



PARKING ADVISORY COMMITTEE AGENDA

Wednesday, August 16, 2023 - 6:00 PM

City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

All public meetings of the City of Newport will be held in the City Council Chambers of the Newport City Hall, 169 SW Coast Highway, Newport. The meeting location is accessible to persons with disabilities. A request for an interpreter, or for other accommodations, should be made at least 48 hours in advance of the meeting to Erik Glover, City Recorder at 541.574.0613, or e.glover@newportoregon.gov.

All meetings are live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190. Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. Public comment must be received four hours prior to a scheduled meeting. For example, if a meeting is to be held at 3:00 P.M., the deadline to submit written comment is 11:00 A.M. If a meeting is scheduled to occur before noon, the written comment must be submitted by 5:00 P.M. the previous day. To provide virtual public comment during a city meeting, a request must be made to the meeting staff at least 24 hours prior to the start of the meeting. This provision applies only to public comment and presenters outside the area and/or unable to physically attend an in person meeting.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. WELCOME AND INTRODUCTIONS

1.1 Memorandum.

[Staff Memorandum](#)

2. ROLL CALL

3. APPROVAL OF MINUTES

- 3.1 August 3, 2023 Parking Advisory Committee Meeting.
[Draft Parking Advisory Comm Mtg Minutes 08-03-2023](#)

4. DISCUSSION ITEMS

- 4.1 Review Updated Draft of NMC Chapter 14.14 Amendments to Special Parking Area Requirements.
- 4.2 Bids for Sign Pole/Base Installations and Pay Station Foundations (Includes Budget Update).
- 4.3 Updated Parking Management Solution FAQ and Outreach Schedule.
- 4.4 Meet and Greet with the City's new Parking Enforcement Officer.

5. PUBLIC COMMENT

This is an opportunity for members of the audience to bring to the Work Group's attention any item not listed on the agenda. Comments will be limited to three (3) minutes per person with a maximum of 15 minutes for all items. Speakers may not yield their time to others.

6. ADJOURNMENT


HANDOUTS

Meeting Materials:

[Draft Amendments to NMC Chapter 14.14, Parking and Loading Requirements](#)
[Special Parking Area Map](#)
[Email from Robert Emond, dated 8.7.23](#)
[Bid Tabulation - Bayfront Parking Bid Tabulation for Sign Pole/Base Installations and Pay Station Foundations](#)
[Council Staff Report for Parking Lot Refurbishment](#)

Bayfront Parking Management Solution FAQ ver. 2
Project Implementation Schedule ver. 2

Memorandum

To: Parking Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: August 11, 2023
Re: Topics for August 16th Parking Advisory Committee Meeting

Enclosed is an updated set of draft amendments to NMC Chapter 14.14, Parking and Loading Requirements, that respond to Parking Study Comprehensive Plan Implementation Measure 3.2.3, which reads as follows:

“Implementation Measure 3.2.3: Reduce or eliminate minimum off-street parking requirements for new development or redevelopment in metered and meter/permit zones.”

Most of the proposed changes are to NMC Section 14.14.100, Special Area Parking Requirements, which apply to Nye Beach, City Center, and the Bayfront (map attached). Language under NMC 14.14.110(B) is now a blended version of options B.2 and B.3 that were presented at your May 17th meeting. The language has been tightened up as well, so that it is clear that the reductions to off-street parking requirements will not apply to Nye Beach or City Center because metering or meter/permit zones are not proposed for those areas. This partially addresses comments by Robert Emond (email enclosed). This version of the amendments is being reviewed by the Planning Commission on Monday, and if they initiate the legislative amendment process then an initial public hearing on the changes would be held on September 25, 2023. The objective is to time the changes so that they go into effect shortly after the meter/permit program is rolled out.

Also included with the meeting materials are the bids we received for the sign pole installations in developed areas (about half of the total) and the foundations for the pay stations. It will be presented to the City Council for approval on August 21st. Plans for this work were in your August 3rd meeting packet. Our Public Works Department will do the sign installs in undeveloped areas. The Council authorized us to move forward with the scaled down package of parking lot improvements when they met on August 7th. A copy of the Council staff report with a description of the work is enclosed.

Our original project budget was \$640,000, with \$415,000 coming from the Parking Fund and \$225,000 from an interfund loan (to be paid back with meter proceeds). With this sign and pay station foundation bid package being the last significant project component it appears that our costs will be close to the original budgeted amount. Here is how it breaks down:

T2 Systems Inc., Contract Expenses	
(Pay Stations, LPR Equipment, E-Permitting, Mobile Pay, etc.)	\$175,664.95
Bay Blvd Public Parking Lot Refurbishment	\$248,314.75
Sign Post/Base Install and Pay Station Foundations	\$179,500.00
New Sign Posts	\$21,905.03
Production of 100 Regulatory Signs	\$4,200.00
Total:	\$629,584.83

I updated the Bayfront Parking Management Solution FAQ and map to address the feedback from your last meeting. I have also updated the implementation schedule to show the dates that have been firmed up for outreach with stakeholders. I'll try to pull together the Commercial Fishing FAQ for the meeting so you will have a chance to look at that draft as well.

The last item on the agenda will be a meet and greet with the City's new Parking Enforcement Officer.

See you on Wednesday!

Attachments

Draft Amendments to NMC Chapter 14.14, Parking and Loading Requirements

Special Parking Area Map

Email from Robert Emond, dated 8.7.23

Bid Tabulation for Sign Pole/Base Installations and Pay Station Foundations

Council Staff Report for Parking Lot Refurbishment

Bayfront Parking Management Solution FAQ ver. 2

Project Implementation Schedule ver. 2

Draft MINUTES
Parking Advisory Committee
Meeting #13
Newport City Hall Council Chambers
August 3, 2023

Committee Members Present: Gary Ripka (*by video*), Doretta Smith (*by video*), Bill Branigan (*by video*), Janell Goplen (*by video*), Aracelly Guevara, Aaron Bretz, and Robert Emond.

Committee Members Absent: Jan Kaplan (*excused*).

City Staff Present: Community Development Director, Derrick Tokos; and Executive Assistant, Sherri Marineau.

Public Present: City Councilor, Dietmar Goebel.

1. **Call to Order & Roll Call.** Meeting started at 6:00 p.m.
2. **Approval of Minutes.**

Bill Branigan submitted minor corrections to the minutes.

MOTION was made by Robert Emond, seconded by Doretta Smith, to approve the June 21, 2023 Parking Advisory Committee meeting minutes with minor corrections. The motion carried unanimously in a voice vote.

3. **Review and discuss stakeholder outreach opportunities for Bayfront Parking Management Rollout.** Tokos reviewed the frequently asked questions (FAQ) document that was shared with the Committee at the meeting. He asked for thoughts on the map and the questions. Emond suggested they bring up the idea that some of the money was going toward maintenance of the parking lots and the streets.

Branigan entered the meeting at 6:12 p.m.

Goplen noted the comment that said that the four hour time limit was ineffective had a lot to do with there not being a fulltime parking enforcement officer. She questioned if something should be said about this. Tokos noted they had a parking enforcement officer during the study. He questioned if they should remove the sentence. The Committee was in general agreement to remove it.

Tokos pointed out they would need to do something different for the commercial fishing folks because they would be offering them a certain number of codes that could be provided to fishermen working on different vessels. Bretz thought they needed to be clear on what parking areas this applied to because the group tended to put everything together instead of recognizing there were Port lots and City parking spaces. He thought they should emphasize this point on the applications.

Smith asked what would happen to people who parked and wanted to buy fish. She questioned if they would have to park for a fee. Tokos confirmed that if they parked during the time the meters were in operation, they would need to pay. Bretz pointed out they should refer them to the loading zone requirements. Tokos reported they agreed that the loading zones on the west side would be 60 minutes. Smith thought they should make it user friendly so people knew they had 30 minutes to buy fish without having to pay the meter. Bretz thought the key to this was effective enforcement. Tokos would

pass this along to Chief Malloy. Bretz thought they needed to stay on top of this because it could be a problem.

