



PARKING STUDY ADVISORY COMMITTEE AGENDA

Monday, March 11, 2019 - 3:00 PM

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

The meeting location is accessible to persons with disabilities. A request for an interpreter for the DEAF AND HARD OF HEARING, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

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. INTRODUCTIONS

1.A Review and Amend Agenda, as Needed.

1.B Confirm January 31, 2019 Meeting Minutes
[01-31-19 Advisory Comm Mtg Minutes.pdf](#)

**2. ADOPTED ORDINANCE RELATING TO PARKING ENFORCEMENT FOR
TIMED LIMITED AREAS AND CITY PARKING LOTS.**

2.A Ordinance No. 2145
[Ordinance for Timed Parking Enforcement.pdf](#)

**3. DRAFT AMENDMENTS TO PUBLIC FACILITIES ELEMENT OF THE
COMPREHENSIVE PLAN**

3.A Draft Amendments

[Parking Facilities Element of the Comprehensive Plan 2017 3-11-19.pdf](#)

[Figure 7 - Bay Front Parking Final.pdf](#)

[Figure 8 - Nye Beach Parking Final.pdf](#)

**4. ORDINANCE RELATED TO ESTABLISHING A STANDING PARKING
ADVISORY COMMITTEE**

4.A Draft Ordinance

[Ordinance Creating Parking Advisory Committee_Draft.pdf](#)

5. RESIGNATION OF TOM MCNAMARA

5.A Tom McNamara Resignation

[Tom McNamara Email.pdf](#)

6. PUBLIC COMMENT/QUESTIONS

7. NEXT MEETING

8. ADJORN

Draft MINUTES
Parking Study Advisory Committee
Meeting #11
Newport City Hall Council Chambers
January 31, 2019

Committee Members Present: Bill Branigan, Janet Webster, Cris Torp, Gary Ripka, Aaron Bretz, Linda Neigebauer, Frank Geltner, Sharon Snow, Laura Anderson, Jody George, and Julie Kay,

Committee Members Absent: Wendy Engler, Kathy Cleary, Cynda Bruce, Tom McNamara, William Bain, and Jeff Lackey.

City Staff Present: Community Development Director (CDD), Derrick Tokos; Police Chief, Jason Malloy; and Executive Assistant, Sherri Marineau.

Public Present: Franny Matsko, and Brendan Matthews.

1. **Call to Order & Roll Call.** Meeting called to order at 3:05 p.m.

2a. **Review and Amend Agenda, as Needed.** Tokos reviewed the memo that was handed out to the Parking Study Advisory Committee (PSAC). He asked for amendments to agenda. None were heard.

2b. **Approval of Minutes.** Geltner asked to add “Advisory” to the title of the Committee on the minutes. Torp gave Marineau corrections to the September 11, 2018 minutes. Motion was given by Webster, seconded by Geltner, to approve the September 11, 2018 minutes with corrections. All approved.

3. **Wrap –Up Discussion on Parking Study Implementation** Tokos reviewed the Parking maps provided to the PSAC and noted the changes.

Bayfront Map Discussion Items:

- Torp noted the area at Canyon Way by the mural sign had not been identified and asked if the area could be striped for parking. Tokos said he would look into it and report back.
- Branigan asked why the area on the west side of the street by Port Dock 7 wasn’t included. Tokos said it was on Port property and why it wasn’t counted. It was used for permit parking for fishermen. Bretz said there were no plans to change this.
- Geltner asked if the area across from Port Dock 5 was just the street. Tokos said it was.
- Torp asked why length of road west of John Moore Road was considered inventory when it wasn’t striped. Tokos said because it was available for parking it was included. Torp requested the PSAC discuss this with the Police Chief and thought it shouldn’t be included in the inventory. Geltner asked if it was going to be marked. A discussion ensued regarding how the parking had been utilized in the area and the difficulties it would mean for RV’s and larger trucks to park there. Tokos thought it was import to have it included in the inventory and said it could be addressed later on. Geltner suggested it be striped and also signed for oversized vehicles.
- Torp was concerned that people would park in areas that weren’t inventoried to get away from parking in the metered area. Webster said the number of permits issued would play into this.
- Webster requested that if the city went ahead with metering, the maps should represent what the PSAC wanted.
- Tokos said the areas where vehicles could park on the side of the road were part of the inventory regardless of whether they had tick marks or not. The city would still enforce without tick marks.
- Franny Matsko addressed the PSAC. She said she was concerned about the parking at her business on the Bayfront and didn’t see anyone enforcing the parking laws currently.
- Webster requested that they be sensitive on parking for 13th Street.
- Webster asked to have an agenda item added concerning new projects in the area. Tokos said if there was time at the end of the meeting they would discuss.
- Geltner asked when the plan would be finalized. Tokos said they would move the plan forward for polices and strategies once it was complete, then designate an advisory committee on a permanent basis to support it. The PSAC was wrapping up phase one and they would then be on to phase two. Webster thought there needed

to be a formal vote on the plan. Tokos said there would be a formal recommendation to the Planning Commission and then it would go to the City Council.

Nye Beach Map Discussion Items:

- Neigebauer asked if the Hallmark was providing parking. Tokos said there was some discussion on what should be done for right-of-ways for parking. Neigebauer noted that Elizabeth Street parking was being used as parking by the Hallmark Resort staff.
- Neigebauer said the Inn at Nye Beach had overflow parking on the street when they were full. Tokos said the nature of the parking district was such that they weren't required to have parking to cover all of their parking needs.
- Webster asked about the ADA spaces on the implementation memo and thought the area didn't have enough of these. Tokos said under the ADA codes, a particular number of ADA spaces would have to be provided when developing on private property, but there were no ADA requirements for right-of-ways. Webster questioned if it would be complaint driven to get more ADA spaces. Tokos said as a matter of policy ADA spaces could be added, but the city wasn't obligated to do so under the ADA rules. Webster was concerned about potential complaints to the city that there were not enough ADA spots and asked if the city would be adding ADA spots. Tokos said the City would be obligated to do this but they might do it as a policy.
- Geltner asked if there was anything written in the municipal code that there was a terminus for meters near the Whaler Motel on Elizabeth Street. Tokos said the study focused on what the city had designated as special parking district areas which had geographic boundaries set. There was a legal description of all the special parking areas and they had requirements to develop public parking in lieu of businesses constructing their own off-street parking.

Bayfront and Nye Beach Implementation Memo Discussion Items:

- Webster asked if the \$70,000 for lot resurfacing, under annual expenses, were costs for the city to catch up to current needs. Tokos explained they were dealing with lots with different stages of repair. Webster didn't think this would be an annual expense. Tokos explained it was what they were spending annually, it would be what they were reserving annually.
- Geltner asked for clarification on what the annual costs for maintenance needs were. Tokos said these figures were the initial cost of maintenance. They had walked the lots, looked at their conditions, and priced them out.
- Geltner asked what the annual costs for the parking system enhancements were. Tokos said this was for maintenance. Geltner asked where the figure came from. Tokos thought this figure came from the study.
- Geltner asked if they did not include enforcement. Tokos said this was correct. Geltner asked if the City would need upfront funds for enforcement. Tokos said this would be discussed with Police Chief Malloy during the enforcement discussion.
- Webster suggested that when they redid the turnaround in Nye Beach they go through the inventory for ADA spaces.
- Geltner asked where the costs for striping and draining would come from since they weren't accounted for in the projection of the parking lot surface maintenance needs. Tokos said the second page of the spreadsheet wasn't attached to the packet but these costs were picked up on page two of the memo.
- Torp asked if there were expanding striping, would the \$10,000 cover the west and east end of the Bayfront, and the east end of Hatfield. Tokos said this would cover a considerable amount of striping and he would have to check on what Lancaster Consulting assumed it would cover.

ADA Wheelchair Discussion Items:

- Tokos thought there was enough ADA spaces on the Bayfront and these spaces would be exempt from permits. Geltner asked if this would be included in the signage and asked how the city would make sure they were used by wheelchairs. Branigan thought the signs that said "wheelchairs only" could be used. Tokos said there weren't a lot of these spaces and didn't think it would be an issue.
- Geltner thought that the two red marks under "no metering" on the report stood out and asked if they could put it in a better context. Tokos would clarify this. He said the city didn't have to do metering but they used them to improve turnover spaces and would raise enough revenue to cover maintenance expenses. If the City chose not to do metering there was still the problem of all the parking assets that didn't have funding to maintain them and meet the needs of the users of the Bayfront and Nye Beach. Without meters, they could do combination of permits, increase business license surcharges, and live with existing timed parking program in place currently to get revenues.

