



PARKING ADVISORY COMMITTEE AGENDA

Wednesday, May 17, 2023 - 6:00 PM

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

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

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

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

1. WELCOME AND INTRODUCTIONS

1.1 Memorandum.

[Staff Memorandum](#)

2. ROLL CALL

3. APPROVAL OF MINUTES

- 3.1 April 19, 2023 Parking Advisory Committee Meeting.
[Draft Parking Advisory Comm Mtg Minutes 04-19-2023](#)

4. DISCUSSION ITEMS

- 4.1 E-Permit Pricing and Availability.
- 4.2 Updating Special Parking Area Requirements for the Bayfront.
- 4.3 Timing and Location for Outreach with Affected Stakeholders.

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:

[Bay Front Parking Permit Zone Option Map](#)
[Map of Bayfront Redevelopment Opportunities](#)
[Newport RI - Article on City's Seasonal Paid Parking Program](#)
[Revisions to NMC 14.14.100](#)
[NMC Chapter 14.14](#)
[Hood River Resolution No. 2020-18](#)
[Resolution No. 3864](#)
[Special Parking Area Map](#)
[Implementation Schedule](#)

Memorandum

To: Parking Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director
Date: May 12, 2023
Re: Topics for May 17th Parking Advisory Committee Meeting

At the last meeting, we deferred a discussion on e-permit pricing and availability, which we need to pickup so that the City can inform T2 Systems, Inc., at least preliminarily, on how it anticipates structuring the e-permit program. They have asked how many permits the City anticipates selling, and will also need to know how many permit zones we will have, pricing, by zone, and other permit accommodations. Attached is a map illustrating a four parking permit zone concept, with a parking stall count by zone. In terms of permits sold, it is common to over sell permits, since you can expect that they will not all be used at once. It might be prudent though to be more conservative in the meter/permit (i.e. Tier I pricing) areas given the extended stay dynamic with the fishing fleet and that at least some of the spaces should be available to metered vehicles. An approach that might make sense would be to make permits available in an amount equivalent to 100% of the spaces in the Tier I meter/permit area. The number of permits in the Tier II permit/timed areas could be set at 120% of the available stalls. That would allow for about 230 permits in Tier 1 and just over 400 permits in Tier II. I look forward to hearing your thoughts on the issue.

The second agenda item relates to updates that the City will need to make to its Special Area Parking Requirements along the Bayfront. When the City Council decided to roll out a meter/permit program along the Bayfront it also committed to reducing or eliminating off-street parking requirements for new development. Here are the specific implementation measures that the Council adopted with Ordinance No. 2163 (2020):

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.

A number of cities have eliminated off-street parking minimums altogether, particularly in commercial core areas where public parking is available and where they have transitioned to demand management. Here is an online article with an interactive web map of the cities:

<https://www.lincolnst.edu/publications/articles/2022-10-shifting-gears-eliminating-off-street-parking-requirements>

Another option would be to eliminate off-street parking for development under a certain demand threshold. Attached is a map of the Bayfront showing where redevelopment opportunities exist. Some of the sites are large enough to accommodate a substantial amount of development whereas others are more modest in size. This information is helpful when considering whether or not off-street parking requirements should be kept in place for more intensive use. Building size can be a factor (i.e. buildings over, 5,000 sq. ft., 10,000 sq. ft. 20,000 sq. ft. etc.); however, parking demand attributed to such space varies significantly depending upon the use. The City could use its existing parking ratios, and set a demand threshold above which off-street parking would be required (e.g. demand for 20, 40, 60 additional spaces, etc.) Relieving private property owners from existing off-street parking requirements is another factor, as several of the redevelopment opportunities are currently developed as private parking lots (which would likely result in a loss of 65+ spaces). I'll put together a few options for your consideration at the meeting.

For the third agenda item, I'll put together a graphic schedule for discussion on Wednesday outlining implementation steps and where in the process outreach could occur. The contract with T2 Systems, Inc. is now in place; however, I haven't had a chance to discuss this matter with them and would like to do so before I mock up a draft schedule.

Lastly, Janell Goplen shared an article from the other "Newport" illustrating how they are informing users of their upcoming paid parking season. There are definitely some concepts that we will want to capture.

Hope you have a nice weekend, and see you on Wednesday!

Attachments

Bayfront Parking Permit Zone Option Map

Map of Bayfront Redevelopment Opportunities

Newport RI – Article on City's Seasonal Paid Parking Program

Draft MINUTES
Parking Advisory Committee
Meeting #10
Newport City Hall Council Chambers
April 19, 2023

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

Committee Members Absent: Doretta Smith (*excused*), Aaron Bretz, and Jan Kaplan.

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

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

2. **Approval of Minutes.**

MOTION was made by Bill Branigan, seconded by Robert Emond, to approve the March 29, 2023 Parking Advisory Committee meeting minutes with minor corrections. The motion carried unanimously in a voice vote.

3. **Review of Potential Regulatory Signage Changes and Placement with Street Superintendent**

Justin Scharbrough. Tokos reviewed the map of the locations of the regulatory signs on the Bayfront. Scharbrough reported there were 110 sign posts that needed to be installed. A few of these would have two signs. Scharbrough reviewed the location of the replacement of posts on Bay Street and Bay Blvd. They were looking to standardize posts to change them to galvanized posts. When it said they were replacing posts it meant they were bringing the existing pole up to the standards that everyone agreed on. Branigan asked what the green markers on the map were. Tokos explained the green was the meter only area. Goplen asked if the two examples of the signs were two different signs. Scharbrough explained they were two different signs. One showed the kiosk and the other showed the time limit for parking. Goplen asked if the pole have a QR code. Tokos confirmed it would. Branigan asked if the signs would be on both the city and PUD light poles. Tokos reported they would only be on the city poles, not the PUD poles.

Tokos noted that the red markers were for the permit/timed parking. Goplen liked the map and how it showed the locations of the signs. She hoped that the city could put a map like this with sign location on the city's website. Tokos noted the yellow markers were metered permit areas in lots. Goplen asked if the locations were typical in distance of feet. Scharbrough noted they tried to use all of the existing poles. The spacing was decided by two factors, line of sight and distance. All the poles they were replacing were already set at a good distance. They tried to keep the ones on Fall Street and Canyon Way at 12 spaces.

Goplen asked if they could clean up the road and do landscaping when they put in the new posts. Scharbrough asked what she was looking for. Goplen thought the maintenance of the landscaping of the thruways that people traveled should be kept more groomed. Scharbrough noted right of ways would make this complicated because some property owners were responsible for certain areas and others areas were the city's response. Goplen thought it would be nice to offer a bonus that these areas be more beautiful. Tokos said this would stretch the capabilities to get things implemented when they added it to other changes such as resurfacing the parking lots and clean up. They asked Public Works what they could take care of realistically. They said they would do some of the work, and some would

be contracted out to third parties. The sidewalk was being taken over by vegetation and was an area they could peel back so they had the full use of the sidewalks and pedestrians had room to walk.

