



PARKING ADVISORY COMMITTEE AGENDA

Wednesday, October 18, 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: [Memorandum](#)

2. ROLL CALL

3. APPROVAL OF MINUTES

- 3.1 September 20, 2023 Parking Advisory Committee Meeting.
[Draft Parking Advisory Comm Mtg Minutes 09-20-2023](#)

4. DISCUSSION ITEMS

- 4.1 Review and Discuss Updated Implementation Schedule.
- 4.2 Request by Chair Goplen to Discuss Security Camera Requirements.
- 4.3 Options for Providing Free Parking in Tier II Permit Zones.
- 4.4 Confirmation of Parking Permit Fee and Time Limitation Changes.
- 4.5 Officer Valentine Demonstration of the LPR Handheld and Programmed Paystations.

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:

[Updated Implementation Schedule](#)


[T2 Parking Management Implementation Status Report](#)

[Staff Email to Michelle Moore Regarding Her Request for Free Parking Areas](#)

[Updated Bayfront Parking Large Format Map](#)

Chair Goplen's Request to Discuss Security Cameras
Ordinance No. 2214 (approved)
Draft Ordinance No. 2215 (Council to consider on 10/16/23)
Public Comment

Memorandum

To: Parking Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: October 12, 2023
Re: Topics for October 18th Parking Advisory Committee Meeting

For this meeting, we have identified five agenda items for the Advisory Committee's consideration. First, is an opportunity for the Committee to review and discuss an updated implementation schedule. This will be followed by a request by Chair Goplen to discuss security camera requirements, a review of options for providing free parking in Tier II permit zones, Committee confirmation of the fee and time limitation provisions, and a demonstration of the LPR handheld and programmed Pay Stations by Parking Enforcement Officer Valentine.

With respect to stakeholder outreach, we have met with the Commercial Fishing Users Group (9/6/23), Bayfront businesses (9/19/23), Rotary (9/21/23) and managers at Bornstein Seafoods and Pacific Seafood. We are tentatively scheduled to meet with the Port Commission (10/24/23) and have an outreach session scheduled with the staff at Bornstein (11/1/23). I am awaiting a response from Pacific Seafood as to a date that works for their staff. From the feedback received to-date, the Advisory Committee was amenable to adjusting the time limit for Commercial Fishing Permits in Zones B and D from 72 hours to 96 hours, making fleet management an option for all businesses (which allows the owner/operator to reassign permits when staff changes over), and to provide a reduced fee (i.e. a \$100 annual fee) in Tier II permit areas to encourage their use.

The first item on the agenda is an updated implementation schedule. It includes a "soft" launch option where the Pay Stations would go live after the first of the year and would be operational on weekends only. At the same time, the City would offer free courtesy permits in areas designated for paid permit parking. The courtesy permits would be valid through April. The advantage to this approach is that it provides a period of time for folks to setup their parking accounts and we can debug any issues that come up with the e-permitting and its interface with the License Plate Reader (LPR) enforcement tools. It also provides time for us to coordinate with those that will be doing fleet management to help them get setup. Parking enforcement officer Valentine would use the time to direct people to the e-permitting option, where appropriate. Courtesy permits would be setup with an automatic email notice to advise permit holders when the "paid" permits will be available for purchase. Another advantage of this approach is that it will give us a sense of the number of permits that are likely to be purchased, recognizing that there might be some folks who don't want a permit when they have to pay for it, particularly in Tier I areas. Lastly, Bayfront businesses paid a business license surcharge when renewing their business licenses earlier this year. That surcharge will go away when the meter / paid permit program is fully implemented meaning they will not have to pay it in 2024. Using the courtesy permit in this manner allows businesses to not have to pay two fees in short succession. Instead, businesses will be able to take what they would otherwise have reserved for the parking business license surcharge in 2024 and apply it to parking permits instead.

Enclosed is a current project management schedule for where we are at with implementing the T2 Parking Management Solution. I'll be prepared to walk through it at the meeting. In short, the UpSafety component, which includes electronic permits and ticketing, is at a point where the vendor is configuring the permit types and zones based upon the information they have been given and is coordinating with Oregon DMV as the City's agent for license plate lookups so that they can send delinquent ticket notices on our behalf. As for the LPR technology,

the vendor, Genetec, will be in Newport on 10/24 and 10/25 to install the camera array and associated equipment on the City's parking enforcement vehicle. Most of the equipment has shipped and is now in the City's possession. Genetec is in the process of programming its server with the permit zones we have established. We are having an issue with the SIM chip in the LPR handheld, which may require it be sent back to the vendor for adjustments. Mobile Pay is the "text to pay" feature. The vendor is in the process of configuring the software and testing transactions with the Merchant account we have setup for receivables. They are also putting together a template for the 50 "text to pay" signs the City will be installing in the metered areas. The text to pay signs will have different codes depending upon where they are located along the Bayfront. This will help with tracking utilization and demand. The Pay Station kiosks are being programmed, and City staff is installing new controllers and printers (upgrades from the vendor). Once the component parts have been configured, there will be a need for Cloud verification to make sure all of the pieces are communicating with one another appropriately. City staff is going through e-permitting fleet management training on 10/17/23 and Cloud Administration training is scheduled for 10/23/23.

With respect to administrative steps the City needs to take to move ahead with the meter / paid permit program, the City Council adopted Ordinance No. 2214 on 10/2/2023 (enclosed). It includes the requisite administrative provisions which you have reviewed at previous meetings. Ordinance No. 2215 is being considered by the City Council at its 10/16/23 meeting. That ordinance includes the land use changes reducing off-street parking requirements for new development or redevelopment in metered areas. This was the trade-off the Council agreed to in Ordinance No. 2163, with property owners getting more flexibility to expand or develop anew in areas where demand management (i.e. meters) are being deployed. The final item is a resolution the Council will need to adopt to set the meter, parking permit, and related fees. That document will be presented to the Council in November, so this might be the last meeting where the Committee can make fee adjustments (it is an agenda item). The current fee structure is included as an attachment.

Chair Goplen asked if the group could have an opportunity to discuss security cameras, which the City intends to install along the Bayfront near where the Pay Stations are being placed. Our IT Department is pulling together options for a networked series of cameras that would be small and enclosed so that they don't stand out. Hopefully, I will have some options for you to review at the meeting. The Pay Stations are expensive, at just over \$10k a piece, and they will be attractive targets for vandalism, and theft considering that coin payment is an option. Monitoring the units with security cameras is a prudent step given this risk, and the cost of the 10 camera setup should be relatively modest at around \$10k. It appears that we will have just enough for the cameras as part of the project's overall budget of \$640,000. As a reminder, here is where the project stands at this time:

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

This is the same summary presented at your 8/16/23 meeting. No additional costs have been incurred since that time. The contracted pavement work has been completed, and while the final billing statements have yet to be submitted our Public Works Department expects the project will come in a little under the bid amount, due to material quantities being less than anticipated. The contractor hired to install the Pay Station bases and about half of the sign posts will wrap up their work on 10/13/23 and it came in at the bid amount.

Attached is correspondence received from Michelle Moore, a Bayfront Business owner, and others expressing opposition to paid parking on the Bayfront. Ms. Moore has also requested that the Advisory Committee consider making parts of the permit/timed areas free for all day parking. Attached is an updated version of the basemap that we have been using illustrating the parking program for the Bayfront. I have flagged four options for the Committee's consideration. With respect to NW Canyon Way, the committee could sign the upper portion, above the Canyon Way lot, for 12-hour parking. A similar step could be taken on Hatfield, beginning at the hydrant at

the south end of the retaining wall, or at the east end of By Blvd between the entrance to the Port Administrative Building and the entrance to Englund Marine. Another option would be to sign NW Hurbert Street for 12-hour parking, which is how it was designated in the version of the plan adopted with the parking study (Ord. No. 2163). I would encourage committee members to carefully consider whether or not you want to make one or more of these changes, others that I haven't identified, or stand pat with the plan as presented. T2 Systems and Genetec are configuring their servers with the current zones, so if changes are to be made we need to get them to them ASAP.

The last item on the agenda is reserved for Parking Enforcement Officer Valentine to provide a demonstration of how the Pay Stations and LPR handheld will work. We will have one of the configured Pay Stations at the meeting (less the decals that are being shipped), so you will have a chance to inspect the unit and its features.

I expect that members of the public will attend the meeting, so we will want to reserve time at the end for public comment. It would also be helpful for members to attend in person, if possible, given the likelihood of public comment and the equipment demonstration. See you on Wednesday!

Attachments

Updated Implementation Schedule
T2 Parking Management Implementation Status Report
Staff Email to Michelle Moore Regarding Her Request for Free Parking Areas
Updated Bayfront Parking Large Format Map
Chair Goplen's Request to Discuss Security Cameras
Ordinance No. 2214 (approved)
Draft Ordinance No. 2215 (Council to consider on 10/16/23)
Public Comment

Draft MINUTES
Parking Advisory Committee
Meeting #15
Newport City Hall Council Chambers
September 20, 2023

Committee Members Present: Robert Emond.

Committee Members Present By Video: Doretta Smith, Bill Branigan, Janell Goplen, Aracelly Guevara, Aaron Bretz, and Gary Ripka.

Committee Members Absent: Jan Kaplan.

City Staff Present: Community Development Director, Derrick Tokos; Parking Enforcement Officer, Donald Valentine; and Executive Assistant, Sherri Marineau.

Public Present: Jason Palm

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

2. **Approval of Minutes.**

Branigan reported minor corrections to the minutes.

MOTION was made by Bill Branigan, seconded by Robert Emond, to approve the August 16, 2023 Parking Advisory Committee meeting minutes with minor corrections. The motion carried unanimously in a voice vote.

3. **Stakeholder Outreach Update and Discussion.** Tokos outlined the outreach with the commercial fishing users group. Goplen suggested that businesses on the Bayfront should have the same capability for permits as the fishing boats. She thought it would be a benefit to the rest of the businesses on the Bayfront. Tokos noted that all of the permits would have a pallet of options.

Ripka and Tokos discussed potential fleet management options for multi-vessel owners. Ripka guessed that there were around three to four commercial fleet owners that had multiple boats. Tokos reminded what this was saying was they were making the fleet permits an option, and the owner/operators would decide how to choose.

Goplen suggested businesses on the Bayfront should have the same capability to manage permits for the people in their businesses as the fishing boats. Tokos suggested using QR codes for single use permits for commercial fishing boats to provide flexibility for vessel owner/operators. Goplen suggested using signage on the dock to remind boaters to scan the QR code and provide their license plate number before departing. Ripka noted that turnover and last-minute changes were constant, and a quick scan option could help alleviate these issues. Bretz pointed out that someone could take a photo of the QR code and pass it around. Tokos thought a fix to this would be to periodically reset the QR codes and distribute them.

Emond questioned the pricing for a one-time use code. Tokos Derrick suggested \$10 per use. Emond thought the price will be self-limiting to prevent last-minute abuse.

Tokos reported the commercial fishing group asked the Committee to consider the parking permits be

96 hours instead of 72. Ripka thought 72 hours was too short and the fishermen would end up getting parking tickets. Typically, his boats were out on four day trips, sometimes seven. Tokos noted the longer duration trips should park further away from the docks. Ripka thought in general 72 hours was too short. Bretz thought it was a question of where the short and long term parking was. The Port parking was better suited for long term parking. Ripka was worried about the parking for the shrimp boat trips that happened between April 1st through November 1st. Bretz suggested they start with 96 hours to begin with. Goplen thought the purpose was to keep the cars rotating. She felt 96 hours was a long time to park. Emond suggested starting with a smaller time (e.g., 72 hours) to minimize pushback, then adjust based on feedback.

Ripka explained that only 2-3 boats are out at sea at a time, and they wouldn't all be gone at the same time. Goplen asked how many crew members were on the boats. Ripka said around four. Tokos asked how many vessels that were typically out longer than 96 hours. Ripka reported there were around 20 boats that did four day trips, but they weren't leaving or coming back at the same time. He didn't think that many spaces would be taken up for the 96 hour parking, and thought it would be less than 10 spaces.

Bretz emphasized the importance of setting regulations and sticking to them, instead of having to back down because people didn't think the system was fair. Tokos thought fleet owners and operators might be more willing to cooperate with the parking arrangement if given 96 hours. Ripka agreed and reminded the entire fleet wouldn't be tying up parking for 96 hours at the same time. Goplen thought 96 hours was reasonable. She noted that Bayfront business were upset that their employees could only park for 4 hours while the fleet got 96 hours. She questioned if that was fair.

MOTION was made by Bill Branigan, seconded by Robert Emond, to change the commercial fleet parking permits to 96 hours. The motion carried unanimously in a voice vote.

Ripka questioned how they would recognize the vehicles that were moved overnight but looked like they were in the same spot every day. Officer Valentine reported there would be indicators that the car had been moved. Emond asked if it would be common for someone to park in the same spot every day. Valentine said he saw this currently being done, and was familiar with the frequent cars that were parked all the time.

Tokos explained that the city was working on installing pay stations for parking, with a goal of launching in January. They were coordinating with vendors and stakeholders to ensure a smooth launch, despite uncertainty around crab season opening dates. Gary said it was rare to start the season in December. The Committee discussed the potential launch date for the program, with some members suggesting a later date to avoid conflicting with other events. The Committee agreed to table the conversation until next month's meeting to gain more information before making a decision.

