



**PARKING ADVISORY COMMITTEE AGENDA**  
**Wednesday, January 17, 2024 - 6:00 PM**  
**Council Chambers, 169 SW Coast Hwy, Newport, Oregon 97365**

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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](mailto: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](mailto: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.

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## 1. WELCOME AND INTRODUCTIONS

### 1.1 Memorandum: [Memorandum](#)

## 2. ROLL CALL

### 3. APPROVAL OF MINUTES

- 3.1 **December 20, 2023 Parking Advisory Committee Meeting.**  
[Draft Parking Advisory Comm Mtg Minutes 12-20-2023](#)  
[12-20-23 Parking Advisory Committee Meeting Video Link](#)

### 4. DISCUSSION ITEMS

- 4.1 **Status of the Courtesy Electronic Permit Rollout.**
- 4.2 **Update on “Mobile Pay” Implementation.**
- 4.3 **Installation of the Bayfront Pay Stations and Regulatory Signs.**
- 4.4 **Parking Enforcement Update.**

### 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:**

- [Bayfront Business Notice - English](#)
- [Bayfront Business Notice - Spanish](#)
- [Final Bayfront Parking FAQ - English](#)
- [Final Bayfront Parking FAQ - Spanish](#)
- [Email Notice to Commercial Fishing Owners/Operators](#)
- [Press Release on Upcoming Changes to Bayfront Parking Rules](#)
- [Final Proofs of Bayfront “Mobile Pay” Signs](#)

Correspondence\_Morgan  
Correspondence\_Gnuschke  
Draft Resolution No. 4007  
Ordinance No. 2215

# Memorandum

To: Parking Advisory Committee  
From: Derrick I. Tokos, AICP, Community Development Director  
Date: January 12, 2024  
Re: Topics for January 17<sup>th</sup> Parking Advisory Committee Meeting

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For this meeting, we have identified four agenda items for the Parking Advisory Committee's consideration. First, is an update on how the free courtesy electronic permit rollout is going. As of Friday, January 12<sup>th</sup>, 137 courtesy permits have been obtained. We have also issued three commercial fishing courtesy permits and one courtesy permit through the fleet parking option. The standard courtesy permit is valid in all zones through the end of April. Vehicles with the courtesy permit can park for up to 16 hours. Commercial fishing courtesy permits are valid in Zones B and D for up to 96 hours.

Attached are notices the City sent out, in English and Spanish, advising businesses of upcoming changes to how public parking along the Bayfront will be regulated. The notices include instructions for how to obtain a free courtesy permit. They were mailed, along with the final FAQs, to Bayfront businesses with current business licenses (53 notices). We also emailed the information to 38 bayfront businesses. For commercial fishing owners/operators, an email (attached) was sent asking that they reach out to city staff if they are interested in obtaining a courtesy permit or if they want to sign up for a fleet account. The email was sent to 135 individuals.

A press release has been sent out advising the public of the upcoming parking changes, and the notices, FAQs, and access to the parking patron portal are setup on the City [website](#). Please look over the materials and come prepared to discuss any additional steps that need to be taken in terms of outreach. We are planning to put together an interactive map and webpage dedicated to parking, and hope to have that available in advance of your next meeting.

The second agenda item is an update on implementation of the text to park or "mobile pay" option. Attached is a set of the final proofs. The signs will include the disability exemption language you requested. We will be adding the same language to the footer of the pay station welcome screen. The signs have been manufactured and shipped, and are scheduled to be delivered on Wednesday.

Public Works is planning to install the pay stations and regulatory signage next week. This is the third agenda item, and I'll see if our Street Superintendent can attend the meeting to field any questions you may have about how that is being handled. It is our desire to have the security cameras installed at the same time. Those have shipped, but have not yet arrived.

A parking enforcement update is the last item on the agenda. Our Police Chief or Parking Enforcement Officer Donald Valentine will be in attendance. At the last meeting, we mentioned that there is an issue

with the electrical system in the parking enforcement vehicle that might be attributed to the installation of the License Plate Recognition cameras. The vehicle is to be delivered to the dealer next week, so it is unlikely that we will have any new information on that front for this meeting.