Tokos continued the review of the locations. He noted the orange markers were permit/paid and permit/timed areas. Tokos reported they had the ability to add arrows on the signs as well.

Tokos asked for comments on if there was anything that seemed out of place. Malloy asked if the red markers were timed. Tokos explained they were timed if someone didn't have a permit. Ripka asked what the timeframe was to put up all the signs. Scharbrough thought the idea was that they had 3 FTE to do this. They had to figure out how much Public Works would do and what they would contract out. Tokos thought they might want to reserve the time for the street crews to do the finishing touches such as the final installation of the regulatory signs. Emond asked if the timing of the signs would happen before or after the kiosks went live. Tokos explained the pay stations would happen concurrent to when the signs were being swapped out. They had to figure this out in terms of staging. The objective was that when things went online everything would be in place. Emond was concerned that there would be a sign for paying to park but nowhere to pay. Tokos explained they would have the kiosks implemented first but they wouldn't be online. They would make it clear that they weren't operable at that time. It would then be a matter of getting the regulatory signs up. Tokos asked if swapping out the poles would quick. Scharbrough reported it was a matter of taking out a bolt on a square post and it was quick. If the post was round it would take a little more time. Some signs would be swapped out and some would be replaced. Emond noted that some signs said 16 hours parking and thought they discussed that it would be four hours, except by permit. Tokos said they would talking about this later in the meeting.

4. **Discuss Regulatory Sign Concepts.** Tokos reviewed the design of the regulatory signs. He noted the image was a template of what the City of Portland used. Goplen asked if Newport's signs would be the same color or if they would be changed. Scharbrough reported the standard was created through the Manual of Uniform Traffic Control Devices, and became a standard that everyone used. It was better to have the signs the same color because when you saw the signs in different cities it would represent the same thing. Tokos pointed out that green was the most commonly used color. He noted that they might be able to put the four hour limit sign on the top and then the Saturday-Sunday only from November to April signs below, or they might not have to have two signs. Goplen and Emond liked this idea. Scharbrough thought this would be possible and pointed out they needed to remember that putting everything together would shrink the parking kiosk and the letters on the sign. Goplen thought they could use the small sign to say it was a pay to park spot. Guevara asked if these were standard sized signs. Tokos said they were standard and there was some flexibility on what size the signs were. They had to be careful with the overall pole height and what was going on the poles for clearance. Guevara thought the type on the sign had to be large enough for people to see it. Scharbrough noted they could create different variations of the signs and bring them back for the Committee to decide on. They could also make more templates. Goplen liked this.

Tokos reviewed what the different signs would look like for the paid/meter streets with green and yellow markers on the map, and the paid/permit lots that were yellow markers on the map. Emond liked the idea of the parking being the prominent thing people saw so they knew what to expect. Tokos thought this would help them get away from having to explain what the timing was when the area wasn't metered, to make it clear it was four hour parking. He noted it wasn't four hour parking in the lots historically, and the thought was to not change this. Where things were the same they could get away from having a secondary sign and just have the one main sign. Emond agreed and thought if someone wanted to fight a ticket they could say they didn't notice the secondary sign. If it was on a primary sign it would cut down on people's arguments that they didn't understand the parking limits.

Tokos reported the Abbey Street lot was a 12 hour parking lot and the Lee Street lot was 16 hours. He thought it would be nice for them to be consistent. Malloy said that the city code stated 16 hours parking in parking lots unless otherwise posted. Emond asked who defined this. Malloy said the city, and there would have to be an ordinance change because it was a traffic order. Tokos thought they could do a resolution for the entire package of changes for this. Emond asked what the justification was to have such a long time to park in the lots. Malloy explained this was for the workers and charters. Emond wondered if this could be solved by permit sales and asked if it made sense to say a blanket four hour parking for normal people or tourists. Then, the people who had a working reason would buy the permits rather than a blanket exception in off hours to allow people to park for such a long period of time. Tokos noted they were working under the premise that they didn't have congestion issues outside of the 11 am to 7 pm from May to October and why they weren't charging for it. He questioned what would be the harm in having an alternate longer period of time for those lots if they weren't as heavily congested during those periods of time. Emond noted that if they had greater tourism in the future, it would be easier to extend parking instead of taking it away. If they were changing it now they should change it to the least permissive, and they could always be more permissive later. Ripka thought the longer parking areas were for plant workers and workers in general. If these people knew they had a spot they could park without permits it would clear up a lot of confusion. Tokos asked if 12 or 16 hours would be sufficient. Ripka thought 16 hours would be better. Tokos didn't see why the Abbey Street lot couldn't be the same as the Lee Street lot and be 16 hours. Emond and Ripka agreed that they all needed to be the same. Tokos noted that by keeping it to 16 hours they were telling the fish workers they didn't have to have permits all year and it would be a seasonal permit for the workers. There was general agreement to have the lots set to 16 hours in the off season.

Tokos reviewed the permit/times street signs. Goplen was concerned about some of the workers on the Bayfront who worked eight hours having to move their cars after four hours, or having to park in a lot. Tokos said they could also get a permit and if it was off season the lots would be available.

Tokos reviewed the permit/timed lots. Emond thought the 16 hour sign was clear. Goplen preferred the 11 am to 7 pm on one line, instead of on two lines.

Tokos reviewed the loading zone signs. Emond asked if they could add the word "active" loading zones. Tokos explained they had an exemption for those that had a right-of-way permit and how they handled this. Malloy explained how the Police didn't have the staff to monitor and follow up on this. Emond asked if it should be 20 minute parking or a loading zone. Tokos said it was parking for the purpose of loading. Generally the process plants didn't have a 20 minute loading sign in front of the plants. Malloy noted that the monitorers would be able to drive by the vehicle and see how long it had been parked. Scharbrough said he would have to look into the traffic loading zones and how they would be defined in traffic orders so they could change them. Tokos reported they would do a new master traffic order that said what the change was for each of the locations. Scharbrough thought standardizing the Bayfront would be a good improvement. Tokos would make some adjustments and bring it back to the Committee as a round two. Goplen asked when the Committee saw the signs would they be on a black/brown pole. Scharbrough would bring a sample. Goplen thought they could provide photos. Tokos noted they wanted to do a full sample to make sure the color looked right in person.

Tokos asked if there was consensus to adjust the Bayfront to three hours instead of four hours. Goplen liked four. Emond liked three. Tokos said three would encourage more turnover and shouldn't impact the restaurants or tourists. Goplen noted that if someone had an eight hour shift and came into work at 3:00 a.m., they wouldn't go over the limit. Emond thought it was good and though they would want to change Nye Beach to four hours. Malloy was concerned because they would only have one person

in charge of parking, and the majority of their time would be on the Bayfront. The three hours would be a quicker turnover for them to monitor parking, are they would pretty much not leave the Bayfront. Four hours would give them an opportunity to monitor, and they could do it twice in their shift. Three hours would be messy. Tokos thought this was a good case on why they should change the Nye Beach parking to four hours instead of three for consistency. The Committee was in general agreement to limit parking to four hours. Tokos said they would leave the parking at four hours and see how it goes. Branigan asked if Nye Beach would remain the same. Tokos noted it would stay the same and when they eventually had the discussion for Nye Beach they look to change it to four hours.