Branigan asked if the fishing fleet would come into conflict with the people buying fish. Tokos didn't think so because it would be different users utilizing a space. Branigan thought when fishermen saw cars that were from out of state, they would know they weren't fellow fishermen. He expressed concerns that this would be a conflict with the fishermen. Smith didn't think it would be because fishermen were down there early before the public went to buy fish. Branigan pointed out he had been on the boardwalk and saw fishermen walking on it with gear. Bretz reported that currently at Port Dock 3 they had the extended loading zone to give more room for the Chelsea Rose customers. They were aware of people who were using the dock for purposes of going down to purchase fish, and they weren't concerned about it. The fishermen were more concerned about people parking illegally for multiple hours, that were eating up the spots for purposes that weren't for dock use. Bretz clarified that gear was typically loaded at the hoist dock, except for others who loaded manually. They also accessed Port Dock 7 via Port property, not the street. Bretz thought there would be some conflicts, but it would be an acceptable degree of conflict. Tokos thought it could be addressed by an acceptable amount of enforcement.

Smith reported there was a rumor that locals could pay for parking through Amazon, and thought validation needed to be included in the FAQ document. Tokos thought they didn't have the details of the validation program entirely fleshed out yet, and thought it would be more so a part of the phase two implementation. Goplen noted the last sentence stated that the pay stations would have a coupon code functionality. She read that as the coupon code functionality referred to validation. Smith pointed out that people who lived in larger cities were used to this being validation, not coupon codes. Goplen questioned if they should use the word validation because they weren't offering it yet. Smith thought they should say at the community outreach that this might be something they would do in the future so they weren't committing to it. It would give locals hope that they weren't going to have to pay when they were shopping local. Goplen suggested they say coupon code and/or validation functionality.

Goplen thought it was important to include where the money was going. Bretz agreed and thought if they got out in front of this, they would keep people from making their own assumptions. Tokos would add it.

Branigan asked how the coupon code would work, and wondered if someone who parked would have to pay when they parked instead of going in for a purchase to get a code. He wasn't sure how the validation would work if they had to pay first, because if they didn't pay first, they risked getting a ticket before they got the validation. Branigan thought they needed to think about how people would utilize the validation. Tokos said they would figure this out when they got to the point of setting it up. Goplen understood that when someone initially put money in the app to pay for their spot, at the end of your parking you would check out. If they had a validation code they would have an option to enter it in at that time and it wouldn't charge the credit card. Tokos agreed that this was how it was set up. Smith questioned what would happen for the people who paid cash. Goplen didn't think the machines would give cash refunds. Tokos reported that the outreach would emphasize that they had the functionality to do coupons in a number of ways, and that this would be explored. The purpose wasn't to exempt locals or others from these requirements. The purpose was to get better turnover. The people who would be using the parking would be locals and visitors and they would both be paying. Smith didn't think that visitors would read the FAQ. They would be reading the pay stations, not the functionality of it. Smith cautioned that people would be going into this thinking the city had validation available. Tokos would work in some tactful language for validation. Goplen reminded that businesses would be communicating how the validation worked when it came about. Tokos said they were setting

up the basic structure with T2 Systems and they could swing back to add additional elements. Goplen requested the FAQ be emailed to the Committee.

Ripka joined the meeting at 6:25 p.m.

Ripka reported that what he had been hearing from the commercial fishing community was that everyone wanted to know what was going on, and there was a lot of negativity going around. There wasn't a lot of information for them to digest and why they were so negative. Ripka reminded that they saw a lot of the negativity during the first round of the Parking Study, but after the city sat down and talked to them they were able to win people over. They needed to start over to put as many rumors to rest, and educate people again. Tokos said they would begin the implementation in October and have outreach at the end of August into September. Ripka thought that was a good time for the fleet because things were slowing down for them. He noted the Port Commissioners were also asking what was going on. Bretz reported he had heard some skepticism that the meters were never going to happen. Most of the comments from people were about how they used to have a place to park and didn't have to pay, and now they would have meters and there wouldn't be anywhere to park. Bretz thought the answer to this was there were places to park, and they needed to make a choice on whether it was worth it to get a permit to park. The goal of this was to create more parking, and they couldn't do this for free. The idea was that they were creating more parking availability. Ripka reported he had a conversation with fishermen about if they were losing out. He noted that when they walked people through the information, they would gain a majority of the group. This was a topic on people's minds, and there was a lot of misinformation about what was coming. Tokos hoped that the outreach would be able to frame this for folks so they could grasp what was likely to be, and get them to ponder it.

Goebel asked if there would be a lot of revenue generated from the program. Tokos explained the revenue generated would go back into the Bayfront parking areas. There would also be a revenue stream created to help pay for enhanced transit, and to help subsidize vanpool carpool programs that some of the heavy users might actually engage in if there was some cost sharing. Ripka thought it was important to emphasize that the money they generated would pay for the program, and it wasn't a money grab. Tokos explained that much of the funds they were using to get this program launched had been collected over decades from the Bayfront. Bretz thought they needed to include in the outreach that people would have a choice, and with this they should be able to have a choice on parking on the Bayfront. The fees weren't just putting money in the city's coffers. It had a regulatory effect because the dollar regulated the usage. Bretz noted they weren't talking about fees that depleted college funds. This would help move people around, and it a reasonable way to do it.

Goplen noted the parking plan was had a line stating electronic permits could be purchased online. She asked if it should have verbiage that said this wasn't necessarily the case for everyone. Tokos reported they were already saying they were limiting permits available by zone on the back of the document. Goplen thought they should add that the permits are limited to the front as well.

Goplen pointed out the dashed lines denoting the zones on the map needed a different style. They were hard to read. Tokos would clean this up with a different style of line that stood out better.

Tokos said they would be looking to meet with the commercial fishermen user group, Port Commissioners, seafood processors, and Bayfront businesses. He asked if there was anyone else to include. Goplen asked when the FAQ sheet would be released. Tokos said they hadn't decided but it would be used for the outreach. He would share the updated version of the document with the Committee at the next meeting.

Tokos asked if any other groups to add. Goplen offered to hold the meeting with Bayfront businesses

at her restaurant. Ripka thought it was important to meet with the Port Commissioners. Bretz agreed and said they wanted to have their own meeting. He thought they should have the commercial fishermen user group meeting in early or mid-September, then have the Port Commission meeting in September. Tokos said they would plan on doing this. Goplen suggested they include the Chamber of Commerce. Smith thought they should also talk to the Rotary and get on one of their agendas. Branigan thought they should talk to the Aquarium so they were informed when visitors had questions. He also suggested talk to the Hatfield Marine Science Center. Tokos would reach out to the Aquarium.

- 4. Update on status of Bayfront Parking and Sign Improvements.** Tokos noted the plans for the refurbishment were included in the packet. He covered where things were financially in the process. Tokos noted the budget had the improvements labeled as the Parking Study Implementation Phase 1 - Bayfront Parking Management Solutions. He reviewed how funds had been utilized and showed the remaining upcoming expenses. Tokos pointed out a copy of the citation ticket was included in the packet, and Chief Malloy would cover the format of these at the next meeting. They were also working with T2 Systems to get all the parking citations loaded in the system so they could differentiate the zones. The license plate recognition equipment had arrived, and it would be set up on the parking enforcement vehicle soon. T2 Systems would come out to do the setup on the vehicle. There was no date set for this yet.

