

2021 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2021 Application Packet](#) and [2021 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 30, 2021 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Newport

Mailing address

169 SW Coast Hwy, Newport, Oregon 97365

Website

<https://www.newportoregon.gov/>

Contact person name

Derrick Tokos

Contact person title

Community Development Director

Contact phone

(541) 574-0626

Contact email

d.tokos@newportoregon.gov

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone

Email

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title

Newport City Center Revitalization Project

***Project area:** Using either of the two fields below, attach a map of the project area or describe the area your project is located in.*

Option 1: Project area map

City_Center_Project_Boundary.pdf

Option 2: Project area description

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Type of grant

Category 2: Integrated Land Use & Transportation Planning

Summary description of project

Newport's City Center is concentrated along the US 20/101 commercial corridors between the east entrance to the City and the Yaquina Bay Bridge. It is an area where many of the properties are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings. The City established an urban renewal district in 2015 to generate funding to revitalize the area, and has partnered with ODOT on a TSP update to identify how the transportation system can be redefined to catalyze economic development and provide infrastructure needed to support additional density. This project will develop a set of land use policies and regulations, with financial incentives, to support reinvestment in the area in a manner that compliments identified transportation solutions, and promotes mixed use development to create a live-work environment where residents have convenient access to employment and essential services.

Project cost table

TGM funds	Consultant \$140,000.00	Local reimbursement \$0.00	Total TGM funds requested
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requested		\$140,000.00
Local match		Minimum Match (Calculated) \$19,090.91
Match to be provided	Labor, supplies and services during project \$0.00	Payment when Intergovernmental Agreement is signed \$35,000.00

Certifications

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Resolution No. 3927.pdf

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 8 of the 2021 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

The purpose of this project is to develop a set of land use policies and regulations, with financial incentives, to support redevelopment of property in Newport's commercial core areas (i.e. City Center) in a manner that compliments transportation solutions identified in the City's TSP update, and promotes mixed use development to create a live-work environment where residents have convenient access to employment and essential services. The financial incentives component is to include a memo outlining parameters the City can use to launch a building façade improvement grant program to accelerate redevelopment in line with the new policies and regulations.

Newport's commercial core areas extend a couple of blocks to either side of US 101 and US 20, from the bridge north to where the highways intersect, and from that point east to the city limits. While these highways are effective at moving traffic, they have not served the adjoining businesses well. The travel lanes are congested, sidewalks are narrow or non-existent, and there are no dedicated bicycle facilities.

People do not feel safe parking, walking or cycling. Further, there is no overarching sense of the type or form of development that is desired. Land ownership is fragmented with many of the buildings being vacant and in a state of disrepair.

The City established an urban renewal district in 2015 to plan for, and fund, improvements to facilitate the revitalization of these commercial corridors. It has also partnered with ODOT to update its TSP to identify how the streetscape can be redefined to catalyze economic development and provide infrastructure needed to support additional density, and mixed use live-work environments. To that end, a couplet is proposed along US 101, with the existing highway handling south bound traffic, and SW 9th Street taking on northbound traffic. Splitting vehicle traffic between the two streets will allow the number of travel lanes to be reduced, so sidewalks can be widened and parking and bike lanes installed. A pedestrian plaza is also proposed within a right-of-way that intersects the two streets. This will create a more desirable environment for cyclists and walkers, and the additional traffic on SW 9th will improve exposure of the abutting properties, which should make them more attractive for redevelopment.

Along US 20, the emphasis will be on improving the parallel streets to create a local bicycling network, improve pedestrian connections, and supplement on-street parking to support mixed use and multi-family development. These lands are in close proximity to Newport's schools, employment, and essential services.

Considering the above, this project will further TGM program objectives as follows:

1. Provides transportation choices by creating conditions for housing to be introduced into the City's core commercial areas where funding exists to improve the transportation network such that it will offer a variety of mobility options, be it walking, biking, driving, or transit.
2. Creates communities by establishing a set of land use policies, regulations, and financial incentives that will reshape Newport's commercial core areas into a compact, mixed-use live work environment close to areas of employment and services that are accessible to pedestrians, cyclists, and transit users. Lincoln County Transit's principal hub is in this part of the city.
3. Supports economic vitality and growth by facilitating reinvestment in Newport's underdeveloped commercial core areas, creating additional opportunities for employment and synergy between businesses, and introducing housing in close proximity to jobs.
4. Saves public and private costs by encouraging compact development in a portion of the City where services are in place to support it. Newport's commercial core is a well-connected street grid with looped water and wastewater systems that possess ample capacity and redundancy.
5. Promotes environmental stewardship by creating conditions that will encourage reinvestment in existing underperforming urbanized areas, as opposed to greenfields on the City's periphery, reducing greenhouse gas emissions by shortening vehicle trips and establishing an environment where cycling, walking or transit are viable alternatives. Incentivizing housing will create options for workers that commute, reducing emissions.

