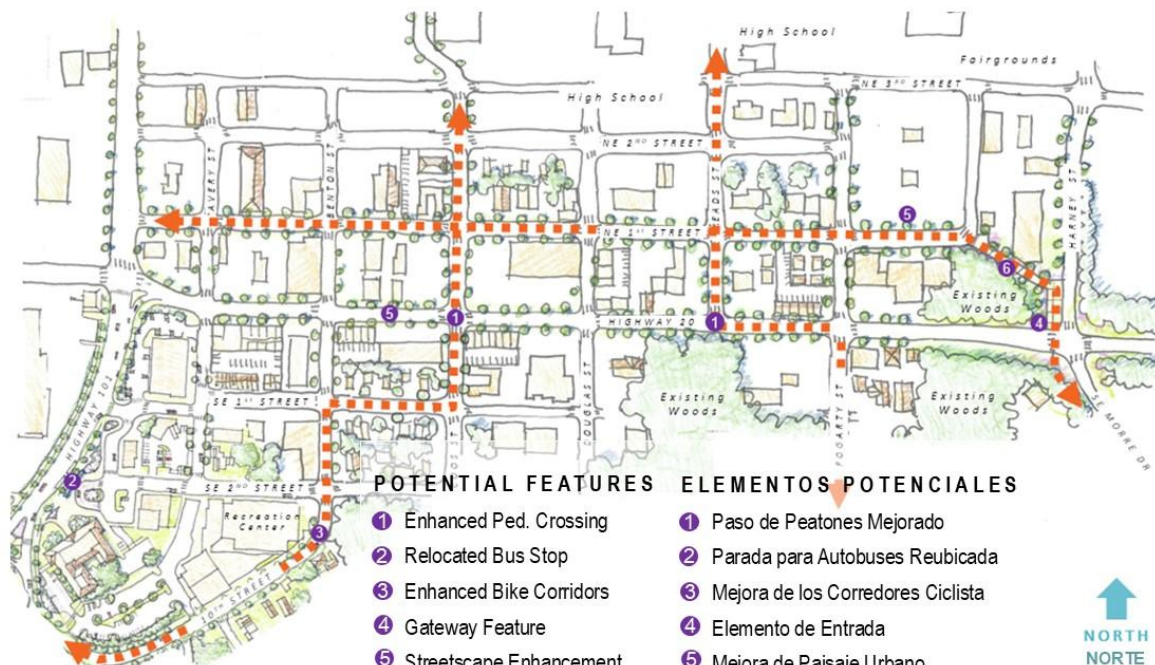
Two-way / Doble sentido



- Vehicle Conflict (Merge) / Conflicto entre Vehiculos (Incorporarse)
- Vehicle Conflict (Crossing) / Conflicto entre Vehiculos (Cruzar)
- Pedestrian Conflict / Conflicto con Peatones

Seguridad / Caminar

Hwy 20 Illustration



POTENTIAL FEATURES

- 1 Enhanced Ped. Crossing
- 2 Relocated Bus Stop
- 3 Enhanced Bike Corridors
- 4 Gateway Feature
- 5 Streetscape Enhancement
- 6 New Bike/Ped Connection

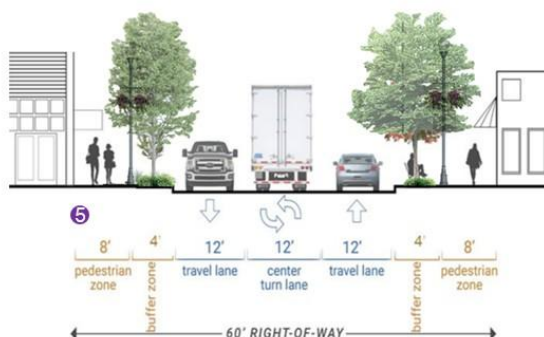
ELEMENTOS POTENCIALES

- 1 Paso de Peatones Mejorado
- 2 Parada para Autobuses Reubicada
- 3 Mejora de los Corredores Ciclista
- 4 Elemento de Entrada
- 5 Mejora de Paisaje Urbano
- 6 Nueva conexión de ciclistas/peatones



HIGHWAY 20 – CROSS SECTION

MUESTRA REPRESENTATIVA



RAPID FLASHING BEACON EXAMPLE

EJEMPLO DE LÁMPARA DE PARPADEO RÁPIDO

We'd like to make the future of this part of City Center more welcoming for everyone by:

- Creating safer sidewalks and crossings for school kids (and everyone else) who need to travel across US 20.
- Adding trees and landscaping, plus a gateway sign to announce that travelers are entering our city.
- Changing the development code to allow and encourage "maker's spaces" in the industrial areas along US 20.

Nos gustaría hacer el futuro de esta parte del Centro Urbano más acogedor para todos con:

- Crear aceras más seguras y cruces para estudiantes (y todos los demás) que tienen que cruzar la US 20.
- Añadir árboles y paisajismo, además de un letrero de entrada para anunciar a viajeros que están entrando a nuestra ciudad.
- Cambiar el código de desarrollo para permitir e incentivar "distritos de creadores" en áreas industriales a lo largo de la US 20.

Ilustración de la autopista 20

City Hall Area



LEGEND

- 1 Close Segment of Sw 2nd Street
 - 2 Bus Pull Out / Transit Shelter
 - 3 Pick-up / Drop-off
 - 4 Parking Lot
 - 5 Farmers Market Lot W/Canopies
 - 6 Landscape Feature
 - 7 City Hall
 - 8 Recreation Center
 - 9 Potential Closure / Plaza
 - 10 Festival Street
 - 11 Potential Infill / Redevelopment
-
- 1 Cierre de Segmento de SW 2nd Street
 - 2 Retiro de Autobuses/Parada Cubierta
 - 3 Recoger/ Dejar
 - 4 Estacionamiento
 - 5 Lote Del Mercado de Agricultores Con Cubiertas
 - 6 Elemento de Paisaje
 - 7 Ayuntamiento
 - 8 Centro de Recreación
 - 9 Cierre Potencial/Plaza
 - 10 Calle de Festival
 - 11 Relleno Potencial/Reurbanización



STREET FURNISHING EXAMPLES
EJEMPLOS DE MOBILIARIO URBANO



FARMERS MARKET / PARKING LOT CANOPY EXAMPLES
EJEMPLOS DE MERCADO DE AGRICULTORES /
ESTACIONAMIENTO CUBIERTO

Área del Ayuntamiento

Festival Streets / Parking



LEGEND

- ① Festival Street
- ② Plaza Enhancements
- ③ Angled Parking
- ④ Special Paving
- ⑤ Streetscape Enhancement

CLAVE DEL MAPA

- ① Calles De Festival
- ② Mejoras a la plaza
- ③ Estacionamiento en ángulo
- ④ Pavimento Especial
- ⑤ Mejora de Paisaje Urbano

OPTION 1

OPTION 2

OPCION 1

OPCION 2

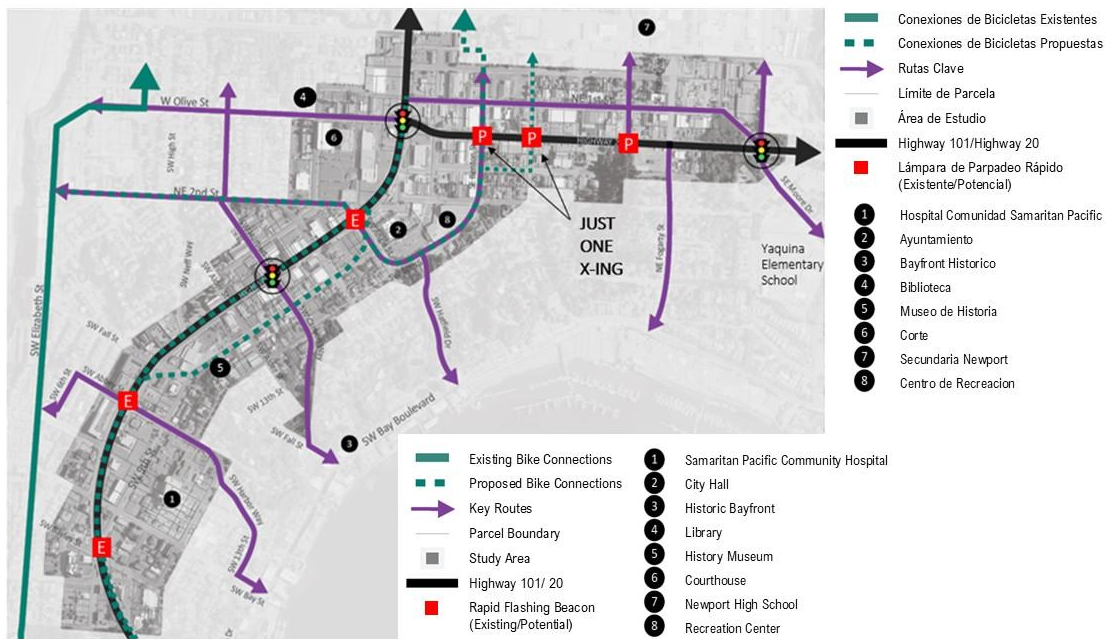
- | | |
|--|---------------------------|
| Límite de Parcela | Parcel Boundary |
| Área de Estudio | Study Area |
| Opcion Pareada | Couplet Option |
| Ayuntamiento | City Hall |
| Highway 101 | Highway 101 |
| Estacionamiento en la Calle Permanece | On-Street Parking Remains |
| Estacionamiento en la Calle se Elimina | On-Street Parking Removed |
| Estacionamiento | Parking Lot |
| Rutas Clave | Key Routes |



PARKING / APARCAMIENTO

Calles del festival / Aparcamiento

Bicycle Routes / Wayfinding



BIKE ROUTES / RUTAS DE BICICLETAS



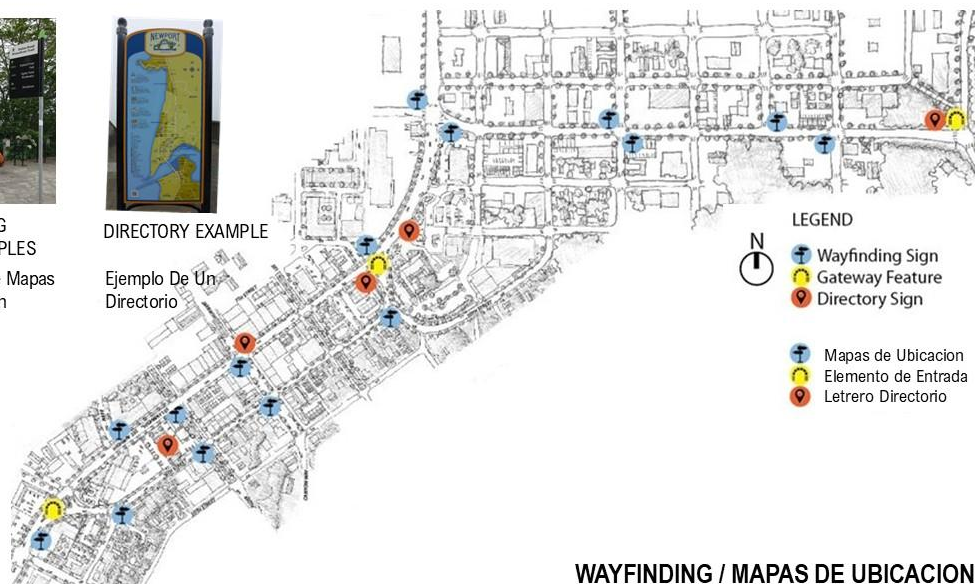
WAYFINDING SIGN EXAMPLES

Ejemplos De Mapas De Ubicacion



DIRECTORY EXAMPLE

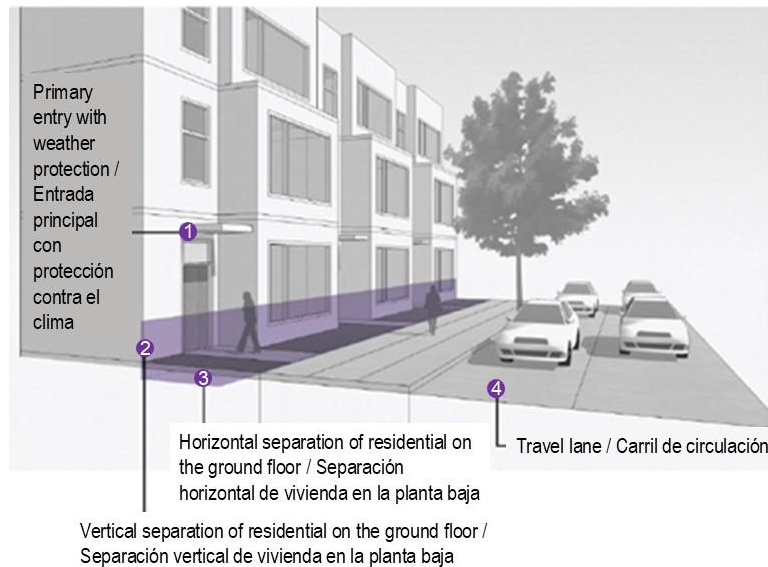
Ejemplo De Un Directorio



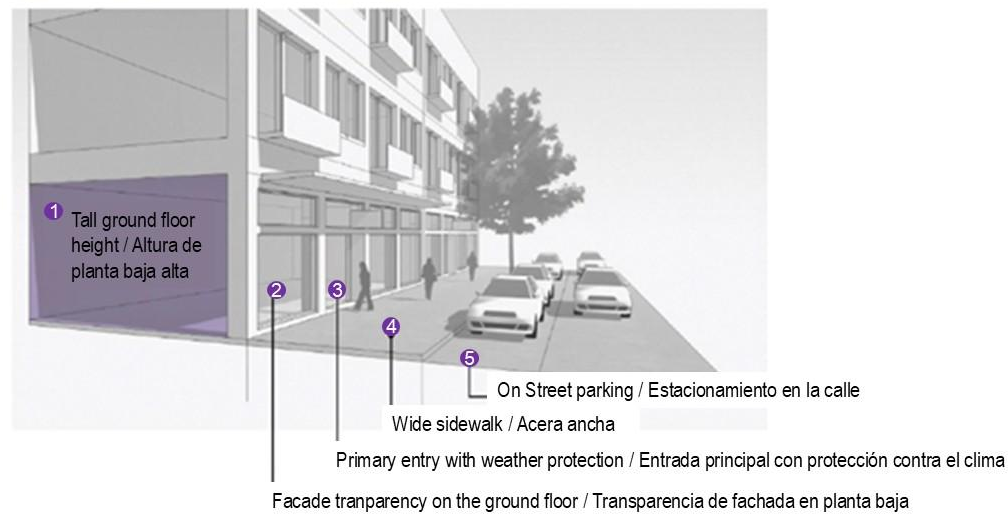
Rutas en Bicicleta/Orientación

Redevelopment

RESIDENTIAL FRONTAGES / FACHADAS RESIDENCIALES



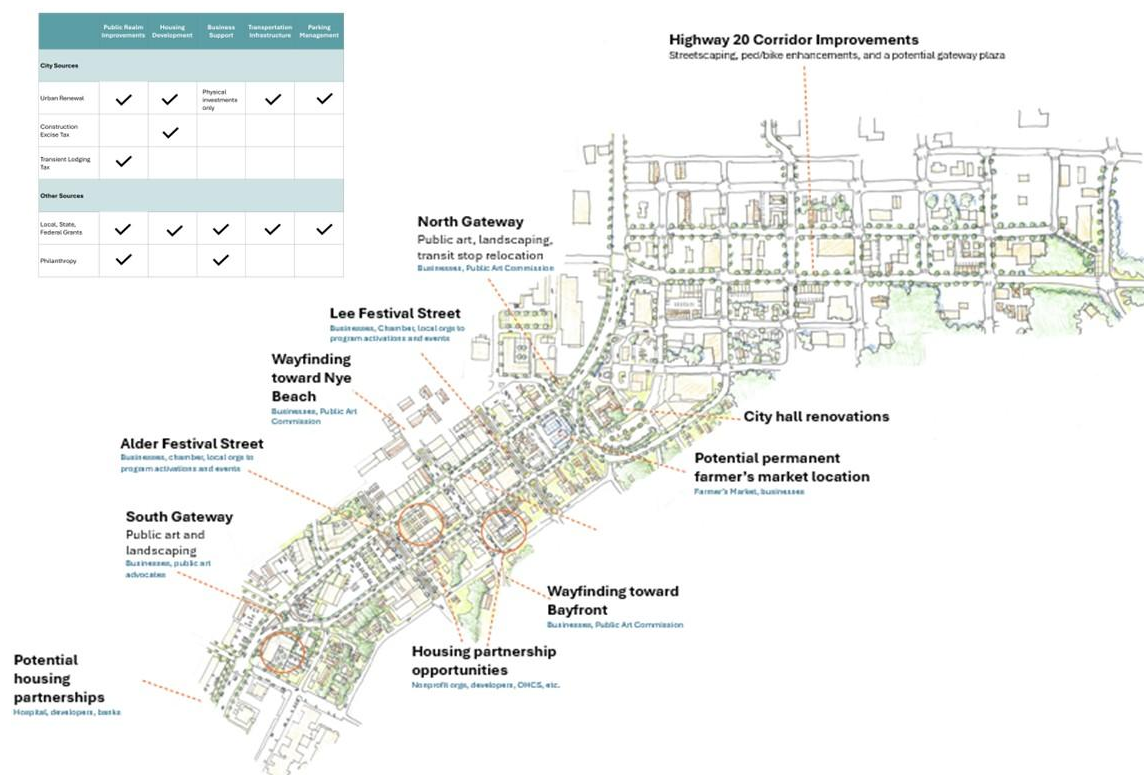
COMMERCIAL FRONTAGES / FACHADAS COMERCIALES



Reurbanización

Funding

There will be parallel opportunities that the city is looking at for the short-term and long-term to make this plan become a reality. The funds will come from a variety of sources, including local urban renewal dollars, state resources, federal grants, and partnerships.