Tokos reviewed the upcoming expenses. The parking lot refurbishment would address the Bayfront lots that included Abbey Street, Fall Street, and the Hatfield Pump Station lots. They were looking into how to split the installation work up so the Public Works street crew weren't overwhelmed. They ended up putting out a second sign package for a contractor to install half of the signs. This would be work that would happen in the hardscape areas where there was existing pavement and sidewalks. The street crew would then cover installations in the softscape areas. The concept was that the upcoming expenses would be paid off with meter revenues.

Tokos reported that the parking lot refurbishments would happen in September, and there would be separate outreach for this. Goplen asked if this would be done the last two weeks of September. Tokos thought it would happen in mid-September because they didn't want to miss the window of good weather to do the work if they pushed it out too far. Goplen asked he was saying that the sign posts over exceeded the estimate, and they would be putting in the remainder of them in at some point. Tokos explained they are putting in all of the sign posts. Originally they were going to have contract services do all of the work, and then have the street crew to do the regulatory sign switch out. Now they would have contractors only handle half of the installs, and then have the street crews do the other half of the work.

Tokos reported that they also received written authorization from Central Lincoln PUD to put the pay to park signs on their shepherd's hooks, which would save them from having to put in a few sign posts. Bretz asked if the pay to park signs had a city logo on them. Tokos thought it was included at the top of them. Bretz was concerned that it would get confusing for people to delineated from the City and the Port parking. The Port would be putting up their own signs so it was clear for the Port passes. Tokos was sure the signs had the logo, but would double check this. He reported he was also meeting with Dave Heater with Ripley's about how they handled their private lot. Bretz thought they needed to accentuate the words "fisherman's parking pass" in the Port's lots so people knew what type of pass they had to have. Goplen agreed on this.

- 5. Meet and Greet with City's New Parking Enforcement Officer.** Tokos reported that Chief Malloy wasn't present for this meeting. He would confirm with Malloy that he would be attending the August 16th meeting. No further discussion was held on this agenda item.

6. **Current Work with T2 Systems on E-Permitting and Enforcement.** Goplen shared that the new sea lion docks had been installed and there was more congestion in that area. She thought this would be a good measure to see if there were more parking challenges. If people started complaining even more on the parking, they would be able to say that next year would be better after the meter/permits were implemented.

Tokos acknowledged the parking article that Janet Webster submitted to the Committee to read. Smith noted there was a conclusion in the article on how the amount the cities charged was a deterrent. It made her question if Newport was charging enough. Tokos noted this was reviewed as part of the study, and the Committee talked about maintaining the fees so they didn't do their initial launch with fees that were too high. He reminded that the rates could be adjusted in the future. They put together different frameworks based on the dollar per hour to make sure that there would be sufficient revenue coming in to pay for the program, and to provide additional revenues for parking improvements and things of that nature. Smith noted the article pointed out that it was different in cities where there was access to light rail. Newport didn't have this and it was different because it was a tourist area. The only way to get to the Bayfront was by car.

Goplen noted the email from Guevara about the bike racks was important. She felt they needed to be placed on the Bayfront because bicycles were also vehicles. Bretz thought the inclusion of the bike racks should be done. The Bayfront was unique, and he thought both articles highlighted different factors they needed to consider. The articles assumed that a good housing environment in the city was when they had a bunch of closed in living. He challenged that assumption and said it got him thinking about why people were so adamant about having numerous parking spaces for numerous cars. Bretz thought this had to do with their ability to freely get around where they wanted to go, and some people did this by bicycle. As things were getting more difficult for folks to park on the Bayfront, this would be another option for people to use to come down to the Bayfront. Bretz thought they should focus some attention on bicycles. Emond asked if it was illegal to chain your bike to a sign post. Tokos wasn't sure and thought Malloy could answer that. Goplen suggested the fake road that went behind the Clearwater Restaurant parking lot could be bicycle parking. Tokos would talk to Engineering to see what they could add in for bike racks.

Guevara asked if the city would be talking to both the retail management and their staff when they did outreach for the Bayfront. Tokos reported they would be talking to management who would pass the word along to their staff. They found this was very effective the last time they did outreach.

Emond asked if they would be reviewing the draft amendments for the Municipal Code again. Tokos asked Emond to send him his thought in an email.

7. **Public Comment.** None were heard.
8. **Adjournment.** Having no further business, the meeting adjourned at 7:14 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

August 9, 2023 Draft Amendments to NMC Chapter 14.14, Parking and Loading Requirements

(Unless otherwise specified, new language is shown in double underline, and text to be removed is depicted with ~~strike through~~. Staff comments, in *italics*, are for context and are not a part of the revisions.)

CHAPTER 14.14 PARKING AND LOADING REQUIREMENTS

14.14.010 Purpose

The purpose of this section is to establish off-street parking and loading requirements, access standards, development standards for off-street parking lots, and to formulate special parking areas for specific areas of the City of Newport. It is also the purpose of this section to implement the Comprehensive Plan, enhance property values, and preserve the health, safety, and welfare of citizens of the City of Newport.

14.14.020 Definitions

For purposes of this section, the following definitions shall apply:

Access. The point of ingress and egress from a public street to an off-street parking lot or loading and unloading area.

Aisle. Lanes providing access to a parking space.

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

Loading Space. A parking space for the loading and unloading of vehicles over 30 feet in length.

Parking Space. An area for the parking of a vehicle.

Site Plan. A map showing the layout of the building, parking, landscaping, setbacks, and any other pertinent information concerning the development of a site.

Use. Any new building, change of occupancy, or addition to an existing building.

14.14.030 Number of Parking Spaces Required

A. Off-street parking shall be provided and maintained as set forth in this section. Such off-street parking spaces shall

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be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first.

B. For any expansion, reconstruction, or change of use, the entire development shall satisfy the requirements of [Section 14.14.050](#), Accessible Parking. Otherwise, for building expansions the additional required parking and access improvements shall be based on the expansion only and for reconstruction or change of type of use, credit shall be given to the old use so that the required parking shall be based on the increase of the new use. For the purpose of this section “old use” is any use or structure on a property within the last 10 years.

C. Any use requiring any fraction of a space shall provide the entire space. In the case of mixed uses such as a restaurant or gift shop in a hotel, the total requirement shall be the sum of the requirements for the uses computed separately.

D. Required parking shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials or for the sale of merchandise.

E. A site plan, drawn to scale, shall accompany a request for a land use or building permit. Such plan shall demonstrate how the parking requirements required by this section are met.

F. Parking shall be required at the following rate. All calculations shall be based on gross floor area unless otherwise stated.

1.	General Office	1 space/600 sf
2.	Post Office	1 space/250 sf
3.	General Retail (e.g. shopping centers, apparel stores, discount stores, grocery stores, video arcade, etc.)	1 space/300 sf
4.	Bulk Retail (e.g. hardware, garden center, car sales, tire stores, wholesale market, furniture stores, etc.)	1 space/600 sf
5.	Building Materials and Lumber Store	1 space/1,000 sf
6.	Nursery – Wholesale Building	1 space/2,000 sf 1 space/1,000 sf
7.	Eating and Drinking Establishments	1 space/150 sf
8.	Service Station	1 space/pump