Newport's commercial core areas do not possess ocean or bay views that demand premium real estate prices. With support infrastructure in place, property tax incentives on the books, and partners like the Housing Authority of Lincoln County in a position to make new investments, there is a real possibility that a meaningful number of new housing units will be available to low income households. This includes persons employed in tourist-oriented jobs, where the underserved latinx segment of our community is overrepresented, and seniors on fixed incomes with mobility issues.

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 10 of the 2021 Application Instructions.

Explain how your proposed project is timely and urgent

Newport's commercial core area is economically distressed, a condition caused in part by a poorly functioning transportation system that does not meet the needs of area businesses and land use plans that provide no clear direction for how the area should develop. It is experiencing active disinvestment, and as businesses depart landlords, no longer receiving an income stream, have no incentive to maintain their properties. The result is an ever-increasing inventory of vacant storefronts and buildings in a state of disrepair. It is both urgent and timely for the City to collaborate with its state agency partners and local stakeholders to take affirmative steps to halt this trend.

These conditions did not happen overnight, nor can they be addressed quickly and easily. The City began formulating a plan in 2012 by completing an Economic Opportunity Analysis that, among other things, recommended an urban renewal district be formed to generate funding to make strategic investments in area properties and the transportation system. An urban renewal feasibility study was performed and the district was ultimately established in 2015. A portion of the initial infusion of urban renewal dollars was used to help fund a TSP update, in partnership with ODOT, with particular emphasis on identifying transportation solutions that will revitalize the commercial core of the City. Those solutions have been identified and vetted, and work will soon start on implementing them. Through all of this, agency and community stakeholders have been engaged and their feedback used to inform key recommendations.

This TGM project will build upon this body of work by (a) developing a set of land use policies, regulations and design guidelines to complement recommended transportation improvements and (b) creating a framework for a City administered building façade improvement program to help land owners accelerate redevelopment of their properties in line with the new rules. It is essential that the project be funded this grant cycle to maintain momentum, and provide land owners a clear sense of possibilities and resources to make change a reality. Transportation solutions, such as the US 101/9th Street couplet, will support a compact built form conducive to creating a vibrant mixed-use live work environment, and this TGM project will produce a road map for how that can be accomplished.

Once the TSP update is complete, with plan adoption slated for the fall, the City will begin to work with ODOT on implementation. It will be several years, possibly even a decade, before a major transportation improvement like the US 101/9th Street couplet will be constructed. The ground work for that though, such as preliminary design and right-of-way acquisition, will start much sooner and recommendations from this TGM project are needed to inform that work so that what is ultimately built complements desired land use

outcomes.

The City has progressed as far as it has because of the efforts of policymakers and community stakeholders that have become project champions. Providing funding in the current grant cycle will allow these individuals to stay engaged so that they can apply the knowledge and expertise they have gained through the TSP update, and prior work, to this project. The same is true for City and agency staff. Maintaining this type of continuity is invaluable and increases the chances that project recommendations will be accepted by the community and implemented.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 11 of the 2021 Application Instructions.

Explain how your proposed project approach supports policy decision

Our desired outcome is a well vetted set of land use policies and regulations, with financial incentives, to promote mixed use development in the City Center, complementing transportation solutions identified in the TSP update and creating opportunities for housing in close proximity to employment and essential services. To that end, City intends to utilize TGM funds to hire a consultant(s) to prepare a refinement plan that will serve as the basis to update its Comprehensive Plan and land use regulations. This plan will be developed through an iterative process, with the consultant working with a Technical Advisory Committee (TAC) consisting of City, DLCD, and ODOT staff, and a Project Advisory Committee (PAC) of community stakeholders and policymakers.