Lastly, attached are a couple of emails that we have received, and our responses, since the last advisory committee meeting. On Tuesday, January 16<sup>th</sup>, the City Council will consider and potentially adopt a resolution for the one-time “in lieu” fee payable when new development or redevelopment occurs that places additional demand on the parking system. It is in line with the fee structure you previously discussed when considering changes to the City’s off-street parking code that were ultimately adopted with Ordinance No. 2215. A copy of the draft fee resolution and adopted ordinance are enclosed.

Attachments:

Bayfront Business Notice (English/Spanish)  
Final Bayfront Parking FAQs (English/Spanish)  
Email Notice to Commercial Fishing Owners/Operators  
Press Release on Upcoming Changes to Bayfront Parking Rules  
Final Proofs of Bayfront “Mobile Pay” Signs  
Correspondence\_Morgan  
Correspondence\_Gnuschke  
Draft Resolution No. 4007  
Ordinance No. 2215

**City of Newport  
Draft Parking Advisory Committee Minutes  
December 20, 2023**

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| <b>LOCATION:</b> CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT   |
| <b>Time Start:</b> 6:00 P.M. <span style="float: right;"><b>Time End:</b> 6:58 P.M.</span> |

**ATTENDANCE LOG/ROLLCALL**

| <b>COMMITTEE MEMBER</b>               | <b>STAFF</b>                                  |
|---------------------------------------|---|
| Chair Janell Goplen (absent, excused) | Derrick Tokos, Community Development Director |
| Aracelly Guevara                      | Sherri Marineau, Community Development Dept.  |
| Aaron Bretz                           | Donald Valentine, Community Service Officer   |
| Gary Ripka                            |   |
| Bill Branigan (by video)              |   |
| Doretta Smith                         |   |
| Robert Emond (by video)               |   |
| Jan Kaplan (absent)                   |   |

| <b>AGENDA ITEM</b>  | <b>ACTIONS</b>   |
|---|--|
| <p><b>CALL TO ORDER AND ROLL CALL</b></p> <p>a. Roll Call</p>   | <p>None.</p>   |
| <p><b>APPROVAL OF THE MINUTES</b></p> <p>a. Meeting minutes of November 15, 2023</p>  | <p>Motion by Branigan, seconded by Smith to approve the minutes of November 15, 2023 as written. Motion carried unanimously in a voice vote.</p>   |
| <p><b>UPDATE ON BAYFRONT PAID PERMIT PARKING ROLLOUT</b></p> <p>a. Discussion on Resolution No. 4000</p> <p>b. Discussion on final sign template</p>                                | <p>Mr. Tokos reviewed the staff memorandum for the adoption of City Council Resolution No. 4000, setting the fees and terms of use of paid and permit parking areas along the Bayfront.</p> <p>Discussion on sign templates, and dates for sign and pay station installations.</p> |
| <p><b>DISCUSS OUTREACH TO EFFECTED STAKEHOLDERS</b></p> <p>a. Discussion on outreach to stakeholder and commercial fishing vessel owner/operators</p> <p>b. FAQ document review</p> | <p>Mr. Tokos reviewed outreach to stakeholders, and contacting fleet owners roll out to offer free permits and set up accounts for fleets.</p> <p>Discussion on the final FAQ document.</p>  |

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|--|--|
| <p><b>PATRON PORTAL DEMO FOR E-PERMITS AND E-TICKET PAYMENT</b></p>      | <p>Mr. Tokos gave a demonstration of the e-permitting system for Fleets. Brief discussion on how courtesy permits work.</p>  |
| <p><b>REVIEW PROOFS FOR TEXT TO PARK SIGNS</b></p>                       | <p>Mr. Tokos reviewed the proofs for the “Text to Park” signs.</p> <p>Committee members gave their thoughts on the sign designs. Discussion on ADA signage on the Bayfront, and the ADA exemption from parking fees.</p> |
| <p><b>LICENSE PLATE RECOGNITION (LPR) PARKING ENFORCEMENT UPDATE</b></p> | <p>Parking Enforcement Officer, Donald Valentine gave an update on how the license plate recognition technology for e-chalking was working.</p>  |
| <p><b>CITIZEN/PUBLIC COMMENT</b></p>                                     | <p>None.</p>   |