5. **Potential Changes to Loading Zone Areas.** Tokos reviewed the updated map of the loading zones. Goplen asked Tokos to talk about changes that might change the Bayfront so the Committee could consider them. Tokos reviewed the map of the locations of the different types of paid parking zones, and showed photos of the loading zones. Malloy noted that large trucks parked for a number of hours when they were loading without anything happening. It took longer than 20 minutes to load these trucks. He didn't know of a way to fix this. Tokos noted they had the ability to go with more than 20 minutes in the loading zones. Malloy noted these were primarily large trucks that took longer to load. Ripka reported that another loading zone was used to load crab and it took longer than 20 minutes to unload the trucks. Tokos asked what he thought would be a reasonable time frame. Ripka thought it should be a couple of hours. Malloy asked if they could designate these areas as commercial loading zones instead of regular ones. Ripka thought the police did a good job of recognizing what was going on. Tokos pointed out they saw cars parked in the loading zones. He asked if one hour for loading was unreasonable. Ripka didn't think so, but thought 20 minutes was too short. Malloy wanted to make it so passenger cars couldn't unload in the commercial loading zones. Tokos thought a time limit would help with this. He thought a one hour limit could allow the police to enforce. Malloy suggested they leave it the way it was and give discretion to the police to enforce. Scharbrough noted there were passenger loading zones and commercial loading zones, and he would have to look up if they could combine the two. Goplen liked the 20 minutes. Ripka wanted it to be a little longer, like an hour. Tokos thought they could look at a one hour on the bay side for commercial.

Tokos continued the review of the loading locations on the Bayfront. Ripka didn't see the Fall Street loading zone being used often. Goplen saw people parking there and running in to grab things from the Fish Peddler. Tokos noted the taco food truck parked there as well. Ripka asked if that fell under the loading zone. Tokos said they had a mobile license and they could be there for a period of time. Malloy thought this loading zone should be taken out because of the intersection, and it should be change to no parking. Goplen asked if the businesses across the street used it. Malloy said they had their own parking spaces. He didn't want anyone parking there because the intersection was congested in the summer and cars would stack up. There was a narrow site distance to pull out of the lot as well. Ripka asked where the handicapped parking was and if this could be an area for one. Malloy liked that idea. Tokos said it was hard to get a compliant ADA space added because it needed a ramp. They had an ADA space in this lot already. Ripka reported how handicapped parking was limited on the Bayfront and thought this would be a great spot for it. Malloy asked if there could be a second one added to the lot. Tokos said ideally these spaces should be next to businesses. Ripka pointed out this was a very high use area. Malloy asked if it was expensive to put a cutout in a curb. Tokos explained they had to maintain certain width on the sidewalk. He thought if they wanted another ADA spot they should put it in the lot and then when they resurfaced the lot they put in the clear space for van accessible so people had a way to get out in an compliant space. Goplen like this. Emond suggested they talk to the merchants across the street before deciding whether it should be eliminated to see what their usage was. Tokos thought they should flag this one for removal and then have a discussion point when they did outreach. There was general agreement by the Committee for this approach.

Tokos continued reviewing the location of the loading zone where the dock was falling into the water.

He questioned if they should maintain this section because they had a driveway that wasn't currently working. Goplen pointed out that delivery drivers like using this area as a loading zone. Ripka noted Hallmark used this for their dock. Tokos said they could keep this as loading zone and eliminate the driveway. They would be looking to put in the sidewalk there.

Tokos reviewed the loading zone by Pacific Seafoods that didn't have a sign. Malloy wanted a sign there. Ripka reported they utilized this area lot. Tokos also thought it should be signed.

Tokos reviewed the loading zone by Pacific Seafoods that needed striping. He then reviewed the loading zones by Port Dock 3, and Port Dock 5. Malloy noted the area by Port Dock 5 was sandwiched between parking spaces. Tokos reported it needed to be painted and would be stretched out.

Tokos reviewed the zones near Local Ocean and Schiewe Marine Supply. Malloy noted that this area was the most trouble for the police because people would park longer than 20 minutes. Tokos thought they should keep it as is and enforce, then if it became a problem they could change it from short term parking. Ripka thought it should be a one hour zone. Tokos noted they were trying to make it consistent with the loading zones on the west side and most were going to be 20 minutes.

Tokos reviewed the Ripley's loading zone, and the candy shop loading zone. Goplen asked why this was a loading zone. Tokos explained when they shifted to metering they needed an area for 20 minute parking. A discussion ensued regarding the need for this loading zone for the businesses in the area. There was general consensus to keep it as a loading zone.

Tokos reviewed the Oceanic Arts loading zone. Malloy thought they should stretch the green area out there so it was easier to park.

Tokos said that what he heard was that there was general agreement by the Committee to flag the loading zone at the bottom of Fall Street for potential removal, and stretch the green area out. There was also discussion on going with one hour versus a 20 minute loading zone on the bay side because the area was commercial oriented.

6. **E-Permit Pricing and Availability.** Tokos deferred the discussion to the next Committee meeting.
7. **Timing and Location for Outreach with Affected Stakeholders.** Tokos noted that it was important for stakeholders to learn about the upcoming changes. They needed the engagement to be done in person, along with online for those who couldn't attend meetings. They would be reaching out to the seafood processors and retailers to arrange meetings with them. They would also line up discussions with the commercial fishing folks doing a Port of Newport meeting. Tokos noted they didn't want to schedule those meetings until they had a clear understanding of the regulatory program, the different options they mapped out with the vendor, and the schedule for implementation. He explained there was a target date to do these things, but the actual implementation date was less important than getting it right with the stakeholders. Goplen agreed. She thought people whose livelihoods depended on being able to access their businesses might feel more entitled to special attention than the general public. She proposed they do a Zoom call with the fishing industry and retailers where it was more intimate and personal. That way it wasn't a whole meeting for just the general public. Tokos said they were free to do a one on one discussion with them. He was available for these discussions and thought they would want a city staff member present to answer any questions the Committee members couldn't. Ripka noted they did this years before at a Port meeting. He thought it would be good for Tokos and Bretz to attend a user group meeting and be prepared to answer question for them. Ripka thought they could do a user group meeting and a Port Commission meeting as well. Goplen asked if they prepared a video presentation

they did for the group of people they presented to in the past. Tokos reported they did some handouts and had a group discussion with these folks. They weren't ready to schedule these meetings yet because they still had work to do to get things organized. Tokos noted they needed to talk about the scope and nature of the outreach they were going to do. They could do a PowerPoint presentation with a fact sheet and other information to present. Goplen said she was happy to put together a video presentation that would grab attention. She could also put together the information and do Zoom meetings. Guevara said she could help with the Spanish as well. Ripka thought there needed to be something specifically done for the fish plants. Goplen suggested Tokos put together a timeline on which groups they needed to reach out to. Guevara said she could interpret as well. Ripka thought they should bring in Steven and Janet Webster for their thoughts on this as well. Tokos noted the Websters were tracking this and weighing in on it when needed. He stated what he heard was there was a general desire to be active and tackle this as a team in various ways when they were ready. Tokos would outline where meetings would land on a schedule. He reported they were still having a back and forth with T2 Systems and didn't have a contract yet. Once this was done they could build in a schedule to get better information from the vendor as to when certain pieces will be available. They would talk to Public Works about getting the poles and all the pieces, and then fill in a schedule that would show the window of when they needed to do outreach.