Tokos reported he met with the managers of Pacific Seafood and Bornstein, and would be setting up meetings with their staffs. Sharon Snow, office manager for Pacific Seafood had questions and feedback on parking fees, including options for offseason pricing and lower fees in different zones. The Committee discussed the pros and cons of each option, including the challenge of allocating permits by type and the need to set parameters annually.

Goplen suggested conducting a survey to determine the actual number of employees at businesses along Bay Boulevard, as the current estimate of 107 spaces may not be accurate. This would show that the city reached out to businesses to find out what was needed. Tokos agreed that a survey could be helpful in determining the number of permits needed in Zones A and B, but noted that paid parking areas would always have some capacity. Tokos suggested they could offer an annual pass with a

discounted off-season, and only offer a limited number of permits available. The only downside to this was that it would be difficult to manage the number of permits that were available, because they had to allocate for both the basic monthly permits, versus the annual. Goplen agreed that this option would be simpler, but noted that it may be more difficult to manage the number of permits available. Emond asked if the off and on seasons would be for six months each. Tokos confirmed it would be.

Tokos proposed parking pricing options for employees, with the Tier II priced at \$75 for May to October, and \$25 for November to April. Emond thought that was fair, and thought lowering the price for where they wanted people to park was a good thing. Smith asked if this meant that someone would pay \$100 a year to park in the Tier II zone. Tokos confirmed it would be \$100 year in the Tier II, or \$350 in Tier I. They would still be a hunting permits.

MOTION was made by Robert Emond, seconded by Bill Branigan, to adopt the on-season and off-season pricing of \$275 peak, \$75 off peak for Tier I, and \$75 peak, \$25 off peak for Tier II. The motion carried unanimously in a voice vote.

Ripka left the meeting at 7:18 pm.

Goplen praised Tokos for the good job he did during the meeting with the Bayfront business owners. Tokos acknowledged that the meeting raised concerns about the impact on local businesses. He confirmed with the owners that the city was already committed to moving forward with the project.

- 4. Progress Report on T2 Systems Implementation.** Tokos reported they were working with T2 Systems twice a week to implement the system and do the programing of the pay stations. He provided updates on the parking system implementation, meetings with stakeholders and vendors, and the installation of license plate recognition technology. Tokos noted he hadn't received any pushback in the outreach meetings on the zone locations. He confirmed that the vendor would install the license plate recognition technology towards the end of October.

Tokos reported the parking lots had been paved, and they were putting up sign posts and foundations for the pay stations. Goplen asked if the zones would have curbs that were color marked for the different areas. Tokos said there would be a zone designations on the signs for this. The signs wouldn't be different colors.

Tokos reported they walked the Bayfront and would be pricing out the cost of security cameras for the pay stations. Goplen asked if the cameras would be placed on the pay stations. Tokos said each of the light poles had power at the top of them and where the cameras would be placed. Goplen thought this could get expensive and asked if the funds should come out of the parking money. Tokos explained they were pricing it out and wouldn't exclusively pull money from the parking fund. Goplen thought it should be a law enforcement expense, not parking expense. Tokos would advocate on this.

- 5. Revisions to Parking Codes to Facilitate Bayfront Metering.** Tokos reviewed the changes to NMC Chapter 6.2, Metered Parking Zones, explaining that the changes would go directly to the City Council for review because it was a regulatory code. He covered the changes to how vehicles were exempt from metered parking spaces; storage of nonvehicle property; and compliance to time limit requirements for zones.

Goplen expressed confusion about the parking meter limit, questioning why a family couldn't add more time to their meter after the initial 4-hour limit. Tokos clarified that they would be limited to 4-hours in the zone. It was in place to encourage turnover and ensure fairness for employees who paid for parking permits. Goplen thought this would be an area of confusion for someone who wanted to

stay in area. She worried if signage would clarify the public needed to move to a different zone for extended parking, citing examples of spa appointments or lunch breaks. Tokos thought people operated within the time limits and understood they couldn't stay over four hours. Smith was concerned the zones could become confusing. Goplen said there would be circumstances where people wanted to stay more than four hours. Tokos said there were zone references on signs identifying what zone they were parking in.

Tokos continued his review of the amendments to NMC 6.20.035, obstruction of meters. He mentioned that the police department could tow and impound vehicles that violated metering rules after three unpaid tickets. Goplen asked if after three tickets the vehicle would be booted. Tokos said after three tickets the person wouldn't be able to park. If Chief Malloy was to say the boot would be added, they needed to get the message out that it would happen. Emond asked when the police could tow a vehicle. Tokos said this would be utilized when people were parking dangerously.

Tokos reported that NMC 6.20.050 had been removed. He covered the changes concerning courtesy permits and coupon codes. Smith asked if coupons were the same thing as businesses that wanted to give out validation codes. Tokos said coupons were more simple and there would be a promo code that could be given out to get a day of parking. Goplen suggested businesses take advantage of promo codes as well, such as for sponsorship opportunities or to offer discounts to customers. Tokos pointed out they could also do a 50 percent reduction instead of 100 percent as well. Emond asked if the coupon codes would replace validations. Tokos said coupons were easier to put out, but validations would still have to be worked out.

Tokos asked if the Committee was generally comfortable with the updates. Emond noted that Tokos mentioned taking out the text that said they would be hooding the meters. Tokos said this was for single stall post meters. What they could do was program the pay stations to say they weren't working and outside of the timeframe that they had to pay.

Tokos noted that he and Smith would be attending the Rotary Club meeting the next day to speak to the group about the program.

6. **Public Comment.** None were heard.

7. **Adjournment.** Having no further business, the meeting adjourned at 7:52 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant



Bayfront Parking Management Implementation Schedule

Task	2023										2024				
	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
1. T2 Systems Contract Executed	[Grey bar from Apr to May 2023]														
2. T2 Project Kick-off	[Grey bar from May to June 2023]														
3. Stakeholder Outreach	[Grey bar from July to Feb 2024 with asterisks in Sept, Nov, Jan]														
4. Parking System Setup (Mobile Pay, Permits, Enforcement)	[Grey bar from May to Dec 2023 with diamonds in June, Aug, Oct, Nov and star in Dec]														
5. Establish Regulatory Framework	[Grey bar from May to Nov 2023 with squares in May, June and diamonds in Oct, Nov]														
6. License Plate Recognition Install	[Grey bar from Aug to Dec 2023 with diamond in Sept and star in Nov]														
7. Parking Lot Improvements	[Grey bar from May to Oct 2023 with triangle in May, hexagon in July, and square in Sept]														
8. Sign Pole Purchase and Install	[Grey bar from June to Oct 2023 with hexagon in July and square in Oct]														
9. Regulatory Sign Design and Install	[Grey bar from June to Dec 2023 with triangle in July and square in Dec]														
10. Pay Station Configuration & Install	[Grey bar from Sept to Jan 2024 with star in Nov and square in Jan]														
11. Pay Stations Weekends Only with Courtesy Permits	[Grey bar from Dec 2023 to May 2024 with asterisk in Dec and square in Jan]														
12. Enroll Users and Debug	[Grey bar from Jan to Mar 2024 with square in Jan and star in Mar]														
13. Notice Availability of Paid Permits	[Grey bar from Mar to May 2024 with asterisk in Mar]														
14. Go Live Full Paid/Permit Program	[Grey bar from May to May 2024 with square in May]														

Legend

- ★ Wrap-up Configuration
- ▲ Design
- * Public Engagement Activities
- Legislative Work Sessions
- ◆ Training Sessions
- Bid Project
- Implementation
- ◇ Formal Action (Adoption)

v2

(10-2-23) Newport Oregon

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T2 Project Manager: Jennifer Watson

Phase 1 - Contractual Agreement

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Contract Execution		Complete	Yes	N/A		4490252664
UPsafety Project Team Assigned	Kim Hechinger	Complete	Yes	N/A		4490252121
Welcome Email Sent to new UPsafety Customer	Jennifer Watson	Complete	Yes	N/A		4490252078

Phase 2 - Post Contract Information Gathering

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Kick Off Meeting - Clarify Deliverables	Jennifer Watson	Complete	Yes	N/A	Welcome Email Sent to new UPsafety Customer	4490252281
Weekly Project Status Call Scheduled	Jennifer Watson	Complete	Yes	N/A		4490252533
UPsafety Enforcement Hardware Order	Jennifer Watson	Complete	Yes	N/A		4490252067

Phase 3 - Development (If applicable)

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
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Phase 4a - UPsafety Configurations

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Online Onboarding Link Email Sent to Customer	Jennifer Watson	Complete	Yes	N/A		4490252561
Online Onboarding Completed by UPsafety Customer		In Progress	Yes	N/A	Welcome Email Sent to new UPsafety Customer	4490252075
eCommerce Patron Portal UI Customization	Jennifer Watson	Complete	Yes	N/A	Online Onboarding Completed by UPsafety Customer	4490252232
eCommerce Patron Portal / IVR ACH Stripe Onboarding		Complete	Yes	N/A		4490252108
IVR Phone Line Activation	Jennifer Watson	Complete	Yes	N/A		4490252319
Printed Ticket Customization	Jennifer Watson	Complete	Yes	N/A	Online Onboarding Completed by UPsafety Customer	4490252355
Preview of ticket approved by customer		Complete	N/A	N/A		4490252780
Notice Letter and/or Email Customization	Jennifer Watson	In Progress	Yes	N/A		4490252603
Notice Letter and/or Email approved by Customer		Upcoming	Yes	N/A		4490294910
Scofflaw Repeat Offender Identification Settings	Jennifer Watson	Upcoming	Yes	N/A		4490252369
Desired Client Report Configuration	Jennifer Watson	Upcoming	Yes	N/A		4490252595
Out of State DMV Owner Lookup Discussion and Configuration	Jennifer Watson	Upcoming	Yes	N/A		4490252338
In State DMV Owner Lookup Discussion and Configuration	Jennifer Watson	In Progress	Yes	N/A		4490252189
Permit Types & Zones Configuration	Jennifer Watson	In Progress	Yes	N/A		4490252064

Phase 4b - Genetec ALPR Configurations - Ryan

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Kick Off Meeting - Clarify Deliverables	yan Arnes, Jennifer Watson	Complete	Yes	N/A		4490252602
Genetec provide the template truth table	Ryan Arnes	Complete	Yes	N/A		4490252372
Template truth table returned to Genetec		Complete	Yes	N/A		4490252408
Genetec provide questionnaire	Ryan Arnes	Complete	Yes	N/A		4490252439
Questionnaire returned to Genetec		In Progress	Yes	N/A		4490252466
Genetec KML mapping file requests	Jennifer Watson	Complete	Yes	N/A		4490252491
KML mapping file requests returned to Genetec		Complete	Yes	N/A		4490252527
Permits, locations, zones etc established		Upcoming	Yes	N/A		4490252698
API information sent to Genetec	Jennifer Watson	Complete	Yes	N/A		4490252276
SFTP Configuration (Scofflaw, Permits, Hits)	Jennifer Watson	Complete	Yes	N/A		4490252303
SFTP Configuration sent to Genetec	Jennifer Watson	Complete	Yes	N/A		4490252344
Genetec ships ALPR equipment	Ryan Arnes	Upcoming	Yes	N/A		4490252571
Genetec ALPR equipment Received		Upcoming	Yes	N/A		4490252731
Genetec ALPR deployment	Ryan Arnes	Upcoming	Yes	N/A		4490252751
Genetec ALPR testing completed	Ryan Arnes	Upcoming	Yes	N/A		4490252726
Genetec ALPR setup approved		Upcoming	Yes	N/A		4490252753

Phase 4c - T2 MobilePay Configuration - Arnet

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Kick Off Meeting - Clarify Deliverables	Arnet Tkachuk	Complete	Yes	N/A		4490252379
Virtual Machine/API Created in Iris	Arnet Tkachuk	Complete	Yes	N/A		4490252436
VAR Sheet Recieved from client		In Progress	Yes	N/A	VAR Sheet sent to TEZ	4490252500
VAR Sheet sent to TEZ	Arnet Tkachuk	Complete	Yes	N/A		4490252467
Create and Test Customer Location	Arnet Tkachuk	Complete	Yes	N/A	VAR Sheet Recieved from client	4490252877
IRIS Training	Arnet Tkachuk	Upcoming	Yes	N/A		4490252984
iMeter Configuration setup	Jennifer Watson	Upcoming	Yes	N/A	Virtual Machine/API Created in Iris	4490252398
iMeter Test transactions sent		Upcoming	Yes	N/A	iMeter Configuration setup	4490252139
iMeter Test transactions Verified		Upcoming	Yes	N/A	iMeter Test transactions sent	4490253082
Signage Purchase order Ready	Arnet Tkachuk	Upcoming	Yes	N/A	Signage Order sent to TEZ	4490252665
Signage Order sent to TEZ	Arnet Tkachuk	Upcoming	Yes	N/A	Kick Off Meeting - Clarify Deliverables	4490252159
Signage information/Specs received from TEZ		In Progress	Yes	N/A	Kick Off Meeting - Clarify Deliverables	4490252632
Signage proofs approved by customer		Upcoming	Yes	N/A	Kick Off Meeting - Clarify Deliverables	4490252670
Signage Printed and Shipped		Upcoming	Yes	N/A	Signage Purchase order Ready	4490252179

Phase 4d - LUKE II Configuration - Haroon

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Kick Off Meeting - Clarify Deliverables	iroon.yaqubi@t2systems.co	Complete	Yes	N/A		4490252593