Consultant's initial task will be to conduct a site visit to familiarize themselves with local conditions and meet with a roundtable of key stakeholders to learn about the community's needs and aspirations for the area. This is also an opportunity for the consultant to meet with staff to confirm the project objectives and schedule. Relevant background documents and data will be provided to consultant in advance. Deliverables will include meeting notes summarizing results from the roundtable discussion, and photographs for reference and use in future work product.

Information from the site visit and review of background materials will be used by consultant to map existing and anticipated future conditions and to identify opportunities/constraints that will inform preparation of the policy and code updates. This should include a graphic component to help stakeholders visualize how the commercial areas can be transformed through investments in the streetscape and complimentary redevelopment of adjoining property. The work product will be presented and refined with input from the PAC. Broader public outreach will include workshops, held over a couple of days, where consultant will meet with stakeholder groups and the public at-large to introduce the project, share their observations, and obtain feedback on key assumptions, opportunities/constraints. This will be paired with a virtual open house and online survey in English and Spanish that will run for several weeks. A focus group session will be held with the latinx segment of the community. The City will partner with Centro de Ayuda to coordinate that event, and conduct outreach to this historically underrepresented group. A representative of the latinx community will also be on the PAC. Consultant deliverables will include preparation of meeting notices, agendas, handouts; online survey, and virtual open house content. City will appoint the PAC members; inform stakeholders of public engagement opportunities; host the virtual open houses; advertise events (email, social media, press releases, mailings, etc.); and prepare meeting summaries.

Consultant will take the feedback and develop a draft policy and regulatory framework to achieve desired outcomes. This will be paired with graphics and a preference survey where there are policy or design options. A conceptual framework for the building façade improvement grant program will be presented at this time as well. Work product will be vetted with the PAC, and outreach and deliverables will be in line with the initial round of community engagement.

Following this second round of outreach, consultant will refine the policy and code concepts into a draft refinement plan for review by the PAC, Planning Commission, and City Council. This will include a final set of recommendations for how the City can structure the building façade improvement grant program. Consultant deliverables will include a handout summarizing key changes in English and Spanish. Materials will be posted on the project website, and a notice and opportunity to comment will be provided to stakeholders. The notice will include a time and date for a walk-in open house for Q&A with the consultant and staff. Feedback and staff/consultant responses will be presented to the PAC along with a final draft of the report. Reduction of greenhouse gas emissions will be addressed as policies in support of the recommended code changes. Once the report is finalized, the Council will initiate the legislative amendment process. City staff will prepare the necessary ordinance with consultant playing a support role, and attending hearings as needed.

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 13 of the 2021 Application Instructions.

Upload letters of support from stakeholders here

Chamber of Commerce.pdf

Housing Authority.pdf

Centro de Ayuda.pdf

Lincoln County School District.pdf

JC Market.pdf

Bier One Support Letter.pdf

Bike_Pedestrian Support Letter.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2021 Application Instructions.

Explain how proposed project sponsor is ready and capable

This TGM project will be managed by Derrick Tokos, AICP, the City's Community Development Director. Mr. Tokos has over 25 years of planning experience, with the last 11 being in his current position. He has managed and successfully completed many projects with a similar scope of work and palette of deliverables, including a 2011 Housing Needs Assessment (DLCD TA Grant), 2012 Economic Opportunity Analysis (DLCD TA Grant), 2012 South Beach TSP Update, 2014 Student Housing Study (DLCD TA), 2014 LID Implementation Plan (TGM Grant), 2015 Nye Beach Design Guideline Update, 2015 Northside

Urban Renewal Plan, 2016 Newport Vision 2040, 2017 SDC Methodology Update, 2017 Park System Master Plan, and 2018 Parking Management Plan. Mr. Tokos possesses unique insights and institutional knowledge that will assist consultants in efficiently and effectively carrying out tasks, and he has developed strong working relationships with stakeholders that will need to be engaged as part of the project.

City staff evaluates its capacity to support projects of this nature each budget cycle, and coordinates with the City Manager and Council to ensure there are adequate resources to support policymaker priorities. Securing this grant and initiating the project in FY 21/22 is a Council priority. The current TSP update is winding down, with plan adoption slated for the fall. This will free up Mr. Tokos and other staff to support the TGM project as it ramps up in early 2022. Additional city staff with capacity to assist include an administrative assistant to support outreach, arrange meeting logistics, and prepare minutes; an associate planner who serves as the City's bike/ped coordinator to support outreach and assist with technical reviews; and the City Engineer and City Manager, both of whom will serve on the TAC to provide technical and policy guidance. A vacant permit tech position will be filled by the end of 2021, and a portion of that individual's time will be available as well.