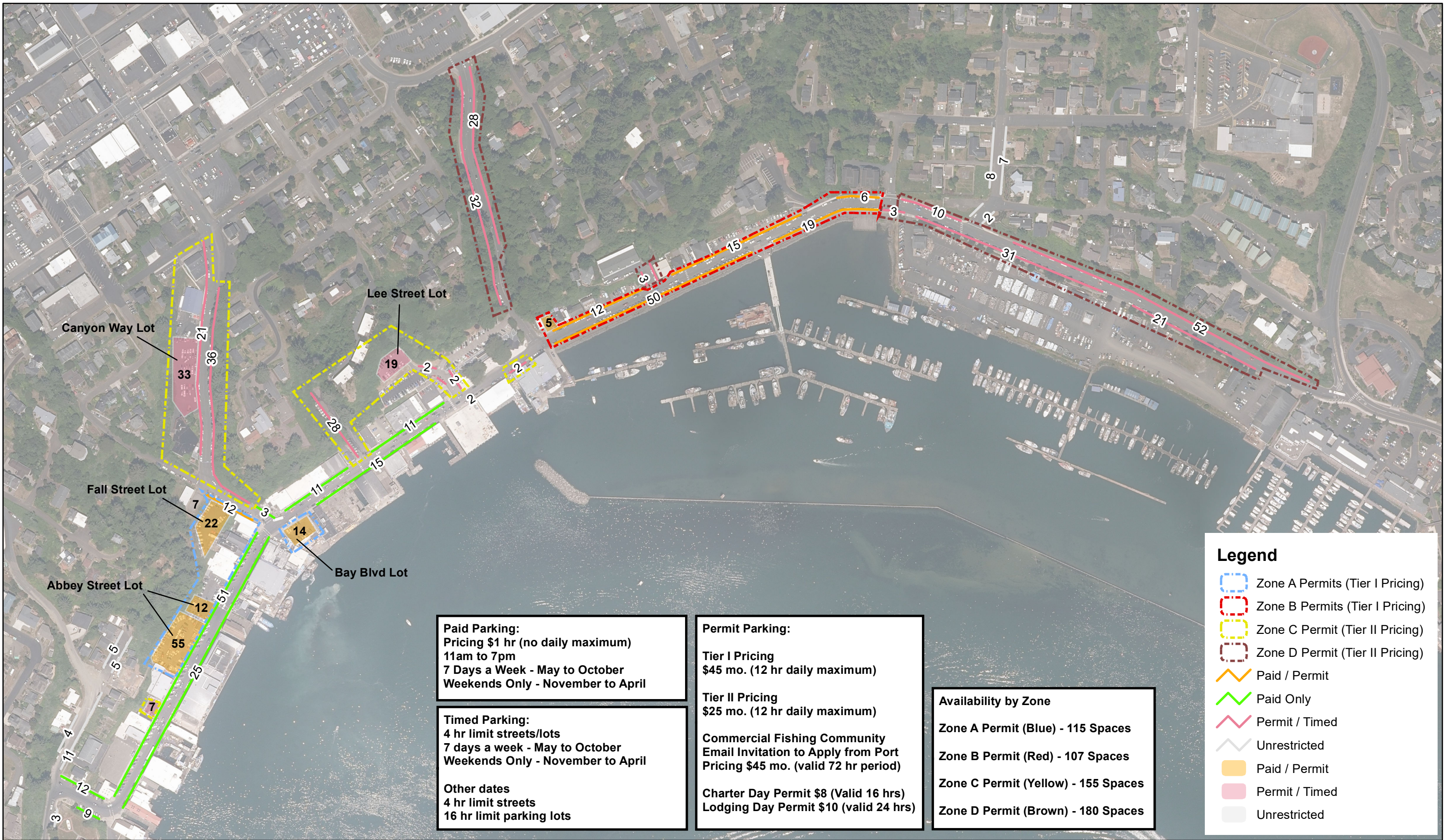
Goplen asked how far out the materials and maps would be and what the timeline was for that. Tokos would try to put together some bullet points on these factors for the next meeting.

Tokos noted that Cris Torp provided public comment that didn't get included in the last packet. He was clear that he wanted to make sure the outreach was as broad as possible so people had an understanding and a chance to provide feedback. Goplen asked if they wanted to do a survey or postcard. Tokos said not so much because they were for a broader citywide type of survey. He thought this was more about getting information to people and giving them a chance to provide feedback if they thought this was off base. Goplen noted that the city meetings in general weren't advertised well. She thought they could do a better job of putting times on the Chamber of Commerce website. Goplen thought that industry meetings that were being led and guided would work better. Tokos thought they would want to build the materials over a course of a few meetings so they were ready to do the outreach. He encouraged the Committee to be patient with the roll out because it would take longer than they thought it would. Ripka asked when the implementation would be done. Tokos thought it would happen in the late summer. He wanted to make sure that when they were moving it forward it was ready. Ripka thought implementing after summer was better. Goplen didn't think they should put any brakes on it and move forward with it when it was ready.