T2 MobilePay Pay to Park (Phone App/Kiosk) Configurations	Jennifer Watson	Upcoming	Yes	N/A		4490252262
Vehicle Mounted ALPR Configuration (Scofflaw, Permits, Hits)	Jennifer Watson	Upcoming	Yes	N/A		4490252570
Kiosk Hardware Ordered	iroon.yaqubi@t2systems.co	Complete	Yes	N/A		4490252614
Kiosk Hardware Shipped		Complete	Yes	N/A	Kiosk Hardware Ordered	4490252210
Kiosk Hardware Received		Complete	Yes	N/A	Kiosk Hardware Shipped	4490252238
Configuration information setup	iroon.yaqubi@t2systems.co	Upcoming	Yes	N/A		4490252490
Test data sent	iroon.yaqubi@t2systems.co	Upcoming	Yes	N/A	Configuration information setup, Onsite Hardware setup and Training	4490252631
Test Data Verified		Upcoming	Yes	N/A		4490252668
Onsite Hardware setup and Training	iroon.yaqubi@t2systems.co	Upcoming	Yes	N/A		4490252552

Phase 4e - Training - Kristina & Arnet

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Permit Webinar Training	Kristina Morris	Complete	Yes	N/A		4490252131
Cloud Admin Training	Kristina Morris	Upcoming	Yes	N/A		4490252225
Cloud User Training	Kristina Morris	Upcoming	Yes	N/A		4490252429
Handheld Training	Kristina Morris	Complete	Yes	N/A		4490252501
Training Videos Delivered to Client	Kristina Morris	Upcoming	Yes	N/A	Cloud Admin Training	4490252226
LUKE II Onsite Training	iroon.yaqubi@t2systems.co	Upcoming	Yes	N/A		4490252703

Phase 5a - Final Cloud Verification

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
All Necessary User Roles Created	Jennifer Watson	In Progress	Yes	N/A		4490253059
Mobile Users Added	Jennifer Watson	In Progress	Yes	N/A		4490252465
Cloud Users Assigned with Correct User Role(s)	Jennifer Watson	In Progress	Yes	N/A		4490252523
Test Ticket Data Cleared Out	Jennifer Watson	Upcoming	Yes	N/A		4490252297
Live Ticket Numbering Sequence Activated	Jennifer Watson	Upcoming	Yes	N/A		4490252833
Disputes enabled on patron portal (if applicable)	Jennifer Watson	Upcoming	Yes	N/A		4490253128
Client Monthly Invoicing Structure Set Up in Back Office	Jennifer Watson	Upcoming	Yes	N/A		4490252947

Phase 5b - Final Handheld Verification

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Most recent app version assigned	Jennifer Watson	Complete	Yes	N/A		4490252694
Handheld Login Screen Customized	Jennifer Watson	Complete	Yes	N/A		4490252107
Printing from device tested using Client's account		In Progress	Yes	N/A		4490252692
iChalk enabled (if applicable)	Jennifer Watson	Complete	Yes	N/A		4490252445
iMeter enabled (if applicable)	Jennifer Watson	Complete	Yes	N/A		4490253106

Phase 6 - Deployment

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Project Readiness Validation Sign Off Document sent	Jennifer Watson	Upcoming	Yes	N/A		4490252594
Project Readiness Validation Document returned		Upcoming	N/A	N/A		4490252757
Parking Management System Go Live	Jennifer Watson	Upcoming	Yes	N/A	Custom Preprinted Paper Stock Order, Historical Data Migration Import, eCommerce Patron Portal UI Customization, UPsafety Enforcement Hardware Order	4490252259

Phase 7 - Post Deployment

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Send Project Survey	Jennifer Watson	Upcoming	N/A	N/A		4490253033
Completed Project Survey Returned	Jennifer Watson	Upcoming	N/A	N/A		4490252801
Enable Registered Vehicle Owner Lookups	Jennifer Watson	Upcoming	N/A	N/A		4490253010
Ensure Automated Notice Service is Live	Jennifer Watson	Upcoming	N/A	N/A		4490252388
Enable/Schedule Automated Notices	Jennifer Watson	Upcoming	N/A	N/A		4490252166
Send Support/Account Manager Transition Stack Form	Jennifer Watson	Upcoming	N/A	N/A		4490252673
Transition meeting with Support & Account Manager	Jennifer Watson	Upcoming	N/A	N/A	Parking Management System Go Live	4490252905

Archive/NA

Name	Owner(s)	Status	In Scope	Development Status	Dependent On	Item ID (auto generated)
Custom Preprinted Paper Stock Order	Jennifer Watson	Upcoming	Yes	N/A		4490252145
Hearing / Court Scheduling Automation	Jennifer Watson	Upcoming	Yes	N/A		4490252538
Collections Partner Configuration	Jennifer Watson	Upcoming	Yes	N/A		4490252634
Historical Data Migration Instructions Delivered to Client	Jennifer Watson	Upcoming	Yes	N/A		4490252298
Historical Data Migration Import	Jennifer Watson	Upcoming	Yes	N/A	Historical Data Migration Instructions Delivered to Client	4490252186
PO Box Setup (Mailed Payments, Correspondence, and or Handwritten Citation Entry)	Jennifer Watson	Upcoming	Yes	N/A		4490252330
Barnacle Integration Configuration	Jennifer Watson	Upcoming	Yes	N/A		4490252097
Blackmark enabled (if applicable)	Jennifer Watson	Upcoming	Yes	N/A		4490252550
Enable Vehicle Registration Holds	Jennifer Watson	Upcoming	N/A	N/A		4490252617
Enable Collections Export	Jennifer Watson	Upcoming	N/A	N/A		4490252725
Enable Data Purge	Jennifer Watson	Upcoming	N/A	N/A		4490252356
In State DMV Registration Holds Discussion and Configuration	Jennifer Watson	Upcoming	Yes	N/A		4490252195

Sherri Marineau

From: Derrick Tokos
Sent: Wednesday, October 04, 2023 5:02 PM
To: Sherri Marineau
Subject: FW: Upcoming Newport Parking Advisory Committee Meeting

Please add this as an agenda topic.

From: Derrick Tokos <>
Sent: Wednesday, October 4, 2023 5:01 PM
To: [REDACTED]
Subject: Upcoming Newport Parking Advisory Committee Meeting

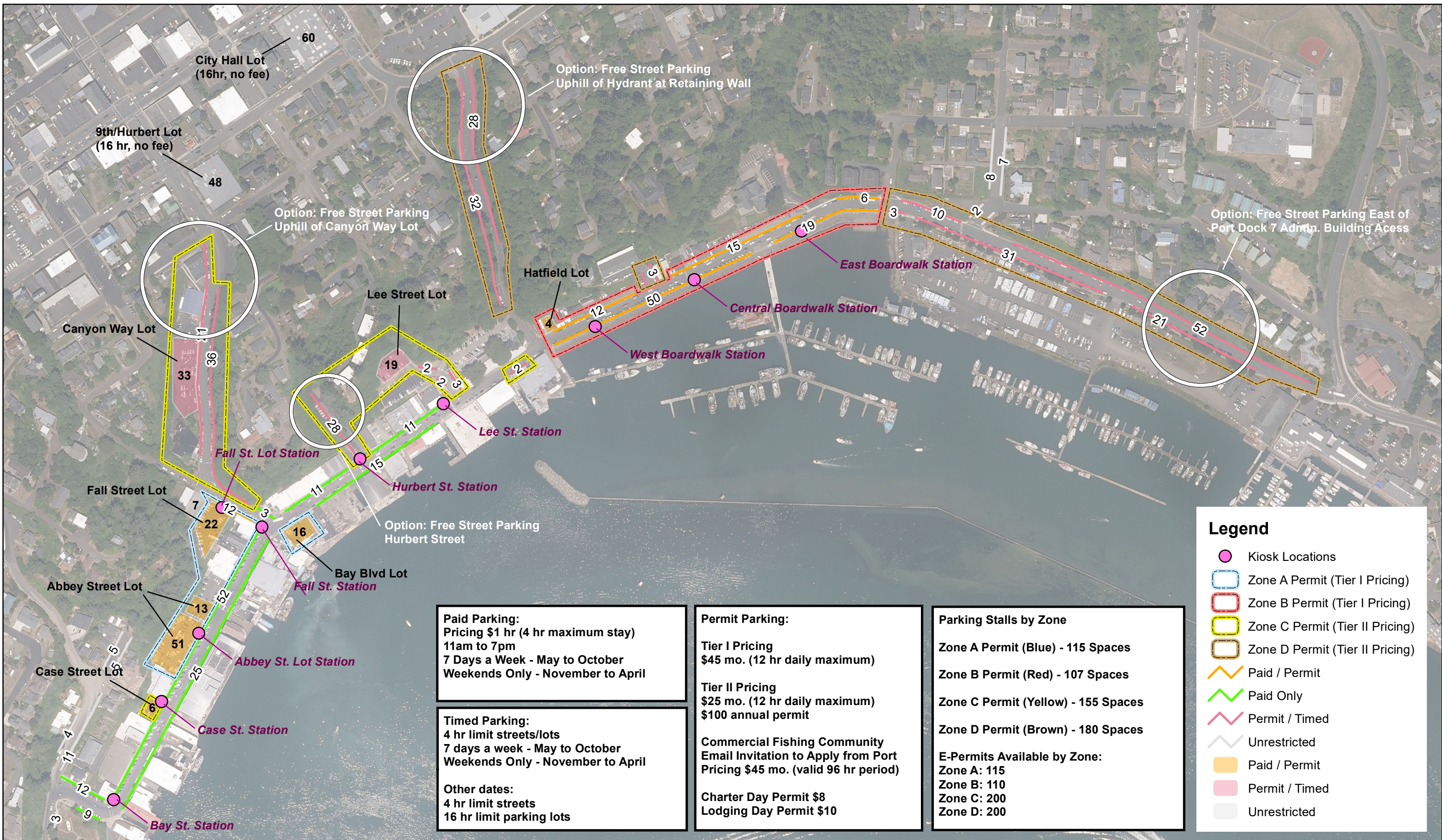
Hi Michelle,

Per our conversation earlier today, we will add to the Parking Advisory Committee's upcoming meeting agenda a discussion item regarding whether or not they want to make portions of the mapped Permit / Timed areas available for full day parking. At their last meeting, the group agreed to provide a lower priced annual permit in these Tier II areas, at \$100 a year. This is in addition to the monthly option. The Committee also agreed to increase the parking period for the commercial fishing community, near Port Docks 5 and 7, to 96 hours. Both of these changes were in response to feedback received at the outreach meetings, and I fully expect the group will carefully weigh your concerns as well.

The Advisory Committee meeting will be held at 6pm on October 18th at Newport City Hall, and it is open to the public if you would like to attend.

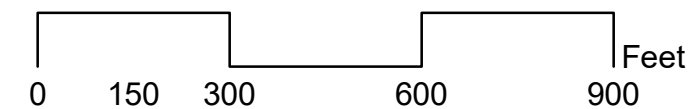
Thank you for reaching out to share your concerns.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov



Draft Bay Front Parking Management Alternative

Aerial Image Taken 2021
 4-inch, 4-band Digital Orthophotos
 Date: October 13, 2023 (v5)



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.

Sherry Marineau

From: Derrick Tokos
Sent: Wednesday, October 04, 2023 5:02 PM
To: Sherry Marineau
Subject: FW: Cameras

Another topic to add to the agenda.

From: Derrick Tokos <>
Sent: Monday, October 2, 2023 8:25 AM
To: Janell Goplen
Subject: RE: Cameras

Hi Janell,

Our IT staff is researching camera options, and I'll reach out to them to get the specs on a couple of the products they are looking at. They are focusing on small, waterproof wireless networked night vision cameras that can be color matched. There are power sockets toward the top of the light poles. That is where they would be placed.

We asked Central Lincoln PUD for permission to place cameras on the Sheppard Hook light poles and they are reviewing the request internally. I can add this as a topic for the next Advisory Committee meeting. Hopefully, we will have a response from Central Lincoln by then.

Derrick I. Tokos, AICP
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City of Newport
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Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: Clearwater Restaurant
Sent: Friday, September 29, 2023 10:25 PM
To: Derrick Tokos
Subject: Cameras

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

I wanted to learn more about the comment made during the last in person meeting regarding cameras on street lights on the bayfront. I would like more information. Do you have it? is the information posted somewhere?