Habr  oportunidades paralelas que la ciudad est  estudiando a corto y largo plazo para hacer realidad este plan. Los fondos vendr n de diversas fuentes, como fondos locales de renovaci n urbana, financiaci n estatal, tambi n buscaremos subvenciones, fondos federales, y asociaciones.

Fondos

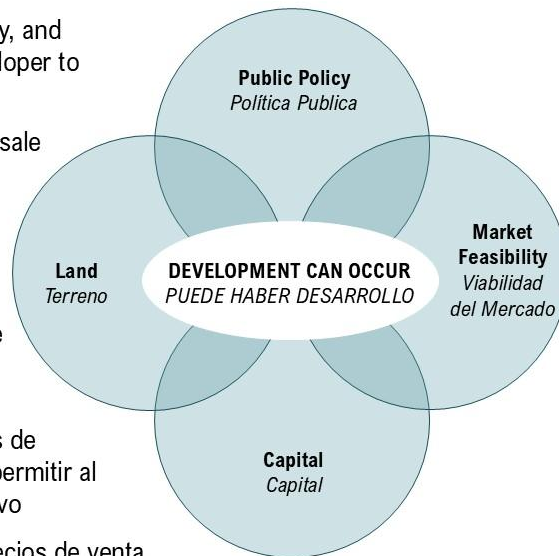
Next Steps

Public Policy — including zoning, density, and design requirements — must allow developer to build a profitable project

Market Feasibility - sufficient rents and sale prices to support a profitable project

Capital - developer must be able to access resources for investment (e.g. Equity investment, bank loans)

Land – A developer must control the site with reasonable acquisition costs

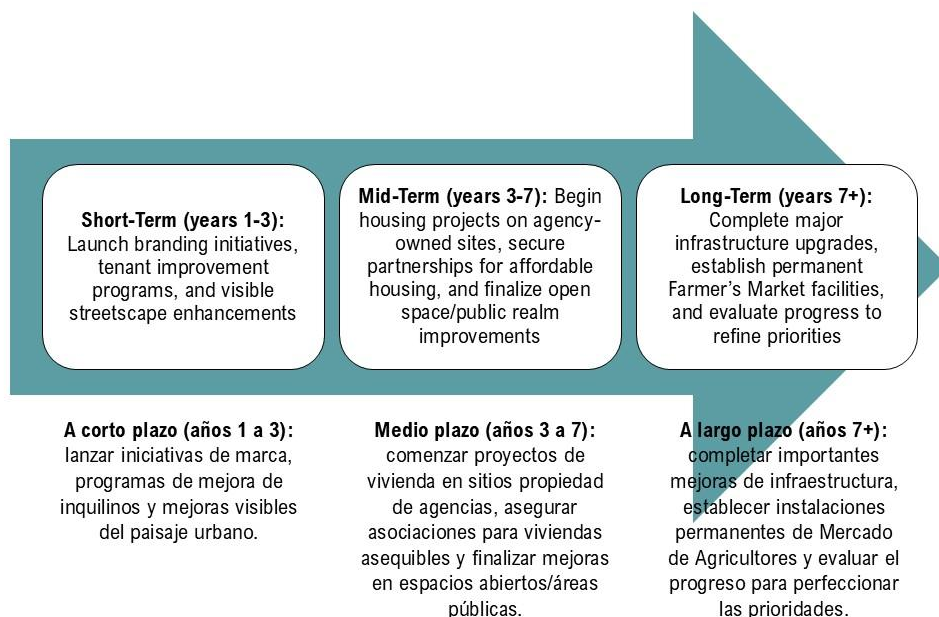


Política Publica - incluidos los requisitos de zonificación, densidad y diseño -- debe permitir al promotor construir un proyecto productivo

Viabilidad del Mercado - alquileres y precios de venta suficientes para sostener un proyecto productivo

Capital - el promotor debe poder acceder a recursos para invertir (por ejemplo, inversión en capital o préstamos bancarios)

Terreno - El promotor debe controlar el sitio con unos costes de adquisición razonables



Siguientes pasos

Appendix C – English Printed Survey Responses

The printed survey was available in English and Spanish. A summary of all printed surveys is below:

- **Total survey responses: 73**
- Spanish: 39
- English: 34

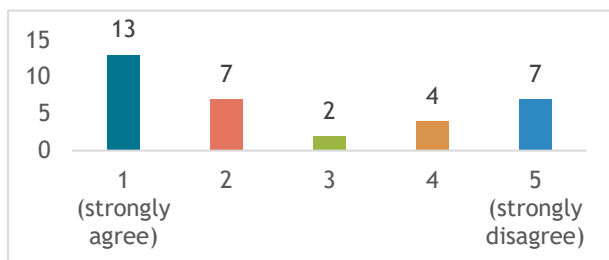
A summary of the written feedback is below. It is important to note that the Spanish survey results differed significantly from the English survey results across many of the questions.

The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.

Project Goals

Participants were asked to rank their level of agreement as to whether the proposed plan meets this project goal from 1 (strongly agree) to 5 (strongly disagree).

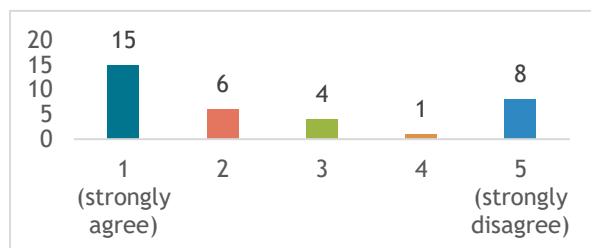
Goal #1 - Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks.



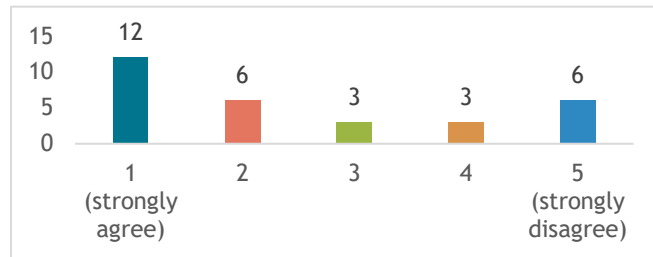
Of the 33 responses to this question, **13 (39%) strongly agreed that the proposed plan met this goal**, while an additional 7 (21%) somewhat agreed, while eleven (33%) either strongly or somewhat disagreed that this goal was met.

Goal #2 - Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts.

Of the 34 responses to this question, **15 respondents (44%) strongly agreed that the proposed plan met this goal**, while an additional 6 (18%) somewhat agreed, and nine (26%) either strongly or somewhat disagreed.



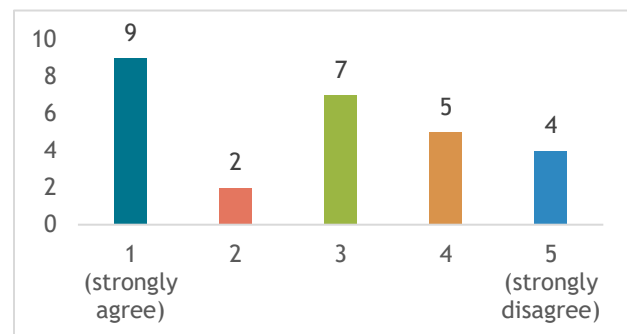
Goal #3 - A clean, welcoming appearance through gateways, streetscaping and code updates.



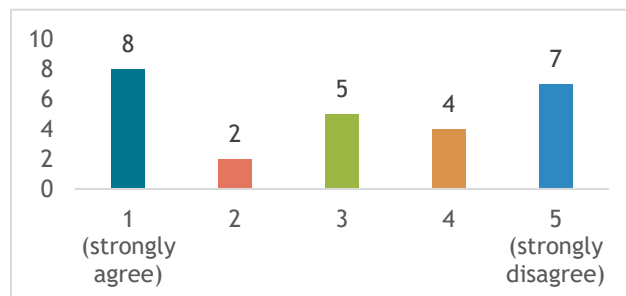
Of the 30 responses to this question, **12 respondents (40%) strongly agreed that the proposed plan met this goal**, while an additional 6 (20%) somewhat agreed, and nine (30%) either strongly or somewhat disagreed.

Goal #4 - Planned property development and acquisition through incentives and partnerships.

Of the 27 responses to this question, **9 respondents (33%) strongly agreed that the proposed plan met this goal**, while an two (7%) somewhat agreed, and nine (33%) respondents either strongly or somewhat disagreed. This question had the highest level (26%) of “unsure” responses than the other goals.



Goal #5 - Targeted investment in infrastructure through implementation actions and strategies.



Of the 5 goals respondents were asked to weigh in on, this goal showed the most disagreement. Of the 26 responses to this question, **10 (38%) strongly agreed or somewhat agreed, while 11 (42%) either strongly or somewhat disagreed** that this goal was met by the proposed plan.

District Aesthetics: US 101 and US 20

About half of respondents were unsure or didn't feel strongly about the aesthetics of the two highways (47%). Of those respondents that provided additional comments, traffic safety was a higher priority than aesthetics. While a desire to have different aesthetics for each highway had the next highest support (38%), additional comments mentioned existing differences between the two roads and their uses, including a distinct inter-state coastal nature of US 101. While US

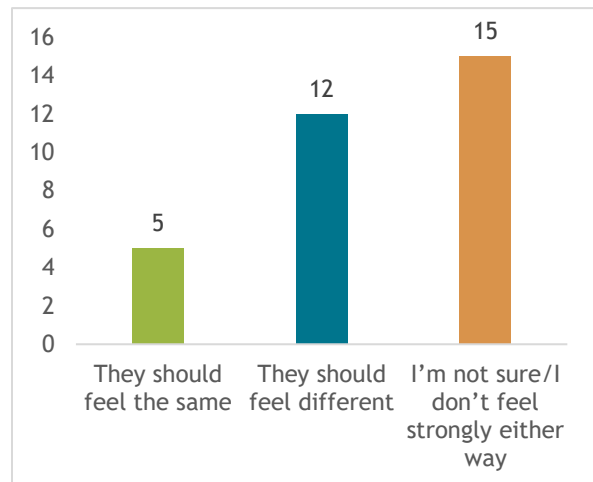
20 had less of a known identity. Overall, respondents who felt that US 101 and US 20 should feel the same mentioned continuity and maintaining familiar conditions.

Of the streetscape improvements, “Storefront Improvements” was the highest ranked improvement with 67% saying it was the most or somewhat important. Trash receptacles (61%) and public art (57%) were ranked next.

Should US 101 and US 20 feel the same or distinct?

Respondents were asked how US 101 and US 20 should feel in relation to one another. Of the 32 responses to this question, **most (47%) were uncertain or didn’t feel strongly either way.**

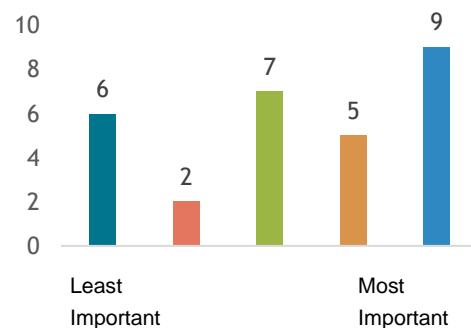
The majority of the remaining responses felt that US 101 and US 20 should feel different (38%).



How important are the following as part of City Center streetscape improvements?

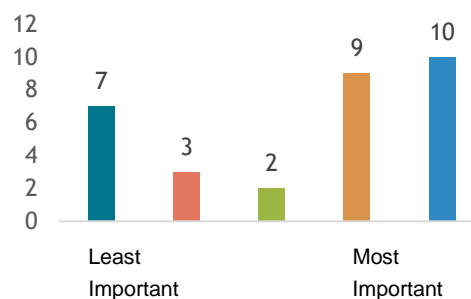
Benches/Seating

Participants were asked to rank possible streetscape improvements from least important to most important. Of the 29 responses to this question, **14 (48%) ranked the improvement as most or somewhat important.** 28% of respondents ranked improvements to benches/seating either not important or somewhat unimportant. Finally, 24% of respondents felt neutral about the importance of benches/seating.



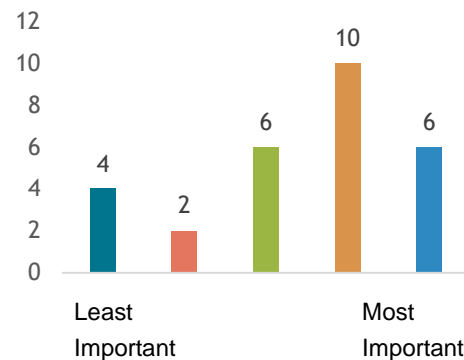
Trash Receptacles

Of the 31 responses to this question, **19 (61%) ranked the improvement as most or somewhat important.** 32% of respondents ranked improvements to public art either not important or somewhat unimportant. Finally, 6% of respondents felt neutral about the importance of trash receptacles.



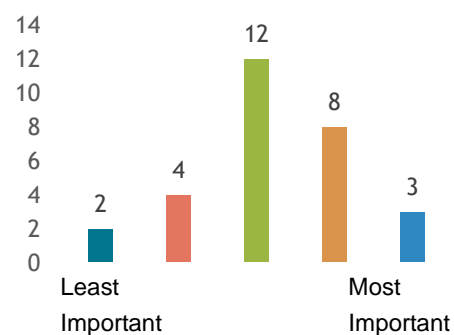
Public Art

Of the 28 responses to this question, **16 (57%) ranked the improvement as most or somewhat important.** 21% of respondents ranked improvements to public art either not important or somewhat unimportant. Finally, 21% of respondents felt neutral about the importance of public art.



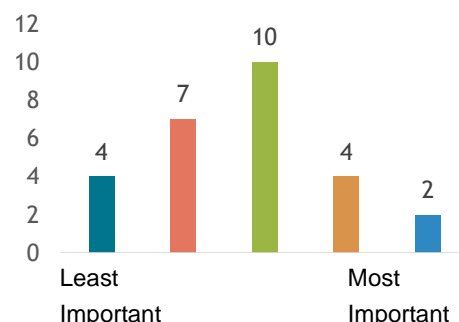
Decorative Streetlights

This was the streetscape improvement that respondents felt the most ambivalent about. Of the 29 responses to this question, **12 (41%) ranked the improvement as neither most important nor least important.** 38% of respondents ranked the improvement as most or somewhat important. Finally, 21% of respondents ranked improvements to decorative streetlights either not important or somewhat unimportant.



Banners

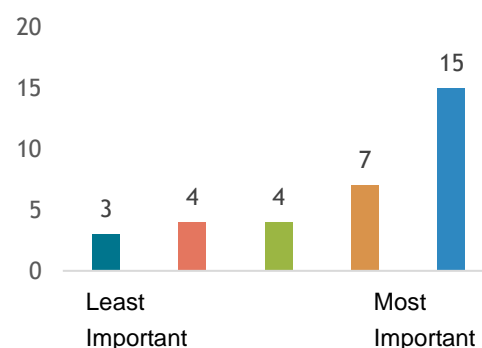
Of the 27 responses to this question, 6 (22%) ranked the improvement as most or somewhat important. **41% of respondents ranked improvements to public art either not important or somewhat unimportant.** Finally, 37% of respondents felt neutral about the importance of banners.



Storefront Improvements

Of the 33 responses to this question, **22 (67%) ranked the improvement as most or somewhat important.** 21% of respondents ranked improvements to public art either not important or somewhat unimportant. Finally, 12% of respondents felt neutral about the importance of public art.

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. They were asked to also include the level of importance of their



suggestions. Many respondents mentioned the need for green space, utilizing eco-friendly practices, and proposed adding plants and trees as features of the walkway.

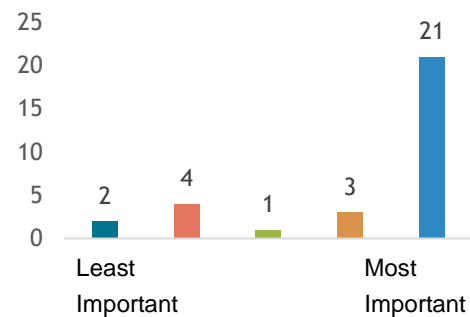
Small Business Support

Respondents felt that it was most important to support small businesses during street construction, then by providing support through storefront improvements (painting, windows, signage). Asbestos/hazardous materials clean up and anti-displacement measures to help existing businesses stay in the area as it redevelops were considered important but to a lesser extent.