- Anderson noted that the PSAC had previously looked at using transit and private shuttles to shuttle staff to the Bayfront. She thought these monies could help to accommodate the summer employee transit.
- Webster said there was no line for maintenance shortfall and asked what was subtracted for the no-metering alternatives. Tokos said lot resurfacing, ancillary repairs, and striping would be the things that fell under annual expenses. He would look at putting it in a different format.
- Geltner said the minutes said the PSAC agreed that they didn't support installments for paying for permit fees. He asked where the recommendation would come into play. Tokos said on the administrative side they would have trouble tracking and managing installments, and it would be a challenge administratively.
- Neigebauer was concerned that a \$100 parking fee would be too costly for someone living in Nye Beach area. Webster noted that in Nye Beach staff had more options for parking than on the Bayfront.
- Webster asked if there would be any changes happening the coming summer. Tokos said probably not. The Public Works Department had been short on staffing which delayed changes because there wasn't support from the department.
- Geltner asked when the first coin would be in the meters. Tokos said he couldn't speculate. Geltner asked when it would be aired to the media. Tokos said this was something a lot of people were plugging into. There had already been outreach and press releases done, and the city would continue to do this.
- Anderson asked about the timeframe for the existing parking districts. Tokos said it was done year to year and his thoughts were to lock it in as a standing rate until an alternative structure was adopted.
- Webster asked Snow if their blue bus shuttle would expand to other employers. Snow didn't think their bus would work for others because of liability issues but said it wouldn't be entirely out of scope to work together with other employers. Snow thought this would be a question for John Moody. Tokos reminded the PSAC that Pacific Seafood was working on a housing project and he could talk to them about expanding.

4. **Changes to Parking Enforcement (Discussion with Police Chief).** Police Chief Malloy addressed the PSAC. He said parking enforcement on the Bayfront had changed. The contract with TCB was terminated in 2018. The city had authorized a parking enforcement officer and they would be hiring a person in February. The Police Department (PD) was working on an ordinance to be able to enforce timed parking. Malloy explained how the PD enforced on the Bayfront currently. He said the PD had to use common sense to enforce while trying not to upset a lot of people. When the meters were implemented the code would need to be updated in order to enforce. Malloy noted that the majority of the parking enforcement would happen in the Bayfront. The PD budgeted for a second parking officer in March of 2019. They wouldn't be hiring the person this year but would carrying it over to the next year. He said the community service officer, the parking officer, and another enforcement officer would maintain the parking and vacation rental enforcement together.

Discussion Items:

- Neigebauer asked if room taxes could help fund enforcement. Tokos said the city was facing a possible reduction of room tax collections if the City Council adopted the Planning Commission's recommendation on the Short-Term Rental ordinance because there would be a reduction in the number of vacation rentals. Malloy said they couldn't add to the demand of a deficit on the general fund without adding something to it.
- Branigan asked if they could use the police volunteers to do enforcement. Malloy said volunteers were sworn in to do parking but they were primarily for ADA parking enforcement. A discussion ensued regarding what the PD could enforce for parking and the need for proper signage.
- Ripka asked if the new parking officer would be enforcing the Port parking. Malloy said TCB would be doing this and the PD would assist.
- Webster requested that when the new parking enforcement officer was hired that they come to the Bayfront to meet with businesses. Malloy said the enforcement officer would be required to be present on the Bayfront.
- Torp asked how wrong way parking would be enforced. Malloy said they weren't enforcing because they didn't have anyone to do this.
- Geltner asked if permissible length could be enforceable for areas that are striped. Malloy said they used to do this but determined there wasn't enough time to do it and it was a lot harder to enforce.
- Matthews asked when Malloy thought the ordinance would be implemented. Malloy said he hoped to have it by spring break.
- Webster suggested that the west side of Bay Street be signed.

7. **Parking Code Alternatives.** Tokos reviewed his memo on the parking code alternatives and reviewed the goals and corresponding policies.

Discussion Items:

- Webster asked if Goal 2, Policy 1, Strategy 2 meant an increase in business license fees. Tokos said yes.
- Geltner asked if there was any value in different meter rates and peak demand periods, and asked if the rate could be lowered per hours. Tokos said meters could be turned off for different periods. Anderson said this level of planning would be addressed when there was a policy in place. Ripka noted that the parking on the Bayfront had been very busy this whole winter. Tokos said he could talk to Malloy about getting the parking officer trained fast to be able to help with this.
- Snow was concerned that changing the meters for different seasons would confuse people.
- Tokos asked if the PSAC was concerned about metering on peak demand. Ripka thought the Bayfront was busy all the time. Tokos said he would say that the metering options should work within the parameters of each of the parking districts.
- Bretz asked if the rates would be set by ordinance. Tokos said the ability to set fees were done by ordinance and then rates would be set by policies.
- Geltner thought the ordinance should state, under “ Parking Advisory Committee,” that representatives should include area business not just the Port and the commercial fishing industry.
- Ripka asked who was in charge of rate increases. Tokos said the City Council.

Tokos asked the PSAC to send input to him and he would bring updates to the next meeting.

8. **Public Comment/Questions.** None were heard.

9. **Adjournment.** Having no further business, the meeting adjourned at 5:00 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

CITY OF NEWPORT

ORDINANCE NO. 2145

**AN ORDINANCE REPEALING AND REPLACING
SECTIONS 6.15.045 AND 6.20.005
RELATED TO PARKING IN TIME LIMITED AREAS
AND CITY PARKING LOTS**

WHEREAS, the Newport Municipal Code does not address on-street over-time parking; and

WHEREAS, the Newport Municipal Codes does not address over-time parking in city-owned parking lots; and

WHEREAS, the city has been unable to enforce over-time parking on city streets and in city-owned parking lots because these provisions were inadvertently omitted from the Newport Municipal Code; and

WHEREAS, during the development of the Newport Municipal Code, several sections related to parking were inadvertently omitted; and

WHEREAS, parking management and enforcement is critical to the city.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

Section 1. Sections 6.15.045 and 6.20.005 of the Newport Municipal Code are repealed and replaced as follows, and Sections 6.15.070, 6.15.080, 6.15.090, and 6.15.100 are hereby added as follows:

Section 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.

Section 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.

6.15.070 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.

Section 2. Emergency Declaration. Parking management is critical to the city. In order to provide the city staff the necessary tools to enforce parking, it is hereby adjudged and declared that an emergency exists requiring that this ordinance take effect immediately upon passage, as such action is necessary for the immediate preservation of the public peace, health, and safety of the City of Newport. Accordingly, this ordinance shall be in full force and effect as of the date of its adoption.

Adopted by the Newport City Council on February 19, 2019.

Signed by the Mayor on February 20, 2019.



Dean H. Sawyer, Mayor

ATTEST:



Gloria Tucker, Deputy City Recorder

APPROVED AS TO FORM:



Steven E. Rich, City Attorney

PUBLIC PARKING FACILITIES

In 2016, the City of Newport commissioned the preparation of a Parking Management Plan to identify strategies to maximize available parking supply in the Bay Front, Nye Beach, and City Center areas of Newport to support a vibrant working waterfront and retail-oriented, tourist commercial businesses. Each of these commercial areas within the City is densely developed with much of the parking demand being met with on-street spaces and public parking lots.

Historically, persons developing commercial property in these areas have been allowed to pay a fee to the City in lieu of providing new off-street parking spaces to address the impacts attributed to their projects. That program proved outdated, and led business owners to petition the City to establish Economic Improvement or “Parking Districts” to fund parking system improvements through a business license surcharge. While the Parking Districts have been easier for the City to administer than a “payment in lieu” program, and have allowed for greater involvement from area business owners, neither approach provides a clear, long term strategy for how public parking assets should be managed nor have they generated sufficient funding to make meaningful improvements to the parking system.

Characteristics of each of the commercial areas is summarized as follows:

Bay Front: A working waterfront with a mix of tourist oriented businesses, fish processing facilities and infrastructure to support the City’s commercial fishing fleet. The Port of Newport is a major property owner and a boardwalk and fishing piers provide public access to the bay. The area is terrain constrained, with steep slopes rising up from commercial sites situated along Bay Boulevard.

City Center: A “main street” style cluster of commercial buildings oriented along US 101 between the intersection of US 101 and US 20 and the Yaquina Bay Bridge. Many of the City’s public buildings are within this district, including the Lincoln County Courthouse, Newport City Hall, 60+ Center, Recreation & Aquatic Center, and the Samaritan Pacific Hospital.

Nye Beach: A mixed-use residential and tourist oriented business district with direct beach access anchored by Performing Arts and Visual Art Centers. Commercial development is concentrated along Beach Drive and Coast Street, both of which include streetscape enhancements that encourage a dense pedestrian friendly atmosphere. This is a mixed use area including retail, dining, lodging, professional services, galleries, single family homes, condominiums, long term and short term rentals.

The Parking Management Plan, prepared Lancaster StreetLab, dated March 9, 2018, includes an inventory and assessment of the condition of public parking assets in these commercial areas; detailed field survey data illustrating the utilization and turnover rates of parking spaces during peak and off-peak periods; a list of capital improvements needed to maintain and improve available parking, including possible upgrades to transit service; and financing strategies to fund needed improvements.

Development of the Parking Management Plan, summarized in this Public Facilities Element of the Newport Comprehensive Plan, was informed by public input from outreach events and the project advisory committee. That committee consisted of individuals representing tourist-oriented retail businesses, commercial fishing interests, seafood processors, residents, and affected government entities. Once the Parking Management Plan was complete, additional outreach was conducted with stakeholders in the community and the project advisory committee, over a period of several months, further refined many of the Plan’s concepts and maps resulting in a the final set of recommendations contained in this document.