Submitted by: \_\_\_\_\_

Sherri Marineau, Executive Assistant

**12-20-2023 - Parking Advisory Committee Meeting Video Link:**

[https://thecityofnewport.granicus.com/player/clip/1176?view\\_id=44&redirect=true&h=0c398175a1a6b6ebddc8726f49d0f615](https://thecityofnewport.granicus.com/player/clip/1176?view_id=44&redirect=true&h=0c398175a1a6b6ebddc8726f49d0f615)





## **PUBLIC NOTICE OF CHANGE TO BAYFRONT PARKING REGULATIONS**

Effective January 20, 2024, or soon thereafter, the City of Newport will establish paid parking, paid/permit, and permit/timed parking areas along the Bayfront streets and public parking lots. New regulatory signs and pay stations will be installed in advance of the start date. Paid parking limitations will be in effect from 11:00 am to 7:00 pm Saturdays and Sundays only, until the end of April. Beginning May 1, 2024, the paid parking limitations will extend to seven days a week.

Electronic parking permits will be available for many of the paid and time limited areas. **The City is offering these permits free of charge from January through April.** Individuals interested in a free courtesy electronic permit can obtain one by visiting the City of Newport website or the patron portal at: <https://www.tocite.net/newportoregon/Portal>. Courtesy Permits will be effective in all areas designated for permit parking. Patrons will be required to pay for electronic permits effective May 1, 2024.

Business owners that prefer to manage electronic parking permits for themselves and their employees may do so by contacting City of Newport staff at the phone number or email below so you can be setup for a fleet management account.

This change to the City's bayfront parking regulations has been planned for some time, and has been refined based upon stakeholder input. It is being instituted in high demand areas to increase vehicle turnover so that more parking is available to Bayfront users. This will reduce congestion and improve public safety. Revenues will be used to fund parking enforcement, improve parking areas, and enhance overall access to the Bayfront. Attached is an FAQ with additional information on the upcoming changes, including the location and pricing of electronic permitting options.

If you have questions, please feel free to contact the City of Newport Community Development Department at 541-574-0629 or [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov).



## AVISO PÚBLICO DE CAMBIOS EN LA REGULACION DE ESTACIONAMIENTO EN LA BAHÍA

A partir del 20 de enero de 2024, o poco después, la ciudad de Newport establecerá áreas de estacionamiento pago, pago/permiso y permiso/cronometrado a lo largo de las calles y estacionamientos públicos de La Bahía. Se instalarán nuevas señales reglamentarias y estaciones de pago antes de la fecha de inicio. Las limitaciones de estacionamiento pago estarán vigentes de 11:00 a. m. a 7:00 p. m. únicamente los sábados y domingos, hasta finales de abril. A partir del 1 de mayo de 2024, las limitaciones de estacionamiento pago se extenderán a los siete días de la semana.

Los permisos de estacionamiento electrónicos estarán disponibles para muchas de las áreas de pago y de tiempo limitado. **La Ciudad ofrece estos permisos gratis desde enero hasta abril.**

Las personas interesadas en un permiso electrónico de cortesía gratuito pueden obtener uno visitando el sitio web de la ciudad de Newport o el portal para patrocinadores en: <https://www.tocite.net/newportoregon/Portal>. Los Permisos de Cortesía serán efectivos en todas las áreas designadas para permiso de estacionamiento. Los usuarios deberán pagar los permisos electrónicos a partir del 1 de mayo de 2024.

Los propietarios de negocios que prefieran administrar los permisos de estacionamiento electrónicos para ellos y sus empleados pueden hacerlo comunicándose con el personal de la ciudad de Newport al número de teléfono o correo electrónico a continuación para que puedan configurar una cuenta de administración de flotas.