How important is it to support businesses on these topics?

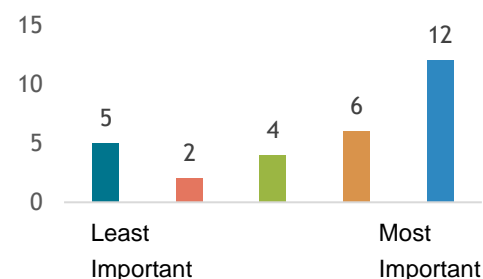
During street construction

The majority of respondents (77%) felt that supporting small businesses during street construction was the most important (21) or somewhat important (3). Nineteen percent of respondents felt that this was the least important (2) or somewhat unimportant (4).



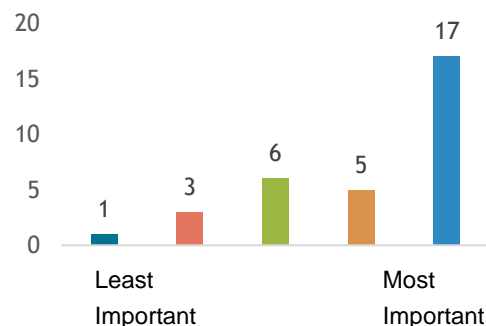
Asbestos/hazardous materials clean up

A total of 18 respondents (62%) felt that supporting small businesses through hazardous material clean up was either most important (12) or somewhat important (6). Seven respondents (24%) felt that this was least important (5) or somewhat unimportant (2).



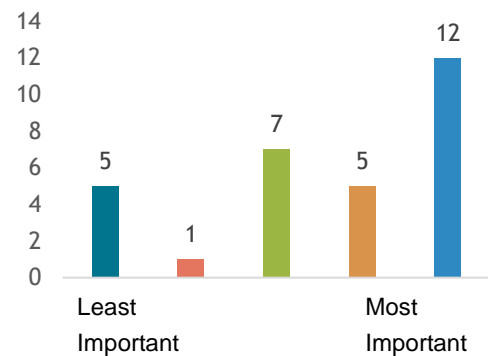
Storefront improvements (painting, windows, signage)

Twenty-two respondents (69%) felt that storefront improvements were most important (17) or somewhat important (5) to support small businesses. Four respondents (123%) felt that storefront improvements were either least important (1) or somewhat unimportant (3).



Anti-displacement measures to help existing businesses stay in the area as it redevelops

Responses to this question varied more than previous questions about supporting small businesses. While 17 respondents (57%) felt that these measures were most important (12) or somewhat important (5), 6 respondents (20%) felt it was either least important (5) or somewhat unimportant (1). An additional 7 respondents (23%) were neutral.



Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions. Responses included keeping the highways clean and pollution-free as well as ensuring accessibility for all users within the corridor.

When we think about different ways to build housing and businesses, what is most important to you?

A few building features had strong preference from respondents, while the others were more mixed:

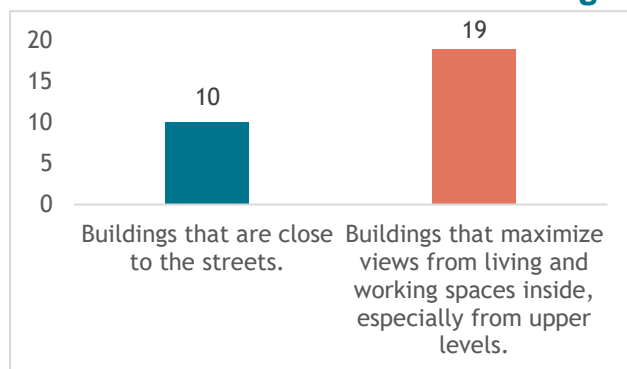
- alleys as delivery access rather than on the main streets (100%)
- storefront/pedestrian-scaled signage (97%)
- allowing a range of home types (90%)
- breaking down big blocks with pedestrian connections (88%)
- mixed home ownership and rental housing in the same block (79%)

Other clear building feature preferences included:

- Allowing ground level housing (77%)
- Require weather protection (like awnings or porches) (70%)
- Buildings that maximize views from living and working spaces (66%)

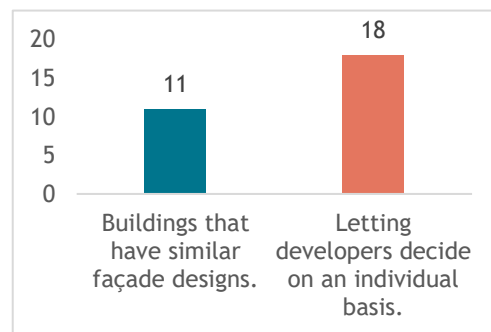
Buildings that are close to the streets OR that maximize views from living and working spaces inside, especially from upper levels.

A total of 66% of respondents prefer buildings that maximize views from living and working spaces inside over buildings that are close to the streets.



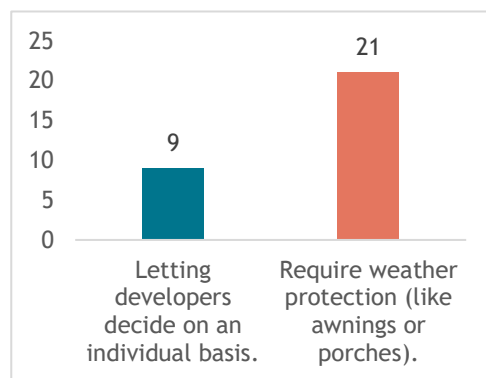
Buildings that have similar façade designs OR letting developers decide on an individual basis.

While opinions were split, 62% of respondents preferred letting developers decide façade design rather than requiring similar façade design by all developers.

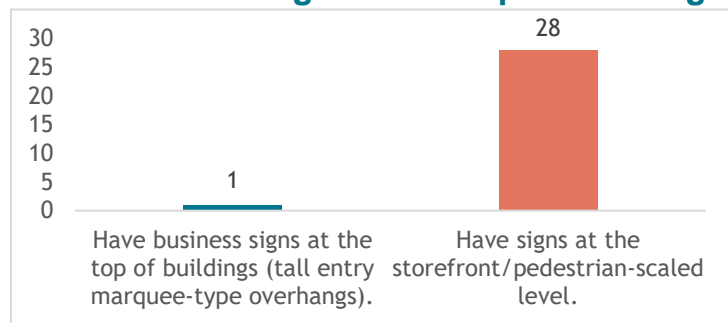


Require weather protection (like awnings or porches) OR letting developers decide on an individual basis.

Seventy percent of survey respondents prefer requiring weather protection to letting developers decide on an individual basis.

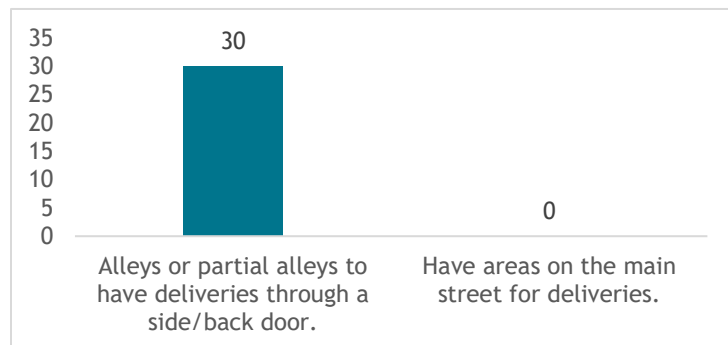


Have business signs at the top of buildings (tall entry marquee-type



overhangs) OR have signs at the storefront/pedestrian-scaled level.

Almost all respondents (97%) showed a preference for storefront/pedestrian-scaled signage.



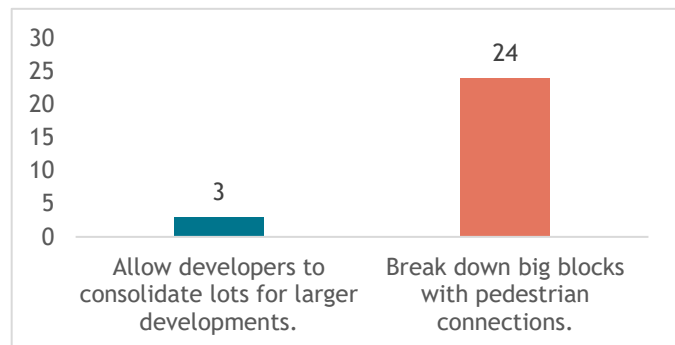
Alleys or partial alleys to have deliveries through a side/back door OR have areas on the main street for deliveries.

All respondents (100%) prefer alleys as delivery access rather than

providing delivery access on the main streets.

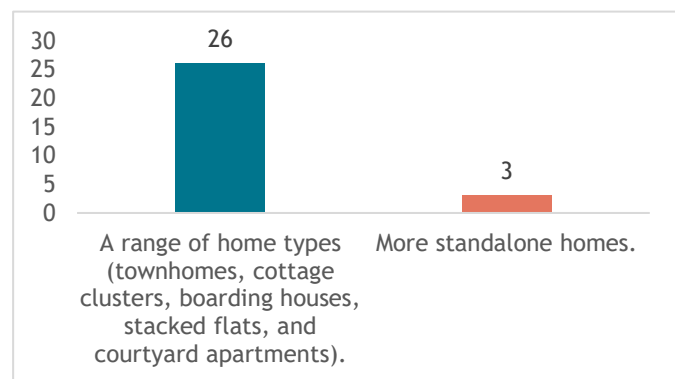
Break down big blocks with pedestrian connections OR allow developers to consolidate lots for larger developments.

A majority of respondents (88%) prefer breaking down big blocks with pedestrian connections rather than allowing developers to consolidate lots for larger developments.



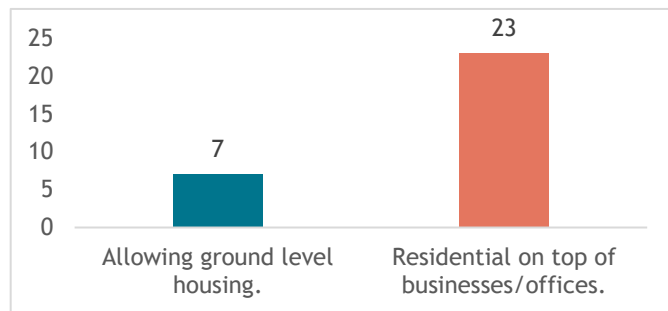
More standalone homes OR a range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).

The majority of respondents (90%) prefer allowing a range of home types rather than promoting only standalone home development.



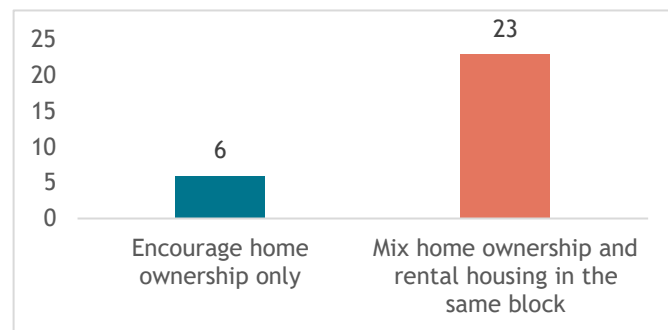
Allowing ground level housing OR residential on top of businesses/offices.

Seventy-seven percent of respondents prefer locating residential units over business/offices rather than allowing ground-level housing.



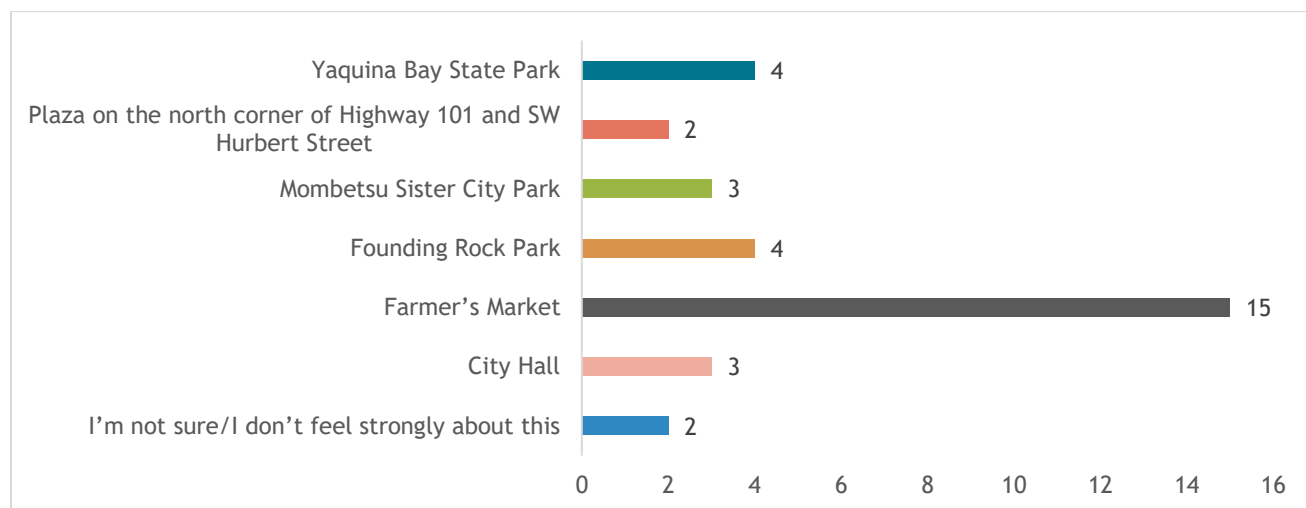
Mix home ownership and rental housing in the same block OR encourage home ownership only

A majority (79%) would like to see mixed home ownership and rental housing in the same block, rather than encouraging only home ownership.



Parks and Open Spaces

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)



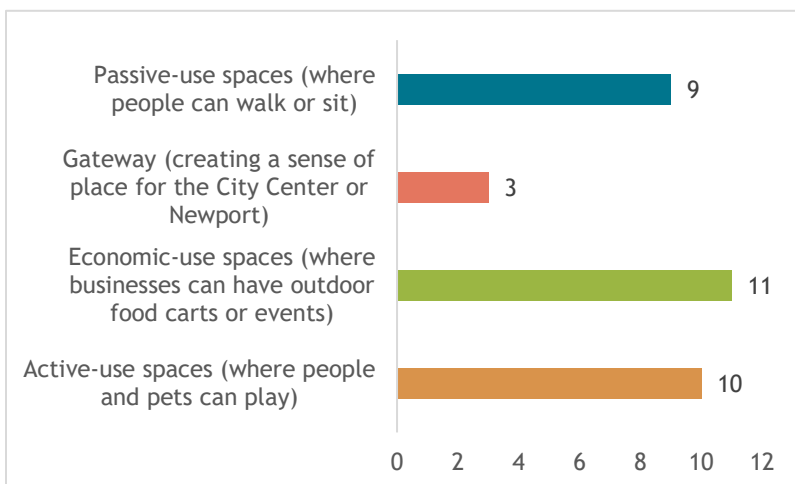
Of the six park and gathering spaces referenced in this survey, the Farmers Market was most frequently identified as needing improvements (45%) by a large margin. This reflects concerns previously heard about the future accommodation for the Farmers Market, which is currently located in a parking lot within the proposed reconstruction area.

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces. Responses focused on comfort and walkability of the area as well as concern for the level of pollution that US 101 is currently exposed to.

Which type of new public spaces/features are most important in the City Center? (choose one)

Opinions about new public spaces were not conclusive.

While economic-use spaces had the highest response rate at 33%, both active-use spaces (30%) and passive-use spaces (27%) received a similar number of responses.



Open-ended Comments

Should US 101 and US 20 feel the same or distinct?

Respondents had the opportunity to elaborate on their answer to this question. Below are their responses:

They should feel the same

- Are you changing current maps and Google?
- Continuity town identity
- One way highways make a city feel unfriendly I have to go around

They should feel different

- 101 is a main access highway from Canada to Mexico
- 101 is unique + can (should) be more people friendly
- 101 should centralize commerce and provide safe bike travel - 20 doesn't share those priorities
- 20 is a long road; w/ end at Beach 101 is parallel
- City center/101 can be a community space with a real "downtown"
- Different businesses that appeal to residents and tourists
- Such different type of use and flow [illegible] major corridor vs minor
- US 20 is too short to develop businesses

I'm not sure/I don't feel strongly either way

- As long as they are safe and allow traffic flow they do not have to be the same
- Because I think the streets are similar.
- Both are boring and unappealing
- Traffic is very still fast at rush hours and not pedestrian friendly now

How important are the following as part of City Center streetscape improvements

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- Better directions to public parking that already exists!
- Comfort/Aesthetics - 1
- Curb cleaning; paint, with storefront cleaned - 2
- Fill the potholes - 1

- Green spaces, THIRD SPACES, places where people want to be, "hang out" and meet with others - 5
- Greenery (pots, planters, baskets) - 1
- Keep 101 friendly with two way traffic
- Landscaping - 3
- Participant wrote in "who wants to sit on a highway" next to Benches/Seating
- Participant wrote in: "recycling" next to trash receptacles and "environmentally good" next to decorative streetlights
- Pedestrian Spaces - 1
- Planting strips and street trees - 1
- Plants in spots - 1
- Simple down lights
- Trees! - 1

How important is it to support businesses on these topics?