8. **Public Comment.** None were heard.
9. **Adjournment.** Having no further business, the meeting adjourned at 8:09 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant



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

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

Other dates
 4 hr limit streets
 16 hr limit parking lots

Permit Parking:

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

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

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

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

Availability by Zone

Zone A Permit (Blue) - 115 Spaces

Zone B Permit (Red) - 107 Spaces

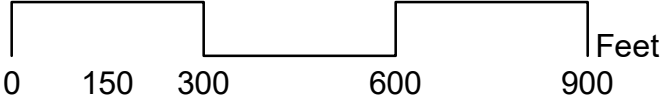
Zone C Permit (Yellow) - 155 Spaces

Zone D Permit (Brown) - 180 Spaces

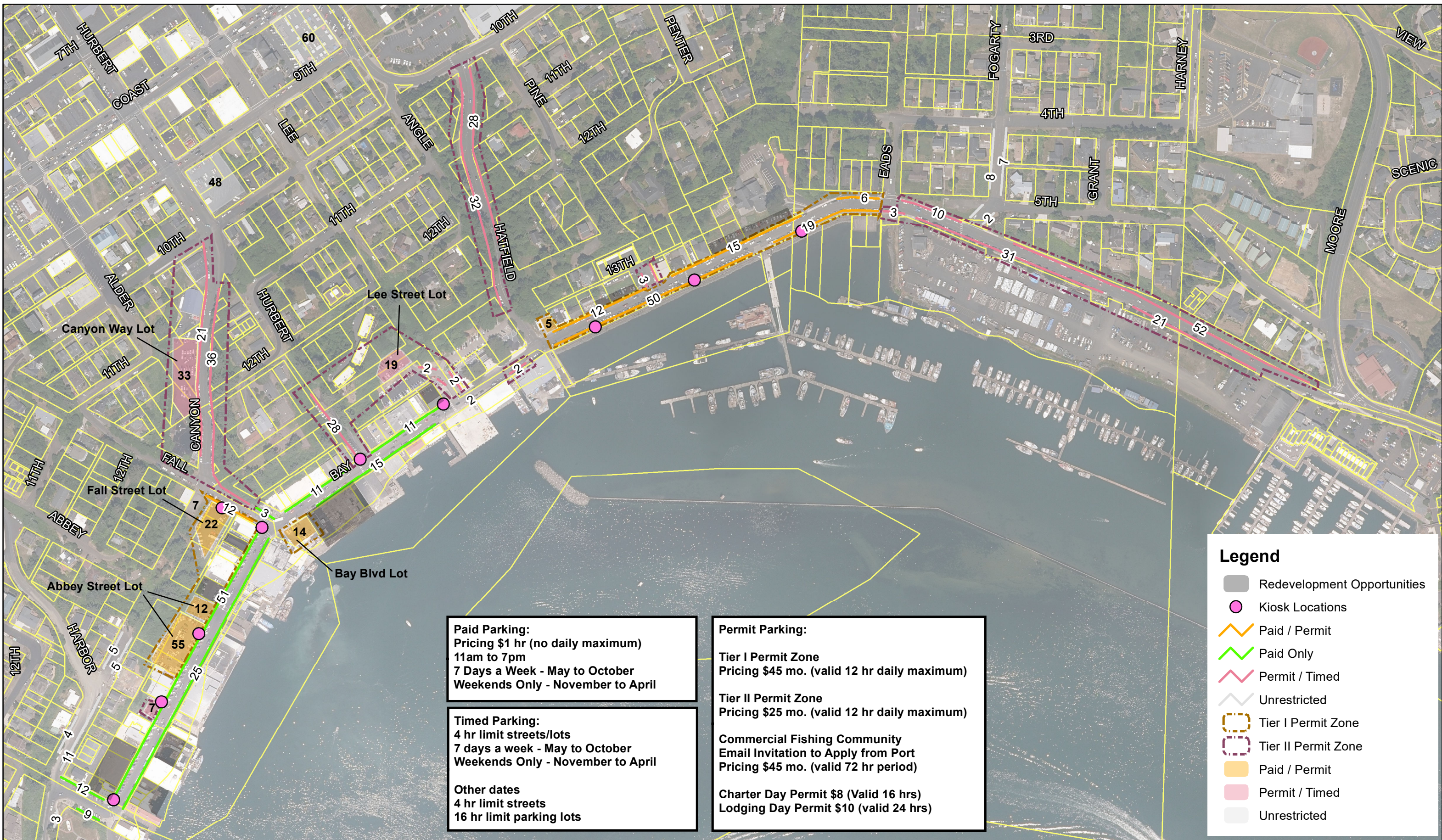
- Legend**
- Zone A Permits (Tier I Pricing)
 - Zone B Permits (Tier I Pricing)
 - Zone C Permit (Tier II Pricing)
 - Zone D Permit (Tier II Pricing)
 - Paid / Permit
 - Paid Only
 - Permit / Timed
 - Unrestricted
 - Paid / Permit
 - Permit / Timed
 - Unrestricted

Draft Bay Front Parking Management Alternative

Aerial Image Taken 2021
 4-inch, 4-band Digital Orthophotos
 Date: February 15, 2023



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.



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

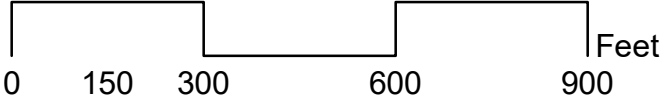
Tier II Permit Zone
 Pricing \$25 mo. (valid 12 hr daily maximum)

Commercial Fishing Community
 Email Invitation to Apply from Port
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Charter Day Permit \$8 (Valid 16 hrs)
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- Legend**
- Redevelopment Opportunities
 - Kiosk Locations
 - Paid / Permit
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 - Tier I Permit Zone
 - Tier II Permit Zone
 - Paid / Permit
 - Permit / Timed
 - Unrestricted

Draft Bay Front Parking Alternatives / Redevelopment Opportunitis



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LOCAL

Paid parking season returns in Newport. What you need to know.

Newport Daily News

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The city of Newport's paid parking and residential sticker programs are set to begin on May 1 with no immediate change to rates or fees to start the season.

Here's a look at what you need to know when visiting Newport.

How much does it cost to park at meters in Newport?

Metered parking, which features the use of multi-space parking kiosks, will be in effect from 9 a.m. until 9 p.m. daily, including weekends and holidays. Hourly rates will remain at **\$1.25 per hour downtown** and **\$2 per hour along Memorial Boulevard by Easton's Beach**.

This year's rates will mirror previous years' while the city works to introduce new dynamic parking measures which will eventually allow for free 2-hour parking for residents at all metered spaces and variable rates depending on demand.

How to pay for parking in Newport

Motorists using the city's paid parking spaces are encouraged to pay directly from their smartphone by downloading the **Passport Mobile App** at www.CityofNewport.com/Parking, or by searching for the Passport App on their mobile device's app store.

Once the application is downloaded, users are asked to create an account, select the zone number that is posted on nearby signage and enter the vehicle license plate number. Users can then view their parking history and extend their sessions with the tap of a button.

Parking in Newport: How Newport's metered parking extension could impact employees at local businesses

All city pay stations accept credit cards or coins, with the minimum payment for credit cards set at one hour. Parking kiosks located at the Touro Street Lot and Long Wharf Lot, as well as at 40 Steps on Narragansett Avenue accept credit cards, coins, and bills.

How much does it cost to park at city lots?

Newport residents will once again be granted three free hours of parking at the **Mary Street Parking Lot**, which operates 24 hours per day, seven days per week as a self-pay lot with rates of **\$3 per hour and \$20 per day**. Pay stations are located in the center of the lot adjacent to the restroom and accept cash or credit cards.