Existing Public Parking Assets

Table 1: Parking Lots

Facility	Size (SF)	District	# Spaces	Condition
Abbey Street Lot	21,200	Bayfront	53 standard 2 ADA accessible	Poor
Abbey Street (right-of-way)	5,800	Bayfront	10 standard 2 ADA accessible	Good
Case Street (right-of-way)	3,600	Bayfront	6 standard 1 ADA accessible	Good
Canyon Way Lot	23,000	Bayfront	33 standard	Fair
Fall & Bay Street	8,600	Bayfront	13 standard 1 ADA accessible	Poor
Fall & 13 th Street	11,800	Bayfront	22 standard	Fair
Hurbert (right-of-way)	13,400	Bayfront	28 standard	
Lee Street	11,000	Bayfront	19 standard	Good
Hatfield Lift Station	2,000	Bayfront	5 standard	Poor
13 th Street (right-of-way)	3,200	Bayfront	7 standard	Poor
Angle Street Lot	30,000	City Center	53 standard 4 Recreational vehicle 3 ADA accessible	Good
City Hall Campus	57,900	City Center	107 standard 9 ADA accessible	Good
9 th and Hurbert	29,700	City Center	39 standard 5 Recreational vehicle 2 ADA accessible 2 EV charging stations	Fair
US 101 & Hurbert	9,200	City Center	18 standard 2 ADA accessible	Fair
Don & Ann Davis Park	9,800	Nye Beach	25 standard 2 ADA accessible	Good
Performing Arts Center	74,800	Nye Beach	143 standard 8 ADA accessible	Good
Jump-off Joe	6,100	Nye Beach	10 standard	Good
Nye Beach Turnaround	40,400	Nye Beach	45 standard 3 ADA accessible	Poor
Visual Arts Center	12,900	Nye Beach	21 standard 2 ADA accessible	Poor

Table 2: Striped On-Street Spaces

District	Streets	Striping (LF)	# Spaces
Bayfront	Bay Street, Bay Blvd, Canyon Way, Fall Street, Hatfield Drive, Lee Street, Naterlin Drive	5,280	386
City Center	Alder Street, Angle Street, Fall Street, Hurbert Street, Lee Street, US 101, 7 th Street, and 9 th Street	4,830	293
Nye Beach	Coast Street, Olive, and 3 rd Street	2,570	249

Pavement Condition Assessment

To inform the preparation of the Parking Management Plan, staff with the City's Community Development and Public Works Department conducted a field survey in 2016 to assess the pavement condition of the City's public parking lots in the Bayfront, City Center, and Nye Beach commercial areas. The results were presented to the project advisory committee in November of 2016.

A simplified Good-Fair-Poor asphalt pavement rating system was used to gauge the condition of the surface parking areas, with the resulting information being used to estimate funds needed to maintain the lots in good condition.

A Good condition rating was defined as a lot that appeared stable, with minor cracking that is generally hairline and hard to detect. Minor patching and deformation may have been evident.

A Fair condition rating was given to parking surfaces that appeared to be generally stable with minor areas of structural weakness evident. Cracking in these areas was easier to detect. Patching areas may have existed, but were not excessive and deformation may have been more pronounced.

A Poor condition rating was provided for parking areas with visible areas of instability, marked evidence of structural deficiency, large crack patterns (alligatoring), heavy or numerous patches, and/or deformation that was very noticeable.

The following is a brief description of factors that show the degree to which wearing surfaces are worn:

Fatigue Cracking: Sometimes called alligator cracking due to the interconnected cracks which resemble an alligator's skin, fatigue cracking is caused by load-related deterioration resulting from a weakened base course or subgrade, too little pavement thickness, overloading, or a combination of these factors.

Deformation: A distortion in asphalt pavement that is often attributed to instability of an asphalt mix or weakness of the base or subgrade layers. This type of distress may include rutting, shoving, depressions, swelling and patch failures.

Edge Cracking: Edge cracks are longitudinal cracks which develop within one or two feet of the outer edge of pavement. They form because of a lack of support at the pavement edge; which in this case would be poorly managed drainage that is undermining the road surface

Raveling: Raveling is the wearing away of the asphalt cement from the aggregate particles. This can occur as a result of normal wear over time and it can be exacerbated by such conditions as oil dripping from vehicles.

Structural weakness: When pavement conditions wear to the point that there is substantial fatigue cracking, deformation, and/or patching, it can no longer be preserved with a slurry seal and will need to be reconstructed.

The pavement condition assessment was for the travel surface only and did not factor in striping, signing, drainage, railing, sidewalk or other repairs that may be needed.

Fatigue Cracking – Abbey Street Lot



Maintenance Schedule

The pavement condition assessment informed the development of a maintenance schedule to identify the level of funding the City should reserve annually to maintain the travel surfaces of the public parking lots (Table 3). Lots that are in good condition can be maintained with a chip seal or slurry seal every 5-10 years, and this is typically done up to three times before the surface is reconstructed. Those in fair condition will need to be rebuilt sooner, and those in poor condition are not candidates for a seal coat, as such treatment is unlikely to extend the useful life of the pavement surface.

Annual estimates were further prepared to account for striping and other ancillary repairs that may be needed, such as drainage, sidewalk, or curb replacement. Placeholders were also provided for administration of a permit parking program and metering, should those elements be implemented. The annual maintenance needs were then broken out by commercial area (Table 4).

Table 3: Parking Lot Surface Maintenance Needs.

Projection of Parking Lot Surface Maintenance Needs
(Road surface only. Does not account for striping, drainage, curb/sidewalks, walls, railing, etc.)

Parking Lot	District	Size (SF)	Spaces	Condition	1-5 Years	5-10 Years	10-15 Years	15-20 Years	
Angle Street Lot	City Center	30,000	65	Good	New	\$151,024	Seal \$60,000	Seal \$79,500	
City Hall	City Center	57,900	112	Good		Seal \$115,800		Seal \$153,435	
Don Davis Park	Nye Beach	9,800	25	Good		Seal \$19,600		Seal \$25,970	
Performing Arts Center	Nye Beach	74,800	151	Good		Seal \$149,600		Seal \$198,220	
Jump Off Joe	Nye Beach	6,100	10	Good		Seal \$12,200		Seal \$16,165	
Lee Street	Bay Front	11,000	19	Good		Seal \$22,000		Seal \$29,150	
Abbey (row)	Bay Front	5,800	10	Good		Seal \$11,600		Seal \$15,370	
Case (row)	Bay Front	3,600	6	Good		Seal \$7,200		Seal \$9,540	
9th & Hubert	City Center	29,700	48	Fair	Seal \$51,678		Rebuild \$198,099		
US 101 & Hubert	City Center	9,200	20	Fair	Seal \$16,008		Rebuild \$61,364		
Fall & 13th	Bay Front	11,800	22	Fair	Seal \$20,532		Rebuild \$78,706		
Hurbert (row)	Bay Front	13,400	28	Fair	Seal \$23,316		Rebuild \$89,378		
Canyon Way	Bay Front	23,000	33	Fair	Seal \$40,020		Rebuild \$153,410		
Nye Beach Turnaround	Nye Beach	40,400	45	Poor	Rebuild \$203,616		Seal \$92,920		
Visual Arts Center	Nye Beach	12,900	21	Poor	Rebuild \$65,016		Seal \$29,670		
Fall & Bay	Bay Front	8,600	13	Poor	Rebuild \$43,344		Seal \$19,780		
Abbey Lot	Bay Front	21,200	53	Poor	Rebuild \$106,848		Seal \$48,760		
13th (row)	Bay Front	3,200	7	Poor	Rebuild \$16,128		Seal \$7,360		
Hatfield Lift Station	Bayfront	2,000	5	Poor	Rebuild \$10,080		Seal \$4,600		
					Cost:	\$747,610	\$398,000	\$784,047	\$527,350
								Total Cost: \$2,457,007	
								Annual: \$122,850	

Table 4: Annual Maintenance Expenses

Parking District	Lot Resurfacing ¹	Ancillary Parking Repairs ²	Striping	Permit Program ³ (if implemented)	Metering ³ (if implemented)	Total
Bayfront	\$37,200	\$9,300	\$1,850	\$10,000	\$28,800	\$88,200
City Center	\$36,750	\$9,200	\$1,900	Not recommended	Not recommended	\$48,600
Nye Beach	\$30,500	\$7,650	\$1,450	\$10,000	\$13,200	\$62,800

1. Costs from pavement condition assessment prepared as part of parking study. Resurfacing costs proportioned by district with the cost of the Angle Street Lot and Nye Beach Turnaround projects being backed out since they were either built or funded.

2. Ancillary costs include repairs to drainage system, sidewalks, walls and railing when lots are resurfaced. Assumes 25% of resurfacing cost (conservative).

3. Annual maintenance costs are as outlined in the Study (\$500/pay station and \$100/sign).

Outreach

Buy-in from business owners, residents, and other affected parties is essential to the success of a parking management plan. To this end, a series of public meetings were held at the outset of work on the Parking Management Plan, with the goal of obtaining public input on opportunities and constraints with regard to parking management.

Meetings were held from 6:00 to 8:00 pm during the second week of April, 2016. One meeting was held for each of the three Parking Districts. The City Center district meeting was held on Tuesday April 12th; the Nye Beach district meeting was held on Wednesday April 13th, and the Bayfront District Meeting was held on Thursday April 14th. All meetings were open to the public and advertised publicly in advance of the meeting.