--

Janell Goplen

CITY OF NEWPORT

ORDINANCE NO. 2214

**AN ORDINANCE AMENDING THE NEWPORT MUNICIPAL CODE
TO ESTABLISH AN ADMINISTRATIVE FRAMEWORK FOR
METERING PUBLIC PARKING AREAS**

Findings:

1. On March 2, 2020, the Newport City Council adopted Ordinance No. 2163, implementing recommendations of a 2018 Parking Study by Lancaster StreetLab, as amended by the City's Parking Advisory Committee. Among other things, Ordinance No. 2163 included policy direction to pursue metered zones, hybrid paid/permit, and hybrid permit/timed zones along the Bayfront to increase vehicle turnover in public parking areas, reducing congestion and improving public safety.
2. The City of Newport is not currently using meters or paid parking permits to influence parking behavior and there are no provisions in the Newport Municipal Code to provide guidance or direction on how such a program should be operated.
3. Recognizing the need for an administrative framework to effectively operate and enforce a meter and paid permit program for public parking areas, the Newport Parking Advisory Committee took up a package of Newport Municipal Code (NMC) amendments at its June 21, 2023 meeting, and further refined them at its September 20, 2023 meeting. The Newport Planning Commission and City Council reviewed the changes and provided feedback at their May 22, 2023 and June 20, 2023 work sessions, respectively. The result of that effort are set of proposed amendments, more specifically described as follows:
 - a. NMC Chapter 1.50, Penalty, is being amended to establish that traffic citation and vehicle impound fees will be set by City Council resolution and that proceeds from parking related penalties are to be directed to the City's Parking Fund.
 - b. NMC Chapter 6.15, Parking in Rights of Way, is being retitled "Parking in Rights of Way and City Parking Lots" and the chapter is being amended to include standards for city parking lots in Chapter 6.20, freeing that chapter up for reuse.
 - c. NMC Chapter 6.20, City Parking Lots, is being repealed and replaced with a new Chapter 6.20, Metered Parking Zones. The new chapter authorizes the use of parking meters to increase vehicle turnover in public parking spaces, to encourage short-term parking in metered areas, and to improve safety in the public right-of-way (NMC 6.20.005). It further designates metered parking zones as those defined geographically under NMC 14.14.100 that have been designated by the City Council

for placement of parking meters (NMC 6.20.010). The City Manager is designated as the party responsible for the installation, function, and maintenance of meters (NMC 6.20.015) and the new chapter sets out parameters for enforcement of metered spaces (NMC 6.20.020 through 6.20.030). The regulations also address obstruction of meters (NMC 6.20.035); vandalism, theft, invalid receipts (NMC 6.20.040); unintentional violations due to meter failure (NMC 6.20.045); use of courtesy permits and coupon codes (NMC 6.20.050); meter collection responsibilities (NMC 6.20.055); disposition of meter proceeds (NMC 6.20.060); and that fees and time limits are to be established by City Council resolution (NMC 6.20.065).

d. NMC Chapter 6.25, Recreational Vehicle Parking, is amended to include a cross-reference to the Special Event Permit Chapter (NMC Chapter 9.80) with respect to overnight parking of recreational vehicles.

e. Lastly, NMC Chapter 6.65, Impounding Vehicles, Inventory, is being amended to indicate that vehicles located in a public parking space in violation of posted time limits, meter requirements, or other posted parking regulations may be towed or impounded.

4. The City Council held a public hearing on October 2, 2023 regarding the question of the proposed changes, and determined that they are necessary and furthers the general welfare of the community.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

Section 1. The findings set forth above are hereby adopted in support of the amendments to Title I and VI of the Newport Municipal Code adopted by Sections 2 through 6 of this Ordinance.

Section 2. Chapter 1.50, Penalty, of Title I of the Newport Municipal Code is hereby amended as set forth in Exhibit "A".

Section 3. Chapter 6.15, Parking in Right-of-Way, of Title VI of the Newport Municipal Code is hereby amended as set forth in Exhibit "B".

Section 4. Chapter 6.20, City Parking Lots, of Title VI of the Newport Municipal Code is hereby repealed in its entirety and replaced with a new Chapter 6.20 titled "Metered Parking Zones," as set forth in Exhibit "C".


Section 5. Chapter 6.25, Recreational Vehicle Parking, of Title VI of the Newport Municipal Code is hereby amended as set forth in Exhibit "D".

Section 6. Chapter 6.65, Impounding Vehicles, Inventory, of Title VI of the Newport Municipal Code is hereby amended as set forth in Exhibit "E".

Section 7. This ordinance shall take effect 30 days after passage.

Date adopted and read by title only: October 02, 2023

Signed by the Mayor on October 3, 2023.



Jan Kaplan, Mayor

ATTEST:



Erik Glover, Asst. City Manager/City Recorder

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

CHAPTER 1.50 PENALTY

1.50.010 Default Penalty

Except as otherwise specified, the penalty for violation of any provision of this code or other ordinance shall be a civil penalty of \$500. If the violation is of a code provision or ordinance that is identical to a state statute, the city may elect to proceed on the basis of the state violation or the city violation. Each calendar day on which violation occurs or remains uncorrected constitutes a separate violation.

1.50.020 Traffic Citation Assessment and Vehicle Impound Fee

- A. Except as provided in Subsection B. of this section, all persons who are issued a traffic citation to appear in the Newport Municipal Court shall pay a traffic citation assessment fee ~~of \$10.00 per citation as specified by resolution of the City Council~~. All persons who recover a vehicle from a vehicle impoundment shall pay a vehicle impound assessment fee ~~of \$10.00 per to partially off-set City's cost of impoundment impounding the vehicle. These amounts~~ The vehicle impound assessment fee shall be in an amount set by City Council resolution, and shall be in addition to any other penalty, assessments, or payment.
- B. If the municipal court determines that the person issued the citation did not commit the offense or has established an affirmative defense, no traffic citation assessment fee or vehicle impound assessment fee shall be imposed.
- C. The amount of the traffic citation assessment fee and vehicle impound assessment fee shall be added to any bail amount for those who do not contest the citation and shall be included as part of the judgment for all those who contest the citation and are determined to have committed the offense.
- D. Proceeds from payment of ~~the parking~~ traffic citation assessment and vehicle impound assessment fees shall be ~~used for the police department's cost associated~~ directed to the City's Parking Fund, and may be used for parking enforcement, parking improvements and/or enhancements, and related purposes, with maintaining traffic safety. Proceeds from payment of other traffic citation assessment and vehicle impound assessment fees shall be used to offset police department costs associated with maintaining traffic safety.
- E. Vehicles with three or more unpaid parking traffic citations may not utilize parking meters and are ineligible for parking permits.

Staff: The City is now setting its traffic citation fees by resolution and this chapter of the Municipal Code needs to be amended to align with that practice. The chapter

is also being edited to indicate that proceeds from parking related citations are to be directed to the City's Parking Fund and that vehicles with three (3) or more unpaid parking traffic citations may not utilize parking meters and are ineligible for parking permits.

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

CHAPTER 6.15 PARKING IN RIGHTS OF WAY AND CITY PARKING LOTS

6.15.005 Method of Parking

- A. Street Parking~~parking~~ is permitted only parallel with the edge of the street, headed in the direction of lawful traffic movement, except where the street is marked or signed for angle parking. Where parking spaces are marked, vehicles shall be parked within the marked spaces. Parking in angled spaces shall be with the front head-in to the curb, except that vehicles delivering or picking up goods may be backed in. Where curbs exist the wheels of a parallel-parked car shall be within 12 inches of the curb, and the front of an angle-parked car shall be within 6 inches of the curb.
- B. If possible, parked cars shall be removed by their owners in the event of an emergency such as a fire.

Staff: The method of parking described in the first sentence above is specific to street parking so that clarification has been made to the code. Other parking options exist in city parking lots.

6.15.010 Parking of Oversized Vehicles

Any vehicle which, because of its size or shape, cannot be parked as provided by Section 6.15.005 may be parked outside the restricted or limited parking area of the city in a manner which will not impede or interfere with vehicular traffic. No vehicle may be parked to impede or interfere with a vehicle travel lane.

6.15.015 Prohibited Parking

- A. No person shall park a vehicle:
1. On a bridge, viaduct or other elevated structure used as a street, unless permitted by authorized signs.
 2. Obstructing a street so as to prevent or interfere with orderly two-way traffic.

3. In any alley except to load or unload persons or materials not to exceed 30 minutes, and then only in such a manner as to leave available space for another vehicle to pass the parked vehicle;
4. On a street for the principal purpose of:
 - a. Displaying the vehicle for sale.
 - b. Greasing or repairing the vehicle, except repairs necessitated by an emergency.
 - c. Displaying a sign from the vehicle.
 - d. Selling merchandise from the vehicle except in a duly established market place or when so authorized or licensed under the ordinances of the city.
 - e. Storage in a street right-of-way for more than 72 consecutive hours, unless authorized by a valid permit. Storage includes any parking in excess of 72 consecutive hours.

Staff: Change provides the Council the option of creating parking permits with timeframes longer than 72 hours. The Parking advisory Committee is considering recommending a 96 hour permit for the commercial fishing community.

5. In a manner contrary to any sign posted regulating parking in a city parking lot, and in no circumstances for more than 16 hours in a city parking lot unless authorized for camping, pursuant to Chapter 9.50 or as a Special Event pursuant to Chapter 9.80.

Staff: This 16 hour maximum parking allowance in city parking lots is being merged over from Chapter 6.20.

56. And leave the vehicle without stopping the engine and effectively setting the brake. Police officers are authorized to turn off any vehicles left running and unattended and remove the key. The officer shall leave information as to how to claim the key.
67. In a location or at times where parking is prohibited as indicated by authorized signs or curb markings.

- B. No person shall park a truck other than a pick-up on a street at any time between the hours of ~~9:00~~10:00 P.M. and 7:00 A.M. in front of or adjacent to a residence, motel, apartment house, hotel or other sleeping accommodation.
- C. No person shall park a vehicle between ~~11:00~~10:00 P.M. and 7:00 A.M. leaving any audible auxiliary motor or engine running. For purposes of this section, "audible" means audible to humans in any public right of way or on any private residential property other than private property where the vehicle is parked with the permission of the owner, and "running" means either continuously or intermittently running, whether controlled by a thermostat, timer, or other means.

Staff: The restrictions above relate to noise, and the time limits have been adjusted so that they are consistent with the City's noise ordinance.

- D. Parking is prohibited ~~in streets~~ immediately adjacent to yellow-marked curbs. Parking or stopping is prohibited in streets or other public areas immediately adjacent to red-marked curbs. The above prohibitions apply unless parking or stopping is necessary to comply with traffic signs and signals, or if traffic does not permit continued movement. No other sign or wording is needed to make the prohibitions effective. The prohibitions established by this section apply if the yellow or red markings are visible, even though faded or partially obliterated. Public areas include private property designated or required as a fire lane. Curbs may be painted red on public or private property only to indicate a fire lane or other area where parking and stopping is prohibited.

Staff: This change is necessary because the chapter now applies to city parking lots in addition to streets.

- E. No person may park a vehicle in a handicapped parking space without a handicapped license or permit properly displayed on or in the vehicle.

6.15.020 Removal of Illegally Parked Vehicles

- A. The city may remove any illegally parked vehicle that is unattended or that is not removed after a request is made to the owner or person in charge of the vehicle, in

compliance with state and city law regulating towing of vehicles by the city.

- B. The ~~registered owner of an illegally parked vehicle shall be provided 24 hour notice prior to the~~ city shall not remove ~~anytowing the~~ vehicles that were originally legally parked unless the vehicle has remained illegally parked for a period three times longer than the time originally allowed for the vehicle to be parked, unless removal is needed in case of an emergency or to allow the orderly movement of traffic, ~~or the vehicle has been parked for more than 72 hours.~~

Staff: The 24 hour notice is consistent with existing language in NMC 6.50.040 that is applicable to towing of immobilized vehicles. Allowing vehicles to stay three times the legal length of stay is inconsistent with other towing related language and would prevent the City from reasonably enforcing parking regulations, and maintaining public parking areas. Therefore, that language has been removed.

6.15.025 Loading Zone

No person shall stop, stand, or park a vehicle in a loading zone other than to (i.) load or unload materials; or (ii.) service machinery or equipment.

A.— Stopping, standing, or parking a vehicle in a loading zone for the purpose of loading and unloading shall be only for the amount of time reasonably necessary to load and unload the vehicle and perform tasks ancillary to the loading and unloading, and the total time parked shall not exceed 30 minutes ~~or the time limit identified on the sign.~~

~~B. Any person using a loading zone for parking while servicing machinery or equipment must first obtain a permit from the Newport Police Department authorizing the vehicle to park in a loading zone for a period greater than 30 minutes. The permit must be displayed in the windshield of the vehicle while parked in a loading zone. Permits may be issued on a yearly, monthly, weekly, or daily basis. The fee for the permit shall be set by City Council resolution. Pending a fee resolution, the annual fee shall be \$50.00.~~

Staff: Language is being added to reference time limits on loading zone signs, since they vary throughout the city (as opposed to a fixed 30 minutes). The Police Department has indicated that they are not issuing permits for extended use of loading zones; therefore, that option is being eliminated.

6.15.030 Passenger Loading Zone

No person shall stop, stand, or park a vehicle in a passenger loading zone other than to load and unload passengers. The maximum time to be stopped or parked in a passenger loading zone is five minutes, unless actual loading and unloading requires additional time.

6.15.035 Buses and Taxis

No person may park or stand a bus or taxi on any street in any business district at any place other than at a bus stand or taxicab stand, respectively. This section does not prohibit the driver of any taxi from temporarily stopping for the purpose of loading or unloading of passengers.

6.15.040 Restricted Use of Bus and Taxicab Stands

No person shall stop, stand or park a vehicle other than a bus in a bus stand or other than a taxicab in a taxicab stand, except that the driver of a passenger vehicle may temporarily stop therein while actually engaged in loading or unloading passengers when the stopping does not interfere with any bus or taxi.

6.15.045 Parking Time Limited in Certain Areas

When signs are erected in any block, or within any public parking lot, limiting permissible parking time, no person shall park a vehicle within the block, or parking lot, for longer than the time posted on the sign. Movement of a vehicle to a parking space on either side of the same street within the area between the intersections at each end of the block shall not extend the time limits for parking. Movement of a vehicle to another parking space within the same parking lot shall not extend the time limits for parking. After a vehicle has been moved from the posted block, or parking lot, for more than one hour, a new time limitation shall apply.