Parking changes: Newport's free parking season may become shorter. Here's why.

Parking fees will also be in effect at the **Gateway Visitor's Center Parking Lot** as of May 1. Parking rates there are **\$5 per hour, billed in 30-minute increments**. Weekly and monthly rates are also available.

When do residential parking stickers go into effect?

Elsewhere, the city's **residential sticker parking program** will also go into effect on **May 1 and run through October 1**. Visitors are reminded that parking throughout the city's residential neighborhoods may be restricted to vehicles displaying residential parking permits, and general visitor pass, or temporary residential parking permit.

Motorists are asked to please take note of posted signage before parking.

More information about the city's residential parking program can be found in Chapter 10.32 of the City's Code of Ordinances, which is available on the city's website. For specific questions concerning the City's parking lots and metered parking, please contact the Transportation Supervisor at (401) 845-5712.

(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.)

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 Hubert 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 Hubert Street, and SW 10th Street.

Options for Addressing Parking Study Comprehensive Plan Implementation Measure 3.2.3, reducing or eliminating minimum off-street parking requirements for new development or redevelopment in metered and meter/permit zones.

- B.1. Uses within a special area are not required to provide the off-street parking required in this section if ~~a parking district authorized by the City Council is formed the City requires payment for the use of public parking~~ in all or part of the special area. ~~In such circumstances, off-street parking shall be provided as specified by the parking district.~~

Staff: This option eliminates off-street parking requirements in areas where metering and/or paid parking requirements have been put in place. Any new off-street parking would be provided at the discretion of the developer. This approach is in line with what a number of jurisdictions have done where demand management practices are in place. The web link below includes an interactive map of communities that have taken this approach <https://www.lincolnst.edu/publications/articles/2022-10-shifting-gears-eliminating-off-street-parking-requirements>.

Parking meter rates, paid permits, and time limitations would be used to manage available public parking spaces. With this option, City leaves it to the market to determine whether or not off-street parking is needed in order for a development to be viable.

B.2. Uses within a special area where payment is required for the use of public parking, in all or part of the special area, may pay a fee in lieu of providing the off-street parking required in this section. Such fee shall be in the amount established by Council resolution.

Staff: With this approach the City can use a one-time fee to offset a portion of the additional parking demand from a new development or redevelopment. It could be a fixed fee (Hood River example of \$3,000 per required space (Res. 2020-18 (attached)) or it could be a scaled fee to disincentivize development that places significant new demand on the limited number of available public parking spaces. Here is an example of what that could look like:

Additional Demand:

<i>Spaces 1 to 5</i>	<i>\$3,000 ea.</i>
<i>Spaces 5 to 10</i>	<i>\$5,000 ea.</i>
<i>Spaces 10 to 15</i>	<i>\$7,500 ea.</i>
<i>Spaces 15 to 20</i>	<i>\$10,000 ea.</i>
<i>Spaces 20+</i>	<i>\$15,000 ea.</i>

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). \$15,000 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. \$127,500 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: Same as Example 3, but assume no off-street parking. 36 space impact. \$367,500 fee. This cost, in addition to other development fees could be more than the project could bear.

B.3. Uses within a special area where payment is required for the use of public parking, in all or part of the special area, are not required to provide the off-street parking required in this section provided the parking demand does not exceed 25 spaces. Parking demand in excess of 25 spaces must be provided off-street. Parking ratios in subsection 14.14.030 or a parking demand analysis authorized under subsection 14.14.040 shall be used to determine the use(s) parking demand.

Staff: This option sets a hard limit on the demand a project can place on the limited supply of available public parking before off-street parking must be provided. The limit (highlighted in yellow) is an example that can be adjusted up or down, and should consider development/redevelopment opportunities that are likely to occur in the area. The justification for imposing a one-time fee is that available on-street supply is limited and the fee is needed to bolster meter/permit revenue to pay for the construction of additional public parking.

Here are a few examples of what a 25 spaces limit could allow, assuming the projects provide no off-street parking:

- *16,500 sq. ft. of new waterfront industrial (Roughly the size of Bornstein's operation at 813 SW Bay Blvd)*
- *3,000 sq. ft. of new restaurant space (about half the size of Local Ocean)*
- *7,500 sq. ft. of retail space.*
- *4,200 sq. ft. retail, 1,500 sq. ft. of restaurant space, and 1,000 sq. ft. storage*
- *20 Unit Hotel with 1,200 sq. ft. of specialty retail*

Language like this could be paired with a payment in lieu option like the one described in Example B.2.

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 payment is required for the use of public parking, 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.

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 (attached), a resolution that would be repealed if this language is adopted. Once this language is in place, the Bayfront will no longer be subject to a Parking District Business License Annual Fee.

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. 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. 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. 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. 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.

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

*(*Section previously amended by Ordinance No. 1332 (5-23-83), Ordinance No.1447 (12-16-85), Ordinance No. 1462 (5-3-86), Ordinance No. 1548 (8-21-89), Ordinance No. 1638 (7-20-92), and Ordinance No. 1622 (10-7-91); section amended in its entirety by Ordinance No. 1780 (11-17-97); and amended in its entirety by Ordinance No. 2010 (1-6-2011).)*

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
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)

(Section 14.14.030 was amended by Ordinance No. 2182, adopted on May 17, 2021; effective on June 16, 2021.)

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.

(Amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

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.

(Amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

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.

(Amended by the adoption of Ordinance No. 2199 on August 15, 2022; effective September 14, 2022.)

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**

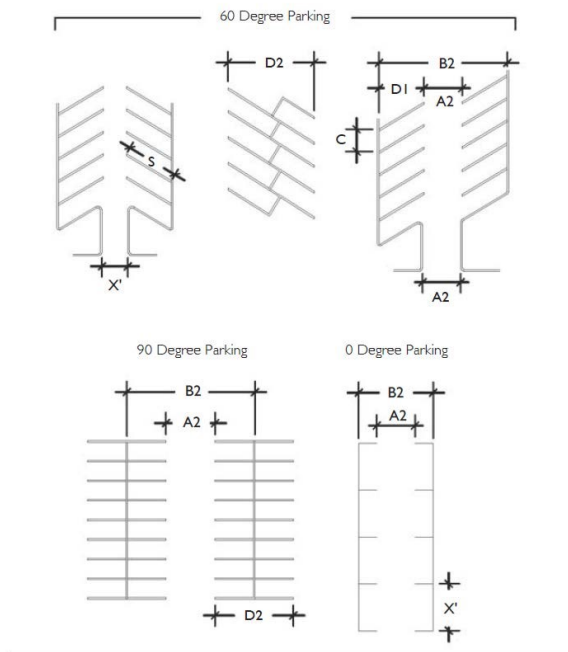
Parking lots shall comply with the following:

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

Figure 14.14.090-A. Parking Lot Minimum Dimensions



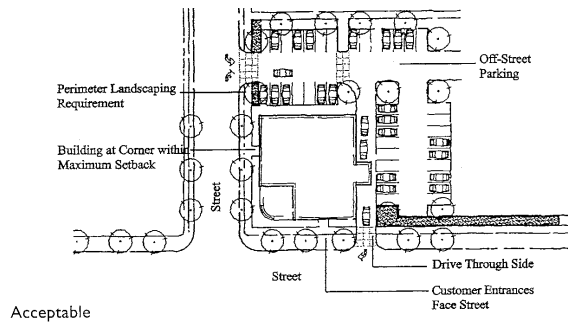
B. Surfacing.