Este cambio a las regulaciones de estacionamiento frente a la bahía de la ciudad se ha planificado desde hace algún tiempo y se ha perfeccionado en función de los aportes de las partes interesadas. Se está instituyendo en áreas de alta demanda para aumentar la rotación de vehículos de modo que haya más estacionamiento disponible para los usuarios de la bahía de la ciudad. Esto reducirá la congestión y mejorará la seguridad pública. Los ingresos se utilizarán para financiar el control del estacionamiento, mejorar las áreas de estacionamiento y mejorar el acceso general al frente de la bahía. Se adjuntan preguntas frecuentes con información adicional sobre los próximos cambios, incluida la ubicación y el precio de las opciones de permisos electrónicos.

Si tiene preguntas, no dude en comunicarse con el Departamento de Desarrollo Comunitario de la Ciudad de Newport al 541-574-0629 o [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov).



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

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

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

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

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

### So... What is the Parking Plan?

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

### Which Parking Areas will this apply to?

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

### When will the Changes go into Effect?

Pay stations and new signage will be installed and active on weekends effective on or after January 20, 2024. The City will offer free courtesy electronic permits that will be effective from January to April. Paid electronic permits will be required for permit areas effective May 1, 2024, and the pay stations will shift to seven days a week that same day.

### Will the Parking Limitations Apply to Disabled Individuals?

Vehicles with a state-issued disabled person registration or "wheelchair user" plate, placard, permit or decal will not be subject to posted time limits or payment requirements irrespective of whether or not they are parked in an ADA space.

### How will this Impact Parking Enforcement?

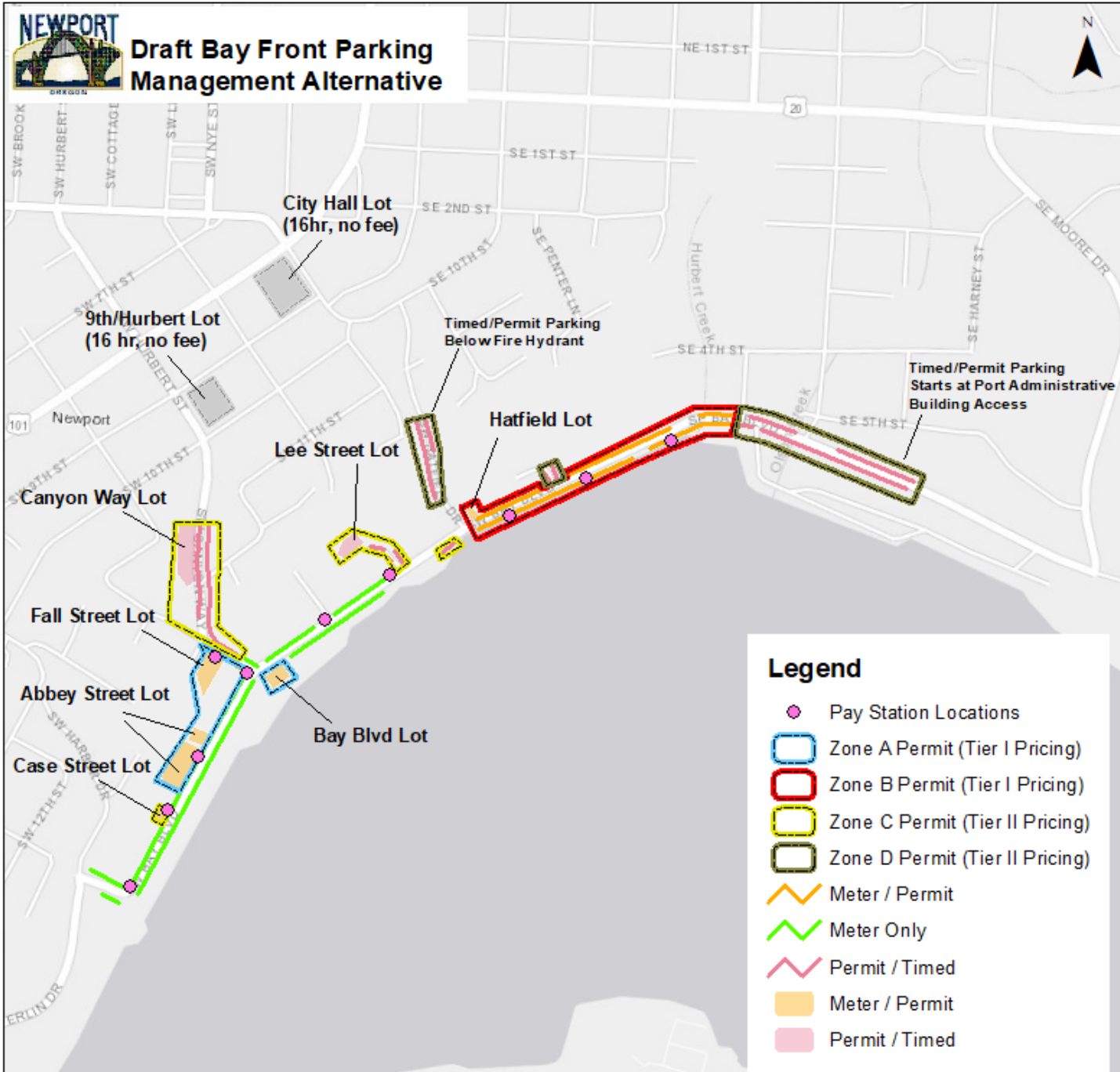
The City will provide a break-in period of at least 30-days to help educate users about the new rules. They will only be issuing warnings during that time period. The City has hired a new parking enforcement officer who will be using License Plate Recognition (LPR) technology to efficiently identify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