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
2C-14	Local Improvement District Implementation Plan	Complete

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Today's date
7/30/2021

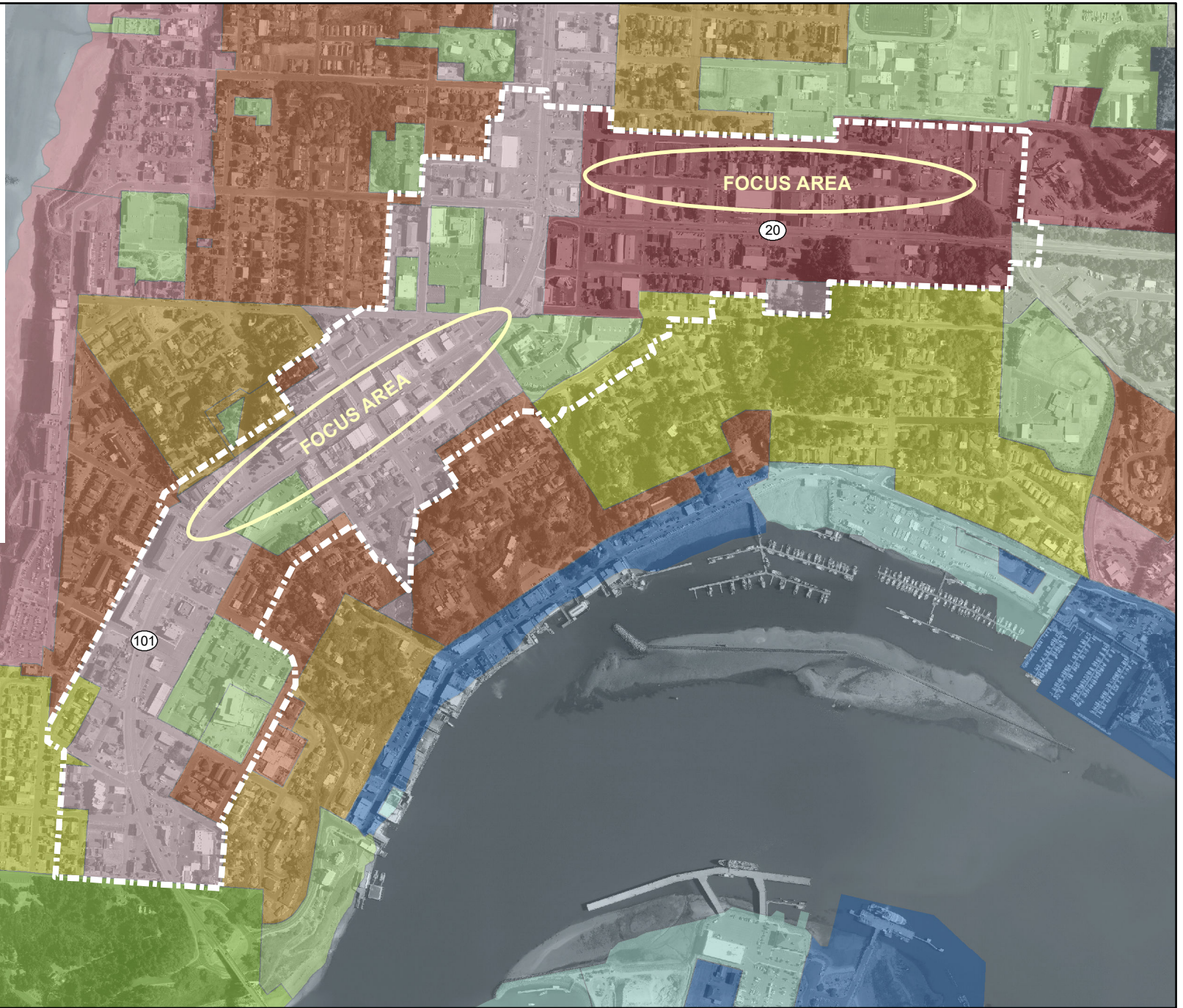
If you encounter any issues with the submittal process, please contact:

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.state.or.us

Legend

Zoning

- C-1 Retail and Service
- C-2 Tourist
- C-3 Heavy
- I-1 Light
- I-2 Medium
- I-3 Heavy
- P-1 Public Structures
- P-2 Public Parks
- P-3 Public Open Space
- R-1 Low Density Single-Family
- R-2 Medium Density Single-Family
- R-3 Medium Density Multi-Family
- R-4 High Density Multi-Family
- W-1 Water Dependent
- W-2 Water Related



City of Newport
Community Development Department
 169 SW Coast Highway
 Newport, OR 97365
 Phone: 1.541.574.0629
 Fax: 1.541.574.0644

Newport City Center Revitalization Project (Boundary in White)

Image Taken July 2018
 4-inch, 4-band Digital Orthophotos
 Quantum Spatial, Inc. Corvallis, OR

This map is for informational use only and has not been prepared for, nor is it suitable for legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for its compilation or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

0 400 800 1,600 Feet



CITY OF NEWPORT

RESOLUTION NO. 3927

**A RESOLUTION IN SUPPORT OF A TRANSPORTATION
AND GROWTH MANAGEMENT GRANT APPLICATION
TO FURTHER THE CITY'S EFFORTS TO REVITALIZE
NEWPORT'S CITY CENTER AREA**

WHEREAS, Newport's commercial areas along US 101 and US 20, particularly between the Yaquina Bay Bridge and US 101/US 20 intersection, are underutilized with vacant storefronts and aging, poorly maintained buildings; and

WHEREAS, the City established an urban renewal district over the affected areas in 2015 to plan for, and fund, improvements to attract new investments and facilitate the revitalization of these commercial corridors; and

WHEREAS, as an initial investment the City, through its Urban Renewal Agency, partnered with the Oregon Department of Transportation to update its Transportation System Plan (TSP) to identify how the streetscape can be redefined to catalyze economic development and provide infrastructure needed to support additional density, and mixed use live-work environments; and

WHEREAS, the TSP update is winding down with key transportation improvements for these commercial areas being tentatively identified and prioritized; and

WHEREAS, it is now timely for the City to turn its attention to (a) developing a set of land use regulations and design standards for private property to guide development in a manner that complements recommended transportation improvements, and (b) creating a building façade improvement program to help property owners accelerate redevelopment in line with the new rules; and

WHEREAS, to successfully revitalize these commercial corridors the City needs to reserve most of its limited urban renewal funds for implementation and; therefore, desires to partner with the Oregon Department of Transportation and the Department of Land Conservation and Development, by and through a jointly administered Transportation and Growth Management (TGM) Program, to secure a grant to hire a consultant(s) with the requisite expertise to assist with developing the land use regulations, design standards, and framework for a building façade improvement program; and

WHEREAS, The City of Newport has budgeted sufficient funds and is prepared to dedicate staff resources, as needed, to fulfill its obligations related to this grant request should the TGM Program award the grant.

Based upon these findings:

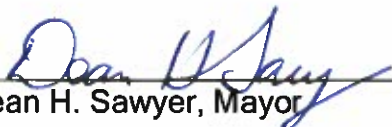
THE CITY OF NEWPORT RESOLVES AS FOLLOWS:

Section 1. The Community Development Director of the City of Newport is authorized to apply for a grant from the State of Oregon Transportation and Growth Management Program to secure funding to develop the land use regulations, design standards, and framework for a building façade improvement program as specified above; and

Section 2. The effective date of this resolution is July 19, 2021.


Adopted by the Newport City Council on July 19, 2021.

CITY OF NEWPORT



Dean H. Sawyer, Mayor

ATTEST:



Margaret M. Hawker, City Recorder



GREATER NEWPORT CHAMBER OF COMMERCE

555 SW Coast Highway • Newport, Oregon 97365
(541) 265-8801 • Fax: (541) 265-5589 • 1-800-262-7844
www.newportchamber.org

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

To Whom it May Concern,

Please accept this letter as confirmation of the Greater Newport Chamber of Commerce's support of the City of Newport's effort to secure funding to develop a plan to help revitalize commercial areas in the central part of the city. The Chamber supports more than 500 local businesses, organizations, and individuals, several of which are located in and around this commercial core area. This is where our offices are located as well.