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).

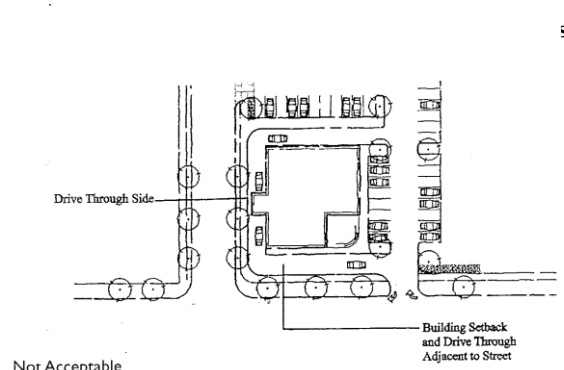
Figure 1 – Drive-Up and Drive-Through Facilities



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



Not Acceptable

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.

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.

(Sections G., H., and I., added by the adoption of Ordinance No. 2199 on August 15, 2022; effective on September 14, 2022.)

14.14.100 Special Area Parking Requirements

These special areas are defined as follows:

- A. Nye Beach. That area bounded by SW 2nd Street, NW 12th Street, NW and SW Hurbert Street, and the Pacific Ocean.
- B. 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.
- C. 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.

Uses within a special area are not required to provide the parking required in this section if a parking district authorized by the City Council is formed in all or part of the special area. In such circumstances, off-street parking shall be provided as specified by the parking district.

(Section 14.14.100 adopted by Ordinance No. 2081, adopted on May 18, 2015; effective June 18, 2015.)

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.*

**City of Hood River, Oregon
Resolution No. 2020-18**

A Resolution Revising the “In Lieu Parking Fee” for uses in the Central Business District, Waterfront Business District and the Heights Business District collected pursuant to HRMC Chapter 17.24.

The City Council for the City of Hood River adopts the following findings:

WHEREAS, the various base zones set forth in Title 17 (Zoning) in the Hood River Municipal Code (HRMC) require certain minimum number of vehicle parking spaces for various uses and developments constructed in those base zones; and

WHEREAS, HRMC Chapter 17.24 (In-Lieu Parking Fee) allows a developer to pay a set fee per parking space in lieu of constructing all or some of the parking spaces required by the base zone to serve new development; and

WHEREAS, the City Council adopted an initial schedule of in-lieu fees for parking under different development situations in Resolution 2007-05, which it subsequently amended, most recently in Resolution No. 2017-18, (FY 17-18 Consolidated Fee Schedule), in which the Council set the in-lieu parking fee for development in the three primary commercial districts in the city (Central Business District, Waterfront Business District, and the Heights Business District); and

WHEREAS, in 2019 City conducted a downtown parking study to analyze parking management strategies and forecasted needs relating to future parking supply and usage downtown; and

WHEREAS, the City Council desires to facilitate residential development and the reuse of historic buildings in its primary commercial districts and to not exacerbate the parking shortage in these areas; and

WHEREAS, to achieve these policy objectives, the City Council considered various proposals to replace the fee in lieu of parking during 2019 and at the Council’s regular meetings on September 28th heard the Planning Commission recommendation to approve amendments to its parking rates and in lieu parking fee consistent with its findings and the 2019 Parking Study; and

WHEREAS, at the conclusion of its September 28th, 2020 meeting, a majority of the Council favored a reduced in-lieu parking fee of \$3,000 per space for new residential and commercial development in the City’s downtown district.

NOW, THEREFORE, BE IT RESOLVED by the Hood River City Council that:

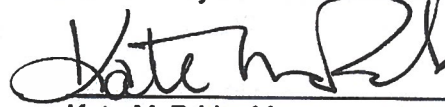
1. Amendment. Resolution No. 2017-18 is hereby amended with regard to the “PARKING IN LIEU” fee for the Central Business District, Waterfront Business District, and Heights Business District, which shall be amended to read as follows:

Alternative 1:

The In-Lieu Parking Fee for residential and commercial development in the Central Business District, Waterfront Business District, and Heights Business District pursuant to HRMC 17.24.010 is \$3,000 per required parking space.

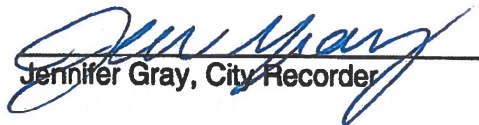
2. Allocation of fees Collected. Fees collected pursuant to this resolution shall be deposited into a dedicated fund to be used for the development and provision of public parking facilities, consistent with HRMC 17.24.010(B).

Approved and Effective this 26th day of October 2020 by the Hood River City Council.



Kate McBride, Mayor

Attest:



Jennifer Gray, City Recorder

Approved as to form:



Daniel Kearns, City Attorney

**CITY OF NEWPORT
RESOLUTION NO. 3864**

**RESOLUTION SETTING
PARKING DISTRICT BUSINESS LICENSE FEES**

WHEREAS, at the request of area business owners, the Newport City Council adopted Ordinance Nos. 1993, 2009, and 2020 establishing the Nye Beach, City Center and Bayfront Commercial Parking Districts ("Parking Districts") to generate funding to pay for parking system improvements in the respective commercial areas; and

WHEREAS, each of the Parking Districts is an economic improvement district pursuant to ORS Chapter 223, funded through a business license surcharge and authorized for an initial five year period; and

WHEREAS, the effective period of these economic improvement districts was extended with Ordinance Nos 1993, 2078, 2098, and 2134, with the districts now set to expire June 30, 2019; and

WHEREAS, the latest round of extensions were undertaken to provide an opportunity for a parking study to be performed to establish whether or not the Parking Districts should continue in their current form or whether an alternative approach should be pursued to address each of the areas parking needs; and

WHEREAS, while the parking study is complete, and has been vetted and revised with the assistance of a citizen advisory committee, recommendations on how best to address parking needs, including parking management and funding strategies, have not yet been finalized; and

WHEREAS, it is in the public interest that business license surcharges imposed within the Parking Districts remain in effect until parking management and funding strategies are finalized in order to provide a seamless transition; and

WHEREAS, this can most effectively be accomplished by allowing the economic improvement districts to expire and instead impose business license surcharges under Section 4 of the City Charter and the City's Constitutional Home Rule authority, as implemented through Chapter 4.05 of the Newport Municipal Code; and

WHEREAS, NMC 4.05.030(C) establishes that business license annual fees shall be determined by City Council resolution and the fees set forth herein serve as a portion of the business license annual fee for businesses operating within the Parking Districts.