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9.	Service Station with Convenience Store	1 space/pump + 1 space/ 200 sf of store space
10.	Car Wash	1 space/washing module + 2 spaces
11.	Bank	1 space/300 sf
12.	Waterport/Marine Terminal	20 spaces/berth
13.	General Aviation Airport	1 space/hangar + 1 space/300 sf of terminal
14.	Truck Terminal	1 space/berth
15.	Industrial	1.5 spaces/ <u>1,000 sf</u>
16.	Industrial Park	1.5 spaces/5,000 sf
17.	Warehouse	1 space/2,000 sf
18.	Mini-Warehouse	1 space/10 storage units
19.	Single-Family Detached Residence	2 spaces/dwelling
20.	Duplex	1 space/dwelling
21.	Apartment	1 space/unit for first four units + 1.5 spaces/unit for each Additional unit
22.	Condominium (Residential)	1.5 spaces/unit
23.	Townhouse	1.5 spaces/unit
24.	Cottage Cluster	1 space/unit
25.	Elderly Housing Project	0.8 space/unit if over 16 dwelling units
26.	Congregate Care/Nursing Home	1 space/1,000 sq. ft.
27.	Hotel/Motel	1 space/room + 1 space for the manager (if the hotel/motel contains other uses, the other uses Shall be calculated separately
28.	Park	2 spaces/acre
29.	Athletic Field	20 spaces/acre
30.	Recreational Vehicle Park	1 space/RV space + 1 space/10 RV spaces
31.	Marina	1 space/5 slips or berths
32.	Golf Course	4 spaces/hole
33.	Theater	1 space/4 seats
34.	Bowling alley	4 spaces/alley
35.	Elementary/Middle School	1.6 spaces/classroom
36.	High School	4.5 spaces/classroom
37.	Community College	10 spaces/classroom

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38.	Religious/Fraternal Organization	1 space/4 seats in the main auditorium
39.	Day Care Facility	1 space/4 persons of license occupancy
40.	Hospital	1 space/bed
41.	Assembly Occupancy	1 space/8 occupants (based on 1 occupant/15 sf of exposition/meeting/assembly room conference use not elsewhere specified)

Staff: Section 14.14.030 has been broken up into distinct regulatory concepts. The language requiring that “for reconstruction or change of type of use, credit be given to the old use so that the required parking shall be based on the increase of the new use” is silent about whether or not a use that has ceased operation counts as an “old use.” Clarifying language is being added indicating that, for the purpose of this section, “old use” is any use or structure on a property within the last 10 years. That aligns with the period of time an individual can claim System Development Charge Credits for a prior use (NMC 12.15.065). A typo is being corrected for the Industrial use parking ratio.

14.14.040 Parking Requirements for Uses Not Specified

The parking space requirements of buildings and uses not set forth above shall be determined by the Planning Director or designate. Such determination shall be based upon requirements for the most comparable building or use specified in [Section 14.14.030](#) or a separate parking demand analysis prepared by the applicant and subject to a Type I decision making procedure as provided in [Section 14.52](#), Procedural Requirements.

14.14.050 Accessible and Electric Vehicle Parking

Parking areas shall meet all applicable accessible parking and electric vehicle charging infrastructure requirements of the Oregon Structural Specialty Code to ensure adequate access for disabled persons, and sufficient electric vehicle parking infrastructure for future users.

14.14.060 Compact Spaces

For parking lots of five vehicles or more, 40% of the spaces may be compact spaces measuring 7.5 feet wide by 15 feet long. Each compact space must be marked with the word "Compact" in letters that are at least six inches high.

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of five units or more; new retail, office, and institutional developments; and park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows, rounding up to the nearest whole number:

Parking Spaces Required	Bike Spaces Required
1 to 4 ^a	1
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/25

^a. Residential developments less than 5 units are exempt from bicycle parking requirements.

B. Bicycle parking for multiple uses (such as commercial shopping centers) may be clustered in one or several locations but must meet all other requirements for bicycle parking.

C. Each required bicycle parking space shall be at least two and a half by six feet. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., a "rack") upon which a bicycle can be locked.

E. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only.

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14.14.080 Shared Parking

The off-street parking requirements of two or more uses, structures, or parcels may be satisfied by the same parking lot or loading spaces used jointly to the extent that it can be shown by the owners or operators of the uses, structures, or parcels that their parking needs do not overlap. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.

14.14.090 Parking Lot Standards

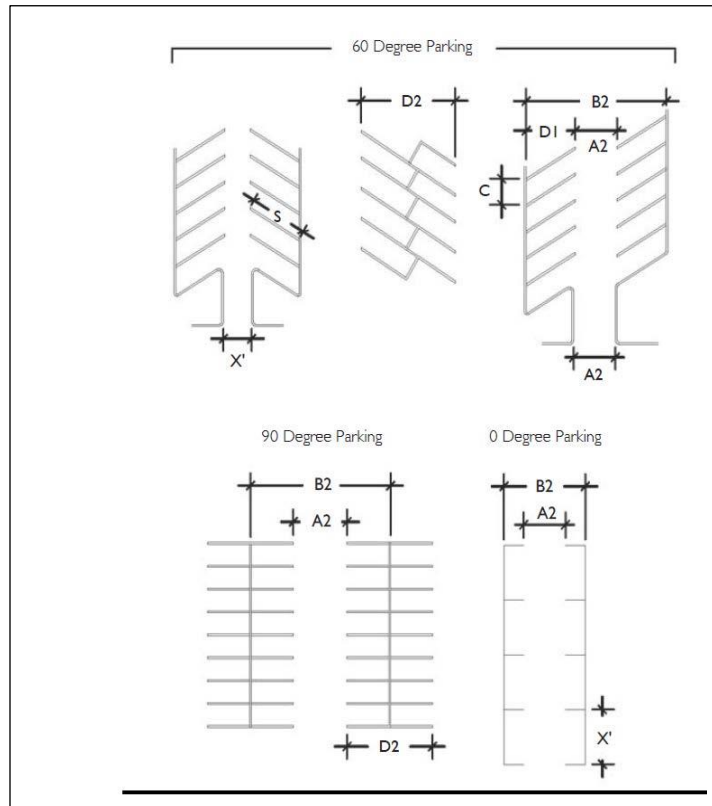
Parking lots shall comply with the following:

- A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A.

Table 14.14.090-A. Parking Lot Minimum Dimensions for Standard Space

<u>PARKING</u> <u>ANGLE</u> <u>≤ °</u>	<u>CURB</u> <u>LENGTH</u>	<u>STALL DEPTH</u>		<u>AISE WIDTH</u>		<u>BAY WIDTH</u>		<u>STRIPE</u> <u>LENGTH</u>
		<u>SINGLE</u> <u>D1</u>	<u>DOUBLE</u> <u>D2</u>	<u>ONE</u> <u>WAY</u> <u>A1</u>	<u>TWO</u> <u>WAY</u> <u>A2</u>	<u>ONE</u> <u>WAY</u> <u>B1</u>	<u>TWO</u> <u>WAY</u> <u>B2</u>	
90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
60°	10'	20'	40'	17'	18'	57'	58'	23'
45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Figure 14.14.090-A. Parking Lot Minimum Dimensions



B. Surfacing.

1. All parking lots that are required to have more than five parking spaces shall be graded and surfaced with asphalt or concrete. Other material that will provide equivalent protection against potholes, erosion, and dust may be approved by the City Engineer if an equivalent level of stability is achieved.
2. Parking lots having less than five parking spaces are not required to have the type of surface material specified in subsection (1), above. However, such parking lot shall be graded and surfaced with crushed rock, gravel, or other suitable material as approved by the City Engineer. The perimeter of such parking lot shall be defined by brick, stones, railroad ties, or other such similar devices. Whenever such a parking lot abuts a paved street, the driveway leading from such street to the parking lot shall be paved with concrete from the street to the property line of the parking lot.

3. Parking spaces in areas surfaced in accordance with subsection (1) shall be appropriately demarcated with painted lines or other markings.

C. Joint Use of Required Parking Spaces. One parking lot may contain required spaces for several different uses, but the required spaces assigned to one use may not be credited to any other use.

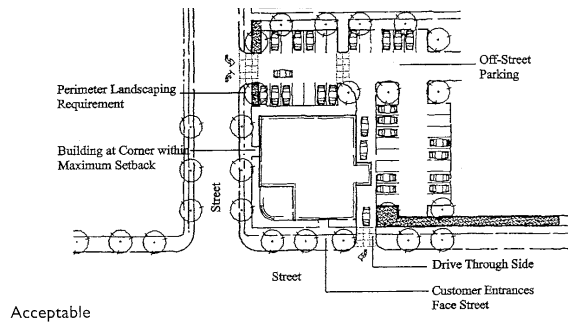
D. Satellite Parking.