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- Access and signage
- Accessible - 1
- ADA accessibility
- How?
- Participant wrote in the margins "depends on the businesses - if pot shops, pawn shops NO!" in response to anti-displacement
- Pollution reduction air cleaners
- Street sweep; grade gravel streets - 2
- Two way 101, as is remove on street parking - 1

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces, below are the responses received.

- 101 is a dirty Hwy. I know I worked upstairs in a school dist. Bldg. Please - NO residential FACING 101 - Exhaust, dust etc. = unhealthy
- Art and buffer plants
- Art and buffers to support the gateway

- Better circulation, walkways to parking areas, improved transit/active transp. hub, landscaping. Plaza needs work too!
- City hall covered walk ways, benches + outdoor toilet facilities.
- Clean up benches and clear some salal, make it occupiable to the public
- Comfort, engagement of port
- Covered would be a great addition
- Expand parking; have a new trail across east side to North side of the PARK
- Improved walkability, and separation from roadways for "buffer" from traffic
- Make it stand out more and be more noticeable
- Make it year round so residents and sellers could benefit.
- Need larger area and better access/parking (not on 101)
- Public art + park seating #2 Yaq Bay Park needs repair of rock walls - badly damaged
- Remove 101 parking keep it friendly so people don't have to circle around, keep SW 9th 2 way
- Sidewalks leading from 101, down past Mombetsu Sister City Park to Nye Beach
- STAGES for performance; gathering places for pedestrians
- This really the only one! Don't take it away
- Use south lawn and open space to create a community gathering space - NOT MORE PARKING!!
- Walkability of Downtown. As it stands right now, the Farmer's Market can be dangerous to get to.

Respondents were also given the opportunity to share any other thoughts or comments they wanted to share with the PMT. Below are their responses:

- For Questions 4 and 5, participant wrote in "I don't know enough to answer"
- Participant wrote in "NO" next to "We believe we met these project goals. Do you agree?"
- Participant wrote in "smaller signs?" next to "have signs at the storefront/ped level," under Question 13. Under same question, participant wrote in "NO STACK AND PACK" next to "allow developers to consolidate lots..." and "only 47%? \$ too high" next to "encourage home ownership only".
- Participant wrote in "TBD" under Question 1 next to "safe, efficient traffic flow..." and "targeted investment..." Under Question 14, they wrote in "playground" next to "Yaquina Bay State Park." Under Question 10, participant wrote "!!!!" next to "storefront improvements..." Under Question 13, they wrote in "depends" next to "break down big

blocks...," "YES" next to "a range of home types..." and "GOD NO" next to "more standalone homes"

- Participant wrote in "This all requires \$\$\$" under Question 2. Also wrote in "!!!" next to Banners/Storefront improvements, under Question 8. As well as, "Who has the funds to build" next to question about a range of home types vs. standalone homes, under Question 13. Notes in the margins: "Tell Derrick to stay in Philomath" and "Need to make current businesses clean up - be more presentable!"
- Participant wrote in "variety" next to "letting developers decide," under Question 13. Under the same question, participant wrote "it rains here a lot! " next to "require weather protection"
- Participant wrote in "what incentives" next to "planned property development" under Question 1
- To the right of Question 14, participant wrote in "Plant more trees wherever you can." Under Question 16, participant wrote in "101 is not meant for Housing due to exhaust and noise - Honest!!" Under Question 13, participant wrote in "101 for commercial use only" and next to "require weather protection" they wrote "if it doesn't impede foot traffic." Under the same question, participant wrote " no residential Bldgs" next to "a range of home types" and "not suitable for residential" next to the "mix home ownership vs encourage home ownership only" question.
- Under Question 1, participant wrote in "unable to determine based on posters" as well as "NO COUPLET, please"
- Under Question 1: participant added in "free" to "safe, efficient traffic flow..." so that it would read "Safe, efficient traffic flow and managed free parking..." and "who wants to promenade on a highway" next to "active mix of uses in walkable environment." Under Question 13: "within limits" next to "letting developers decide" opposite "buildings that have similar facade designs." Within the same Question, wrote in: "on housing buildings" next to "require weather protection," "if you want walkability" next to "break down big blocks...", "if you want a bigger tax base" next to "allow developers to consolidate...", and "who can afford to buy?" next to "encourage home ownership." Margin notes: "These are lofty goals, too bad public input wasn't given. Rather, it's been decided whether we want it or not." "Why can't our downtown look like Camus - something attractive with charm. Newport's downtown has NONE!"
- Under Question 13, next to question about "different facades..." vs. "letting developers decide...", participant wrote in "depends"
- Under Question 13, participant drew an arrow pointing at "pedestrian connections," and wrote "maybe 50% of this area." Under Question 10, participant wrote "?" next to "anti-displacement measures"
- Under Question 13, participant wrote in "?" next to "break down big blocks..." and "Allow developers to consolidate lots..."

- Under Question 13, participant wrote in "different zones for each" next to "mix home ownership/rental housing on same block" vs. "home ownership only"
- Under Question 14, participant wrote in "Sidewalks!" next to Mombetsu Sister City Park and "Restoration" next to Yaquina Bay State Park"

Appendix D - Spanish Printed Survey Responses

The printed survey was available in English and Spanish. A summary of all printed surveys is below:

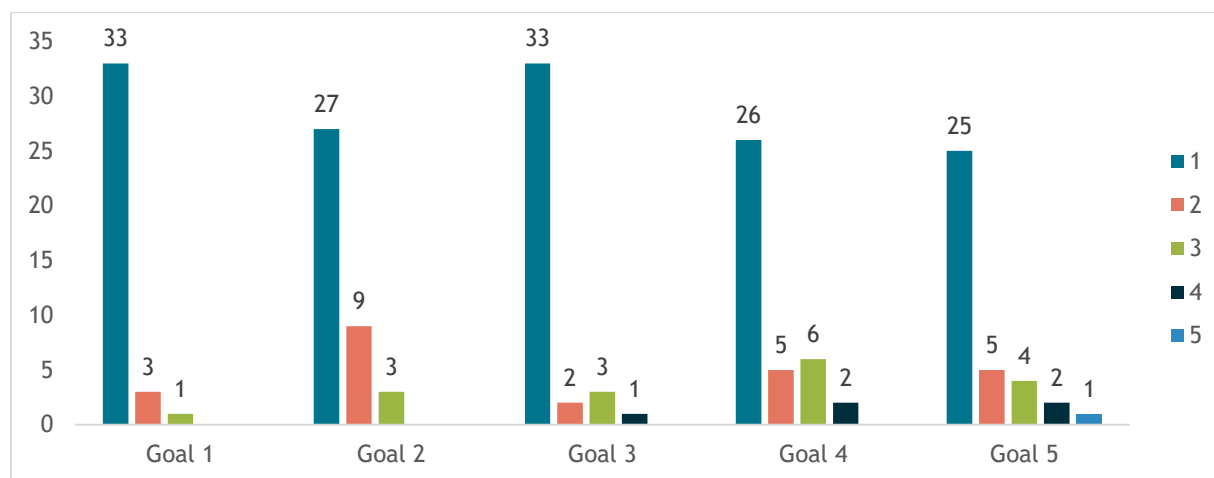
- **Total survey responses: 73**
- Spanish: 39
- English: 34

A summary of the written feedback is below. It is important to note that the Spanish survey results differed significantly from the English survey results across many of the questions.

The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.

Project Goals

[1 = strongly agree, 5 = strongly disagree]



Goal #1 - Mezcla activa de usos en un entorno transitable mediante aceras más amplias y protegidas.

[Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks.]

Of the 37 responses to this question, an overwhelming majority (89%) strongly agreed that the City's proposed plan meets Goal #1, and another 8% somewhat agreed. This was one of several questions that no respondents disagreed with.

Goal #2 - Circulación segura y eficaz y gestión de estacionamiento a través de la reducción de los conflictos entre vehículos/peatones.

[Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts.]

The majority of respondents either strongly agreed (69%) or somewhat agreed (23%) that Goal #2 was met. This question received no “disagree” or “strongly disagree” responses.

Goal #3 - Una apariencia limpia y acogedora a través de entradas, paisaje urbano y actualizaciones de códigos.

[A clean, welcoming appearance through gateways, streetscaping and code updates.]

Of the 39 responses to this question, 33 (85%) strongly agreed that Goal #3 was met, while another 5% somewhat agreed. One respondent disagreed that this goal had been met by the proposed plan.

Goal #4 - Desarrollo y adquisición de propiedades planeado a través de incentivos y colaboración.

[Planned property development and acquisition through incentives and partnerships.]

A total of 31 respondents (79%) either agreed or strongly agreed that Goal #4 was met. This Goals question had the highest rate of “unsure” responses, which may suggest that the ways in which this goal is met are not as apparent as the others.

Goal #5 - Inversión específica en infraestructura a través de acciones y estrategias de implementación.

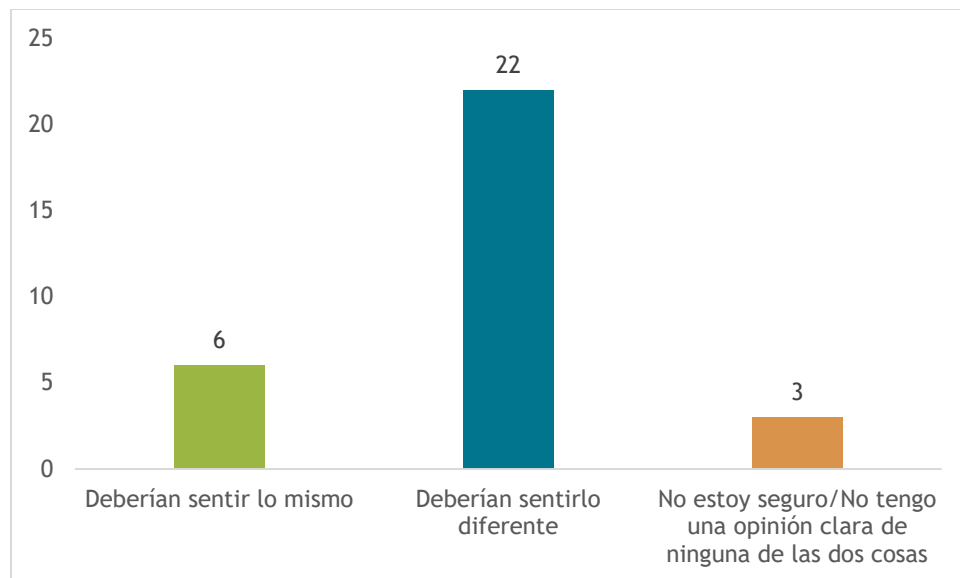
[Targeted investment in infrastructure through implementation actions and strategies.]

While this goal had a majority of responses either agree or strongly agree (81%), it had the lowest number of “strongly agree” responses (25; 68%) and was the only Goals question where a respondent selected “strongly disagree”.

District Aesthetics: US 101 and US 20

¿La US 101 y la US 20 deben ser iguales o distintas?

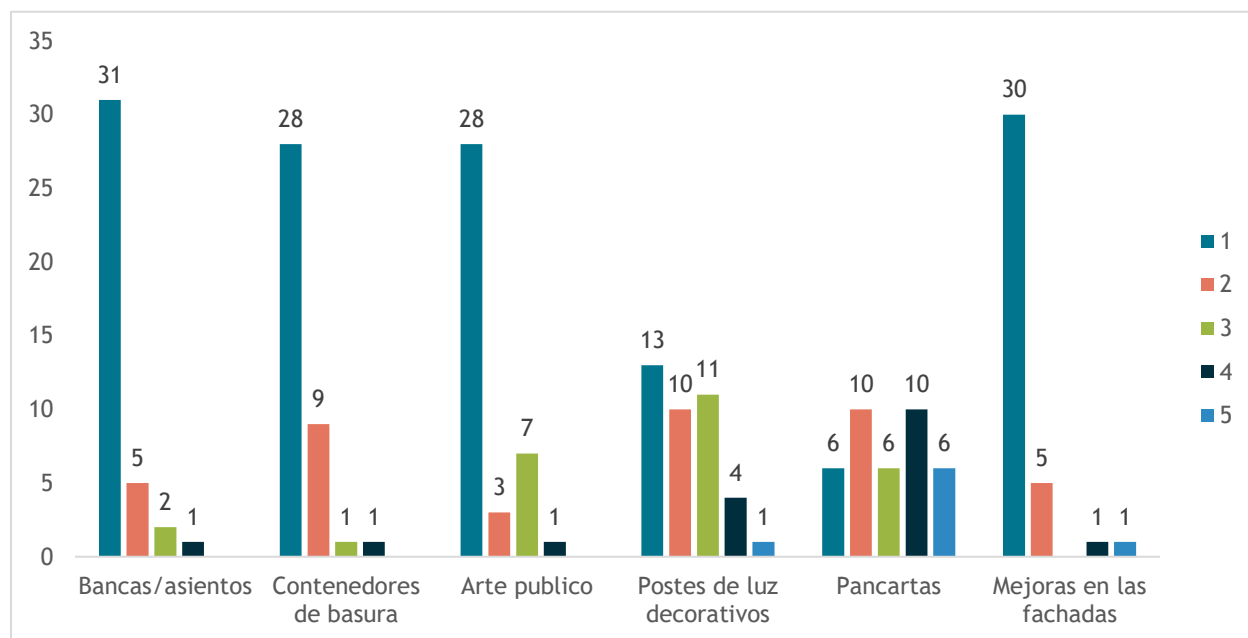
[Should US 101 and US 20 feel the same or distinct?]



Of the 31 responses to this question, 22 (71%) believe that US 101 and US 20 should feel different. Respondents had the opportunity to elaborate on their answer to this question. Respondents cited existing differences between US 101 and US, mostly related to the physical makeup of the two roads, such as US 101 having more sidewalks but US 20 being wider. A couple of responses shared a desire for improved traffic flow and overall transit.

¿Qué importancia tienen los siguientes elementos en la mejora del paisaje urbano del Centro Urbano?

[How important are the following as part of City Center streetscape improvements]



Bancas/asientos [*Benches/Seating*]

A majority of respondents (79%) feel that benches and seating are very important to include in City Center streetscape improvement plans; another 13% feel that they are somewhat important (92% in support).

Contenedores de basura [*Trash Receptacles*]

This was the highest ranked improvement with 95% in support. A majority of respondents feel that trash receptacles are either somewhat important (23%) or very important (72%).

Arte publico [*Public Art*]

Similar to trash receptacles, 72% of respondents feel that public art is important when planning the City Center, while 8% of respondents feel it is somewhat important.

Postes de luz decorativos [*Decorative Streetlights*]

While this question did receive a lower number of “very important” responses (33%), another 26% responded that decorative streetlights are somewhat important. This Streetscape question had the highest amount of “unsure” responses at 28 percent.

Pancartas [*Banners*]

The question on banners was the only streetscape question that did not have a conclusive response. Sixteen respondents (42%) feel that banners are important or very important, and sixteen respondents (42%) feel that banners are somewhat unimportant or not important. Sixteen percent of respondents were not sure of the importance of banners for streetscape redesigns.

Mejoras en las fachadas [*Storefront Improvements*]

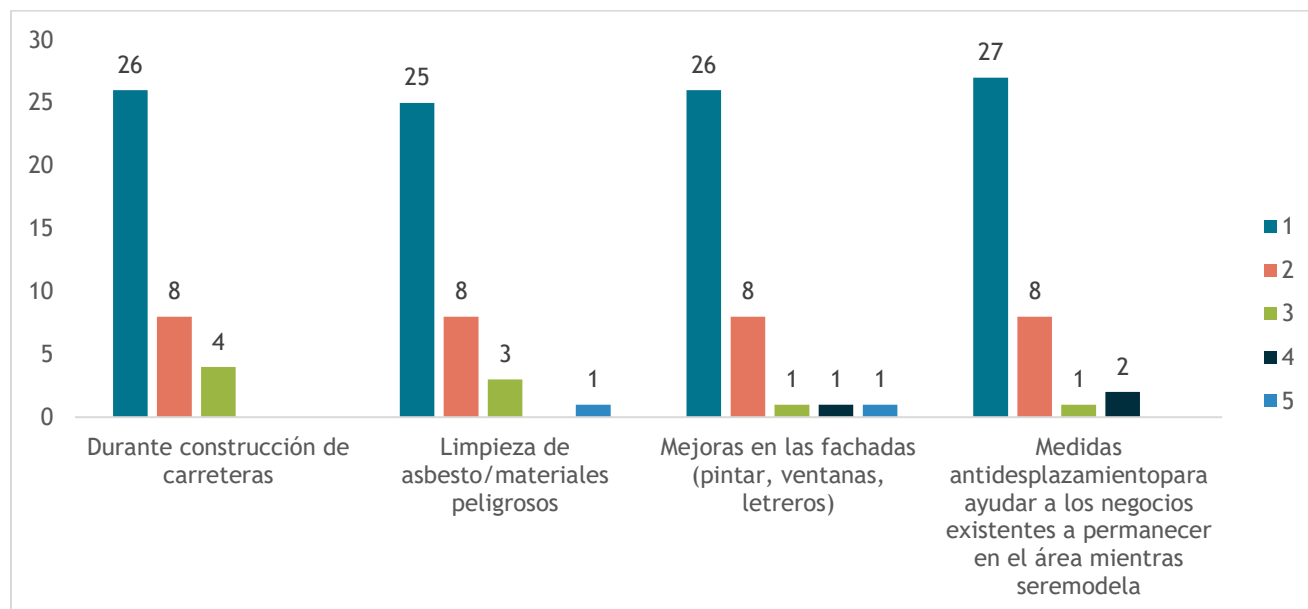
The overwhelming response (95%) to this question was that streetscape improvements are either somewhat important (14%) or very important (81%).