For many years now, businesses along US 101 and US 20 in this portion of the city have struggled, and many of the storefronts are now vacant with aging buildings that are in a state of disrepair. It is an area that is ripe for redevelopment, and the City can be a key player in making that happen.

The Chamber and City of Newport have had a long and collaborative working relationship. I am a member of the City's Transportation System Plan Project Advisory Committee, and am hopeful that the planned improvements coming out of that process, such as a US 101/9th Street couplet, can help kick start reinvestment.

We understand that the City intends to use the grant funds to (a) develop a set of land use regulations and design standards for private property to guide development in a manner that complements recommended transportation improvements, and (b) create a building façade improvement program to help land owners accelerate redevelopment of their property in line with the new rules. This is a logical next step, that will give those invested in the area a clear idea of what the long-term plans are so that they can make sound decisions on how best to grow and develop their businesses.

Lack of affordable housing is a challenge in Newport, making it difficult for businesses to recruit talent. There is capacity in this commercial core area of the city for mixed use development, to create a live-work environment where residents would have convenient access to employment and essential services. It is our understanding that this planning effort will identify steps the City can take to incentivize this type of development. If this is done thoughtfully, it could really reinvigorate the area while also providing much needed housing that would benefit the community as a whole.

Thank you for your careful consideration of the City of Newport's grant application, and the Chamber looks forward to continuing its work with the City to identify and implement solutions that will benefit area businesses.

Sincerely,


Judy Kuhl, Executive Director
Greater Newport Chamber of Commerce



HOUSING AUTHORITY OF LINCOLN COUNTY

**P.O. BOX 1470
1039 N. W. NYE STREET
NEWPORT, OR 97365
541/265-5326**

July 26, 2021

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

To Whom it May Concern,

On behalf of the Housing Authority of Lincoln County, I would like to convey our support for the City's effort to secure grant funds to develop a plan to facilitate revitalization of Newport's commercial core areas. Businesses in the area are struggling, and many of the storefronts are vacant with buildings that are in a state of disrepair.

We understand that the City intends to use the grant funds to (a) develop a set of land use regulations and design standards for private property to guide development in a manner that complements recommended transportation improvements, and (b) create a building façade improvement program to help land owners accelerate redevelopment of their property in line with the new rules.

The Housing Authority is actively exploring opportunities for how and where it can invest our resources to grow our portfolio of affordable rental housing units. There is an overwhelming demand for such units in the community and the city center area is an untapped resource that could meet that need. This could come in the form of additional allowances for multi-family housing projects or mixed-use development, where residents would have convenient access to employment, essential services and transit. A building façade improvement program and other strategic investments that an Urban renewal Agency can undertake can be the difference maker on whether or not an entity such as our own can move forward with a project. We appreciate the City's initiative in pursuing this grant and welcome the opportunity to work with them to identify how this part of our community can be reinvigorated.

Thank you for your time and consideration.

Sincerely,

HOUSING AUTHORITY OF LINCOLN COUNTY

Kathy Kowtko
Executive Director



CENTRO DE AYUDA

410 SW 9th Street
P.O. Box 2201
Newport, OR 97365



Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

To Whom it May Concern,

On behalf of Centro de Ayuda, I would like to express our support for the City's effort to secure grant funds to develop a plan to facilitate revitalization of Newport's city center. This is where our office is located, and we see firsthand how businesses in the area are struggling, and many of the storefronts are vacant with buildings that are in a state of disrepair.

As a not-profit educational organization, whose primary purpose is to serve as a center for cultural awareness and to facilitate community interaction, we have been happy to help the City engage with, and solicit input from, our Latinx members on the types of transportation improvements they would like to see implemented. We understand that the City is pursuing this grant to build upon that effort by (a) developing a set of land use regulations and design standards for private property to guide development in a manner that complement recommended transportation improvements, and (b) creating a building façade improvement program to help land owners and their tenants redevelop in line with the new rules. This is a logical next step, that will give those invested in the area, including constituents we serve, a clear idea of what the long-term plans are so that they can make sound decisions.

Lack of affordable housing is a challenge in Newport, and many that we serve struggle to find accommodations that meet their needs. There is capacity in this commercial core area of the city for mixed use development, to create a live-work environment where residents would have convenient access to employment and essential services. It is our understanding that this planning effort will identify steps the City can take to incentivize this type of development. If this is done thoughtfully, it could really reinvigorate the area while also providing much needed housing that would benefit the community as a whole.