THE CITY OF NEWPORT RESOLVES AS FOLLOWS:

Section 1. Parking Districts Established. The boundary of the Parking Districts shall be as established with Ordinance No. 1993, 2009, and 2020, as amended, as graphically depicted on Exhibit A.

Section 2. Parking District Business License Annual Fee. The business license annual fee, framed as a business license surcharge in the fee schedule, shall be as follows:

A. Nye Beach Parking District.

Business provides no off-street parking spaces:	\$250.00
Business provides 1-3 off-street parking spaces:	\$150.00


All other businesses:	\$100.00
B. City Center Parking District.	\$35.00
C. Bay Front Parking District.	
Fewer than 5 employees:	\$150.00
5 to 20 employees:	\$300.00
More than 20 employees:	\$600.00

Section 3. Relationship to Other Business License Fees. Fees set forth in Section 2, are in addition to other business license fees collected pursuant to NMC Chapter 4.05.

Section 4. Special Parking Area Requirements. NMC 14.14.100 provides that off-street parking within a Parking District shall be provided as specified by the Parking District. For that purpose, the business license annual fee established herein shall exempt new development or redevelopment from having to provide up to five (5) off-street parking spaces, just as it did when the economic improvement districts were effective. Businesses that require more than five (5) off-street parking spaces shall provide the additional spaces in accordance with applicable provisions of the Newport Zoning Ordinance (NMC Chapter 14).

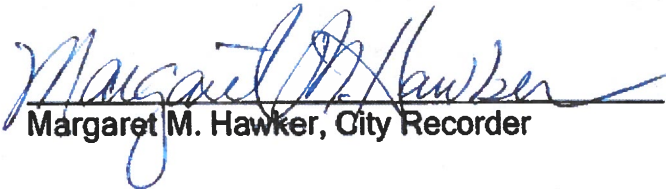
Section 5. Effective Date. This resolution is effective immediately upon adoption.

Adopted by the Newport City Council on June 17, 2019

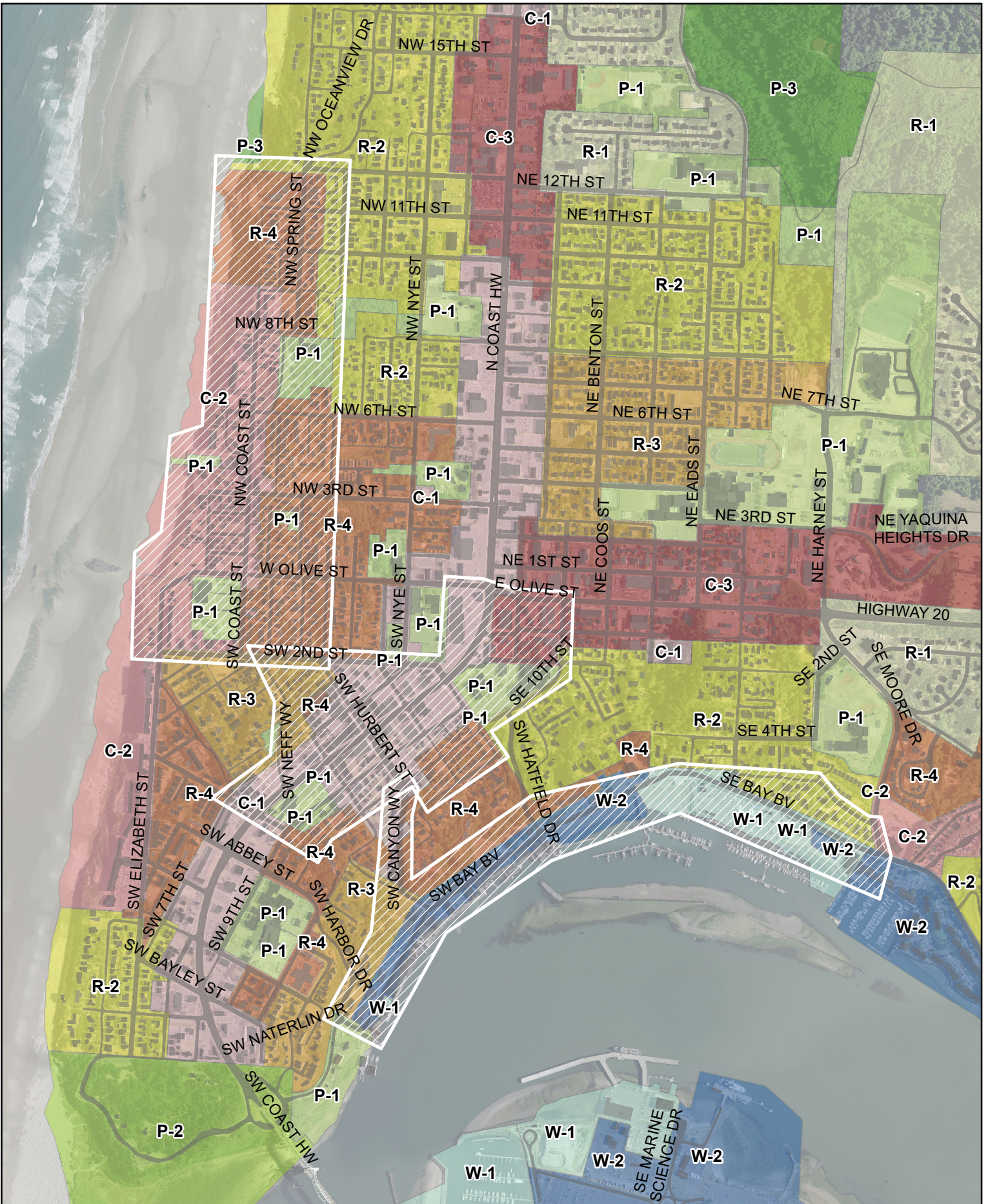


David N. Allen, Council President

ATTEST:



Margaret M. Hawker, City Recorder

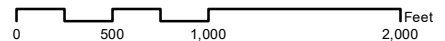


City of Newport
 Community Development Department
 169 SW Coast Highway
 Newport, OR 97365
 Phone: 1.541.574.0629
 Fax: 1.541.574.0644

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

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

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





Draft Bayfront Parking Management Solution Implementation Schedule

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

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

- T2 parking system configuration/training timeframes may change following May 19th Kickoff
- August public engagement to include rollout of planned implementation, pricing, etc.
 - Commercial Fishing User Group
 - Port Commission
 - Seafood Processors
 - Bayfront Businesses
- Incorporate feedback into a round of adjustments and wrap-up configuration in September
- October public engagement to include information on upcoming changes and kick-off event.
- 30-day minimum grace period on tickets to be provided after go live date (warnings only)