6.15.050 Parking Permits

The City Manager may put in place a program for issuing parking permits to reserve public right-of-way areas or parking lots for use by designated parties. Parking permits may apply in timed parking areas, or elsewhere depending upon the specifications of the permit.

- A. Parking permits may be obtained electronically or in hardcopy form. A hardcopy permit areis to be displayed on a vehicle in the manner specified on the permit, and shall include a description of the authorized activity, license number of the benefited vehicle, and the date or dates within which the permit is effective.
- B. Permit holders and permitted vehicles are subject to all traffic laws and regulations not explicitly superseded by the permit.

Staff: Changes recognize that permits can be issued for public parking lots in addition to on-street spaces. The edits also recognize that electronic permitting may be utilized.

6.15.055 Exemptions

The following activities are exempt from the provision of this chapter:

- A. City and public franchise utility vehicles are exempt from this chapter while in use forengaged in construction or repair work or other authorized use.
- B. Mail delivery vehicles are exempt from this chapter while in use for the collection, transportation, or delivery of United States mail.
- C. Circumstances where the driver is obeying the direction of a law enforcement or parking enforcement officer.
- D. When authorized by a vehicle parking permit.
- E. Emergency vehicles while serving an emergency.
- F. Vehicles performing work within a public parking lot or right-of-way under the terms of a right-of-way permit issued pursuant to Chapter 9.10.

G. Vehicles parked in a marked parking space with an official state-issued disabled person registration or "wheelchair user" plate, placard, permit or decal, provided the length of stay adheres to the storage limitations of Section 6.15.015.

Staff: The exemptions listed are common, and they align with those that will apply to metered parking zones which the Parking Advisory Committee reviewed.

6.15.060 Owner Responsibility

The owner of a vehicle parked in violation of a parking restriction shall be responsible for the violation, except where the use of the vehicle was secured by the operator without the owner's consent. Nothing in this section prevents an owner from recovering the cost of any penalty from the driver or other person responsible for the illegal parking.

6.15.070 Citation on Illegally Parked Vehicle

Whenever a vehicle without an operator is found parked in violation of a restriction imposed by this Chapter, the officer finding the vehicle shall take its license number and any other information displayed on the vehicle which may identify its owner, and shall conspicuously affix to the vehicle a traffic citation for the operator to answer to the charge against the owner, or pay the penalty imposed within seven days during the hours and at the place specified on the citation.

6.15.080 Registered Owner Presumption

In the prosecution of a vehicle owner, charging violation of a restriction on parking, proof that the vehicle at the time of the violation was registered to the defendant shall constitute a disputable presumption that the registered owner was then the owner in fact.

6.15.090 Failure to Comply with Traffic Citation Attached to a Parked Vehicle

If the operator does not respond to a traffic citation affixed to such vehicle within a period of ten days, the Municipal Court may send to the registered owner of the vehicle, to which the traffic citation was affixed, a letter informing them of the violation and warning them that, any fine associated with the traffic citation is subject to an increase based on the number

of days the traffic citation remains unpaid, and based on the city's master fee schedule set by Council resolution.

6.15.100 Penalty

Penalties for violation of this Chapter are set by Council resolution and contained in the city's master fee schedule. Penalties assessed in a traffic citation for a violation of the provisions of this Chapter shall be imposed unless the Municipal Court finds reasonable grounds exist for either increasing or reducing the penalties.

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

~~CHAPTER 6.20 — CITY PARKING LOTS~~

~~6.20.005 — Parking in City Owned Parking Lots~~

~~Vehicles may park in marked spaces in city-owned parking lots, subject to compliance with authorized signs limiting the allowable time for parking in the city-owned parking lot. The maximum amount of time a vehicle shall be parked in a city-owned parking lot is 16 hours. Vehicles parking in city-owned parking lots in violation of the posted time limits, or other posted regulations, may be towed, subject to the same restrictions applicable to towing of vehicles from private parking lots.~~

~~6.20.010 — Parking Lots — Publicly Owned/Operated~~

~~No vehicle may be parking in a parking lot owned or operated by a governmental entity contrary to the regulations of the parking lot operator or contrary to any sign posted regulating parking in the parking lot. Vehicles parked in violation of this section may be towed, subject to the same restrictions applicable to towing vehicles from private parking lots.~~

Staff: Repeal existing chapter in its entirety, and replace with new Chapter 6.20 titled "Metered Parking Zones." Relevant language from the repealed chapter has been incorporated into Chapter 6.15.

(This is a new chapter to the Newport Municipal code. Staff comments, in *italics*, are for context and are not a part of the revisions.)

CHAPTER 6.20 METERED PARKING ZONES

6.20.005 Purpose

Parking meters are authorized by the City of Newport as a means to increase vehicle turnover in parking spaces, to encourage short-term parking in the metered area, and to improve safety in the public right-of-way.

Staff: Authorizes use of parking meters within the City of Newport and explains the purpose for using them consistent with the parking study element of the Newport Comprehensive Plan.

6.20.010 Parking Meter Zone Designated

The public areas, streets or portions of such streets within a special area defined in Section 14.14.100 that have been designated by the City Council for placement of parking meters shall be considered parking meter zones.

Staff: Indicates that Section 14.14.100, Special Parking Areas, includes the geographic boundaries of parking meter zones and notes that only those areas designated by the City Council for placement of parking meters shall be considered parking meter zones. At this time, only the Bayfront has been designated for meters with the Parking Study adopted with Ordinance No. 2163.

6.20.015 Installation, Function, and Maintenance of Parking Meters

The City Manager will be responsible for the regulation, control, operation, maintenance and use of parking meters, including the establishment of areas within a meter zone where fees are applicable.

Staff: City Manger is charged with the regulation, control, operation, maintenance and use of parking meters.

6.20.020 Enforcement of Metered Parking Spaces

- A. Parking meters are in effect during all hours indicated on the meter and/or sign.

- B. All vehicles must adhere to parking meter regulations while stopped or parked in an officially designated metered parking space; except:
1. Circumstances where the driver is obeying the direction of a law enforcement or parking enforcement officer.
 2. When authorized by a vehicle parking permit.
 3. Emergency vehicles while serving an emergency.
 4. City and franchise utility vehicles engaged in construction or repair work.
 5. Vehicles performing work within a public parking lot or right-of-way under the terms of a right-of-way permit issued pursuant to Chapter 9.10.
 6. Mail delivery vehicles while in use for the collection, transportation, or delivery of United States mail.
 7. Vehicles with an official state-issued disabled person registration or "wheelchair user" plate, placard, permit or decal, provided the length of stay adheres to the storage limitations of Section 6.15.015.
- C. It is unlawful to store nonvehicular property in a metered parking space. Any nonvehicular property stored in a metered parking space may be summarily abated as a nuisance if there is an immediate danger to human life, health, or safety, or immediate danger or substantial damage to property pursuant to Section 8.10.200. Otherwise, nonvehicular property stored in a metered parking space shall be subject to removal as if it were an illegal campsite under the provisions of Chapter 9.50.

Staff: Section addresses enforcement of metered spaces. Exemption language is consolidated into this section and sync'd up with similar language contained in NMC 6.15.055 that applies to timed parking/permit parking areas.

Summary abatement under the City's nuisance code is limited to circumstances where there is an immediate risk to life, health and safety. Otherwise, the City needs to treat non-vehicular property as if it were an illegal campsite and provide required notice. Language to that end has been added.

6.20.025 Compliance with Time Limit Required

- A. It is unlawful for any person to park any vehicle in any metered parking space during the hours of operation of the meter without paying the parking meter or parking permit fee, or to allow any vehicle in their control or custody to remain in any parking meter space longer than the time designated time limit.
- B. Upon expiration of the designated time limit indicated by the parking meter or parking permit, a citation may be issued if a vehicle remains parked or stopped within the same fee area or zone.
- C. A vehicle may not be parked in any space with a broken or "out of order" meter for a period of time longer than the time limit indicated on the meter. Payment or a valid receipt is required at all metered spaces regardless of whether the closest device is functioning.

Staff: Requires compliance with parking time limits. Reference to "zones" aligns with information that will be depicted on the regulatory signs that the City will be installing. In metered areas vehicles must move to another zone when the 4-hour time limit is exceeded, unless they have a valid permit.

6.20.030 Payment of Meter Fees

A sign or legend which indicates the interval of time for which parking is permitted and the fee payable for the time interval must be posted in all meter areas. The parking meter fee must be paid with U.S. coins, payment card or any other authorized payment method by the person within the vehicle, except:

- A. During all the days and the hours that a meter fee is not required.
- B. A vehicle with a current parking permit authorizing parking at a meter without payment of the meter fee.
- C. A vehicle, for the sole purpose of loading/unloading passengers, for a period not to exceed 5 minutes.
- D. A vehicle exempt from enforcement pursuant to Section 6.20.020(B).

Staff: Requires proper notice of areas that are to be metered along with the time interval and fee. Meter fee is payable where noticed, unless one of the limited exemptions applies.

6.20.035 Obstruction of Meters

No vehicle or other property may obstruct access to a parking meter in a manner which prevents deposit of coins in the meter, visibility of the meter instructions or time limit, or visibility of any mounted signs. A vehicle in violation of this section is subject to being towed and impounded pursuant to Chapter 6.65. Other property may be subject to summary abatement pursuant to Section 8.10.200 or removal as if it were an illegal campsite under the provisions of Chapter 9.50.

Staff: Prohibits vehicles from obstructing meters, which are likely to be limited to pay stations. Cross reference added to Municipal Code Chapter that addresses towing and impounding of vehicles. Removal of "other property" is subject to summary abatement or removal as if it were an illegal campsite, as appropriate.

6.20.040 Vandalism, Theft, Invalid Receipts

A. It is unlawful for any person to deface, injure, tamper with, willfully break, destroy, or impair the usefulness of any parking meter installed in public streets, public places, or elsewhere in the City, or to open or remove the same without lawful authority.

B. It is unlawful for any person without lawful authority to remove any coin box or the money content of such coin box or the contents of any parking meter or part thereof.

C. It is unlawful for any person to knowingly manufacture, duplicate, possess, or use any tool, key, implement or device designed to force, break, unlock, or otherwise gain entry to any parking meter maintained by the City unless authorized to do so by the City Manager.

D. Injury to or theft from each meter as described in Subsection A and possession of each item described in Subsections B and C is a separate offense. For each such offense, in addition to the penalties otherwise provided in this Code, a court may order restitution to the City of the damages incurred for repair or re-keying parking meters as a result of injury to the meters or the use or possession of the items described in Subsection C.

E. It is unlawful for any person to duplicate, copy, use or otherwise falsify a parking payment receipt.

F. It is unlawful for any person to damage, deface, or remove a space reservation device.

Staff: Section deals with vandalism, theft and invalid receipts. Provisions are comparable to those used by other jurisdictions (e.g. Hood River and Portland).

6.20.045 Unintentional Violation Due to Meter Failure

Any unintentional violation of a provision of this chapter by reason of a mechanical failure of a parking meter is not an offense within the meaning of this chapter once the mechanical failure is verified by the City or where there is a hood covering the meter that states "out of order."

Staff: Establishes that an unintentional violation due to a verified meter failure is not a violation of the chapter.

6.20.050 Courtesy Permits and Coupon Codes

The City Manager may issue parking meter courtesy permits or coupon codes valid for a period not to exceed seven (7) days, authorizing the permittee to park a vehicle without regard to time limits and without having to pay the meter fees in any parking space. Such courtesy permits or coupon codes are limited to the following:

- A. Vehicles associated with a special event permit authorized pursuant to Chapter 9.80 where the specifically identifies affected parking spaces.
- B. City sponsored promotional events to enhance business access and foster economic activity.
- C. Circumstances where a parking meter malfunctions or an error otherwise occurs in the application of the metering program.

Staff: Changes allow for use of coupon codes and courtesy permits at parking meter pay stations, with limitations. Includes options for promotional activities and addressing malfunctions should they arise.

6.20.055 Meter Collection Duty

It shall be the duty of the City Manager to direct the collection of all coins deposited in parking meters.

Staff: Pay stations the City is deploying include a coin payment option, and this provision notes that it is the City Manger's responsibility to direct how collections are to occur. The software will alert the City when a coin box is close to being full, and the plan is for the City's parking enforcement officer to perform collection duties.

6.20.060 Disposition of Meter Proceeds

Parking meter proceeds will be deposited in the City of Newport Parking Fund to provide for maintenance and improvement of parking areas and for the proper regulation, control and inspection of traffic upon the public streets and lots within parking special areas as defined in Chapter 14.14.100. This includes covering the cost of supervising, regulating and inspecting the parking of vehicles as provided for in this chapter, the cost of placing and maintaining lines or markings designating parking spaces and expenses associated with the installation, operation, maintenance, control and use of the parking meters installed under this chapter and other related expenses.

Staff: Section calls for revenues to be directed to the Parking Fund where they will be used to pay for parking enforcement and enhance public parking areas.

6.20.065 Establishment of Fees and Maximum Time Limits

Parking meter fees and maximum time limits shall be established by resolution of the City Council.