Respondents were provided with the opportunity to share other improvements they’d like to see, which the survey didn’t account for. One written response was received for this portion of the survey. The participant shared a desire for public transportation for long and short distance travel.

Small Business Support

Hemos oído que la ayuda para pequeños negocios es importante. ¿Qué tan importante es apoyar negocios en estos temas?

[How important is it to support businesses on these topics?]



Durante construcción de carreteras *[During street construction]*

A majority of respondents (89%) feel that supporting small businesses during construction is either somewhat important (21%) or very important (68%). No respondents feel that this is somewhat unimportant or not important.

Limpieza de asbesto/materiales peligrosos *[Asbestos/hazardous materials clean up]*

A total of 33 respondents (89%) feel that asbestos/hazardous materials support is very important (68%) or somewhat important (22%) for small businesses. One respondent (3%) feels that asbestos/hazardous materials support is not important.

Mejoras en las fachadas (pintar, ventanas, letreros) *[Storefront improvements (painting, windows, signage)]*

While storefront improvements had the widest variety of responses, the majority (92%) feel that providing support for storefront improvements is either very important (70%) or somewhat important (22%).

Medidas antidesplazamiento para ayudar a los negocios existentes a permanecer en el área mientras se remodela *[Anti-displacement measures to help existing businesses stay in the area as it redevelops]*

Providing anti-displacement support had the largest proportion of agreement (92%), with 71% of respondents feeling that it is very important and 21% of respondents feeling that it is somewhat important.

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. There were no responses to this question.

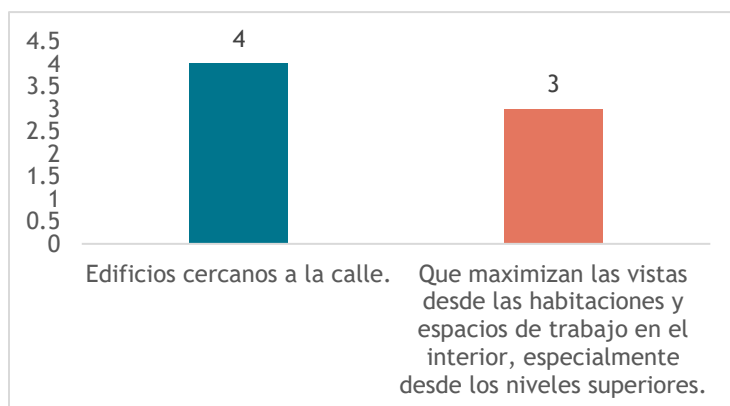
Building Houses and Businesses

Cuándo pensamos en diferentes formas para construir viviendas y negocios, ¿qué es más importante para usted?

[When we think about different ways to build housing and businesses, what is most important to you? (Choose between the two options)]

This section had a much smaller response rate than the rest of the survey questions with only about seven responses collected. However, there was strong support for breaking down big blocks with pedestrian connections (100% of 10 responses) and residential on top of businesses/offices (86% of 21 responses). The rest had too few responses to determine a preference.

**Edificios cercanos a la calle
O que maximizan las vistas
desde las habitaciones y
espacios de trabajo en el
interior, especialmente desde
los niveles superiores.**



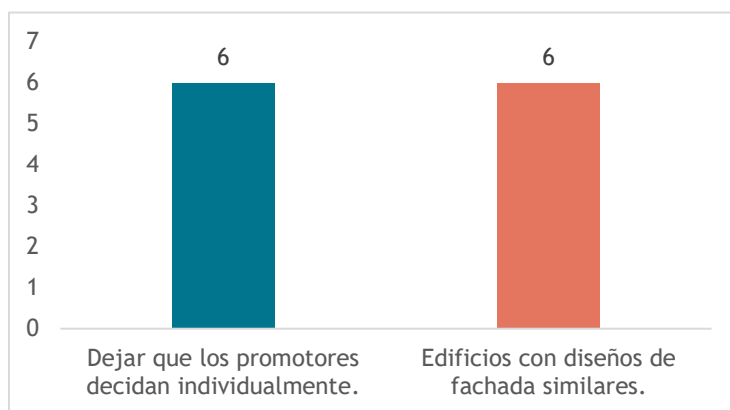
[Buildings that are close to the streets OR that maximize views from living and working spaces inside, especially from upper levels.]

Of the seven answers to this question, 4 (57%) responded that they would prefer buildings that are close to the streets.

Edificios con diseños de fachada similares O dejar que los promotores decidan individualmente.

[Buildings that have similar façade designs OR letting developers decide on an individual basis.]

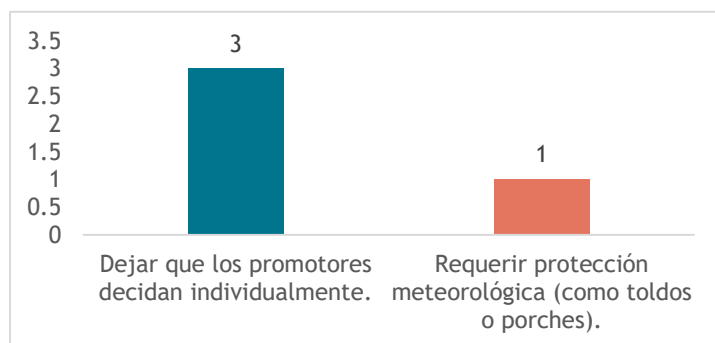
Responses to this question were split evenly between requiring similar façade designs and allowing developers to decide façade design on an individual basis.



Requerir protección meteorológica (como toldos o porches) O dejar que los promotores decidan individualmente.

[Require weather protection (like awnings or porches) OR letting developers decide on an individual basis.]

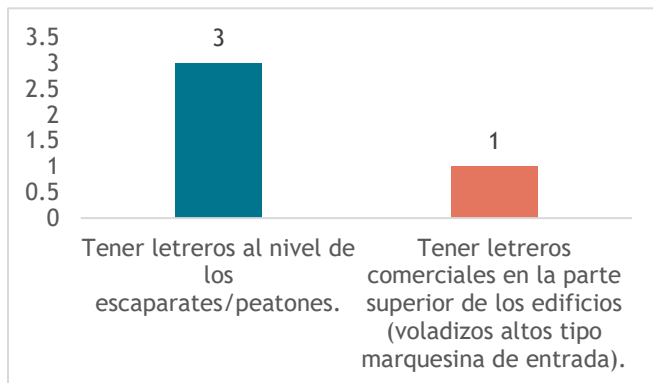
Of the four answers to this question, three (75%) prefer allowing developers to decide on weather protection, rather than requiring weather protection in the development code.



Tener letreros comerciales en la parte superior de los edificios (voladizos altos tipo marquesina de entrada) O tener letreros al nivel de los escaparates/peatones.

[Have business signs at the top of buildings (tall entry marquee-type overhangs) OR have signs at the storefront/pedestrian-scaled level.]

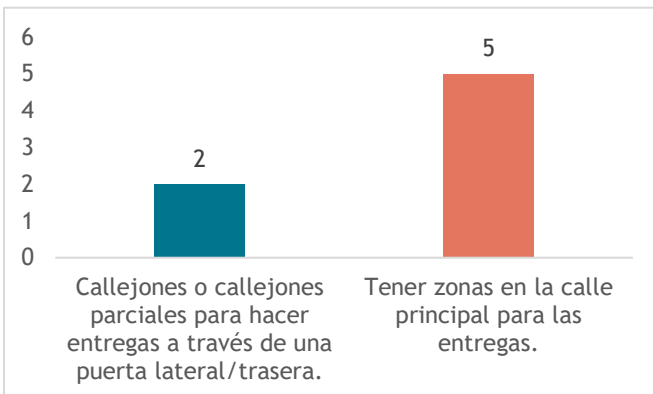
Three respondents (75%) would prefer that signage in the City Center be designed at a pedestrian scale.



Callejones o callejones parciales para hacer entregas a través de una puerta lateral/trasera O tener zonas en la calle principal para las entregas.

[Alleys or partial alleys to have deliveries through a side/back door OR have areas on the main street for deliveries.]

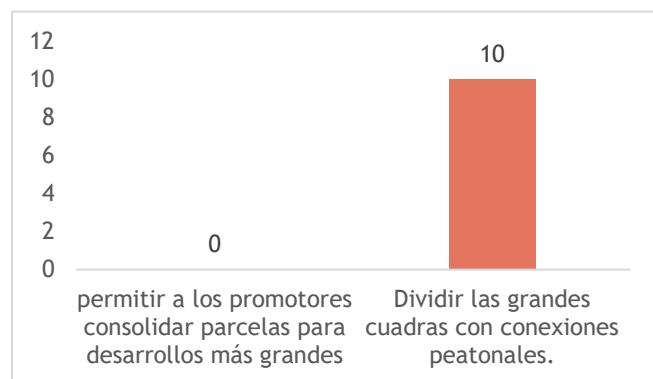
Five respondents (71%) would prefer that the city designate delivery areas on the main street, rather than requiring deliveries through an alley.



Dividir las grandes cuadras con conexiones peatonales O permitir a los promotores consolidar parcelas para desarrollos más grandes.

[Break down big blocks with pedestrian connections OR allow developers to consolidate lots for larger developments.]

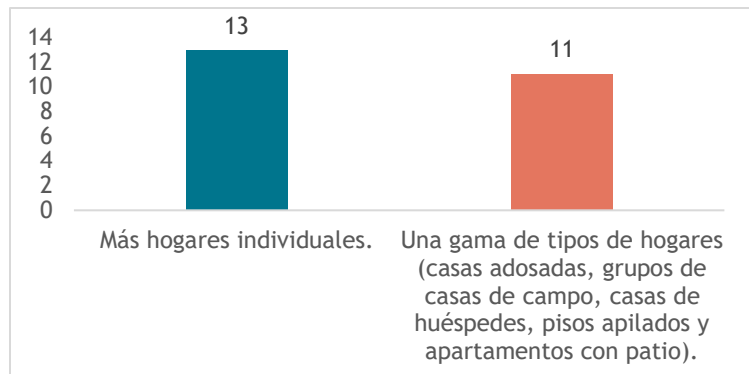
All ten respondents (100%) answered that they would prefer to break down big blocks with pedestrian connections, rather than allowing developers to consolidate lots.



Más hogares individuales O una gama de tipos de hogares (casas adosadas, grupos de casas de campo, casas de huéspedes, pisos apilados y apartamentos con patio).

[More standalone homes OR a range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).]

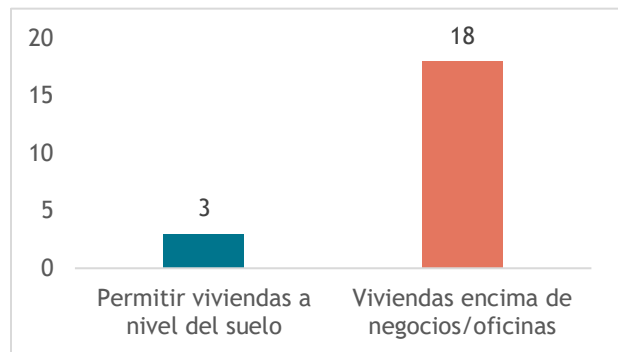
This either/or question had the highest response rate with 24 responses. Preferences were fairly split, but more respondents preferred more standalone homes as opposed to allowing a range of housing types.



Permitir viviendas a nivel del suelo O Viviendas encima de negocios/oficinas

[Allowing ground level housing OR residential on top of businesses/offices.]

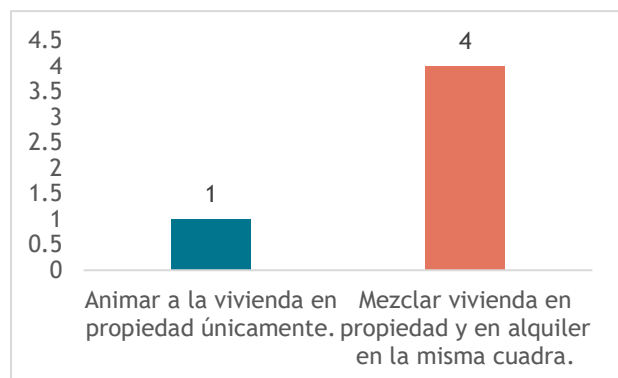
Of the 21 responses to this question, a large majority (18; 86%) answered that they would prefer to see residential on top of businesses/offices, rather than ground-level housing.



Animar a la vivienda en propiedad únicamente O mezclar vivienda en propiedad y en alquiler en la misma cuadra.

[Mix home ownership and rental housing in the same block OR encourage home ownership only]

Of the five responses to this question, the majority (80%) would prefer a mix of home ownership and rental housing in the same block.



Parks and Open Spaces

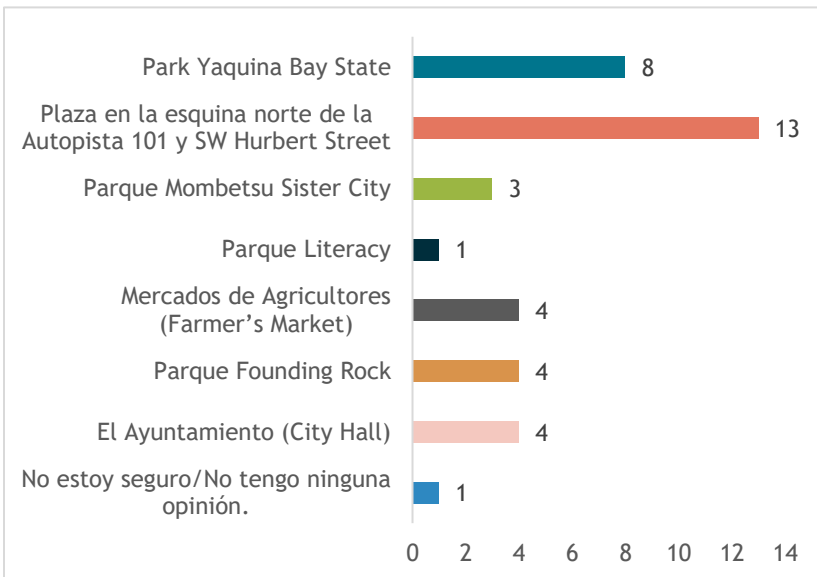
De los parques/espacios de reunión existentes cerca del Centro Urbano, ¿cuál se beneficiaría más de las mejoras? (elija uno)

[Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)]

The top two existing parks/gathering spaces that respondents felt would benefit most from improvements are the plaza on the corner of Highway 101 and SW Hubert Street (34%) and Yaquina Bay State Park (21%).

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces.

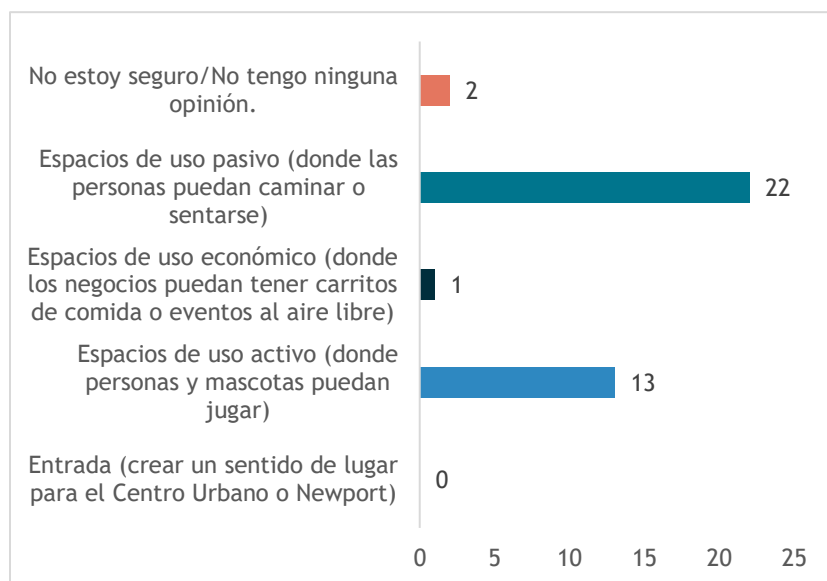
Several respondents mentioned playgrounds and spaces for children.



¿Qué tipo de nuevos espacios públicos son más importantes en el Centro Urbano? (elija uno)

[Which type of new public spaces/features are most important in the City Center? (choose one)]

Over half (58%) of respondents feel that passive-use spaces are the most important to the City Center. Another 34% of respondents feel that active-use spaces are the most important to the City Center.



Open-ended Comments

¿La US 101 y la US 20 deben ser iguales o distintas?

[Should US 101 and US 20 feel the same or distinct?]