Thank you for your time and consideration.

Sincerely,



Debra Jones, President
Centro de Ayuda



LINCOLN COUNTY SCHOOL DISTRICT

Dr. Karen Gray
Superintendent

District Office
PO Box 1110, Newport, OR 97365
T 541-265-9211 | F 541-574-0511

Teaching & Learning Center
1212 NE Fogarty Street, Newport, OR 97365
T 541-265-9211 | F 541-265-3059
www.lincoln.k12.or.us

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

To Whom It May Concern,

Please accept this letter as confirmation of the Lincoln County School District's enthusiastic endorsement of the City's effort to secure funding to develop a plan to facilitate the revitalization of Newport's commercial core areas. The District owns property along US 101 in what is commonly referred to as the "city center," and our staff observes firsthand how businesses are struggling, with many of the storefronts being vacant and buildings in a state of disrepair.

As an affected taxing entity, the Lincoln County School District actively consulted with the City when it developed the urban renewal plan for the area in 2015 to generate funding to identify and implement a package of transportation improvements to improve traffic flow and safety, and redefine the streetscape to catalyze redevelopment. District staff has participated in the City's Transportation System Plan update and is optimistic that the planned improvements coming out of that process, such as a US 101/9th Street couplet, can help kick start reinvestment in the area.

We understand that the City intends to use the grant funds to (a) develop a set of land use regulations and design standards for private property to guide development in a manner that complements recommended transportation improvements, and (b) create a building façade improvement program to help land owners accelerate redevelopment of their property in line with the new rules. This is a logical and reasonable next step that will provide property owners a clear sense of possibilities and resources to make change a reality.

Lack of affordable housing is a significant challenge for staff and students within the District. There is capacity in city center for mixed use development, to create a live-work environment where residents would have convenient access to essential services and transit. It is our understanding that this planning effort will identify steps the City can take to incentivize this type of development, and we wholeheartedly support efforts like that, which could lead to an increased supply of housing in the Newport.

Thank you for your time and consideration.

Sincerely,

Dr. Karen Gray
Superintendent
Lincoln County School District

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

To Whom it May Concern,


As the owners of JC Market Thriftway in Newport, we would like to convey our support for the City of Newport's effort to secure funding to develop a plan to help revitalize commercial areas in the central part of the city. Being at the northwest corner of the US 101/20 intersection, we have observed firsthand how a transportation system that is overtaxed creates challenges for the businesses that rely upon it. Many of the storefronts south along US 101 are now vacant with aging buildings that are in a state of disrepair. It is an area that is sorely in need of reinvestment, and the City can help set the stage for that to happen.

We appreciate the City's efforts to create an urban renewal district to generate funding for future street improvements, and have participated in the Transportation System Plan (TSP) update that is identifying a package of planned improvements to improve traffic flow and safety, and redefine the streetscape to catalyze redevelopment. It is our understanding that the City intends to use the grant funds to (a) develop a set of land use regulations and design standards for private property to guide development in a manner that complements recommended transportation improvements, and (b) create a building façade improvement program to help land owners accelerate redevelopment of their property in line with the new rules. This is a logical and reasonable next step, that will provide property owners a clear sense of possibilities and resources to make change a reality.

Lack of affordable housing is a challenge in Newport, making it difficult for businesses to recruit talent. There is capacity in this commercial core area of the city for mixed use development, to create a live-work environment where residents would have convenient access to employment and essential services. It is our understanding that this planning effort will identify steps the City can take to incentivize this type of development. If this is done thoughtfully, it could really reinvigorate the area while also providing much needed housing that would benefit the community as a whole.

Thank you for your time and consideration.

Sincerely,


Diane Vickers-Mattson
Lyle Mattson and Diane Vickers Mattson
Manager and Owners
JC Market Newport

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

To Whom it May Concern,

As the owners of Bier One in Newport, we would like to express our support for the City of Newport's effort to secure funding to develop a plan to help revitalize commercial areas in the central part of the city. As a small business, we know firsthand how challenging it is to successfully operate in this part of town. Our previous location, along US 101, is now a string of vacant storefronts. While the highway is effective at moving traffic, it doesn't serve businesses well. It is too congested and people don't feel safe parking or walking.