Before each meeting, a walking tour of the study area took place that included the consulting team and a small handful of local stakeholders and business owners. These were advertised to local business owners and other stakeholders who have been active within management of the existing parking districts. In tandem with the formal meetings in the evening, this process represented a robust public input process during which many issues and potential solutions were discussed and incorporated into the Parking Management Plan.

Once the study was completed an additional round of outreach was conducted during the summer of 2018 with Bayfront, Nye Beach, and City center businesses; the Port of Newport and commercial fishing community; Bayfront processors; Chamber of Commerce, and Rotary. Members of the project advisory committee and city staff attended each meeting and provided an overview of the study's recommendations. Feedback obtained at these meetings was used by the advisory committee to fine tune the studies recommendations.

Field Survey Approach

In order to gain an understanding of parking demand within each of the respective parking management areas, a detailed study of parking demand and utilization was conducted. The primary study days were Saturday August 27, 2016 and Saturday December 10, 2016. These days were selected because they were expected to represent typical weekend days (i.e., no special events or other unusual factors) during the peak tourism season and the slowest period of the year for tourism, respectively. Additional observations were conducted on Thursday August 25, 2016 in order to study differences between weekday and weekend demand patterns. The results of this analysis heavily inform the management recommendations that follow, and were used in order to project potential revenues and maintenance needs.

The methodology employed for this analysis consisted of two steps: an inventory of parking supply, including the number and types of stalls, followed by peak and off-peak occupancy and demand observations. To complete the first step, an inventory of the supply of parking stalls was conducted, tracking the number and location of parking spaces along each block face as well as designated users, maximum time stays, and other pertinent information as applicable. Locations and capacities of parking lots were recorded, and for on-street spaces, whether or not a space was marked was recorded. The inventory was conducted utilizing a tablet PC. Data collected in this step was used to set up data collection tools in the form of spreadsheets, to be used during the following step.

Following the inventory step, parking demand data was collected. The study area consisted of routes containing approximately 30 to 35 block faces of on-street parking as well as any lots along the route. Four routes were in Nye Beach, three were the Bayfront, and one was within the City Center district. Route sizes and configurations were designed such that data collectors were able to walk and collect data over the entire route once per hour without needing to work excessively quickly. Each parking space within the study area was thus visited once per hour from 10:00 AM to 7:00 PM. The data were collected on tablet PCs utilizing the route-optimized spreadsheets created during the inventory phase. During each hourly orbit of a given route, the first four digits of the license plate of

each vehicle parked in a stall along the route were recorded, to allow for analysis of both occupancy and duration of stay.

Demand Management Summary

To gain a basic understanding of how parking within each district is functioning, the consultants looked at how parking occupancy varies over the course of the day. In addition to providing a general picture of parking demand and the timing of peak hours, the shape and properties of occupancy curves can yield important insights about the land uses driving demand and other factors affecting parking usage.

Occupancy curves in the figures that follow show overall parking occupancy throughout the study area for weekdays. In these figures, the time of day is shown on the horizontal axis and the percent of available parking that was observed to be occupied is shown on the vertical axis. Additionally, a line indicating an occupancy level of 85% is shown—this occupancy level is generally considered to be indicative of ‘functionally full’ parking. At parking occupancies at or near 85%, high instances of illegal parking, congestion attributed to vehicles cruising for parking, and other undesirable behaviors are often observed from frustrated drivers. Parking areas that are functionally full are candidates for “metering” as a tool to improve parking turnover.

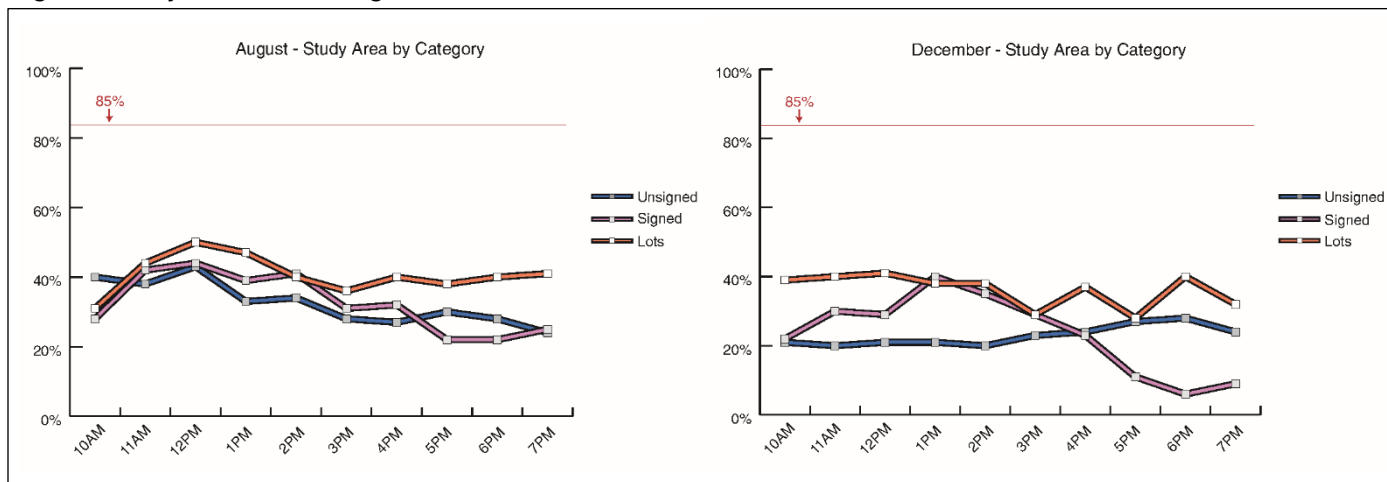
Survey data was also used to identify the percentage of overall occupancy (hourly), percentage occupancy by street block (hourly), average stay length (Signed, Unsigned, Overall Study Area), percentage overstays (Signed Stalls), Unique Vehicle Served Daily (Signed Stalls). Key information for each commercial area is summarized below, with more detailed analysis available in the Parking Management Plan.

City Center

In aggregate, the City Center study area was observed to have a sufficient supply of parking to accommodate regular demand. Localized congestion can occur on or along US 101, particularly along block faces that host high-demand land uses, and in the vicinity of City Hall on weekdays. However ample parking was typically available within a short walking distance of most destinations.

The City Center study area was observed to have generally higher demand on weekdays than on weekends; this is notable, as the reverse was true for both other parking districts. In particular, parking near City Hall and in more office-oriented areas was observed to be in much greater demand on weekdays than on weekends. Demand for parking in more commercial parts of the district, e.g., along US 101, was more consistent between weekdays and weekends.