1. If the number of off-street parking spaces required by this chapter cannot be provided on the same lot where the principal use is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to as satellite parking spaces.
2. All such satellite parking spaces shall be located within 200 feet of the principal building or lot associated with such parking.
3. The applicant wishing to take advantage of the provisions of this section must present satisfactory written evidence that the permission of the owner or other person in charge of the satellite parking spaces to use such spaces has been obtained. The applicant must also sign an acknowledgement that the continuing validity of the use depends upon the continued ability to provide the requisite number of parking spaces.
4. Satellite parking spaces allowed in accordance with this subsection shall meet all the requirements contained in this section.

E. Lighting. Lighting from parking lots shall be so designed and located as to not glare onto neighboring residential properties. Such lighting shall be screened, shaded, or designed in such a way as to comply with the requirement contained in this section. This section is not intended to apply to public street lighting or to outdoor recreational uses such as ball fields, playing fields, and tennis courts.

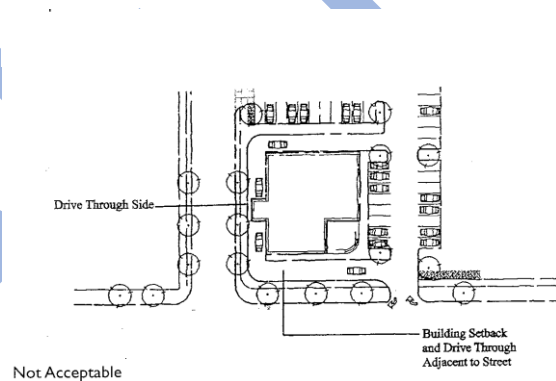
F. Drive-Up/Drive-In/Drive-Through Uses and Facilities. Drive-up or drive-through uses and facilities shall conform to the following standards, which are intended to calm traffic, and protect pedestrian comfort and safety (Figures 1 and 2).

Figure 1 – Drive-Up and Drive-Through Facilities



Acceptable

1. The drive-up/drive through facility shall orient to an alley, driveway, or interior parking area, and not a street; and
2. None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 feet of a street and shall not be oriented to a street corner. (Walk-up only teller machines and kiosks may be oriented to a street or placed adjacent to a street corner); and
3. Drive-up/in queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way.



Not Acceptable

G. Driveway Standards. Driveways shall conform to the requirements of Chapter 14.46.

H. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.

I. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance

of the building than other parking spaces, with the exception of ADA accessible parking spaces.

14.14.100 Special Area Parking Requirements

A. The boundary of the ~~These~~ special areas are defined as follows:

- A1. Nye Beach. That area bounded by SW 2nd Street, NW 12th Street, NW and SW Hurbert Street, and the Pacific Ocean.
- B2. Bayfront. That area bounded by Yaquina Bay and the following streets: SE Moore Drive, SE 5th and SE 13th, SW 13th Street, SW Canyon Way, SW 10th, SW Alder, SW 12th, SW Fall, SW 13th, and SW Bay.
- C3. City Center. That area bounded by SW Fall Street, SW 7th Street, SW Neff Street, SW Alder Street, SW 2nd Street, SW Nye Street, Olive Street, SE Benton Street, SW 10th Street, SW Angle Street, SW 11th Street, SW Hurbert Street, and SW 10th Street.

B. Uses within a special area where public parking meters are utilized, in all or part of the special area, may pay a fee in lieu of providing the off-street parking required in this section provided the parking demand does not exceed 20 spaces. Such fee shall be in the amount established by Council resolution. Uses with a parking demand in excess of 20 spaces must provide off-street parking sufficient to accommodate the excess demand. Parking ratios in subsection 14.14.030 or a parking demand analysis authorized under subsection 14.14.040 shall be used to determine a use(s) parking demand.

Staff: The proposed language responds to Parking Study Comprehensive Plan Implementation Measure 3.2.3, which calls for the City to reduce or eliminate minimum off-street parking requirements for new development or redevelopment in metered and meter/permit zones. It is a combination of Options B.2 and B.3, presented to the Parking Advisory Committee on May 17, 2023, the Planning Commission on May 22, 2023, and the City Council on June 20, 2023. Blending the two options was the clear preference coming out of the meetings, with Option B.2 requiring a one-time fee in lieu of a developer constructing off-street parking to serve their project and Option B.3 capping the amount of parking a

new development or redevelopment can place on the public parking system before the requirement for new off-street parking is triggered.

The draft code provisions outlined above would allow smaller scale development (i.e. that which generates a demand for less than 20 parking spaces) to occur without requiring they construct new off-street parking. Larger projects that generate a demand for more than 20 parking spaces would have to construct off-street parking to accommodate the additional demand. A one-time fee will be charged for new development or redevelopment that generate a demand for up to 20 parking spaces. This would create a modest amount of funding to help pay for new public parking, transit, etc. in concert with metering revenues. It is justifiable because new development or redevelopment places additional strain on the finite amount of parking available in these areas. The fee would be scaled to disincentivize development that places significant new demand on the public parking spaces. Here is an example of what that could look like:

Additional Demand:

<i>Spaces 1 to 5</i>	<i>\$0 ea.</i>
<i>Spaces 5 to 10</i>	<i>\$5,000 ea.</i>
<i>Spaces 10 to 15</i>	<i>\$7,500 ea.</i>
<i>Spaces 15 to 20</i>	<i>\$10,000 ea.</i>

At the Planning Commission meeting it was suggested that there be no fee for the first 5 required off-street spaces. That is consistent with the existing fee resolution that allows the first 5 spaces to be exempted where a parking business license surcharge is in place. That surcharge will go away though once a meter/permit program is in place.

Here are examples of how the one-time fee would play out:

Example 1: Convert 1,400 sf of retail to restaurant (About the size of the retail building where Noble Estates offered wine tasting (146 SW Bay Blvd)

9.33 spaces (new restaurant) - 4.67 spaces (existing retail) = 4.66 (5 spaces). \$0 fee.

Example 2: 12,000 sq. ft. of waterfront industrial with 4,000 sq. ft. of warehouse space (at old California Shellfish site 411 SW Bay Blvd).

20 spaces (new industrial/warehouse). No existing use credits. \$112,500 fee. While significant, this cost is less than what it would take to construct a lot of this size and could potentially be absorbed as part of the development costs.

Example 3: Construct 47 room hotel, 2,626 sf retail (Abbey Hotel project) on site previously occupied by a nightclub, restaurants, and retail. (836 - 856 SW Bay Blvd).

65 spaces (new hotel/retail use) - 49 spaces (credit for old use) = 16 spaces. Old use provided 20 off-street spaces, so impact of new project is 36 spaces. 43 parking spaces provided off-street. No fee.

Example 4: Construct 47 room hotel, 2,626 sf retail on a site where there was no prior use. 49 space impact. \$112,500 fee for first 20 spaces and developer would be required to construct 29 off-street parking spaces.

This language would only apply in special parking areas where meters are deployed, which is the plan for the Bayfront. It would not apply to Nye Beach or City Center.

C. Existing uses that provide off-street parking in order to comply with the provisions of this section, or prior parking ordinances, shall not be required to retain such parking if they are located within a special area where public parking meters are utilized, in all or part of the special area.

Staff: This language is needed to make it clear that the few businesses currently providing off-street parking in a meter or meter/permit area will no longer be bound to do so, meaning they can develop these properties. Accessible parking standards, electric vehicle parking requirements, and bicycle parking provisions key off of the number of off-street spaces provided. The City will need to consider accommodating those needs in public rights-of-way. The draft language has been revised to limit its applicability to metered areas, which for the time being is the Bayfront. Such change aligns with Parking Study Comprehensive Plan Implementation Measure 3.2.3, which calls for the City to reduce or eliminate minimum off-street parking requirements for new development or redevelopment in metered and meter/permit zones. Metered parking and meter/permit zones are not currently planned for Nye Beach and City Center.