Respondents had the opportunity to elaborate on their answer to this question. Responses include...

Respondents cited existing differences between US 101 and US, mostly related to the physical makeup of the two roads, such as US 101 having more sidewalks but US 20 being wider. A couple of responses shared a desire for improved traffic flow and overall transit.

- Porque el 101 atraviesa el pueblo y el 20 no (Because the 101 goes through the town and the 20 does not)
- La carretera 101 tiene más paso peatonal y es más ancha a comparación de la 20 (Highway 101 has more crosswalks and is wider compared to Highway 20)
- Mejor transito (better transit)
- Que fluya más el tráfico (more traffic flow)

¿Qué importancia tienen los siguientes elementos en la mejora del paisaje urbano del Centro Urbano?

[How important are the following as part of City Center streetscape improvements]

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. One written response was received for this portion of the survey. The participant shared a desire for public transportation for long and short distance travel.

- Transporte públicos en corta distancia y larga distancia (Short and long distance public transportation)

Hemos oído que la ayuda para pequeños negocios es importante. ¿Qué tan importante es apoyar negocios en estos temas?

[How important is it to support businesses on these topics?]

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. There were no responses to this open-ended question.

De los parques/espacios de reunión existentes cerca del Centro Urbano, ¿cuál se beneficiaría más de las mejoras? (elija uno)

[Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)]

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces, below are the responses received.

- Mas carriles de manejo en las carreteras principales (more driving lanes on the main roads)
- Mas limpieza y juegos para los niños (More cleaning and games for the children)
- Mejoramiento de los juegos y de túnel. Y mejora del baño público. (Improvement of the playground and tunnel. And improvement of the public restroom.)
- Parqueaderos gratis para los residentes (Free parking for residents)
- Parques para niños con más juegos columpios resbaladillas etc. (Playgrounds for children with more playgrounds swings slides etc.)

Appendix E - Online Survey Responses

The City of Newport hosted an online survey on their [project website](#), which received 53 total responses between April 1 and April 17, 2025.

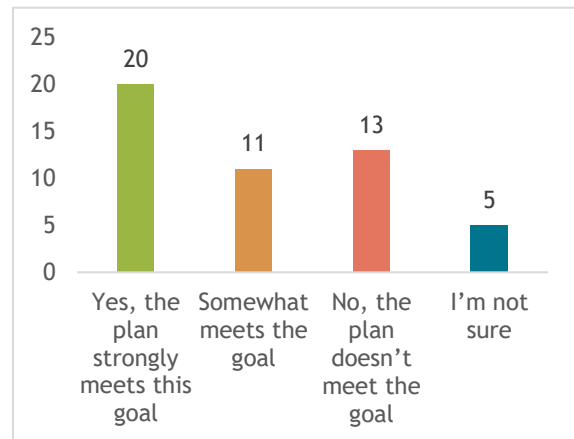
- **Total survey responses: 53**
- Spanish: 1
- English: 52

This survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question. Since there was only one Spanish-language respondent, averages can't be made on this response.

Project Goals

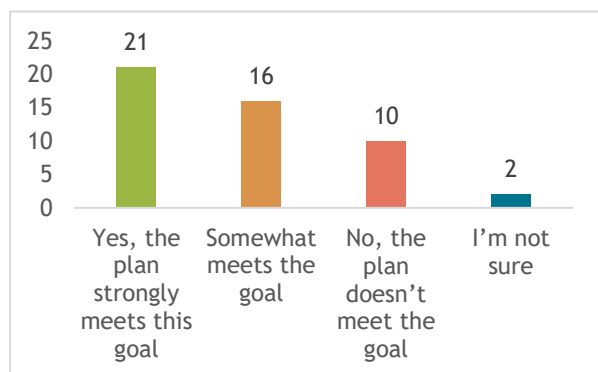
Most participants (41%) agreed that the proposed plan strongly meets the project goals. Of the 49 responses to this question, a little over a quarter (27%) believed that the plan does not meet the goals, and an additional 22% felt that the plan somewhat meets the goals.

Unfortunately, “Goal #3 - A clean, welcoming appearance through gateways, streetscaping and code updates” was left off the online survey, so there are no responses to this question.



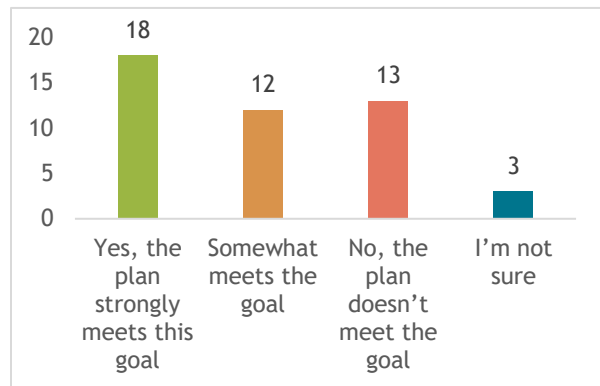
Active mix of uses in a walkable environment through infill, wider, and buffered sidewalks.

Of the 49 responses to this question, **21 respondents (43%) felt that the proposed plan strongly met this specific goal, while an additional 16 (33%) felt the proposed plan somewhat met this goal.** Twenty percent of respondents felt that this goal was not met by the proposed plan.



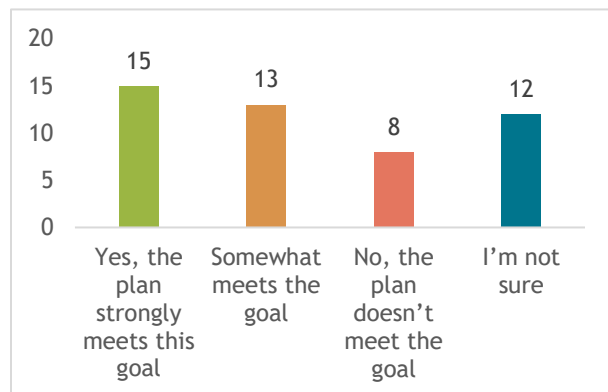
Safe, efficient traffic flow and managed parking through reduced vehicle/pedestrian conflicts.

Of the 46 responses to this question, **18 respondents (39%) felt this goal was strongly met by the proposed plan, while an additional 12 (26%) felt the proposed plan somewhat met this goal.** Twenty-eight percent of respondents felt that this goal was not met by the proposed plan.



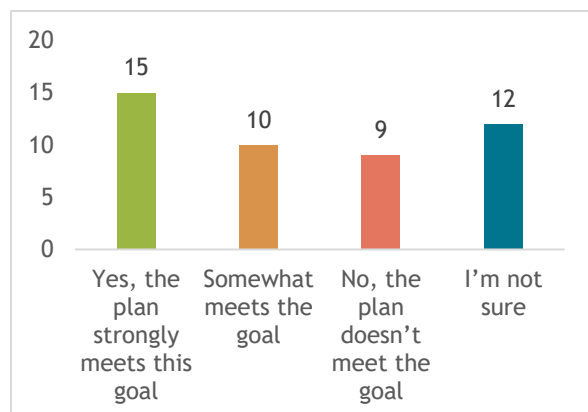
Planned property development and acquisition through incentives and partnerships.

Of the 48 responses to this question, **15 (31%) respondents felt the proposed plan met this goal, while an additional 13 (27%) felt this goal was somewhat met by the proposed plan.** Seventeen percent of respondents felt that this goal was not met, and a quarter of respondents felt unsure. Out of the 4 goals in this survey this was one that seemed to pose the most uncertainty amongst participants.



Targeted investment in infrastructure through implementation actions and strategies.

Of the 46 responses to this question, **15 (33%) respondents felt that this goal was met by the proposed plans, while an additional 10 (22%) felt the goal was somewhat met.** While 20% of respondents felt this goal was not met by the proposed plan, a little over a quarter of respondents (26%) felt unsure. Of the 4 goals respondents were asked about this was one that seemed to pose the most uncertainty amongst participants.

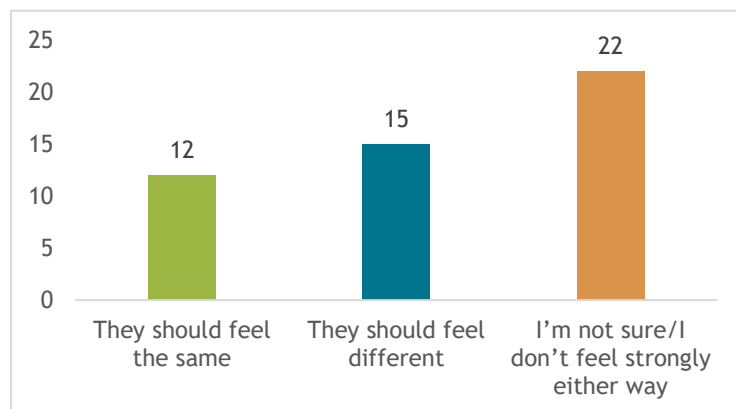


District Aesthetics: US 101 and US 20

Overall, respondents who felt that US 101 and US 20 should feel the same cited a desire for cohesiveness, as well as concerns about traffic and pedestrian safety. As for why US 101 and US 20 should feel different, respondents cited existing differences between the two roads, and what they represent. For example, one respondent shared that US 101 is a “main street and carries more traffic” whereas “Hwy 20 has more potential to develop mixed use properties with housing.”

Respondents who weren’t sure or didn’t feel strongly either way cited various areas of interest, including cycling/pedestrian lanes, street layouts (e.g. roundabouts), and aesthetics (e.g. trees). Important to note are the concerns mentioned by respondents of the survey. Concerns ranged from local housing insecurity to the timing of the project given the economic landscape of the US at large, as well as overall skepticism about the feasibility of the project.

Should US 101 and US 20 feel the same or distinct?



Of the 49 responses to this question, **most respondents (45%) did not feel strongly or felt unsure about whether US 101 and US 20 should feel the same or different.** In comparison, 12 (24%) felt they should feel the same, while an additional 15 (31%) felt it should feel different. Respondents were provided with the opportunity to explain their

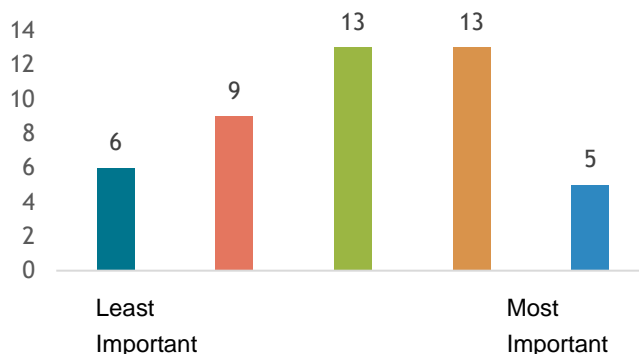
response.

How important are the following as part of City Center streetscape improvements

Overall, the most important improvements were storefront improvements (80% strongly/somewhat important) and trash receptacles (69%). Respondents were provided with the opportunity to share other improvements they’d like to see, which the survey didn’t account for along with the level of importance of their suggestions. Responses included improvements related to parking (e.g. free parking), pedestrian safety (e.g. accessible crosswalks), gathering spaces (e.g. a central park), aesthetics (e.g. landscaping) and more.

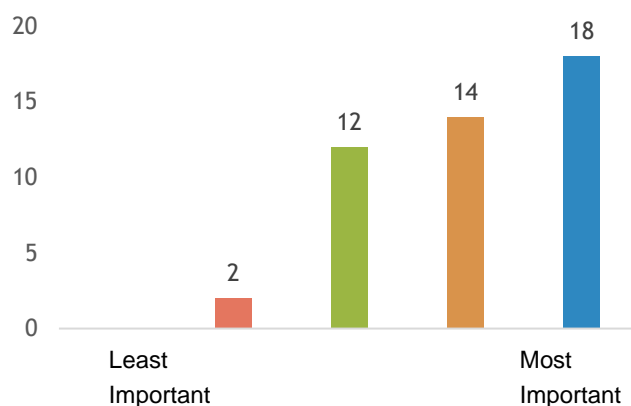
Benches/Seating

Participants were asked to rank possible streetscape improvements from 1 (least important) to 5 (most important). Of the 46 responses to this question, **18 (39%) ranked benches as most or somewhat important.** Thirty-three percent of respondents ranked benches/seating either not important or somewhat unimportant. Finally, 28% of respondents felt neutral about the importance of benches/seating.



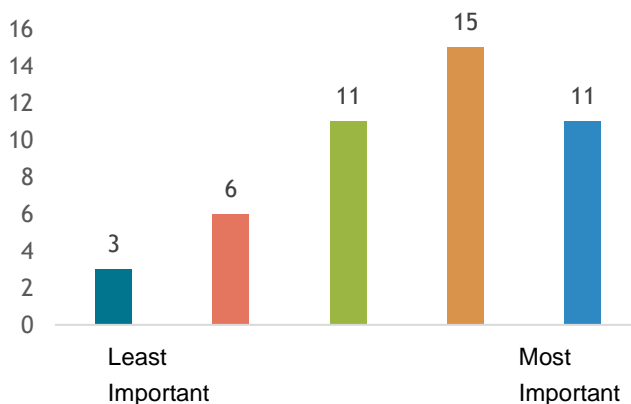
Trash Receptacles

Of the 46 responses to this question, **18 (39%) ranked this improvement as most important, while an additional 14 (30%) ranked it as somewhat important.** Four percent of respondents ranked improvements to trash receptacles as somewhat unimportant, while no one ranked this as not important.



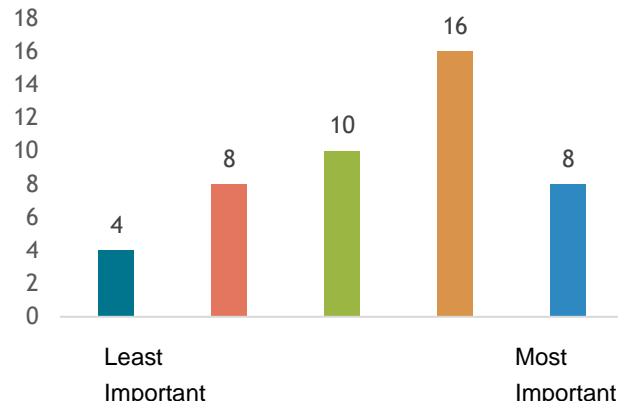
Public Art

Of the 46 responses to this question, **11 (24%) ranked this improvement as most important, while an additional 15 (33%) ranked it as somewhat important.** Twenty percent of respondents ranked this as either not important or somewhat unimportant. Finally, 24% of respondents felt neutral about public art improvements.



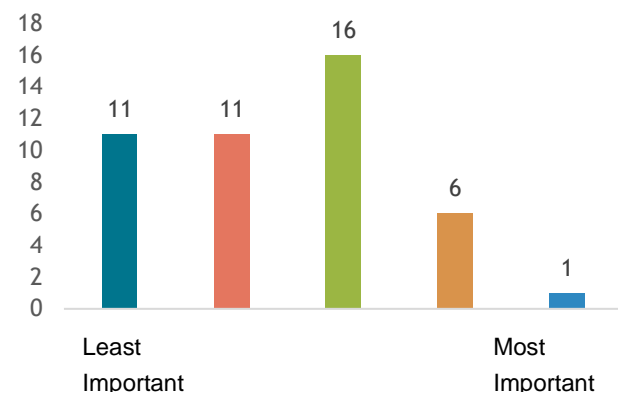
Decorative Streetlights

Of the 46 responses to this question, **8 (17%) ranked this improvement as most important, while an additional 16 (35%) ranked it as somewhat important.** 26% of respondents ranked this as either not important or somewhat unimportant. Finally, 22% of respondents felt neutral about improvements to decorative streetlights.



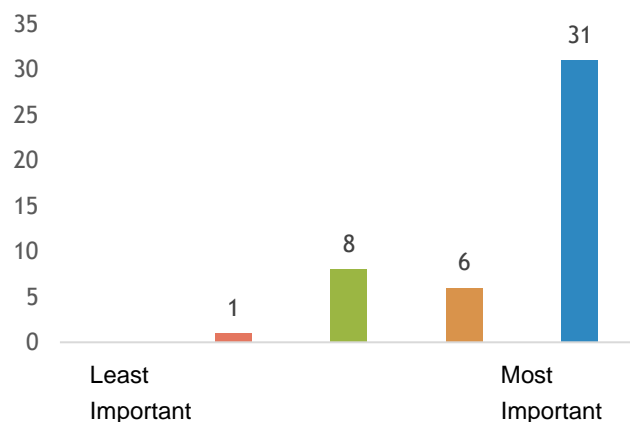
Banners

Of the 45 responses, 36% of respondents felt neutral about improvements made with banners, while **almost half (49%) of respondents ranked this as either not important or somewhat unimportant.** One respondent (4%) ranked this improvement as most important, while an additional six (13%) ranked it as somewhat important.



Storefront Improvements

Of the 46 responses to this question, **a large majority (31; 67%) ranked this improvement as most important, while an additional 6 (13%) ranked it as somewhat important.** 2% of respondents ranked improvements to storefronts as somewhat unimportant, and no one felt it was not important.



Small Business Support

How important is it to support businesses on these topics?