Staff: Establishes that fees and maximum time limits will be set by Council resolution. City staff and the Parking Advisory Committee are working with Bayfront stakeholders to finalize these, and a draft resolution with the results of that effort will be brought forward for City Council consideration at a future meeting.

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

CHAPTER 6.25 RECREATIONAL VEHICLE PARKING

6.25.005 Definitions

Public Or Private Parking Lot means a parking lot that is open to the general public for parking, whether for a fee or not. Parking lot does not include areas reserved for owners or tenants of a property.

Recreational Vehicle or RV means a vehicle with or without motive power that is designed for use as temporary living quarters and as further defined by the Oregon Department of Transportation in OAR Chapter 735, Division 022. Examples include motor homes, camping trailers, tent trailers, truck campers and camper vans.

6.25.010 Parking of Recreational Vehicles

- A. Recreational vehicles may not be parked and occupied in the right-of-way or on any public or private parking lot between the hours of 11:00 P.M. and 5:00 A.M., except in areas where camping is permitted as identified in Section 9.50.015 or as part of a Special Event Permit approved pursuant to Chapter 9.80.

Staff: Since this chapter applies to both public and private parking areas, it is not being merged into NMC 6.15. The only change is a cross-reference to the Special Event Permit Chapter (NMC Chapter 9.80) with respect to overnight parking of recreational vehicles

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CHAPTER 6.65 IMPOUNDING VEHICLES, INVENTORY

6.65.010 Purpose and Scope

This chapter provides the procedures for towing a vehicle by or at the direction of the Newport Police Department and for conducting inventories of personal property in an impounded vehicle. This policy shall not be interpreted as limiting any legal authority that police officers may have to search persons or to search or seize property. Failure to follow the policy does not give rise to a claim against the city, the police department, or any individual, but may be grounds for disciplinary action by the city.

6.65.020 Vehicle Impounds

Police officers impound vehicles in the following circumstances:

- A. Abandoned vehicles.
- A. Vehicles left in or partially in a vehicle travel lane that block or restrict traffic.
- B. Vehicles that need to be moved from their current location when the owner is arrested, cannot be located, or is incapable of caring for the vehicle.
- A. Recovered stolen vehicles.
- E. Vehicles disabled in a collision.
- F. Vehicles seized as evidence in a criminal investigation.
- G. Vehicles seized as instrumentalities of a crime such as:
 - 1. Vehicular Assault
 - 2. Attempting to Elude
 - 3. Reckless Driving.
- H. Under any statutory authority, including:

1. Driving while suspended or revoked.
2. Operating a motor vehicle without driving privileges or in violation of license restrictions.
3. Driving under the influence of intoxicants.
4. Driving uninsured.

I. Vehicles located in a public parking space in violation of posted time limits, meter requirements, or other posted parking regulations.

A police officer may order the towing of impounded vehicles.

Staff: Language added to authorize towing and impoundment for vehicles that violate City parking regulations. It syncs up with existing language in NMC Chapters 6.15 that authorizes illegally parked vehicles to be towed. The new language is crafted to make it clear that vehicles can be towed if they violate meter requirements.

6.65.030 Definitions

The following definitions apply in this chapter:

A. Valuables means:

1. Cash money of an aggregate amount of \$50 or more;
or
2. Individual items of personal property with a value of \$500.00 or more.

B. Open Container means a container that is unsecured or incompletely secured in such a fashion that the container's contents are exposed to view.

C. Closed Container means a container whose contents are not exposed to view.

D. Police Officer means any police officer employed or acting at the direction of or in collaboration with the Newport Police Department.

6.65.040 Inventories of Impounded Vehicles

- A. The contents of all vehicles impounded by a police officer will be inventoried. The inventory shall be conducted before constructive custody of the vehicle is released to a third-party towing company except under the following circumstances:
 - 1. If there is reasonable suspicion to believe that the safety of either the police officer(s) or any other person is at risk, a required inventory will be done as soon as safely practical; or
 - 2. If the vehicle is being impounded for evidentiary purposes in connection with the investigation of a criminal offense, the inventory will be done after such investigation is completed.
- B. The purpose for the inventory of an impounded vehicle will be to:
 - 1. Promptly identify property to establish accountability and avoid spurious claims to property;
 - 2. Assist in the prevention of theft of property;
 - 3. Locate toxic, flammable, or explosive substances;
 - 4. Reduce the danger to persons and property.
- C. Inventories of impounded vehicles will be conducted according to the following procedure:
 - 1. An inventory of personal property and the contents of open containers will be conducted throughout the passenger and engine compartments of the vehicle including, but not limited to, accessible areas under or within the dashboard area, in any pockets in the doors or in the back of the front seat, in any console between the seats, under any floor mats and under the seats;
 - 2. In addition to the passenger and engine compartments as described above, an inventory of personal property and the contents of open containers will also be conducted in the following locations:

- a. Any other type of unlocked compartments that are a part of the vehicle including, but not limited to, unlocked vehicle trunks and unlocked car-top containers; and
 - b. Any locked compartments including, but not limited to, locked vehicle trunks, locked hatchbacks and locked car-top containers, if either the keys are available to be released with the vehicle to the third-party towing company or an unlocking mechanism for such compartment is available within the vehicle.
3. Unless otherwise provided in this chapter, closed containers located either within the vehicle or any of the vehicle's compartments will not be opened for inventory purposes, except a closed container in the vehicle or vehicle compartment will have its contents inventoried when:
 - a. The closed container is to be placed in the immediate possession of such person at the time that person is placed in the secure portion of a custodial facility, police vehicle, or secure police holding room;
 - b. Such person requests that the closed container be with them in the secure portion of a police vehicle or a secure police holding room; or
 - c. The closed container is designed for carrying money and/or small valuables on or about the person including, but not limited to, closed purses, closed coin purses, closed wallets and closed fanny packs.
4. Upon completion of the inventory, the police officer will complete a report.
5. Any valuables located during the inventory process will be listed on a property receipt. A copy of the property receipt will either be left in the vehicle or tendered to the person in control of the vehicle if that person is present. The valuables will be maintained in a secure manner until they can be released to the owner or other authorized person, subject to any right of the city to

seize or hold the valuables as evidence or to otherwise retain the valuables.

CITY OF NEWPORT

ORDINANCE NO. 2215

AN ORDINANCE AMENDING CHAPTER 14.14 OF THE
NEWPORT MUNICIPAL CODE RELATED TO OFF-STREET PARKING
REQUIREMENTS FOR NEW DEVELOPMENT AND REDEVELOPMENT
IN SPECIAL PARKING AREAS

(Newport File No. 3-Z-22)

Findings:

1. On August 14, 2023, the Newport Planning Commission initiated amendments to the Newport Zoning Ordinance, codified as Title XIV of the Newport Municipal Code, to reduce minimum off-street parking requirements for new development or redevelopment in special parking areas where public parking is managed with meters or a combination of parking meters and permits.

2. The amendments carry out implementation measures listed in the parking study the City Council adopted in 2020 with Ordinance No. 2163, which reads as follows:

“Implementation Measure 1.3.1: Pursue metered zones, hybrid paid/permit, and hybrid permit/timed zones for high demand areas along the Bayfront; and”

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

3. The City is rolling out a meter and a combination meter and paid parking permit program for the Bayfront, with full implementation anticipated by the end of the year. At that time, the City will shift to demand management, using pricing to influence parking behavior in order to realize better vehicle turnover, reducing congestion and improving safety. In exchange, the City has agreed to reduce or eliminate off-street parking requirements for new development and redevelopment in these high demand areas. Existing off-street parking requirements have been an impediment to economic growth because it is not practical (or in some cases even possible) to construct off-street parking because of terrain constraints.

4. The draft amendments were developed in consultation with the Parking Advisory Committee at its May 17, 2023 and August 16, 2023 meetings, the Planning Commission at work sessions on May 22, 2023 and August 14, 2023, and the City Council at a work session on June 20, 2023. Proposed substantive changes are more specifically described below:

a. Newport Municipal Code (NMC) Section 14.14.100, Special Parking Areas, applies to Nye Beach, City Center, and the Bayfront. It is being amended to include a new subsection 14.14.100(B), which provides that uses within a special area where meters are utilized, in all or part of the special area, may pay a one-time fee in lieu of providing the off-street parking that would otherwise be required, provided the parking demand does not exceed 20 spaces. Such fee shall be in an 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 are to be used to determine a use(s) parking demand.

b. A new subsection 14.14.100(C) is created, establishing that 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. This amendment addresses an equity concern where, over the years, some Bayfront users were required to provide off-street parking on valuable real estate whereas others were not. Large users, that generate a demand for more than 20 parking spaces, will not be able to take full advantage of this provision because NMC 14.14.100(B) requires they provide off-street parking.

c. A new subsection 14.14.100(D) provides that 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. This codifies the fee authorized with Council Resolution No. 3864. 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. Similarly, 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.

d. Lastly, NMC Section 14.14.030, which states "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 being amended to clarify that "old use" is any use or structure on a property within the last 10 years. This aligns with the period of time an individual can claim System Development Charge credits for a prior use (NMC 12.15.065).

5. The Newport Planning Commission held a public hearing on September 25, 2023 to consider public testimony and comment on the draft amendments and, at the conclusion of the hearing, passed a motion recommending the City Council adopt the amendments.

6. The City Council held a public hearing on October 16, 2023 regarding the question of the proposed amendments, and, after considering the recommendation of the Planning

Commission and evidence and argument in the record, adopted the ordinance, concluding that it is necessary and furthers the general welfare of the community.

7. Information in the record, including affidavits of mailing and publication, demonstrate that appropriate public notification was provided for both the Planning Commission and City Council public hearings.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

Section 1. Findings. The findings set forth above are hereby adopted in support of the amendments to Title XIV of the Newport Municipal Code adopted by Section 2 of this Ordinance.

Section 2. Municipal Code Amendment. Chapter 14.14 of Title XIV of the Newport Municipal Code is hereby amended as set forth in Exhibit "A".

Section 3. Effective Date. This ordinance shall take effect 30 days after adoption.

Adopted by the Newport City Council on: _____

Signed by the Mayor on _____, 2023.

Jan Kaplan, Mayor

ATTEST:

Erik Glover, Asst. City Manager/City Recorder

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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 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
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
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.

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

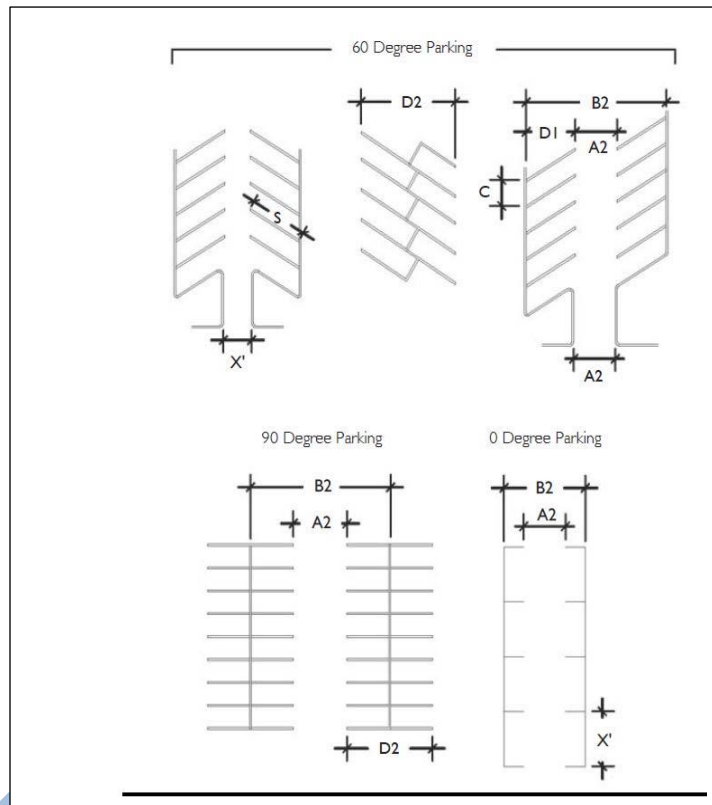
Parking lots shall comply with the following:

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>AISLE 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.

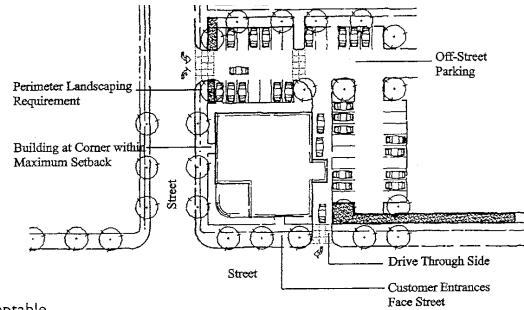
4. Satellite parking spaces allowed in accordance with this subsection shall meet all the requirements contained in this section.

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.

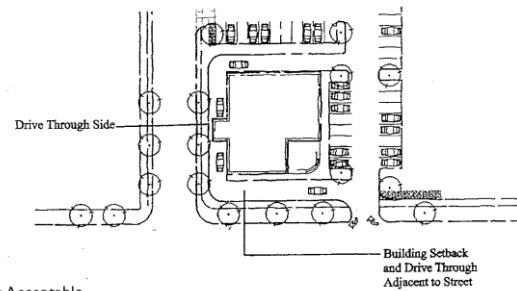
F. Drive-Up/Drive-In/Drive-Through Uses and Facilities. Drive-up or drive-through uses and facilities shall conform to the following standards, which are intended to calm traffic, and protect pedestrian comfort and safety (Figures 1 and 2).