D. Uses within a special area shall be subject to a “Parking District Business License Annual Fee” in an amount set by Council resolution, unless the City requires payment for the use of public parking in all or part of the special area. The annual business license fee established under this subsection shall exempt new development or redevelopment from having to provide up to five (5) off-street parking spaces. Uses that generate a demand for more than five (5) off-street parking spaces shall provide the additional spaces in accordance with the provisions of this section.

Staff: This subsection is needed for the Nye Beach and City Center special areas, where metered and meter/permit zones are not being implemented. It codifies language that is currently in Council Resolution No. 3864, a resolution that would be repealed if this language is adopted. Once this language is in place, and metering is operational, then the Bayfront will no longer be subject to a Parking District Business License Annual Fee. If Nye Beach implements a paid parking permit program at some point in the future, then it would also no longer be subject to a parking district business license fee.

14.14.110 Loading and Unloading Areas

Off-street loading and unloading areas shall be provided per this section.

- A. Whenever the normal operation of any use requires that goods, merchandise, or equipment be routinely delivered to or shipped from that use, a sufficient off-street loading and unloading area must be provided in accordance with this subsection to accommodate the delivery or shipment operations in a safe and convenient manner.
- B. The loading and unloading area must accommodate the numbers as set forth in Table A. At a minimum, a loading and unloading space must be 35 feet in length, 10 feet in width, and 14 feet in height. The following table indicates the number of spaces that, presumptively, satisfy the standard set forth in this subsection.

Table 14.14.110-A, Required Loading Spaces

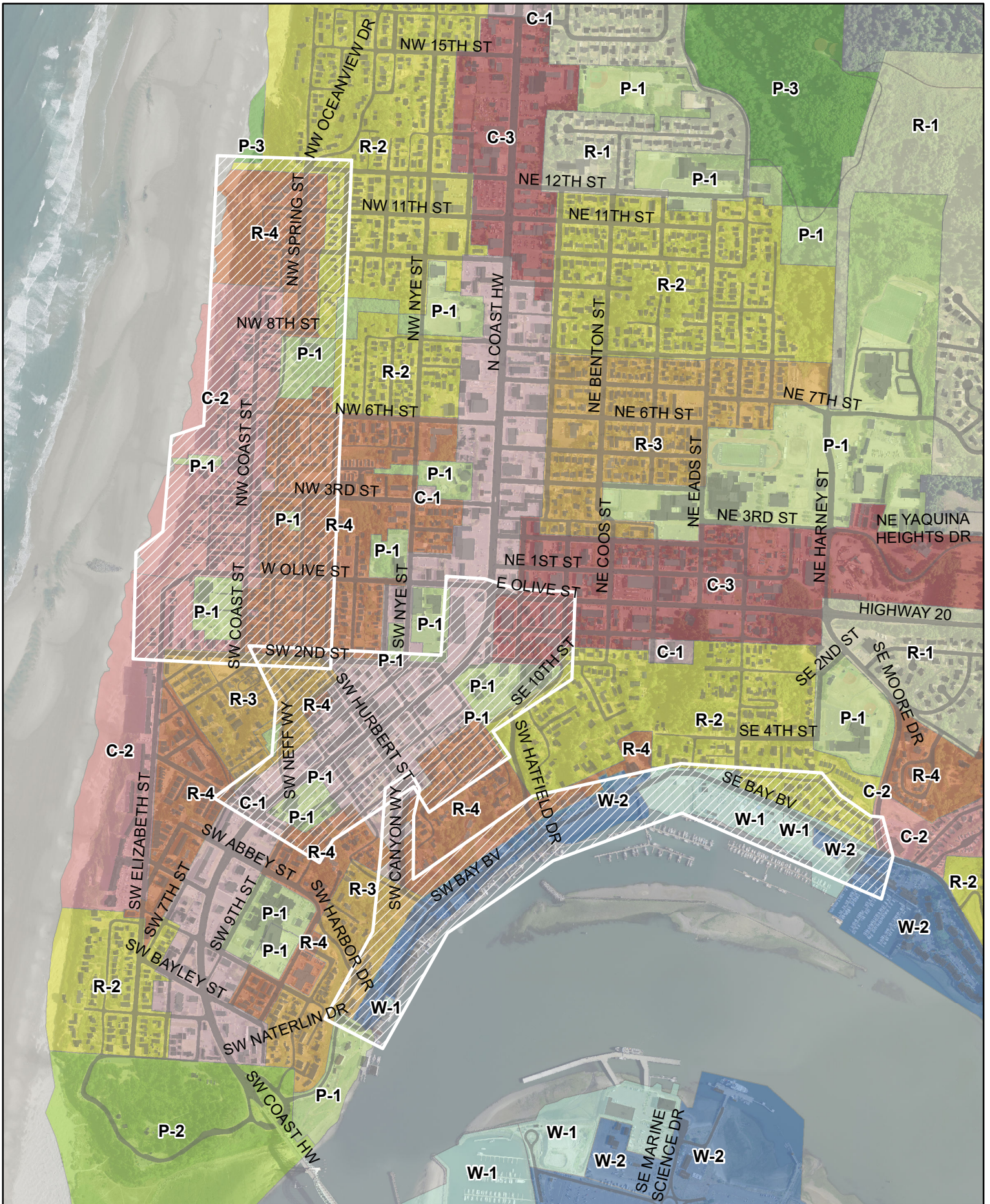
August 9, 2023 Draft Amendments to NMC Chapter 14.14, Parking and Loading Requirements

Square footage of Building	Number of Loading Spaces
0-19,999	0
20,000 – 79,999	1
80,000 – 119,999	2
120,000+	3

- C. Loading and unloading areas shall be located and designed so that vehicles intending to use them can maneuver safely and conveniently to and from a public right-of-way or any parking space or parking lot aisle. No space for loading shall be so located that a vehicle using such loading space projects into any public right-of-way.
- D. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.
- E. Whenever a change of use occurs after January 1, 1995, that does not involve any enlargement of a structure, and the loading area requirements of this section cannot be satisfied because there is insufficient area available on the lot that can practicably be used for loading and unloading, then the Planning Commission may waive the requirements of this section.
- F. Whenever a loading and unloading facility is located adjacent to a residential zone, the loading and unloading facility shall be screened per unloading facility shall be screened per [Section 14.18](#).

14.14.120 Variances

Variances to this section may be approved in accordance with provisions of [Section 14.33](#), Adjustments and Variances, and a Type III Land Use Action decision process consistent with [Section 14.52](#), Procedural Requirements.*

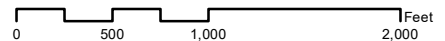


City of Newport
 Community Development Department
 169 SW Coast Highway
 Newport, OR 97365
 Phone: 1.541.574.0629
 Fax: 1.541.574.0644

Zoning Map with Bayfront, City Center, & Nye Beach
Districts Shown With White Cross-Hatch (NMC 14.14.100)

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.

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



Sherry Marineau

From: Robert Emond <robert@otsog.org>
Sent: Monday, August 07, 2023 9:05 PM
To: Derrick Tokos
Cc: Sherry Marineau
Subject: A couple of questions

[WARNING] This message comes from an external organization. Be careful of embedded links.

Derrick,

I have a couple of questions about the draft revision of section 14.14.100 and a clarification on the Nye beach Parking Alternative map. First the Nye map is out of date as it shows, on the north side of Olive in the block east of Don Davis Park, nine parking spots. That map is out of date as three new houses have been built and two of the parking spots are removed for driveways (one of which is mine). This is just a heads up for when we get to Nye.