Figure 1: City Center Parking Utilization

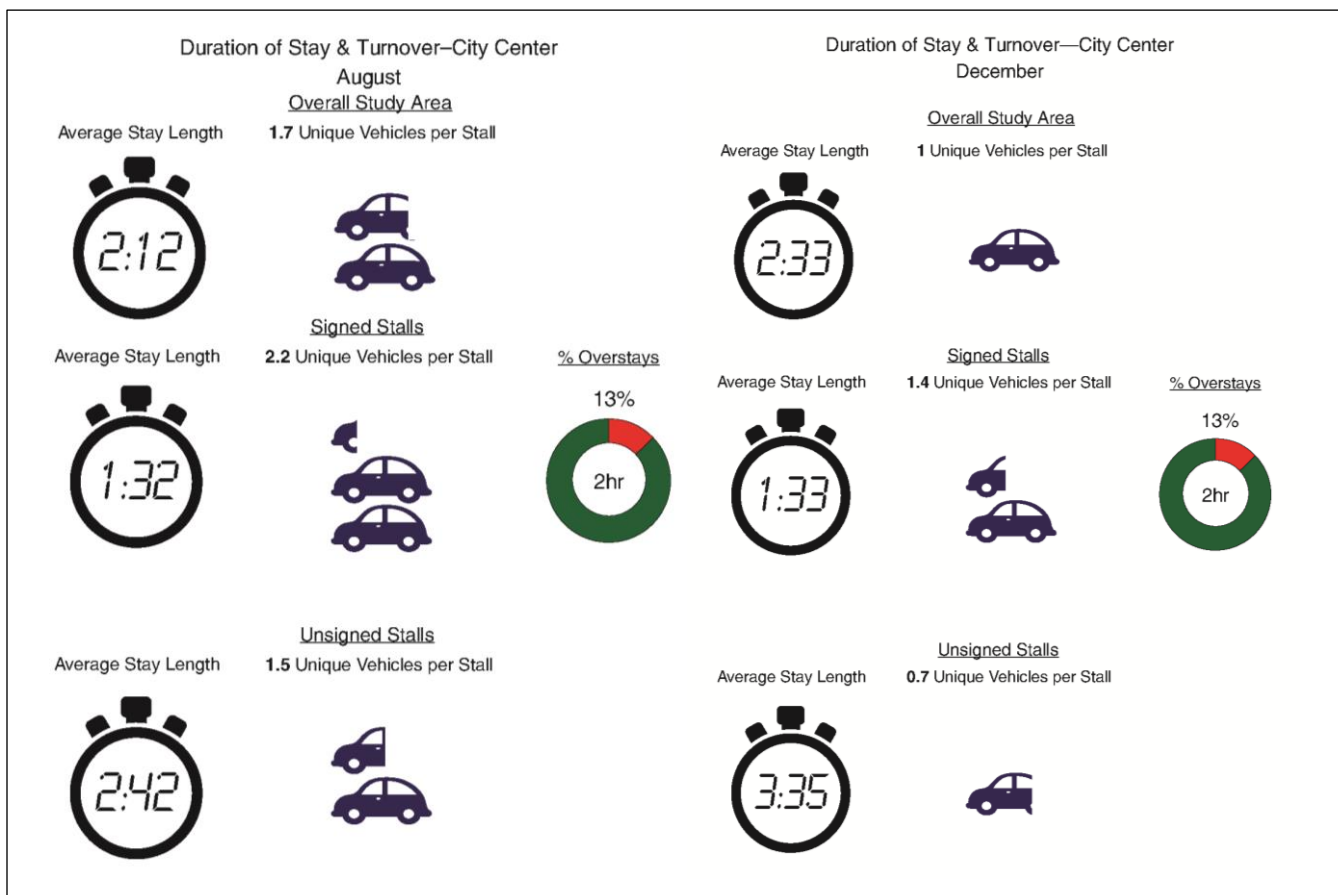


The existing supply and management in the City Center commercial area is adequately accommodating demand on a year-round basis. Ample on- and off-street parking is available to serve the needs of the district as a commercial and employment hub. Though the new aquatic center is expected to generate significant new demand, the new lot on Abbey Street is expected to mitigate these effects and provides additional supply for tourists and, on Saturdays, patrons of the Farmer’s Market.

Durations of stay within parking signed with a two hour maximum averaged just over an hour and a half during both August and December observation periods (Figure 2). Additionally, a relatively low percentage of parked vehicles were observed to exceed the maximum time stay. This indicates that the existing time stay limits are adequately meeting the needs of visitors.

Durations of stay were somewhat longer for unsigned stalls within City Center, with observed durations of stay in December approximately an hour longer than during August. This is likely due to a greater share of off-peak demand being attributed to local users, and suggests that visitors who wish to stay longer than two hours are successfully finding stalls to do so.

Figure 2: City Center Duration of Stay and Turnover



By and large, parking in City Center was observed to vary significantly less seasonally than the other study areas. In tandem with the above findings, this suggests that parking demand in City Center is driven primarily by local commerce and employment. Tourism appears to be a much smaller factor in driving parking demand within City Center than within other districts.

The public parking lots within the district were generally found to be in higher demand than the on-street parking, particularly the lot at City Hall and the small lot at the intersection of US 101 and Hurbert Street. The public lot at Hurbert and 9th Street was observed to have significant availability for both cars and recreational vehicles. Activating this lot could potentially help relieve demand in other parts of the city.

The most desirable parking in the study area, indicated by the number of unique vehicles served, is located on the north side of US 101 between Hurbert and Alder Street, and along the east side of Alder Street north of US 101. A number of high-demand land-uses are located adjacent to this parking, including a marijuana dispensary and several drinking establishments. Very little parking congestion was observed elsewhere in the district; this presents several management opportunities moving forward since additional supply is located within short walking distance to these high-demand spaces.

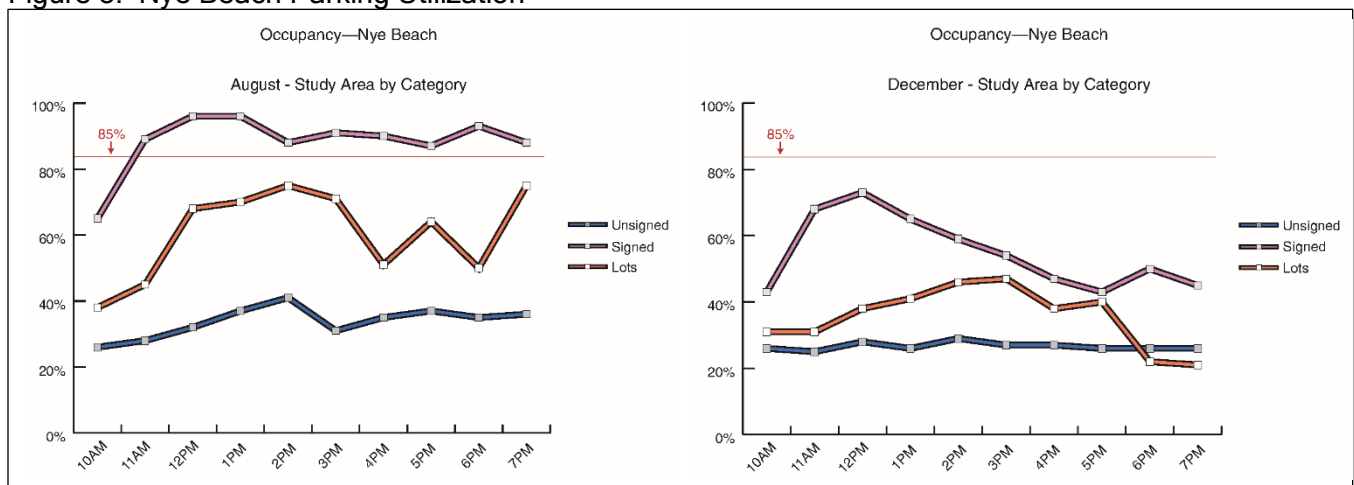
Only a small spike in demand was observed related to the Newport Farmer’s Market during the August observation. This likely owes to the local draw of the market, with many patrons walking to the market from their homes or workplaces. During the study period, the Farmer’s Market was located west of US 101. For the summer of 2017 the Market moved to the east side of US 101 in the new 68 stall parking lot that the City constructed. It is expected that the Market will continue at this location. The new City lot was constructed after the field work for this study was completed; therefore, its impact on parking demand was not evaluated.

Nye Beach

Based upon feedback from stakeholders and general observations, parking conditions in the Nye Beach area are extremely sensitive to weather conditions in the Willamette Valley. Weather in the Valley during both peak season and off-peak season observations was fairly typical for the respective seasons, and so observations reported herein represent approximately median conditions for those seasons.

Parking demand within the Nye Beach area is highest along the central parts of Coast Street near the Nye Beach turnaround, and demand is lower as the distance to this central area increases. This was generally observed to be true during both the August and December observation periods; however, seasonal variation in Nye Beach was significant and high levels of demand existed much farther away from the central area during the August period than the December period. In both cases, however, abundant available on-street parking was observed at the outskirts of the study area.