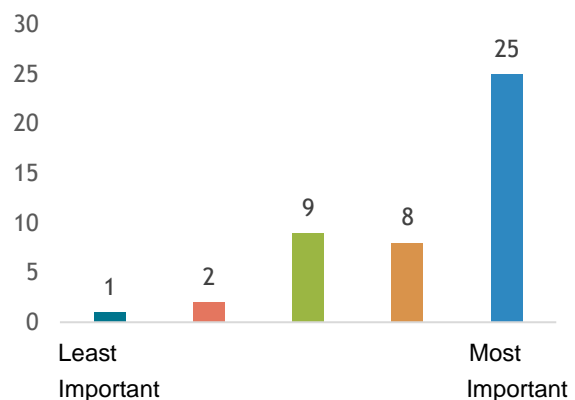
Similarly to the previous question, the following questions asked participants to rank a series of topics related to supporting small businesses, from 1 (least important) to 5 (most important).

Supporting small business with asbestos/hazardous material clean-up and storefront improvements were tied for the most important items, followed by support during street construction.

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions. Overall, respondents cited various suggestions, ranging from economic support for storefront improvements to increased parking availability.

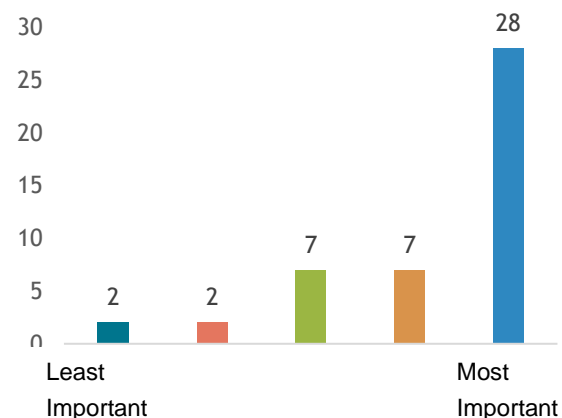
During street construction

Of the 45 responses to this question, **25 (56%) ranked this topic as most important, while an additional 8 (18%) felt this topic was somewhat important.** Seven percent of respondents felt this topic was either somewhat important or not important. Finally, 20% felt neutral about supporting small businesses during street construction.



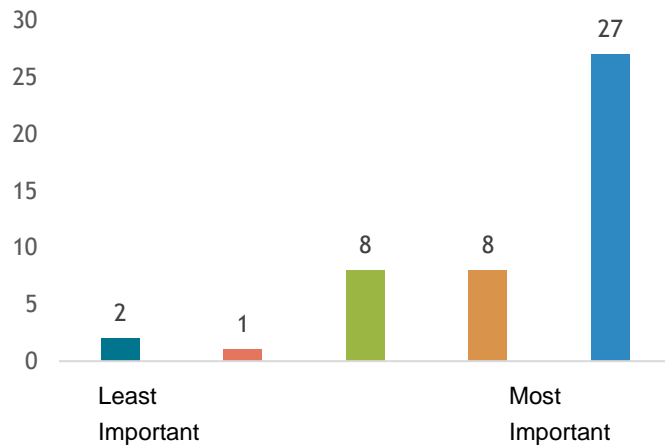
Asbestos/hazardous materials clean up

Of the 46 responses to this question, **28 (61%) ranked this topic as most important, while an additional 7 (15%) felt this topic was somewhat important.** 9% of respondents felt this topic was either somewhat important or not important. Finally, 2% felt neutral about supporting small businesses during asbestos/hazardous material clean-up.



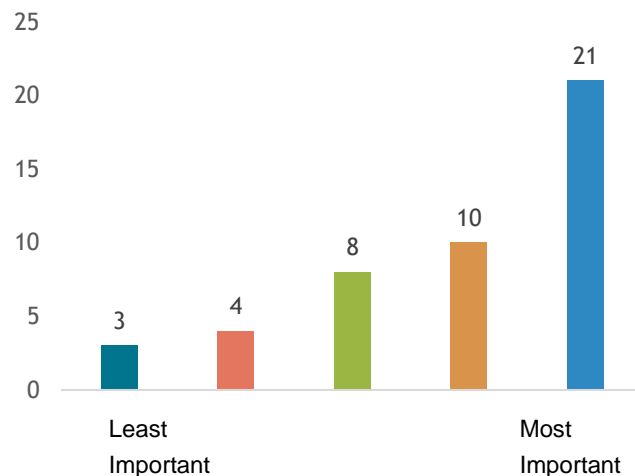
Storefront improvements (painting, windows, signage)

Of the 46 responses to this question, **27 (59%) ranked this topic as most important, while an additional 8 (17%) felt this topic was somewhat important.** Seven percent of respondents felt this topic was either somewhat important or not important. Finally, 17% felt neutral about supporting small businesses during storefront improvements.



Anti-displacement measures to help existing businesses stay in the area as it redevelops

Of the 46 responses to this question, **21 (46%) ranked this topic as most important, while an additional 10 (22%) felt this topic was somewhat important.** Fifteen percent of respondents felt this topic was either somewhat important or not important. Finally, 17% felt neutral about supporting small businesses with anti-displacement measures.



Respondents were also given the opportunity to share other general thoughts or comments with the PMT in this section. Overall, respondents used this space to voice their concerns, which ranged from concerns about parking (the lack of it and parking on US 101) to impacts on transit times and the availability of government funding. Improvements that were suggested included planting more trees and storefront improvements, among other suggestions. Housing was another topic that participants cited as an area of interest.

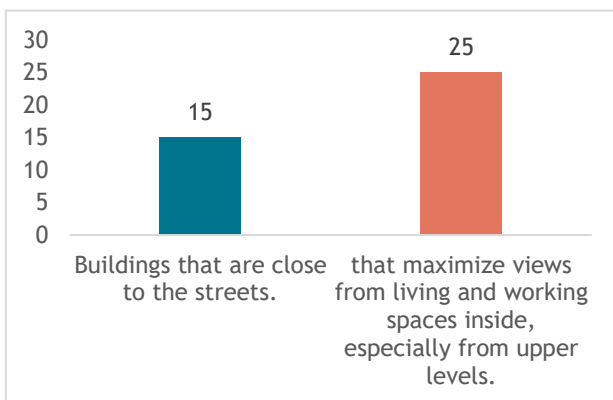
When we think about different ways to build housing and businesses, what is most important to you?

A few building features had strong preference from respondents, while the others were more mixed:

- alleys as delivery access rather than on the main streets (87%)
- storefront/pedestrian-scaled signage (87%)
- allowing a range of home types (84%)
- breaking down big blocks with pedestrian connections (71%)
- preferred residential homes on top of businesses/offices (79%)

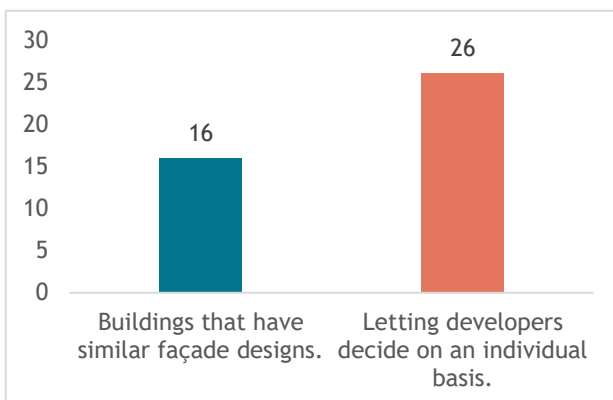
Buildings that are close to the streets OR that maximize views from living and working spaces inside, especially from upper levels.

Of the 40 responses to this question, **25 (63%) preferred buildings that maximize views from living and working spaces, especially from upper levels.** 15 (38%) responses preferred buildings that are close to the street.



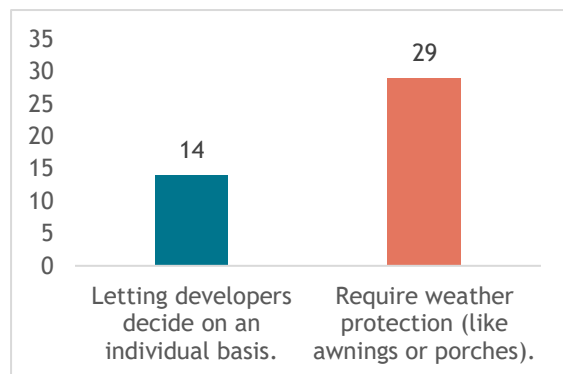
Buildings that have similar façade designs OR letting developers decide on an individual basis.

Of the 42 responses to this question, **26 (62%) preferred buildings that have similar façade designs,** whereas 16 (38%) responses preferred buildings that are close to the street.



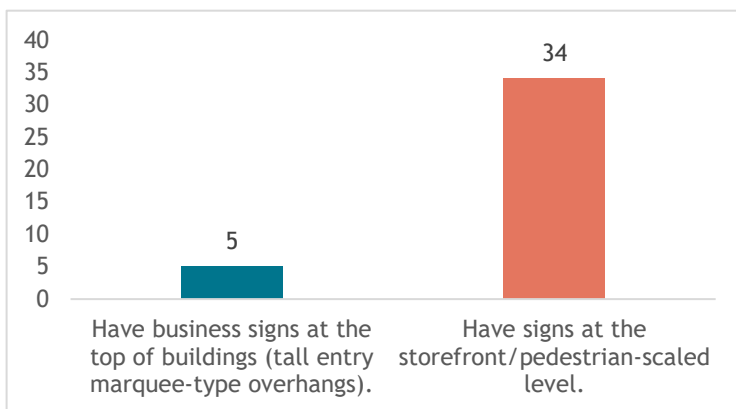
Require weather protection (like awnings or porches) OR letting developers decide on an individual basis.

Of the 43 responses to this question, **29 (67%) preferred that weather protection be required.** Fourteen (33%) responses preferred letting developers decide on an individual basis.



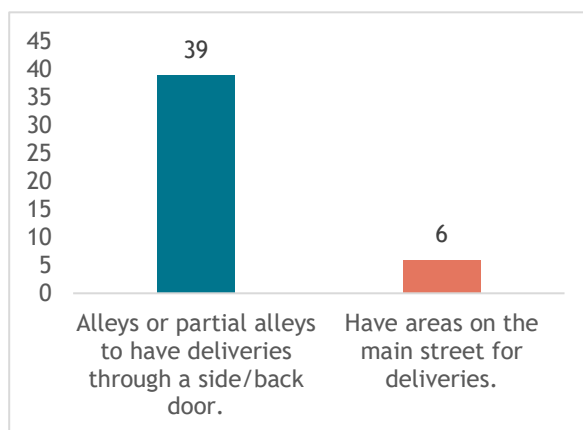
Have business signs at the top of buildings (tall entry marquee-type overhangs) OR have signs at the storefront/pedestrian-scaled level.

Of the 39 responses to this question, **34 (87%) preferred having business signs at the storefront/pedestrian level.** 5 (13%) responses preferred business signs at the top of buildings.



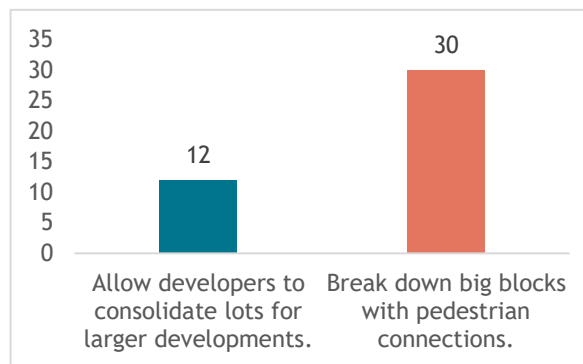
Alleys or partial alleys to have deliveries through a side/back door OR have areas on the main street for deliveries.

Of the 45 responses to this question, **39 (87%) preferred that alleys or partial alley to have deliveries through a side/back door.** 6 (13%) responses preferred having areas on the main street for deliveries.



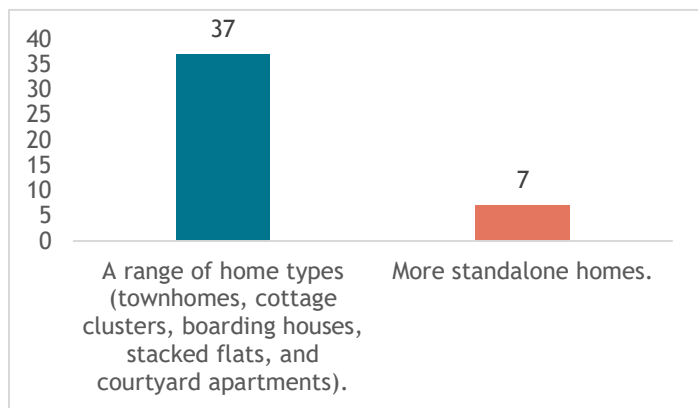
Break down big blocks with pedestrian connections OR allow developers to consolidate lots for larger developments.

Of the 42 responses to this question, **30 (71%) preferred that big blocks be broken down with pedestrian connections.** 12 (29%) responses preferred letting developers consolidate lots for larger developments.



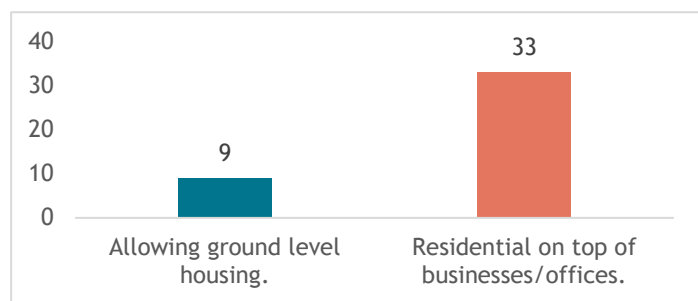
More standalone homes OR a range of home types (townhomes, cottage clusters, boarding houses, stacked flats, and courtyard apartments).

Of the 44 responses to this question, **37 (84%) preferred having a range of home types**. 7 (16%) responses preferred more standalone homes.



Allowing ground level housing OR residential on top of businesses/offices.

Of the 42 responses to this question, **33 (79%) preferred residential homes on top of businesses/offices**. 9 (21%) responses preferred allowing ground level housing.

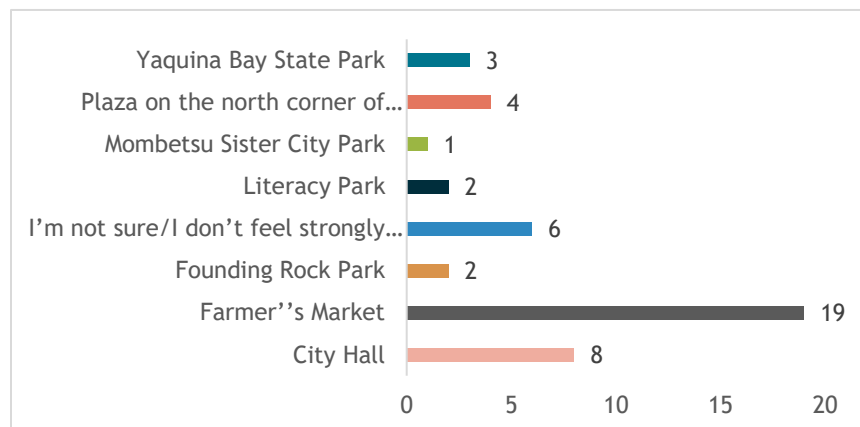


Parks and Open Spaces

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)

The top two existing parks/gathering spaces that respondents felt would benefit most from improvements are the Farmer's Market (42%) and City Hall (18%).

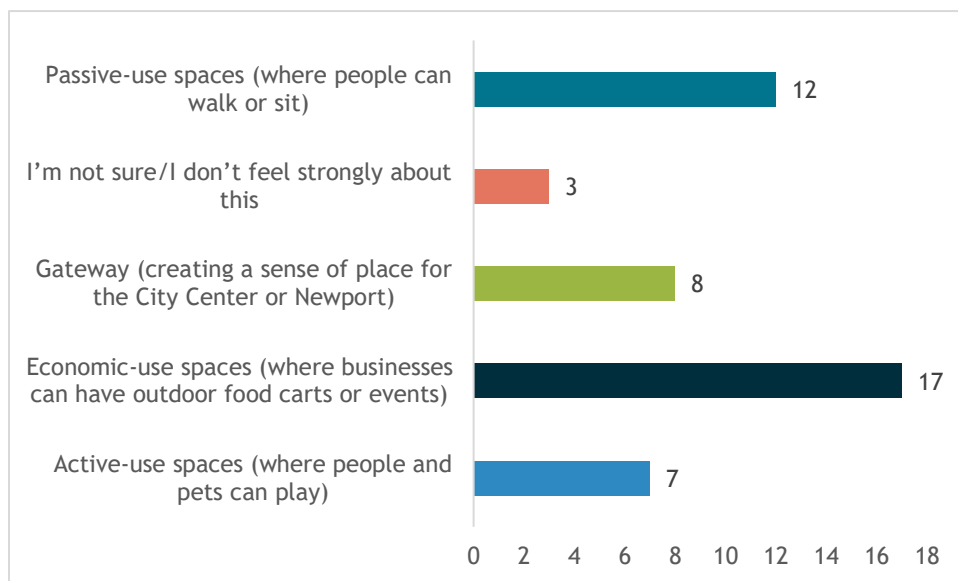
Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces. Overall, participants cited the following as areas of interest: aesthetics (e.g. more landscaping,



maintenance), parking, and bike/pedestrian spaces. As for the top two gathering spaces, participants felt that the Farmer's Market should be permanent and covered, with one participant describing City Hall as an "unloved lawn space."