My main question is around the parking revisions in § 14.14.100 B.1, and B.2 and how they interact. Revised §B.1 says, "Uses within a special area are not required to provide the *off-street* parking required in this section if *the City requires payment for the use of public parking* in all or part of the special area" (italics are the 5/17 revised text of the ordinance).

Revised §B.2 says, "*Uses within a special area where payment is required for the use of public parking, in all or part of the special area, may pay a fee in lieu of providing the off-street parking required in this section...*"

Since §B.1 eliminates the need for off street parking to be provided if the area has any city fee-for-parking in that area and §B.2 restates this with an additional element of paying a fee for something that has been waived by both sections. I assume this is meant to cover a special area where the City does NOT require payments for the use of public parking, in order to make up for lack of revenue from the paid parking and this is just a missing word.

This goes to my second area of concern, the purpose of these revisions. My understanding is that the primary objective is to manage parking demand with a secondary desire to encourage development of affordable housing and/or regular development. Thus section D that waives five off-street spaces for everyone in the special areas does not seem to further either of those goals, if anything it seems to make parking worse.

I am also concerned with the language that modifies the rules based on the city charging for parking, "in all or part of the special area". I believe it should be, "in the majority of the special area". If the language remains as is any small amount of paid parking will give developers a licensee to not build additional parking in those areas. A study showed that in Seattle after the city reduced and/or eliminated parking requirements in 2012 that 20% of units built after the rule change had no parking and 88% had less than 1 space per unit.

Hope this is clear, if you have any question please feel free to let me know. --Robert

Bayfront Parking Improvements Project

Bid Tabulation

Bid Opening - August 10, 2023

				Engineer's Estimate		Alpha Environmental (email 8.10.23, 9:53 AM)		Jon M Thompson Excavation (counter 08.10.23, 1:44 P M)	
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	Mobilization	LS	1	\$ 30,000.00	\$ 30,000.00	\$ 53,238.00	\$ 53,238.00	\$ 35,000.00	\$ 35,000.00
2	Work Zone Traffic Control	LS	1	\$ 22,000.00	\$ 22,000.00	\$ 9,100.00	\$ 9,100.00	\$ 10,000.00	\$ 10,000.00
3	Parking Kiosk Foundation	EA	10	\$ 4,000.00	\$ 40,000.00	\$ 2,475.00	\$ 24,750.00	\$ 2,000.00	\$ 20,000.00
4	Removal and Replacement of Traffic Sign Post, Anchor Sleeve, and Concrete including Sawcutting, and Surface Restoration	EA	35	\$ 1,500.00	\$ 52,500.00	\$ 2,150.00	\$ 75,250.00	\$ 2,000.00	\$ 70,000.00
5	Install Traffic Sign Post, Anchor Sleeve, and Concrete including Sawcutting, and Surface Restoration. Post and Anchor Sleeve to be Provided by Owner	EA	25	\$ 1,000.00	\$ 25,000.00	\$ 1,100.00	\$ 27,500.00	\$ 1,500.00	\$ 37,500.00
6	Remove and Re-Install Traffic Sign on new Post. Hardware for Sign Re-Installation to be Provided by Owner	EA	35	\$ 500.00	\$ 17,500.00	\$ 250.00	\$ 8,750.00	\$ 200.00	\$ 7,000.00
TOTAL ESTIMATED CONSTRUCTION COST					\$187,000.00		\$ 198,588.00		\$ 179,500.00
TOTAL CONSTRUCTION COST WITH 20% CONTINGENCY					\$224,400.00				



**STAFF REPORT
CITY COUNCIL AGENDA ITEM**

Meeting Date: August 7, 2023

Title: Award the Bayfront Parking Lot Refurbishment Project to CR Contracting.

Prepared by: Chris Beatty, PE, Senior Project Manager

Recommended Motion(s):

I move to appropriate \$102,826.18 from the beginning fund balance of the Parking Study Implementation Phase 1 (Account #402-6110-60100, Activity Code 21045), such amount being the unexpended balance at the close of fiscal year 2022/23, so that it is available for expenditure toward the same project in the current fiscal year. This budget amendment will be reflected in a future supplemental budget resolution.

I move to award the Bayfront Parking Lot Refurbishment Project to CR Contracting in the amount of \$248,314.75 and direct the City Manager to execute the contract on behalf of the City of Newport, subject to final revisions and authorization by the City Attorney.

Background Information:

The Bayfront Parking Lot Refurbishment Project is desired by the City as part of the implementation of the upcoming paid parking program in the Bayfront area. These improvements will provide upgraded aesthetics to three (3) City-owned parking lots in the bayfront area as well as extending the service life of the existing surfacing in each parking lot.

The project includes a variety of surface maintenance methods in each lot. A description of the improvements each parking lot is as follows (please refer to attachment for parking lot locations).

1. Abbey Street Parking Lot and Right-of-Way:

- Full depth pavement digouts where existing pavement has failed.
- Slurry seal of entire parking area.
- Pavement markings
- Installation of wheel stops
- Control of water seepage at two locations.

2. Bay Boulevard Parking Lot

- Full depth pavement digouts where existing pavement has failed.
- Excavation of pavement for construction of new landscape island.

- 2" cold plane with 2" asphalt overlay. Overlay to be placed to drain to existing inlet in parking lot.
- Pavement markings
- Installation of wheel stops

3. Hatfield Drive Parking Lot

- Excavation of 4" gravel surfacing
- Placement of 4" asphalt pavement
- Pavement markings
- Installation of wheel stops

The project will also include replacing all existing ADA parking spaces while adding one (1) additional ADA spaces amongst the three (3) parking lots. The existing and proposed amount of parking spaces will generally remain the same.

This work is anticipated to begin in early September 2023 and be completed in mid-October 2023. As the start date for the work approaches, additional information will be distributed to the public, adjacent property owners, and specific parking lot users. Information will include, but is not limited to, the construction beginning date and parking lot closure dates/times/durations. The Engineer's estimate for this project, including a 20% contingency, was approximately \$226,000.

Bids were opened for the Bayfront Parking Lot Refurbishment Project on August 2, 2023. Three (3) bids were received ranging from \$248,314.75 to \$324,999.94.

Fiscal Notes:

The parking lot refurbishment work is a component of the Parking Study Implementation - Phase 1 Project (Account #402-6110-60100, Activity Code 21045), which had an approved budget of \$640,000 in fiscal year 2022/23. Of that amount, \$415,000 came from the Parking Fund and \$225,000 was to be an interfund loan from the Agate Beach Closure Fund. The City held off on the interfund loan because the additional funds were not needed that fiscal year, meaning the effective balance was \$415,000.

Fiscal year 2022/23 project expenditures totaled \$112,173.82 and it was assumed that \$200,000 would carry over to fiscal year 2023/24. This leaves \$102,826.18 of unexpended project funds that can be appropriated for use this current year. This would increase the fund balance for the project from \$200,000 to \$302,826.18, which is sufficient to cover the parking lot refurbishment work.

A project budget of \$302,826.18 is not; however, sufficient to cover the cost of upcoming expenses needed to finish the Bayfront parking management improvements. Roughly \$275,000 of additional expenses are anticipated, including the balance of T2 Systems year 1 contract costs, sign post/base installations (currently out for bid), and the cost of procuring 100 new regulatory signs. This will increase total project costs to close to the original budgeted amount (around \$635,000), which will necessitate an interfund loan from the Agate Beach Closure Fund or General Fund. Details for the

interfund loan will be brought forward at the next Council meeting, at which time the City will have bid figures for the sign post/base installation portion of the project.