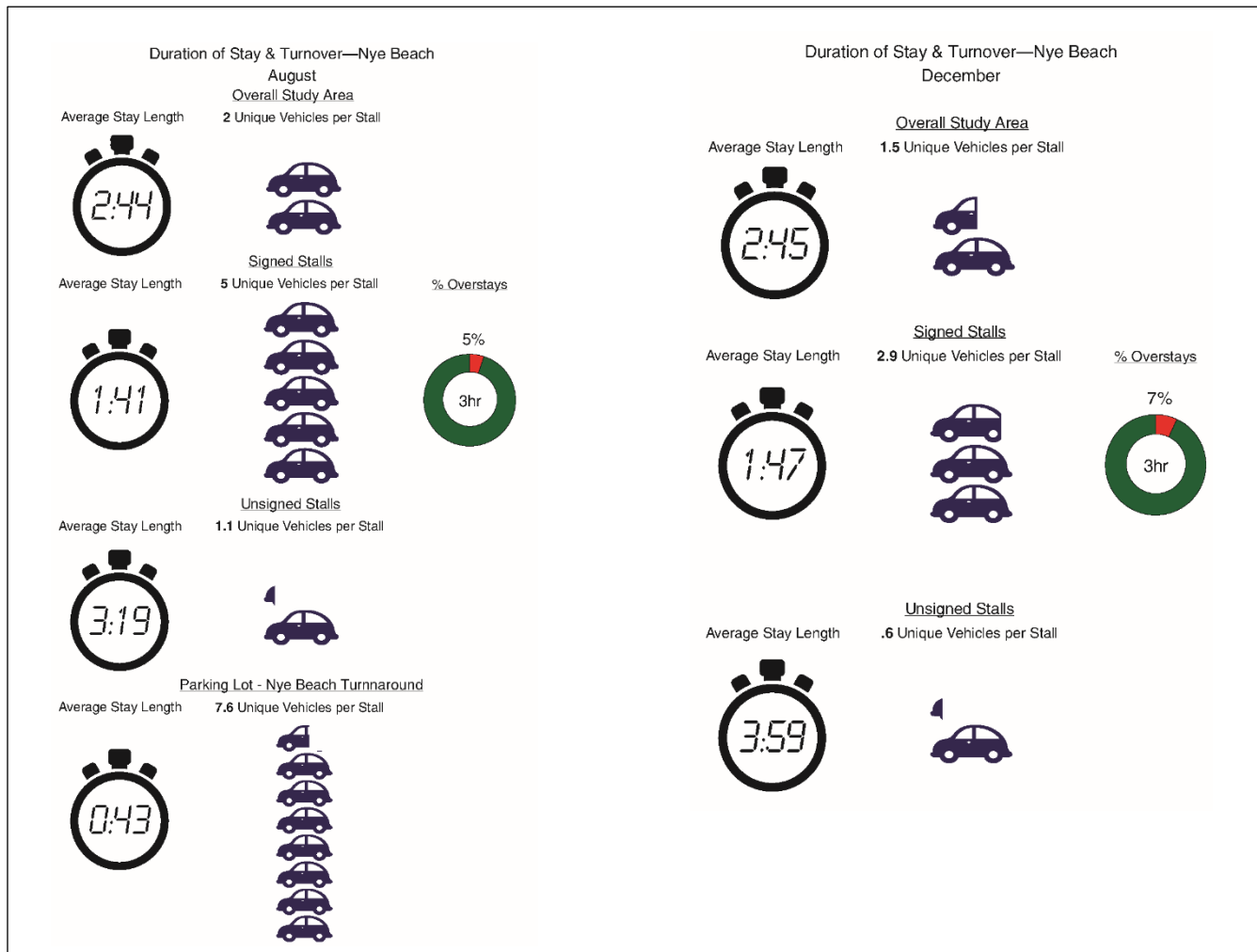
Figure 3: Nye Beach Parking Utilization



The parking lot along Nye Beach Turnaround and the nearby parking lot at the Visual Arts Center (VAC) were both heavily utilized during the summer observation period; significantly less occupancy was observed in the Performing Arts Center (PAC) lot. While this is partly due to the more central location of the Turnaround and VAC lots, the PAC lot was more lightly utilized than the nearby on-street parking. Demand was fairly low in all three public lots during the off-peak observation. Generally, demand on Nye Beach was observed to be higher on weekends than on weekdays; however, similar levels of demand were observed in on-street parking spaces along the central parts of Coast and Third Streets.

Durations of stay within parking signed with a three hour maximum averaged 1 hour, 41 minutes and 1 hour 47 minutes during the August and December observation periods, respectively (Figure 4). Relatively low percentages of parked vehicles (5% in August and 7% in December) were observed to exceed the maximum time stay. Similar turnover properties are often observed within on-street parking in other central locations, including central areas of the City Center and Bayfront districts, and likely indicates that retail and restaurant uses play a large role in driving demand.

Figure 4: Nye Beach Duration of Stay and Turnover



The signed stalls that populate the more central portions of the Nye Beach area served an average of 5 unique vehicles per stall during the August observation season, and the parking lot at Nye Beach Turnaround served 7.6 vehicles per stall. Based upon this metric, the parking in the central Nye Beach area is therefore some of the most valuable parking in the city. The unique vehicles served by each parking stall were observed to be much smaller in number further away from the central area, and were significantly smaller throughout the study area during the December parking observations.

By and large, the residential areas east of Coast Street do not see high levels of parking demand until the more centrally located parking along Coast and 3rd Streets is well occupied. However, residential areas west of Coast Street, particularly along 2nd Street, 2nd Court, and Alpine Street, saw high levels of demand during the August observation period. Occupancy was significantly lighter along these streets in December, indicating that the bulk of this demand is non-local.

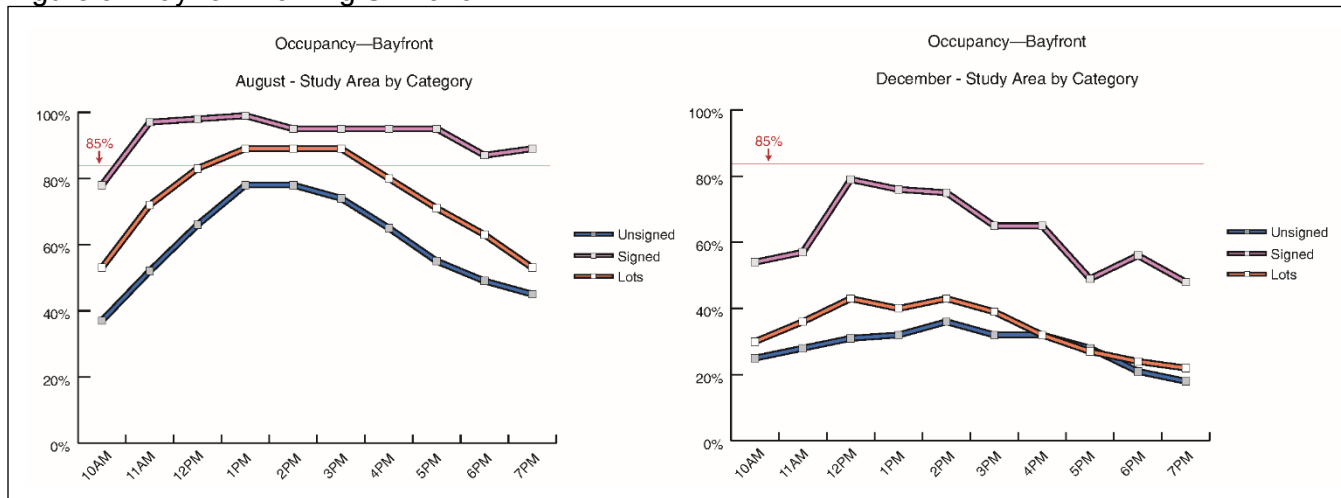
While the Nye Beach commercial area includes enough parking supply to accommodate demand during all times of year except for a few of the busiest weekends, the on-street parking supply near the beach and commercial district on Coast Street has significantly higher demand than on-street parking further east within the district. This suggests that either new supply is necessary in the high-demand part of the

district, or management interventions such as pricing parking are needed to encourage greater usage of lower demand parking.

Bayfront

The Bayfront parking district generally saw the highest demand rates of any area in aggregate, with the public lots and signed parking in the district at more or less full occupancy throughout the study day in August. While public parking was somewhat less in demand during the December observation period, parking along the south and west parts of Bay Boulevard and in the nearby lots was again heavily occupied. Parking assets further away from Bay Boulevard, including parking along 13th Street, Canyon Way, and Hatfield Drive, was found to be relatively heavily utilized in August but lightly utilized in December.

Figure 5: Bayfront Parking Utilization



Parking in the Bayfront district was somewhat less congested during the weekday observations than during weekend observations, however occupancy along and near the southwestern parts of Bay Boulevard was nearly as high on weekdays as on weekends. Parking uphill from Bay Boulevard and within the northern and eastern parts of the district was significantly less occupied. Thus in a manner similar to Nye Beach, parking demand within the Bayfront has an identifiable epicenter. Demand is routinely high within this area along the western half of Bay Boulevard, and during high-demand times the demand extends north from Bay Boulevard and northeast along the Boulevard.

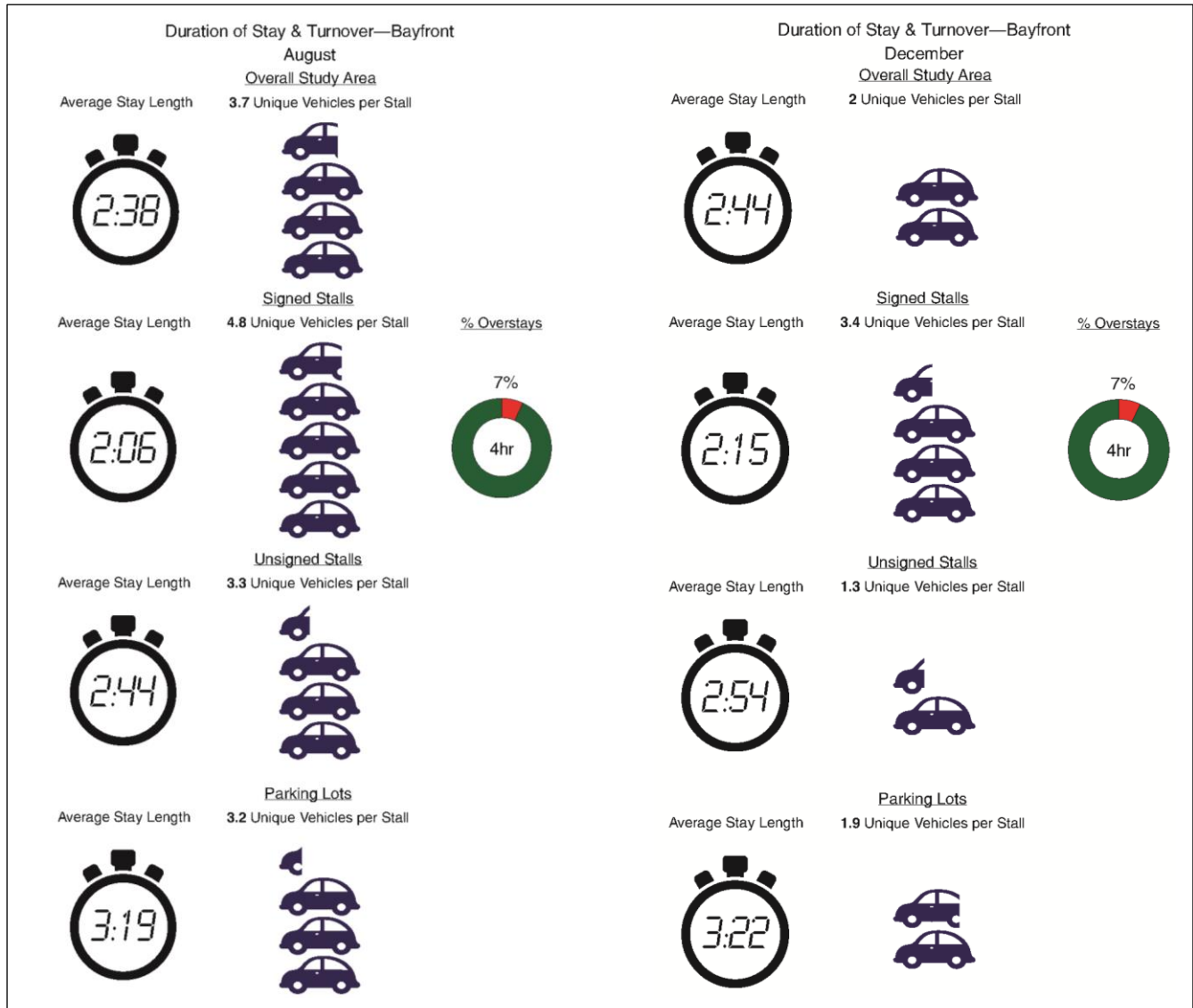
Both public and private lots throughout the Bayfront district were at capacity most of the day during the August observation period. During the December period, the public lots on the west side of Bay Boulevard saw high levels of demand, but other lots north and east of the heart of the Bayfront district, were far less in demand. Geographically, this mimics the demand pattern observed among on-street spaces. Durations of stay within parking signed with a four hour maximum averaged 2 hour, 6 minutes and 2 hour 15minutes during the August and December observation periods, respectively. During both observation periods, 7% of vehicles were observed to exceed the maximum time stay. Similar turnover properties are often observed within on-street parking in other central locations, including central areas of the City Center and Nye Beach districts, and likely indicates that retail and restaurant uses play a large role in driving demand within signed parking areas.