Which type of new public spaces/features are most important in the City Center? (choose one)

The top three new public spaces/features that respondents felt are most important in the City Center are economic-use spaces (36%), passive-use spaces (26%) and a gateway (17%).



Open-ended Comments

All open-ended comments collected online were in English.

Should US 101 and US 20 feel the same or distinct?

Respondents had the opportunity to elaborate on their answer to this question. Below are their responses.

They should feel the same:

- Biggest issue is the unsafe traffic and pedestrian areas on Hwy 101 and Hwy 20.
- Cohesiveness in design/style of buildings is key. Hodgepodge of different styles/paint colors etc looks disorganized and tacky. Look to Florence for an example of relative cohesiveness.
- I think a cohesive vision is important from a wayfinding perspective. It's less confusing for drivers/pedestrians when it's all planned similar and less "random" looking.
- Spend the money on the housing issue. Having one way streets through downtown would be absurd for the price
- We already have so many cut up areas nine Beach the bayfront 1 oh one it would be nice to have a more cohesive flowing District that felt connected and not disjointed

They should feel different:

- 20 should be a welcome environment for drivers, increase in focus on walking traffic for 101.
- HWY 101 is main street and carries more traffic. It's the north/south corridor and tends to be a drive through for non locals. Hwy 20 has more potential to develop mixed use properties with housing above and behind frontage.
- I can not think of a worse way to spend money in this economy right now. Why the f*** are we worried about this instead of housing or things that the taxpayers could actually use? Y'all are f***** stupid as hell. Also, you should hire someone to proofread these things before being posted so y'all look like you know what you're talking about.
- I only saw one of the two proposed plans presented
- The "Deco District" should a building and development codes to match existing historic building weather they be 1930 Deco (the old "Ark" movie theater on 101) or earlier Victorian (Volta Bakery, Episcopal Church) and Craftsman style. Please no modern styles later than 1940.
- The proposed plan just does the same thing that has not worked here or anywhere. Using false assumptions and forced outcome. Way to expensive for an area that could be bought 1/4 of projected cost.
- To me, 20 represents the mtns and 101 screams ocean. I think the stretch of 20, from the gateway, should ease you out of the mtns and into the beachy-vibe by the time you hit 101. Just my 2 cents.
- What do the orange dashed lines in the Hwy 20 illustration represent? There's nothing in the legend to define them, but they make it look like 20 will split and use 1st street for Hwy 20 traffic. Why??? There are some businesses there, but also houses and that plan looks crazy.
- What happened to the plan to get rid of parking on 101 and dump the couplet plan? Your last survey was totally BIASED to the couplet. You have NOT surveyed the public directly whether they would prefer keeping 101 where it is and getting rid of parking VS couplet. I am appalled at the lack of transparency regarding that specific decision and believe you have pulled a fast one on the citizens of Newport.

I'm not sure/I don't feel strongly either way:

- Bike routes are useless if they are only a few miles long and don't feed anywhere.
- Do not see roundabouts...THANK YOU! The cartoon plan and fonts are difficult to read. Too much bureaucratic language.
- Hard to visualize
- Highways are designed to efficiently move people and products. The project prioritizes economics over transportation efficiency. What evidence is there that demonstrates that

such projects have created economically revitalized city centers? Seems like a large financial gamble/expenditure without a guaranteed benefit.

- I am a current business owner, The Medication Station. I am concerned with Plan 1 that I will lose visibility and accessibility to my business for survival. I would like to be on the local committee for this input. I support Plan 2.
- I love this plan as I understand it. Being the same is advantageous because if they're different, some travelers will only experience one. However, if both are as inviting as it seems the plans so far reflect, hopefully they'll stop, shop and support businesses. I'm sure locals will enjoy this. I'm in my seventies and hope I live long enough and stay healthy enough to experience this great plan!
- I think that both need to feel welcoming (neither do at this point). I think trees are critical (for shade/to keep our city cooler, to soften the surfaces viewed) as are safe cycling/pedestrian lanes so, if that can be accomplished I don't care if they look similar.
- This looks attractive on paper, but you've overlooked the weather conditions we have on the Oregon Coast. Besides 101, we don't get a lot of pedestrian traffic. I think we're wasting valuable ROW space that can be used for additional traffic lanes and on-street parking. Also, the redevelopment areas need to be more specific. What are the plans for those areas?
- I believe you need to consider the local traffic, as well. By creating the one way street on Ninth St., this will create more traffic problems for locals, especially getting to and from the hospital. I'm not sure about the effectiveness of the Highway 20 design. It seems that the development of NE 1st street will take major acquisition of property, as well as construction challenges. I'm not in favor of making this a part of the redevelopment project.
- Two completely different transit avenues with different goals: moderate traffic pattern via US 20, but heavier US 101 traffic, and different physical roadway capabilities
- US 101 looks like it will present an attractive corridor that also helps move traffic efficiently.
- US 20 dead ends in Newport. 101 goes through Newport and seems to carry more traffic and to have more potential for development and a focus on pedestrians and gatherings.

How important are the following as part of City Center streetscape improvements

Respondents were provided with the opportunity to share other improvements they'd like to see, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- A central park the size of a city block is missing from these plans. The city has no park to function as it's "heart" for gatherings and small festivals and events.
- All that needs to be done is to eliminate parking in the deco district area of highway 101
- Any infrastructure related to pedestrian safety and improvements I consider the most important.

- Bike lanes, pedestrian access, free parking
- City center will not thrive if it remains a home base and hangout for the homeless.
- Driveability. Most important. This is a mess.
- Established areas where small groups could gather, sit, talk and/or eat take away food - 3
- Flower baskets on streetlights
- Toledo looks better than Newport
- Forget couplet, remove parking on 101 use that space for a middle turn lane, go to standard stop light, not staggered wait.
- Ground floor boutique businesses with apartments above -- Efficiency to 3-bedroom. More Efficiency-size and one-bedroom apartments than 3-bedroom units.
- I can't think of any at the moment.
- I don't see the intersection of 101/20 being addressed. That intersection really needs a roundabout to keep the traffic flowing or it backs up into the new downtown area.
- I think it's important as far as landscaping that we try to use native Oregon plants, and that if there are areas that the public is responsible for that, they are encouraged to use native plants. also, you might want to include a few covered areas since it rains here maybe with benches or seating areas some of those could be covered in case people are walking and get caught in the rain. They'd have a place to stay a little dryer.
- I would like to see colorful flowers and hanging baskets throughout the downtown area with a reliable watering system to maintain these plants. For example: Toledo or Sweet Home
- I'd like to see less cosmetic shit done by the city. Y'all have no clue what people want anyways. You just want to spend our money.
- Landscaping would be lovely. Level 4 importance.
- More planter boxes and trees. Add murals for art by local artists
- No bikes on highways. In a very rainy area, walking is less important than close parking. And meter parking is the worse idea possible.
- Parking - 4
- Marketing research re. business opportunities - 5
- 9th street impact on existing business/housing - 4
- Parking needs to be available and convenient. Safe access to park from the busy Hwy.
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Pedestrian friendly and safe pathways to get from the bay front to Nye Beach. I'd like to see some pedestrian only streets, and some food truck pods.

- Plants
- Please make room for public restrooms. Businesses (besides restaurants) should not be responsible and we get asked allllll the time.
- Roads need to be repaired as they are hazardous to our lives and cars.
- Safety is top priority for pedestrians and drivers.
- The importance of the different amenities depends entirely on location so there's no blanket priority. Benches on 101 traffic would be noisy.
- To maintain free parking options. As a local I am less likely to go to an area that I have to pay for.
- Trees (level 5), landscaping to make the new areas like a welcoming town instead of an impersonal city (level 5), bioswales to help with runoff. To add to above: streetlights that don't make our night skies diminish.
- Trees and plantings, perhaps hanging baskets
- Trees!!!! You mention adding trees - the city has removed dozens of public trees in the last few years, replacing none - but trees aren't listed here to show level of support. More than benches or trash receptacles or fancy storefronts, Newport needs trees Trees TREES!
- Very Important: More greenery - grassy areas, trees, etc.
- Very Important: Accessible crosswalks
- Way finding and maps.
- Weed control and walkways maintained -5

How important is it to support businesses on these topics?

Respondents were provided with the opportunity to share other topics they deemed important for small business assistance, which the survey didn't account for. They were asked to also include the level of importance of their suggestions, below are the responses received.

- 1. Lower cost barriers to commercial development.
- 2. Focus on appealing business models which will generate foot traffic and activities.
- 3. Pawn, cannabis shops and poor performing businesses should be relocated.
- Equal application of benefits. Certain businesses in Bay Blvd are making a killing off your parking meters while others are suffering. You made an areas where people who own lots get all the advantage. Don't do that here, every single property must be given the same priority.
- Follow Sisters Oregon model: Provide loan to restore existing storefronts on historic buildings to deco or Victorian style. Storefronts that maintain the new storefront for 7 years will have the loan forgiven.
- I think it's important to help small businesses find out how they could apply for their own individual grants to improve their areas.

- If businesses with store fronts remain, they should have to make improvements at their expense.
- Increase beautification and accessibility
- Make sure business owners are involved and not just property owners.
- making provision for parking so that customers are easily able to access businesses
- none
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Parking
- Remove functionally obsolete and deteriorated buildings. Use space for small seasonal retail or farmers type market.
- signage for vehicles and peds parking displacement safety
- Support for small businesses should start with analyzing what makes the ones that have been in business for a long time successful. Like Cyclegrind it has a parking lot off the highway next to it that it shares with a few other businesses. This is what makes it a place that is accessible and comfortable to park near because you don't have to park on highway 10 one the farmers market is successful because they have so much to offer that people want. The Kite store owner says he successful because people can park on the side street. There are other stores that have been in business a long time. What factors do they think are important?
- Teach coastal businesses how to keep their hours and information updated, how to have an online presence, and how to keep that presence up to day. And not just a silly Facebook page. It has amazed me living here how far behind businesses are in customer service and keeping all of their information accessible and up to date. The schools and local governments fail miserably in this too.
- The best small businesses will survive. The new environment will be the test for what small businesses are most desirable.
- This is going to be VERY IMPORTANT, I have paid the City of Newport over \$160,000 in the past 8 years and need to be heard on this plan.
- Trees to shade the sidewalks in front of businesses, to make walking along the street more comfortable in heat or rain.
- Would be cool to see less chain stores

Respondents were also given the opportunity to share any other thoughts or comments they wanted to share with the PMT. Below are their responses:

- (1) I'm not clear how the expense and disruption necessary to reroute northbound 101 a few blocks is justified.
- (2) If it happens, it is imperative that the speed limit leading into and throughout the northbound bypass be 20-25 mph and is enforced.
- 1. Please be transparent with what this project will do to the expect transit time between the two gateway points. This is important as decreased transit time equals more vehicles in an area per unit of time, more vehicle emissions, etc. 2. From the way Highway 101 curves through downtown, it looks more efficient to start the south gateway point onto 9th Street between Bayley and Bay Streets. Why not start there? Is the hospital opposed to the additional traffic near them?
- A driving school, so local teens can learn to drive correctly. The driving of local residents is frightening, and so many rules are unknown to them.
- City Center should have all first floor developments as storefront, with office space, trendy hotels or condos in upper levels
- Exorbitant amount of money for a project that is not even supported by folks who actually live here (Derrick!)
- Get rid of couplet and keep 101 the same without on street parking.
- It is long overdue. The downtown Newport has deteriorated and is an embarrassment right now for a tourist town. Sorry.
- It's as if Newport and this planning can only give tiny nod to the possibility of trees - even though the artist rendition of street improvements include trees in the drawings bc trees add beauty and value. Actual trees added to the city add carbon storage units (one of their bio functions) as well as habitat for many types of beneficial species, cooling and shade in heat, mental health lift (look up MH and trees if you aren't aware of this significant role of trees), and beauty. Trees!
- Looking at your maps were a little confusing but it looks like SW. 2nd St. is maybe gonna be part of the bike path it looks kind of cut up. The only thing that's bad about SW. 2nd St. is where it comes out below the post office that's a big hill on the west side and often cars come zooming down there past Cottage Street in Lee Street and it's very hard if people are in those areas to see up over that hill if anything is coming specially in bad weather.
- Parking seems to be discounted. The side street offer new or better designed parking. If you increase residential uses, parking needs to be better addressed. Also, ADA spaces are lacking. The slope between Hwy 101 and 9th St is steep in places. That is challenging for some pedestrians. Consider more robust pedestrian ways on the least steep portions.
- Please let me know how I can be a part of these decisions. Carla Remington (541) 270-6565. Email: carlare62@gmail.com

- PLEASE NO COUPLET! The residents have been weighing in against couplets since this process started a decade ago. The residents DO NOT WANT A COUPLET. What do we have to do to get this bad solution off the table forever?
- Still believe removing existing street parking on 101, to provide lane width improvement would be cheaper. Also provide incentives to existing business owners to improve their store fronts.
- The CCR Committee has been working hard to fulfill their job and create a vibrant district but citizen engagement is lacking and the so-called pedestrian -bike network is not there.
- Housing as sited as a priority but the type of housing us not defined.
- Newport needs single-family homes and senior house.
- The current administration and State funds will not be available for a large project. You can build retail or housing that will return enough to make it possible to build.
- The current small businesses in the core are poor performing and under capitalized. They need to be replaced with appealing well run entities which pull in day traffic and tourists with good curb appeal. In that sense many businesses may not exist at the end of this process. Also the idea of imbedding low income housing and mixed use commercial zoning will probable stop investment from serious business operators.
- There isn't enough parking
- We need our property taxes cut for seniors, and all cuts as we cannot afford luxuries from the people in Newport. Gas tax and other taxes too high.
- Whatever signage is permitted for businesses, please consider enough to be visible, but not so much it's cluttered looking and no "sandwich" signs on the sidewalk to impede pedestrians.
- While the city does need housing, the Deco District is not the best location. Housing is needed near schools, the colleges, and the hospital; NOT in the business and tourist oriented Deco District. Who wants to live between northbound and southbound 101?

Of the existing parks/gathering spaces near City Center, which would most benefit from improvements? (choose one)

Respondents were provided with the opportunity to share improvements they deemed important for existing parks/gathering spaces, below are the responses received.

- A playground for children, a shelter/yurt for gatherings, and picnic tables need to be repaired.
- Anything that encourages areas for walking (safe, quiet, beautiful).
- Areas for public activities.
- Beautification, landscaping as it's at the north entry/exit of the project and we should be proud and have it look nice. It looks nice now, just needs a little spiffing up. I read recently

that currently proposed landscaping has been scaled back which is good planning, thank you.

- Bike/ped pathway
- Break up of concrete with more greenery.
- Certainly don't remove existing parking lot, but add awnings and power outlets.
- Complete renovation! Poor quality buildings and business environment. Traffic patterns and parking is unsafe for cars and pedestrians.
- Founding Rock Park could become a park. Benches, picnic tables, pedestrian walkways, bushes & trees, water feature/fountain accessible to children so they could play in the water, playground area, grassy area, food carts
- Green Grass and trees. A central park where small community events could be held.
- Homeless population dealt with.
- I don't even think of this as a plaza, it seems like a parking lot so, if it's supposed to feel like something welcoming and comfortable, landscaping, trees, benches, water fountain (for drinking water).
- I think our farmers market really needs to be year-round. We gave up on the winter market because there was nowhere to house it, but it was very successful, and if you move it in an area where tourists would see it too it would provide year-round place for our artisans that rely on this income
- It should be inviting. Storefronts should not be empty. Needs flowers, benches water feature.
- Just do a better job of improving and maintaining existing parks, and keep it clean and free of campers.
- Just do some maintenance. Fix the sidewalks and plant some rhododendrons
- Larger space for vendors
- Look at City Hall, was it built 2 years ago which could explain the lack of trees or mature landscaping? Well no, we all know it's been there decades. But it looks fly-by-night with few shrubs and no trees, just unloved lawn space. Another parched, haphazard-looking space among many in Newport. Why do we have environments that look like we haven't yet recovered from a terrible community-wide fire disaster, but are just limping along with ugly public spaces until basic utilities are restored or something? Or as if someone (not big on imagination) heard a park described but has never actually been to one, and just made up something with some basic components but no sense of beauty or richness of nature. Sorry to be so harsh, but jeez look around!
- Maintenance.
- more parking and pedestrian access without stopping traffic on 101
- Newport needs an update for sure, but we do not need to stress small businesses in order to give it a facelift. Plan 2 seems less invasive to everyone involved.

- Parking
- permanent covered structure
- permanent place for market with coverings and seatings as planned
- Permanent, all weather, location with sufficient parking so people don't park in business lots.
- Put back stop signs that have been removed as they are causing too many accidents.
- Trees
- Your this-or-that choices above do not allow for nuance and creativity
- Also...a city theme suggestion would be great for Newport...think Sisters and Jacksonville and Solvang