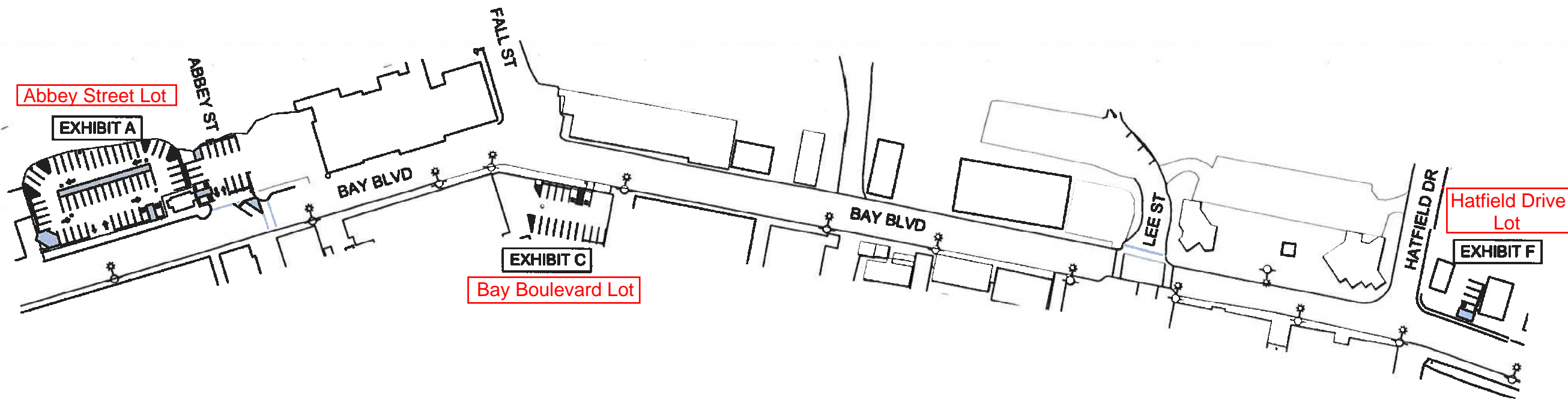
Alternatives:

1. Reject all bids submitted to the City of Newport and rebid the entire project in Spring 2024 for construction in summer 2024.

Attachment:

Sheet G3 - Bayfront Parking Lot Refurbishment Project Overview

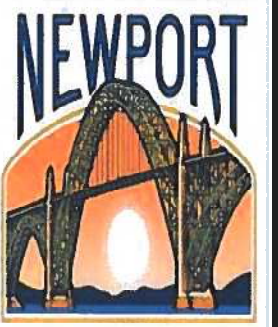
DATE: 7/17/23 FILE: Y:\444902\Engineering\Projects\1685 Small Projects\Planning - Parking Lot Refurbishment (2021-0485)\Parking\Refurbishment Parking Lots (Construction)



NTS



EXPIRES: 12/31/23



169 SW Coast Hwy
 Newport, Oregon 97365
 541-574-3376
 www.newportoregon.gov

REV	DATE	DESCRIPTION	BY

Designed By: CAB
 Drawn By: MUR
 Checked By: CAB
 Project No: 2021-0485

CITY OF NEWPORT, OREGON

BAYFRONT PARKING LOT REFURBISHMENT

PROJECT OVERVIEW

G3
 JULY 2023



What is the City's Plan for Managing Parking along the Bayfront?

The City's plan for managing parking is to establish paid parking, paid/permit, and permit/timed parking areas along the Bayfront streets and parking lots. The plan is based upon a parking study that the City completed with stakeholder input in 2018, and which was formally adopted in 2020.

Why Install "Pay to Park" Pay Stations and Charge for Permits?

The purpose of the parking pay stations and electronic permits is to increase vehicle turnover in high demand areas so that more parking is available to Bayfront users. This will reduce congestion and improve public safety.

For much of the year, available parking is over 85% utilized, meaning it is "functionally full." Users cannot find a place to park, which leads to congestion, frustrated drivers, and vehicles being parked in an unsafe manner. Meter revenues will be used to fund parking enforcement, improve parking areas, and enhance overall access to the Bayfront.

So... What is the Parking Plan?

Attached to the back of this FAQ is a map showing the locations and pricing of the paid and permit parking areas along the Bayfront. A limited number of electronic permits will be available for purchase online through the City of Newport website. Persons in paid parking areas will be able to pay by phone using a "text to pay" option or they can use one of the ten pay stations that the City will be installing. Pay stations include coin, credit card, and coupon code functionality.

Which Parking Areas will this apply to?

Public parking areas along the Bayfront. It will not apply to private lots and Port of Newport parking areas.

When will the Changes go into Effect?

While a specific date has not been set, the plan is to put the new rules in effect in mid-October, when the pay stations will only be active on weekends. The City will be resurfacing parking lots along Bay Blvd and installing new regulatory and parking signs prior to the implementation date. That work will begin in mid-September.

How will this Impact Parking Enforcement?

The City will provide a break-in period of at least 30-days to help educate users about the new rules. They will only be issuing warnings during that time period. The City has hired a new parking enforcement officer who will be using License Plate Recognition (LPR) technology to efficiently identify vehicles parked in violation of the City's parking rules.

Who do I Contact to Learn More about Upcoming Changes?

For additional information, you can contact the City of Newport Community Development Department at 541-574-0626 or publiccomment@newportoregon.gov. You can also attend Parking Advisory Committee meetings, which are typically held on the third Wednesday of the month at Newport City Hall.



Bay Front Paid / Permit Parking Plan



Paid Parking:
 Pricing \$1 hr (no daily maximum)
 11am to 7pm
 7 Days a Week - May to October
 Weekends Only - Nov to April

Timed Parking:
 4 hr limit streets/lots
 7 days a week - May to October
 Weekends Only - Nov to April

Other dates
 4 hr limit streets
 16 hr limit parking lots

Permit Parking:

Tier I Pricing
 \$45 mo. (12 hr daily maximum)

Tier II Pricing
 \$25 mo. (12 hr daily maximum)

Commercial Fishing Community
 Email Invitation to Apply from Port
 Pricing \$45 mo. (valid 72 hr period)

Charter Day Permit \$8 (Valid 16 hrs)
 Lodging Day Permit \$10 (valid 24 hrs)

Parking Stalls by Zone

Zone A Permit (Blue) - 115 Spaces
 Zone B Permit (Red) - 107 Spaces
 Zone C Permit (Yellow) - 155 Spaces
 Zone D Permit (Brown) - 180 Spaces

E-Permits Available for Zones A & B: 225
 E-Permits Available for Zones C & D: 400



Draft Bayfront Parking Management Solution Implementation Schedule

Task	2023							
	Apr	May	June	July	Aug	Sept	Oct	
1. T2 Systems Contract Executed	█							
2. T2 Project Kick-off		█						
3. Stakeholder Outreach				*			*	
4. Parking System Setup (Mobile Pay, Permits, Enforcement)		█ ◆			◆	★		
5. License Plate Recognition Install				█ ◆				
6. Parking Lot Improvements		▲	█ ●			■		
7. Sign Pole Purchase and Install			█ ●				■	
8. Regulatory Sign Design and Install			█ ▲				■	
9. Pay Station Install & Configuration							█	
10. Launch Metering/Permit Program							* █	

Legend		
★ Wrap-up Configuration	▲ Design	* Public Engagement Activities
◆ Training Sessions	● Bid Project	■ Initiate Construction

- T2 parking system configuration/training timeframes may change following May 19th Kickoff
- Public engagement to include rollout of planned implementation, pricing, etc.
 - Commercial Fishing User Group (Tentatively scheduled for 9/6/23)
 - Port Commission (Scheduled for 9/26/23)
 - Seafood Processors (TBD coordinate through Pacific Seafood and Bornstein Mangers)
 - Bayfront Businesses (TBD coordinate through Janell Goplen, Clearwater)
- Incorporate feedback into a round of adjustments and wrap-up configuration in September
- October public engagement to include information on upcoming changes and kick-off event
- 30-day minimum grace period on tickets to be provided after go live date (warnings only)