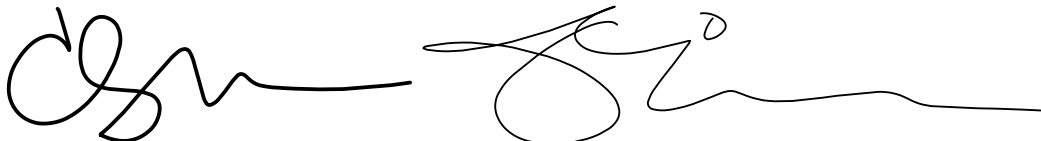
Recently, we moved our business to a location along SW 9th Street, which parallels the highway, and are renovating the property. One of the transportation projects the City is exploring is to change US 101 into a couplet with northbound traffic being diverted onto 9th Street. This would pass in front of our business, providing valuable exposure and the wider sidewalks, bike facilities, and parking would greatly benefit our customers.

Identifying a street improvement project won't by itself, make things better. We understand that the City will use these grant funds to build upon the transportation plans it is developing to (a) develop a set of land use regulations and design standards for private property to guide development in a manner that complements recommended transportation improvements, and (b) create a building façade improvement program to help land owners accelerate redevelopment of their property in line with the new rules. This is a logical and reasonable next step, that will provide property owners a clear sense of possibilities and resources to make change a reality.

Lack of affordable housing is a challenge in Newport, making it difficult for businesses to recruit talent. There is capacity in this commercial core area of the city for mixed use development, to create a live-work environment where residents would have convenient access to employment and essential services. It is our understanding that this planning effort will identify steps the City can take to incentivize this type of development. If this is done thoughtfully, it could really reinvigorate the area while also providing much needed housing that would benefit the community as a whole.

Thank you for your time and consideration.

Sincerely,

Two handwritten signatures in black ink. The first signature on the left is more compact and stylized, while the second signature on the right is more elongated and fluid.

Luke & Chris Simonsen, owners
Bier One Brewing

City of Newport
169 SW Coast Highway
Newport, OR 97365

Coast Guard City USA



www.newportoregon.gov
541-574-0603

Sister City Mombetsu, Japan

Bicycle and Pedestrian Advisory Committee

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE, Salem, OR 97301

July 28, 2021

On behalf of the Newport Bicycle and Pedestrian Advisory Committee I would like to convey our support for the City's effort to secure grant funds to develop a plan to facilitate the revitalization of Newport's commercial core areas. The transportation network in this area is fragmented, and focused too heavily on moving freight and passenger vehicles through the community, to the detriment of those that would walk or bike to area services and businesses. Not surprisingly, businesses in the commercial core are struggling and many of the storefronts are vacant with buildings that are in a state of disrepair.

We understand that the City intends to use the grant funds to (a) develop a set of land use regulations and design standards for private property to guide development in a manner that complements recommended transportation improvements, and (b) create a building façade improvement program to help land owners accelerate redevelopment of their property in line with the new rules. This is timely and important work that will follow on the heels of a Transportation System Plan update that has identified potential solutions to the transportation problems that plague the area, such as converting a portion of US 101 to a couplet so that wider sidewalks and dedicated bike facilities can be constructed.

The Bicycle and Pedestrian Committee has been, and will continue to be, actively engaged in the Transportation System Plan update as that process winds down, and in the implementation of that plan in the coming years. Our expectation is that our work will ultimately lead to a reshaped transportation system and streetscapes that better meet the needs of walkers and cyclists. This cannot be achieved if investments are limited to public spaces and City rights-of-way. Thoughtful consideration must be given to how land use regulations and design standards that apply to adjoining private properties can be reshaped to incentivize redevelopment that complements the improved transportation system. This could include additional allowances for multi-family housing or mixed-use development along commercial corridors, where residents can conveniently and safely walk or cycle to places of employment, or essential services. Any incentives the City can provide to accelerate new investment would also be welcome.

Thank you for your careful consideration of the City of Newport's grant application. We in the Bicycle and Pedestrian Committee look forward to continuing our work to improve walking and cycling opportunities in the City's commercial core areas.

Sincerely,

A large, stylized handwritten signature in black ink, which appears to be "Michael Rioux".

Michael Rioux, Chair
Newport Bicycle and Pedestrian Advisory Committee

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.