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 6 to 10</i>	<i>\$5,000 ea.</i>
<i>Spaces 11 to 15</i>	<i>\$7,500 ea.</i>
<i>Spaces 16 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

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.*

DRAFT

Derrick Tokos

From: michelle moore [REDACTED]
Sent: Saturday, October 7, 2023 5:56 AM
To: Derrick Tokos
Subject: Re: Upcoming Newport Parking Advisory Committee Meeting

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

Thank you I appreciate you listening to our many concerns. Maybe they can make the side streets half 12 hour and half 4 hour. Although I still worry that the 12 hour spaces will just be taken up by regular employees who dont want to buy a permit so my temporary fill in employees still wont have a place to park sometimes....but hopefully it would be ok.

I have a few more concerns and questions and thoughts so bare with me.

1. To reiterate, Fill in Temporary employee parking areas for 12 hours or more available throughout the bayfront.
2. I and many business owners/employees need to be able to park right in front of our shops for loading and unloading and doing a few things in the shop like remerchandising which usually takes me 3 to 4 hours and I usually need to do this about once a week. I know many other business owners who do the same. We are dealing with heavy boxes, cardboard, trash, supplies,merchandise, etc so I cant be parked a block away and it also takes longer than 20 minutes(loading zone). I also personally have a baby who comes with me so i cant go back and fourth to my shop from a block away carrying boxes and a baby at the same time so I usually leave her in my truck right in front of my shop while im loading/unloading so I can keep an eye on her and Im right there. How will I do this now if Bay Blvd is now all metered parking?
3. My husband owns a fishing boat and many times the Port parking area is full so he has to park on Bay Blvd in front of Dock 5 but it looks like this will all be 4 hr parking with meters so him and his deckhands will need to pay to park and then move vehicles every 4 hours just to go to work? Or he will have to buy an additional permit for \$45 a month for him and all employees which is extremely steep and they are already paying for Port parking permits. In fishing there is a big turnover of employees as well as additional fill in temporary people helping with different projects on a daily basis and I can tell you these guys are hard workers and risking their life every day on the ocean to provide for our community and there families and are not going to have time to deal with trying to figure out a website and QR codes and temporary permits etc when they have serious work to do. They just wont do it so you guys are going to be harassing these hard working locals with tickets every day nonstop. And they wont pay the tickets either so then what? Are they sent to collections to further hurt these workers credit and financial abilities? You guys should really consider allowing the fishermen's Port of Newport Permits to work in those Tier 1 areas around Dock 5 as well or create some area down there with wide open parking for workers. They often leave vehicles for days at a time during crab season and even weeks during Tuna season. Where will they park when the Port parking is full? Commercial fishing is extremely volatile and these guys often have years where they don't make any money due to high expenses. What exactly do you mean by 96 hour fisherman parking?

My husband and I own the Judy. You may have heard about it going aground recently in South Beach. We are facing a devastating loss and financial ruin due to a tough year this year with no salmon season and the lowest price for tuna that weve seen in decades along with his main engine going out this last spring and now this incident on the beach. When the company tugged him off the beach they made some major mistakes causing it to hit the jetty and destroyed our boat nearly sinking it. Its looking like it cant be saved now and his insurance wont cover the extra damage and also isnt enough to buy a new boat so we are going through alot. With me staying home with baby and not working and the price of gas, groceries etc going up so much lately we , like many other fishing families and business owners have had a tough year. So to go from \$27 a year for the Port parking permit to adding \$3000 a year to my families expenses just to park to go to work is unimaginable and hurtful that the city would put this huge expense on locals when our city already does very well financially compared to many other cities of our size....and that's due to tourism and fishing...which we are the ones providing. It feels like a slap in the face honestly.

4. I appreciate you getting Tier 2 parking down to \$100 a year. That will bring our yearly expense down to about \$2000 a year of an extra expense for my family but that is still way too much to put on us. It's just not reasonable at all. It's literally taking food off of hard working local families' plates. And what about the businesses in Tier 1 areas? Will those also be adjusted to \$100 a year?

5. For about half of the year it's quite slow on the bayfront and our businesses do struggle during those times to get people down to the bayfront and these meters will only deter people more. Especially older folks who are used to parking right in front of our shops for ease of access to do their shopping/eating. I already know my employees will be spending time every day helping old people try to figure out QR codes/kiosks etc. This is a major deterrent to tourism as well as locals that will not develop our community; it will really hurt our businesses because there will be people who don't come back and locals who avoid the Bayfront because of it. So this loss of sales will add onto our \$2000 a year loss and could really be substantial.

6. There are no "Parking this way" arrow signs on Bay Blvd. directing people up the side streets to additional parking. This alone would solve a lot of your congestion concerns without needing meters.

It's not too late to do the right thing, Derrick, and just scrap this parking plan and start over without meters and without changing all of the bayfront to 4-hour parking. The backlash from the community once the meters are in and permits and tickets start will be enormous.

Your title is Community Development but this is not developing our community if the businesses and locals and tourists are pissed off. This is community exploitation for \$\$\$ that the city could get elsewhere for "parking lot maintenance". What part of maintaining a concrete slab costs hundreds of thousands of dollars per year? We aren't benefiting from this. It's going to hurt us.

The most beneficial thing would be to eliminate meters, leave the side streets and Dock 5 area with some place for employees to park long-term, make all the permits \$100 a year at very most. Add signs at each side street pointing to additional parking. And potentially buy the old Apollos lot and make it into a parking lot. That would actually create more parking and help those businesses at that end with congestion and with foot traffic as that end gets much less foot traffic anyways so it would help their businesses.

Thank you for reading this very long email. It's not too late to do the right thing.

Michelle Mease

On Wed, Oct 4, 2023, 5:01 PM Derrick Tokos <D.Tokos@newportoregon.gov> wrote:

Hi Michelle,

Per our conversation earlier today, we will add to the Parking Advisory Committee's upcoming meeting agenda a discussion item regarding whether or not they want to make portions of the mapped Permit / Timed areas available for full day parking. At their last meeting, the group agreed to provide a lower priced annual permit in these Tier II areas, at \$100 a year. This is in addition to the monthly option. The Committee also agreed to increase the parking period for the commercial fishing community, near Port Docks 5 and 7, to 96 hours. Both of these changes were in response to feedback received at the outreach meetings, and I fully expect the group will carefully weigh your concerns as well.

The Advisory Committee meeting will be held at 6pm on October 18th at Newport City Hall, and it is open to the public if you would like to attend.

Thank you for reaching out to share your concerns.

Derrick I. Tokos, AICP

Community Development Director

City of Newport

169 SW Coast Highway

Newport, OR 97365

ph: 541.574.0626 fax: 541.574.0644

d.tokos@newportoregon.gov

Derrick Tokos

From: michelle moore
Sent: Saturday, October 7, 2023 6:12 AM
To: Derrick Tokos
Subject: Re: Upcoming Newport Parking Advisory Committee Meeting

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

[REDACTED]

Hi, I know your busy but I just thought it might be important to point out a few real issues on the bayfront that many of us are concerned about.

1. Graffiti and vandalism. Since 2020 there has been a huge increase in vandalism on the Bayfront/bridge which looks awful, costs businesses time and money to fix, ruins the welcoming Historic Bayfront vibe almost as much as parking meters. My building was vandalized 5 times in one year. The damage is nearly \$2000 for painting and window replacement. Its happening to all of our buildings.
2. Vacant lot where Apollos was that is now overgrown and an eye sore....but would make a great parking lot!
3. Garbage all along Bay blvd. Is there anyone who cleans up the bayfront?
4. The side street hill my employees park on is in between Barge and the candy shop. It has a major water run off issue all year around that splashes mud up onto your clothes as you walk and drags it into shops. There is also no street light at the top of this hill so it is dark in the winter evenings and dangerous feeling because there is also a homeless encampment in those woods there as well. Ive had employees refuse to park there. Ive had friends walk me up the hill at night too due to feeling unsafe.

Thank you

On Wed, Oct 4, 2023, 5:01 PM Derrick Tokos <D.Tokos@newportoregon.gov> wrote:

Hi Michelle,

Per our conversation earlier today, we will add to the Parking Advisory Committee's upcoming meeting agenda a discussion item regarding whether or not they want to make portions of the mapped Permit / Timed areas available for full day parking. At their last meeting, the group agreed to provide a lower priced annual permit in these Tier II areas, at \$100 a year. This is in addition to the monthly option. The Committee also agreed to increase the parking period for the commercial fishing community, near Port Docks 5 and 7, to 96 hours. Both of these changes were in response to feedback received at the outreach meetings, and I fully expect the group will carefully weigh your concerns as well.

The Advisory Committee meeting will be held at 6pm on October 18th at Newport City Hall, and it is open to the public if you would like to attend.

Thank you for reaching out to share your concerns.

Derrick I. Tokos, AICP

Community Development Director

City of Newport

169 SW Coast Highway

Newport, OR 97365

ph: 541.574.0626 fax: 541.574.0644

d.tokos@newportoregon.gov

Derrick Tokos

From: Lisa Wagner [REDACTED]
Sent: Saturday, October 7, 2023 7:51 AM
To: Derrick Tokos
Subject: Parking meters

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

[REDACTED]

Please consider the impact of this project to the small businesses and employees in our community. After suffering through restrictions during COVID which wiped out or almost wiped out some our small businesses, this may be the next devastating issue for these businesses. Employers have a hard time already finding workers because it is so unaffordable for people to live here. Haven't you experienced this personally at a small business or restaurants in Newport? Creating an additional \$2k per year just to go to work is impossible for most of the working poor in our community. I'm retired but this will likely keep me from going to the Bay Front or Nye Beach.

What are some other possible solutions? I'm really not sure of the problem. Is it purely to raise funds or another issue?

Asking as a citizen of your community and expressing an opinion as a constituent that you represent.

Looking forward to your response,
Dr. Lisa A Wagner

Derrick Tokos

From: Reitha McCabe [REDACTED]
Sent: Saturday, October 7, 2023 7:53 AM
To: Derrick Tokos
Subject: Newport Parking Meters

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

[REDACTED]

I highly oppose this decision as a local resident. I will avoid those areas for shopping and visiting restaurants in those areas.

The negative impact on small businesses will be devastating. It is wrong to make business owners and employees pay to work.

Many business owners are very concerned with how the Parking Meters will affect their businesses by deterring locals and tourists as well as the high cost of permits for their employees and other issues with the plan.

Construction has barely began so its not too late to make some changes! Thanks

Derrick Tokos

From: Casey Foss [REDACTED]
Sent: Saturday, October 7, 2023 7:59 AM
To: Derrick Tokos
Subject: Bay Blvd parking meters

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

[REDACTED]

Good morning, after hearing about the parking meters on the bay front I have a few questions. We are a fishing family we have at times up to 5 employees. The bay front is a working place, How do you expect the fisherman and other employees to utilize these meters? I heard that you will have parking permits for sale. But will you be expanding the permit parking? And to where? There is already a lack of space in the gravel areas. This is a huge disappointment for the city of Newport to capitalize on hard working people. Please let me know what this looks like for the fisherman on port dock 5 specifically. And when we can expect this to happen. As well as the next city meeting.

Casey Foss
[REDACTED]
[REDACTED]

Derrick Tokos

From: Joyclynn Potter [REDACTED]
Sent: Saturday, October 7, 2023 8:12 AM
To: Derrick Tokos
Subject: City Parking meters

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

[REDACTED]
[REDACTED]

Hi,

My husband and I moved to Newport in July of 2022. We love it here and enjoy being in a town that sees many tourists. We recently learned that the city is planning to install parking meters in heavy tourist trafficked areas, and also sell parking permits to business owners and employees in these areas.

We are writing to express our concern with this plan. While we understand parking meters provide a revenue source for the city that can help build infrastructure, this must be balanced with care for residents' cost of living.

Parking permits for local employees and business owners who need to access their work place daily is essentially another tax on wages. Taxation is already a heavy burden for small businesses; adding parking permit fees to annual costs may be just enough to close the doors for some, but will definitely cause others to continue raising prices of good and services- a decision which trickles down to the rest of us who live here, who must choose between supporting expensive local businesses or shopping online or elsewhere.

For those that close, well, without our small businesses populating tourist areas, there is no draw for tourists.

I urge the city to think of the big-picture ripple effect of adding a financial burden to local residents, and ask you to come up with a new plan that doesn't punish Newport residents in the quest for raising revenue.

Thank you,
Joyclynn Potter

Sent from my iPhone

Derrick Tokos

From: michelle moore [REDACTED]
Sent: Saturday, October 7, 2023 12:30 PM
To: Derrick Tokos
Subject: Re: Upcoming Newport Parking Advisory Committee Meeting
Attachments: IMG_20231007_122805.jpg

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

[REDACTED]

Just wanted to send you a picture of the "packed" bayfront on a Saturday midday today....plenty of parking right in front of my shop as usual most months other than the Summer.

On Wed, Oct 4, 2023, 5:01 PM Derrick Tokos <D.Tokos@newportoregon.gov> wrote:

Hi Michelle,

Per our conversation earlier today, we will add to the Parking Advisory Committee's upcoming meeting agenda a discussion item regarding whether or not they want to make portions of the mapped Permit / Timed areas available for full day parking. At their last meeting, the group agreed to provide a lower priced annual permit in these Tier II areas, at \$100 a year. This is in addition to the monthly option. The Committee also agreed to increase the parking period for the commercial fishing community, near Port Docks 5 and 7, to 96 hours. Both of these changes were in response to feedback received at the outreach meetings, and I fully expect the group will carefully weigh your concerns as well.