Durations of stay within unsigned stalls averages 2 hours 44 minutes and 2 hours 54 minutes during August and December respectively, and durations of stay within lots averaged 3 hours 19 minutes and 3 hours 22 minutes during August and December respectively. This likely indicates that during both seasons, longer term activity including museum visits, multiple-destination tours, and potentially some employment uses, drive parking demand in these stalls.

Signed stalls on and near Bay Boulevard served an average of 4.9 unique vehicles per stall during the August observation period, and 3.4 unique vehicles per stall during the December observation period. This indicates that the signed stalls deliver significant economic value on a year round basis. Unsigned

stalls, by contrast, served 3.3 unique vehicles per stall during August and 1.3 during December. While not as dramatic as the differences between signed and unsigned parking observed within Nye Beach, the relatively large differences suggest that there is an opportunity to increase the utility of unsigned stalls through relieving congestion among signed stalls and lots.

Figure 6: Bayfront Duration of Stay and Turnover



Based on the analysis, the Bayfront generally has the highest demand in Newport, with occupancy rates regularly exceeding 85% along Bay Boulevard and elsewhere in the district during much of the year. At these occupancy levels, undesirable effects including cruising for parking or illegal parking occur commonly, and the lack of available parking often has negative economic impacts. These results suggest that additional parking near or along Bay Boulevard may be necessary to alleviate congestion, and more aggressive parking management such as priced parking is needed to help encourage availability and turnover among the current parking supply.

Recommendations

Recommendations from the Parking Management Plan, as amended by the project advisory committee, are summarized below and further refined in the goals and policies section of the Public facilities Element of the Newport Comprehensive Plan.

Demand Management

- Implement metered zones, permit zones, and hybrid permit/meter zones for high demand areas along the Bayfront and Nye Beach as generally depicted in Figures 7 and 8. Conduct further outreach with the Nye Beach community to assess whether or not a scaled down metering concept, focused on core commercial areas is acceptable or if a non-metering option that consists of fees and/or permit parking is preferable.
- Support metering with permit program for residents, businesses and the fishing community
- Meter revenues in excess of administrative costs should be dedicated to prioritized parking system investments
- Evaluate measures on an ongoing basis with attention to economic, land use and related factors that influence parking demand

Wayfinding and Lighting

- Improve branding of city-owned parking lots and facilities and wayfinding between parking areas and destinations
- Focus wayfinding efforts on under-utilized facilities such as the Hurbert Street lots and Performing Arts Center lot
- Adjust signage to encourage RV parking and circulation outside of high demand areas along the Bayfront and in Nye Beach
- Improve street lighting to create a better walking environment and to help activate under-utilized parking in poorly lit areas

Parking Improvements

- Explore opportunities for the City and Port of Newport to partner on a project to add an east gangway access to Port Dock 5 to make Port property more attractive for parking
- Coordinate with the Port on opportunities to more efficiently store and/or rack gear to free up parking on Port property
- Restripe side street parking areas and lots with worn pavement markings (e.g. Canyon Way) to improve efficiency
- A key component is metering public parking in portions of the Bayfront and Nye Beach. Justification for this step can be summarized as follows:

Code Revisions

- Add code provisions to allow pervious pavement and other comparable alternatives to paved surfaces for areas suitable for temporary parking
- Allow temporary parking on undeveloped properties during extreme demand periods
- Eliminate minimum off-street parking requirements for new development and redevelopment in metered and permit zones (for most uses)

Metering, in conjunction with permit and timed parking, is the most significant change recommended by the Parking Management Plan and is being recommended at this time because:

- There are not enough parking spaces along the Bayfront and portions of Nye Beach to meet demand.
- Existing revenue is insufficient to address maintenance needs let alone pay for additional supply.
- Resulting condition creates significant congestion and safety issues.

- Timed parking alone, coupled with enforcement will not address the supply problem (observed overstays 5-7%).
- Improvements to wayfinding and lighting, while important, similarly cannot contribute a meaningful number of additional spaces.
- Development opportunities, particularly on the Bayfront, are constrained by the lack of parking.
- Opportunities to add supply or supplement transit services are expensive and require dedicated revenue sources that do not presently exist.
- Metering with permit parking is an opportunity to improve turnover in high demand areas while enhancing revenues for needed parking improvements.

A standing parking advisory committee, with representatives from the three commercial areas should be established to provide oversight. Responsibilities could include:

- Engage policy makers, city committees, staff, and partner organizations to plan for, and facilitate the implementation of parking and other transportation related improvements;
- 2. Provide recommendations regarding city parking policies and programs, including maintenance of parking and related infrastructure, fees, wayfinding, and parking enforcement;
- 3. Advocate and promote public awareness of parking and related initiatives, community engagement, and other efforts to achieve desired policy outcomes.

Capital Projects

Table 5: Recommended Capital Projects

Parking System Enhancements (Per study except for refined meter information)		
Description	Upfront Cost	Annual Cost
Implementation of Metered Areas	\$634,750	\$42,000
Newport Transit Loop		\$200,000+
Expanded Striping	\$10,000	\$5,000
Improved Lighting at 3 rd & 6 th Street	\$235,000	\$45,000
Construct Gangway from Port parking area to east end of Port Dock 5	\$250,000 - \$750,000	\$7,500
Enhance City-Wide Wayfinding System	\$25,000 - \$125,000	\$5,000
Nye Beach Permanent Surface Lot Next to Don Davis Park (Including Land Value)	\$1,520,000	\$4,500
Nye Beach Structured Parking	\$2,400,000	\$15,000
Bayfront Structured / On-Pier Parking	\$4,000,000	\$25,000

Figure 12: Meter Revenues

Annual Revenues (Assumes no Business License Surcharge)			
Parking District	Meter ¹	Permit (Aggressive) ²	Permits (Conservative) ³
Bay Front	\$292,000	\$37,000	\$25,700
Nye Beach	\$134,000	\$28,400	\$19,700

1 Peak demand assumes \$1.00 hour seven days a week from 11am – 5pm, June through September. Meters are weekends only for other months. Assumes same Phase 1 per stall revenue as study.

2 Assumes annual sales at 120% of available spaces in all paid permit and permit timed areas. Priced at \$60.00 per permit. Could be district specific or area wide.

3 Assumes annual sales at 50% of available spaces in all paid permit and permit timed areas. Priced at \$100.00 per permit. Could be district specific or area wide.

The FY 18/20 fiscal year budget includes sufficient funds to implement the metering options. Anticipated meter revenue exceed annual expenses and would provide a funding stream to enhance the parking system. The non-meter option (Figure 13) relies upon business license and permit parking fees, which could be supplemented with other city funding sources to maintain status quo and low cost enhancements (i.e. striping and wayfinding).

Figure 13: Non-Meter Alternative

No-Metering Alternative (Timed Parking with Permits)			
Bayfront (Revenues)		Nye Beach (Revenues)	
Permits ¹	\$50,000	Permits ¹	\$22,400
Business License Surcharge ²	\$19,750	Business License Surcharge ²	\$8,000
Maintenance Needs (Table 4)	\$58,350	Maintenance Needs (Table 4)	\$49,600
Maintenance Surplus	\$11,400	Maintenance Shortfall	-\$19,600

1 Assumes annual sales at 50% of available spaces in all areas identified as paid, paid permit, or timed permit. Priced at \$100.00 per permit. Could be district specific or area wide.