The Advisory Committee meeting will be held at 6pm on October 18th at Newport City Hall, and it is open to the public if you would like to attend.

Thank you for reaching out to share your concerns.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

Derrick Tokos

From: michelle moore [REDACTED]
Sent: Sunday, October 8, 2023 7:33 PM
To: Derrick Tokos
Subject: Re: Upcoming Newport Parking Advisory Committee Meeting
Attachments: Screenshot_20231008_185702_Facebook.jpg; Screenshot_20231008_185639_Facebook.jpg; Screenshot_20231008_185457_Facebook.jpg; Screenshot_20231008_185446_Facebook.jpg; Screenshot_20231008_185410_Facebook.jpg; Screenshot_20231008_185340_Facebook.jpg

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

[REDACTED]

Hi Derrick, since you and the City of Newport dont seem to be listening to what all the business owners keep saying even though I own a Bayfront business, a Bayfront building, and a Dock 5 fishing boat I decided to post on some of our community facebook pages and let people know about this atrocious parking plan so you all could see for yourself the feedback and backlash from your community. Most locals have no idea this is even happening....and sure enough 99% of the feedback was extremely negative and left people in shock and sadness to see our thriving Historic Bayfront be ruined by our own city and "Community Development Director" who should be doing things in Newport to help its community and businesses not hurt their foot traffic and exploit money from them....especially in a city that makes tons of money off these very businesses and is not hurting for money like most small towns.

Here are some screenshots of the feedback...please share with city council.

Its not too late to do the right thing and eliminate the parking meters all together before you eliminate local small business families.

Thank you
Michelle

On Sat, Oct 7, 2023, 12:30 PM michelle moore [REDACTED] wrote:

Just wanted to send you a picture of the "packed" bayfront on a Saturday midday today....plenty of parking right in front of my shop as usual most months other than the Summer.

On Wed, Oct 4, 2023, 5:01 PM Derrick Tokos <D.Tokos@newportoregon.gov> wrote:

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Thank you for reaching out to share your concerns.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov



Posts



Like



Comment



Share



7

All comments ▾



Jason Manney

Another way of getting rid of small businesses regulating them right out!

1d Like Reply

4



Christopher Sondie

What a nest of parasites . unbelievable the amount of tax being placed on small business owners.how much money will be wasted on the meters and employees to run and fix them . aviously some one is getting scammed

1d Like Reply

Rules

Write a public comment...





Posts



Bob Youno

This is the corrupt Newport government looking for ways to bring in more money so they can give themselves a raise. They are looking to not pay not only extract the money from locals they are looking to tag tourists.

Good luck with that! There are no parking meters in Seaside, or Lincoln City why would I pay Newport to park?

I have stopped supporting Newport because the people who work for the city and the PD are a bunch of corrupt, homophobic, racist. It did not stop with the Mayor / ex Chief of Police.



Rules

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Posts



All comments ▾



Amanda Galbreath

Wow 🤔

It's already hard enough for employees of the Bayfront to find parking as it is, now they have to pay AND compete. Just wow.

1d Like Reply



Casey Foss

This is absolutely absurd.

1d Like Reply



Casey Foss

You should make this shareable

1d Like Reply



Meesh Michelle Mease Casey Foss it wo...



Albert Robinson

Bleeding the turnip? My opinion.

1d Like Reply



Erica Hamilton Ellis

🔒 Mark Ellis

Write a comment...





Posts



Shanna McConnell-Haggerty

So I don't live there however to do this is awful for locals & I don't think it helps tourism either. If they are trying to weed out those sleeping in their vehicles out of the area they are sadly mistaken this will help. Everything is already so costly this is awful for the community.

1d Like Reply



Beth Burch

I grew up in a small town in SW Colorado. Always had parking meters- that was 60 years ago. I worked in downtown Portland for many years (2000-2017). Paid \$300 a month to park. My employer did not pay for it.

1d Like Reply



Joe Schaumburg

People have to go to city conclusion meetings and write letters. May seem futile but it's the only way. If the council doesn't listen vote them out.

Rules

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Posts



Robin Becker

I have 2 family members working there full time who will be affected by this new burden - what a bummer..

1d Like Reply



David Drummond

Welcome to the wonderful world of capitalism of America

1d Like Reply



Gema Ebanks

Sounds like Seattle

1d Like Reply



Dave Alverson

No more going to Mo or Gino's.

19h Like Reply



Katie Daniel

Locals should never have to pay to park

1d Like Reply

Rules

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Posts



that or park in a city lot in town and have a shuttle paid for out of the parking meter fees for businesses.

1d Like Reply



Lisa Hoppock Wagner

Thanks for putting in the email contract info. I hope others take the time to make contact and express how this will affect so many small businesses and their employees.

1d Like Reply



Betty Ingell

Terrible idea! For employees, locals and tourists

1d Like Reply



Greg L. Holland

Sucks. Should have limited time parking instead.

1d Like Reply



Todd Butterfield

Don't wait for SW 9th to be a oneway hwy north bound right through the

[Rules](#)

Write a public comment...



Derrick Tokos

From: Michele C [REDACTED]
Sent: Saturday, October 7, 2023 11:20 PM
To: Derrick Tokos
Subject: Parking Meter Plan

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

[REDACTED]
[REDACTED]

To whomever it may concern,

I hope this email finds you well. I was just made aware of your plan to incorporate parking meters in Newport. My family and I frequent Newport on a regular basis. We support small businesses, purchase fuel from your gas stations, and dine in your establishments. We make the drive as often as we can since we are an hour away from Newport. Our budget is already stretched due to the rising costs of groceries, fuel, utilities, insurance, housing, bills, and everyday expenses. Newport is our way to relax and clear our minds while enjoying what Newport has to offer on an already tight budget. It has become my home away from home. Our budget at the time determines how much money we can spare for a family outing.

Parking meters and additional fees will bring yet, another burden on those already struggling due to the steadily rising costs. This will also disrupt the lives of the locals, employees, and business orders. It will burden them with choosing to pay for parking permits to work or pay for their other pressing needs.

People are struggling and this news is disheartening. Tourists will find other locations to visit, employees will find new jobs in nearby towns, business owners will struggle even more to keep their doors opened due to being short staffed and less customers. The American people cannot keep struggling to merely survive. Homelessness is on the rise as people cannot keep up with the rising costs. Individuals and families are taking on multiple jobs just to keep their heads above water. Businesses are shuttering all over due to the lack of customers and/or funds to continue running their business. Is that the vision for the future of Newport? I sincerely hope that you reconsider adding the parking meters.

I would like to thank you for reading my thoughts on this matter and taking them into consideration.

Thank you,
Michele Childress

Derrick Tokos

From: michelle moore [REDACTED]
Sent: Sunday, October 8, 2023 7:34 PM
To: Derrick Tokos
Subject: More feedback from the Community
Attachments: Screenshot_20231008_184936_Facebook.jpg; Screenshot_20231008_184132_Facebook.jpg; Screenshot_20231008_183952_Facebook.jpg; Screenshot_20231008_184300_Facebook.jpg; Screenshot_20231008_184204_Facebook.jpg; Screenshot_20231008_184919_Facebook.jpg; Screenshot_20231008_184030_Facebook.jpg

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[REDACTED]

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Posts



18

All comments



Carrie Hathor

That's really a shame. Can the city really not figure out another way to increase revenue. I get it in cities, where there's a million cars, but for a small town to tax locals and visitors is a real disservice. Will they also be hiring meter maids to give tickets because that's how they will really screw over locals.

1d Like Reply

Rules

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Posts



Greg L. Hollana

Timed area parking is a better idea. I'm so tired of going to Portland and having to pay everywhere to park. I don't think I'll do it in Newport

1d Like Reply

4



Carrie Feagins Davis

I once owned a large Irish Pub (not this area) that the city thought "put up paid meter parking in front of my place". Tourists and locals would loose track of time enjoying themselves by 5 minutes! Come back and a ticket was on their cars. So mad they refused to come back to our area. It a way to take a thriving place and turn it under. That area now belongs to homeless camps . The city begged me to come back and help them revitalize their downtown area. But they broke me financially and I was way to angry. I still hold the front page articles proving what I am saying! They are trading tickets for tax revenues

Rules

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Posts



Kelly Aroniger

I don't see though this is going to let the locals Support or even keep jobs at the local businesses, especially outside of tourism season. It seems like a better idea to have free permits or more discounted permits for locals and make the money on the tourists that come in and out all year

1d Like Reply



Brittney Jean-marie Johnson

This is a huge concern for people who work in these areas. I will try to make it to the next meeting, I don't understand why they want to continuously make money off of local people just trying to go to their jobs and help provide services to the community. Since they are selling permits, the price should be significantly low for employees who HAVE to be at work to pay their bills.

Making money off of the people who keep tourism alive through the year in these areas seems absurd.

1d Like Reply



Rules

Write a comment...





Posts



Lynn Cole Owen

I'll walk across the bridge to get to Bay front before I'll pay parking. Ridiculous! 🤔

1d Like Reply



Larry Occhipinti

Those fees should be adjusted for local businesses and their employees who HAVE to be there to work. Those meters are going to be a large daily expense for all who own businesses and work there, and the businesses will have to pass along those fees to their customers. As if there isn't already enough problems now since COVID hit us 3 years ago...now this? Timing couldn't be worse.

1d Like Reply



Janae Knudsen

I will be honest here when this starts I will not be going to these locations anymore.

1d Like Reply



Rules

Write a comment...

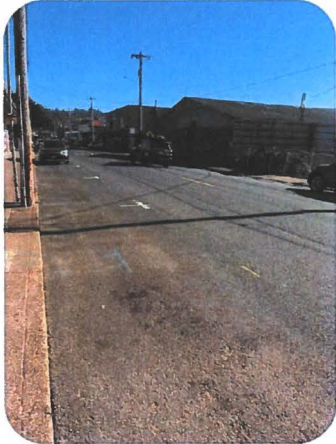




Posts



the parking meters will be... 🙄😞



1d Like Reply

1 😞



Jeffrey K Geiger

Nothing less enlightened than discouraging locals and tourists from patronizing all these businesses. I wonder who will track the closures. Businesses Not in these zones are celebrating. Take note of your "planners".

23h Like Reply



Joe Schwab

Small Business killer

20h Like Reply

Rules

Write a comment...





Posts



Laura P. Johnson

Fees should not apply to locals

1d Like Reply

9



Karen Tressler Laura P. Johnson Well, I li...

[View 5 more replies...](#)



Kersti Higer

As a local I'm not against the meters as long as employees and businesses are exempt.

1d Like Reply

9



Janine LaFranchise

Creating problems rather than solutions. More parking could have been added with these \$...

1d Like Reply

8



Mel Fisher

No parking meters. keep the bay front friendly!!! ..that's are drawing card ..the bay front ..!! I....Mel Newport Oregon on the Pacific coast USA!!

[Rules](#)

Write a public comment...





Posts



If they are like the Toledo Planning Committee, they won't listen to the people...

1d Like Reply



Clayton Kuhlman Steve Vogel BINGO!

View 2 more replies...



Sal Roscher

Unfortunately all about \$\$\$

1d Like Reply 3



Kim Olson

You buy a parking pass if you work down there doesn't guarantee you a parking spot either .

1d Like Reply 2



Julie Anne Johnson

Wow 😮

1d Like Reply



David Lee

thanks to the new city counsels and new mayor????

Rules

Write a public comment...



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d.tokos@newportoregon.gov



Derrick Tokos

From: Kristy M [REDACTED]
Sent: Monday, October 9, 2023 5:52 AM
To: Derrick Tokos
Subject: Parking kiosks on bay front

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

[REDACTED]

Good morning, I just heard about the parking meters/kiosks that are going to be put in down at Newport bayfront? I'm hoping that this isn't true because there's no way I'll be able to enjoy the bayfront anymore. Living on social security I can barely make ends meet as it is. I can't afford to pay to park and as a Newport resident, I shouldn't have to, I am a senior citizen with pain issues and it's hard to walk very far, I wouldn't be able to get there, I wouldn't be able to walk that far, so I won't be able to enjoy or support Newports bay front any longer. Please don't ruin the bay front. Please don't punish Newports bay front businesses.

Thank you for listening,

~Kristy

Please stay safe and kind 🌻

Derrick Tokos

From: [REDACTED]
Sent: Monday, October 9, 2023 10:38 AM
To: Derrick Tokos
Subject: Contact Us - Web Form

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

City of Newport, OR :: Contact Us - Web Form

The following information was submitted on 10/9/2023 at 10:38:16 AM

To: Derrick Tokos
Name: Melinda A Sander
Email: [REDACTED]
Phone: [REDACTED]
Subject: parking meters

Message: I am not opposed to the meters but permanent residents and employees should be given the opportunity for a "local" parking permit. Employers in the area have a hard enough time hiring workers for the summer busy season.

Derrick Tokos

From: Gary Varner [REDACTED]
Sent: Tuesday, October 10, 2023 5:57 AM
To: Derrick Tokos
Subject: Paid parking meters

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

[REDACTED]

I think that small business owners and their workers should get free parking.

Gary