2 Assumes collections at current rates, including \$6,000 annual contribution from the Port of Newport.

GOALS AND POLICIES PUBLIC FACILITIES ELEMENT

PUBLIC PARKING

Goal 1: Maximize the available parking supply in Nye Beach, Bay Front, and City Center areas to support a vibrant working waterfront and retail-oriented, tourist commercial businesses.

Policy 1.1: Consider demand management strategies to improve parking turnover for public parking areas where occupancies are “functionally full” (i.e. at or near 85% percent during peak periods).

Implementation Measure 1.1.1: Pursue metered zones, hybrid paid / permit, and hybrid permit / timed zones for high demand areas along the Bayfront and Nye Beach.

Implementation Measure 1.1.2: Support metering with a permit program for residents, businesses, and the fishing community.

Policy 1.2: Promote the use of under-utilized public parking areas.

Implementation Measure 1.2.1: Improve branding of City-owned parking lots and facilities and wayfinding between parking areas and destinations.

Implementation Measure 1.2.2: Add street lighting to create a better walking environment and to help activate parking in poorly lit areas.

Implementation Measure 1.2.3: Adjust signage to encourage RV parking in the Hurbert Street lot and along Elizabeth Street.

Implementation Measure 1.2.4: Identify specific measures that can be taken to enhance visibility and increase the use of the Hurbert Street lots and Performing Arts Center lot.

Policy 1.3: Promote alternative modes of transportation to reduce vehicle trips to and from Nye Beach and the Bayfront.

Implementation Measure 1.3.1: Support efforts to establish a rapid transit loop between the Bayfront, City Center, and Nye Beach as outlined in the Lincoln County Transit Development Plan (April 2018).

Implementation Measure 1.3.2: Coordinate with area employers on opportunities to expand carpool or vanpool options.

Policy 1.4: Pursue opportunities to enhance the supply of public and privately owned parking through strategic partnerships in a manner that best leverages limited funding.

Goal 2: Maintain public parking assets so that they are suitable to meet the needs of all users.

Policy 2.1: Develop financing strategies that secure equitable contributions from parties that benefit from and utilize public parking.

Implementation Measure 2.1.1: Metering should be directed to peak demand periods, as opposed to year round, with a baseline for pricing that is consistent with the recommendations contained in the Newport Parking Management Plan (March 2018).

Implementation Measure 2.1.2: In areas where metering is not implemented, fees from businesses and users should be adjusted to cover anticipated maintenance costs, unless other revenue sources are identified for that purpose.

Implementation Measure 2.1.3: Revenues generated from public parking meters, permits or other fees should be dedicated to public parking, and not used to support other city programs.

Implementation Measure 2.1.4: Business license surcharge fees now imposed in the Bayfront, Nye Beach, and City Center should be maintained in their present form until other funding sources are established.

Policy 2.2: Establish a program for routine maintenance of public parking lots.

Implementation Measure 2.2.1: Incorporate scheduled resurfacing, striping, and reconstruction of the public parking lots into the City's Capital Improvement Plan.

Policy 2.3: Consider adjustments to funding maintenance of public parking areas in City Center once the urban renewal funded transportation system planning effort for that area is complete.

Goal 3: Implement changes to how the City manages public parking in a manner that is easily understood by the public, meets the needs of area businesses, and is effectively enforced.

Policy 3.1: Ensure city codes and policies provide a clear administrative framework for implementing metering, permitting, or other regulatory tasks.

Policy 3.2: Identify opportunities to facilitate economic development in areas where parking is limited.

Implementation Measure 3.2.1: Add code provisions to allow pervious pavement and other comparable alternatives to paved surfaces for areas suitable for temporary parking.

Implementation Measure 3.2.2: Allow temporary parking on undeveloped properties during extreme demand periods.

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

Policy 3.3: Scale code enforcement resources commensurate to the demands of the parking program.

Goal 4: Provide opportunities for the public to inform city decision making related to the management of public parking areas.

Policy 4.1: Provide a structured method for members of the public to advise policy-makers and staff on how the city might best leverage and invest in its parking and transportation-related assets.

Implementation Measure 4.1.1: Establish a standing parking advisory committee, with representation from affected areas.

Implementation Measure 4.1.2: Institute further outreach in the Nye Beach commercial area to determine if a more limited meter rollout, as depicted in Figure 8, or a non-meter business license/permit approach is most appropriate for initial implementation.

Implementation Measure 4.1.3: Utilize public processes to evaluate parking measures on an ongoing basis with attention to economic, land use and related factors that influence parking demand.



Legend

On-Street Spaces

- Paid / Permit
- Paid Only
- Permit / Timed
- Timed (12-hr)
- Unrestricted

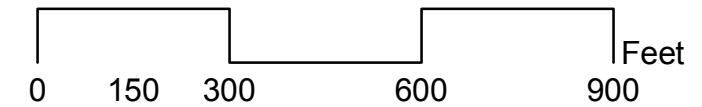
Public Parking Lots

- Paid / Permit
- Permit / Timed
- Timed (12-hr)
- Unrestricted

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

Figure 7: Bay Front Parking Management Alternative

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



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

Legend

On-Street Spaces

- Paid Only
- Paid / Permit
- Permit / Timed
- Unrestricted

Public Parking Lots

- Paid
- Permit / Timed
- Unrestricted



Figure 8: Nye Beach Parking Management (Alternative)

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CITY OF NEWPORT

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER TWO OF THE
NEWPORT MUNICIPAL CODE BY ADDING
SECTION 2.05.085 ESTABLISHING A PARKING ADVISORY COMMITTEE

WHEREAS, the city has established special parking areas in its Bayfront, Nye Beach, and City Center commercial districts; and

WHEREAS, businesses and residents within these parking areas rely upon public parking to meet their needs; and

WHEREAS, city recognizes that public parking assets in these areas must be maintained, enhanced, and supplemented in order for the districts to remain vibrant; and

WHEREAS, the city wishes to provide opportunities for individuals or entities that own property or businesses within special parking areas to advise policy makers and staff on how the city might best leverage and invest in its parking and transportation-related assets; and

WHEREAS, the Mayor and City Council find that establishing a standing committee with a liaison to city staff is a means of fulfilling those goals.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

The Newport Municipal Code is hereby amended by the addition of Section 2.05.085 establishing the Parking Advisory Committee, to read as follows:

2.05.085 Parking Advisory Committee

A. **Parking Advisory Committee Established.** There is hereby established a Parking Advisory Committee. The Committee shall consist of nine (9) members. Members shall be appointed by the Mayor and confirmed by the City Council. To be eligible for appointment, members shall reside, own property, own a business, or work within a special parking area as defined in Section 14.14.100. The Parking Advisory Committee membership shall be comprised of:

1. Three members each from the Bayfront, Nye Beach, and City Center special parking areas; and
2. At least one of the representatives from the Bayfront shall be affiliated with the commercial fishing industry or Port of Newport; and
3. At least one of the representatives from Nye Beach shall reside within the boundaries of the special parking area; and
4. At least one of the representatives from City Center shall be affiliated with an institutional user, such as Lincoln County, Samaritan Pacific Hospital or the School District.

- B. **Term of Office.** Appointments will be made for a term of three years or until successors are appointed. Initial appointments will serve staggered terms. Terms of office shall begin the first day of the calendar year. Any vacancy shall be filled for the remainder of the unexpired term in the same manner provided in A. above.
- C. **Committee Leadership and Meetings.** A Chair and Vice-Chair shall be elected by the Committee members at the first meeting of each calendar year. The Committee will hold quarterly meetings with additional special meetings as needed.
- D. **General Powers and Duties.** The Parking Advisory Committee shall have the following powers, duties, and functions as it relates to special parking areas:
1. Engage policy makers, city committees, staff, and partner organizations to plan for, and facilitate the implementation of parking and other transportation related improvements;
 2. Provide recommendations regarding city parking policies and programs, including maintenance of parking and related infrastructure, fees, wayfinding, and parking enforcement;
 3. Advocate and promote public awareness of parking and related initiatives, community engagement, and other efforts to achieve desired policy outcomes.
- E. **Administrative Support.** The Community Development Department shall perform administrative functions for the Parking Advisory Committee.

Effective Date. This ordinance shall become effective July 1, 2019.

Adopted by the Newport City Council on _____, 2019

Signed by the Mayor on _____, 2019.

Dean Sawyer, Mayor

ATTEST:

Peggy Hawker, City Recorder

APPROVED AS TO FORM:

Steven E. Rich, City Attorney

Derrick Tokos

To: tom@oceanpulsesurf.com
Subject: RE: parking district

-----Original Message-----

From: tom@oceanpulsesurf.com [mailto:tom@oceanpulsesurf.com]
Sent: Wednesday, February 20, 2019 8:56 AM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Subject: parking district

Hi Derrick

We have closed our retail store in the city center after almost 30 years. I am semi-retired and continue to build custom boards in South Beach. With this change, I wish to resign from the parking district committee. Thank you for the efforts by you and the committee on this important work.

Having been a presence for so long in the city center, I've seen and heard a lot of ideas on how to handle parking along that stretch of 101.

There are no easy or cheap solutions that satisfy all stakeholders.
Please feel free to call upon me for my thoughts, if you want.

Sincerely,

Tom McNamara
Ocean Pulse Surfboards