### Who do I Contact to Learn More about Upcoming Changes?

For additional information, you can contact the City of Newport Community Development Department at 541-574-0629 or [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov). You can also attend Parking Advisory Committee meetings, which are typically held on the third Wednesday of the month at Newport City Hall.



# Draft Bay Front Parking Management Alternative



**Paid ("Metered") Parking:**  
 Pricing \$1 hr (4 hr maximum stay)  
 11am to 7pm  
 7 Days a Week - May to October  
 Weekends Only - Nov to April

**Length of Stay Limits (without permit):**

**Metered Areas or Hybrid Meter/Permit Zones - 4 hrs**

**Hybrid Permit/Timed Zones - 4 hrs**  
 11am to 7pm, seven days a week,  
 May to Oct. 16 hrs all other times.

**Permit Parking:**

**Tier I Daily Pricing**  
 \$45 mo. (16 hr daily maximum)

**Tier II Pricing**  
 \$25 mo. (16 hr daily maximum)  
 \$100 annual permit

**Commercial Fishing Community**  
 Email Invitation to Apply from Port  
 Pricing \$45 mo. (valid 96 hr period)

**Charter Day Permit \$8**  
**Lodging Day Permit \$10**

**Parking Stalls by Zone**

**Zone A Permit (Blue) - 115 Spaces**

**Zone B Permit (Red) - 107 Spaces**

**Zone C Permit (Yellow) - 114 Spaces**

**Zone D Permit (Brown) - 86 Spaces**

**E-Permits Available by Zone:**  
 Zone A: 115  
 Zone B: 110  
 Zone C: 150  
 Zone D: 110



### ¿Cuál es el Plan de la Ciudad para Administrar el Estacionamiento a lo largo de la Bahía?

El plan de la Ciudad para administrar el estacionamiento es establecer áreas de estacionamiento pagado, de pago/con permiso y con permiso/cronometrado a lo largo de las calles y estacionamientos de Bayfront. El plan se basa en un estudio de estacionamiento que la Ciudad completó con los aportes de las partes interesadas en 2018 y que se adoptó formalmente en 2020.

### ¿Por qué instalar estaciones de pago o sistema de parquímetro y cobrar por los permisos?

El propósito de las estaciones de pago de estacionamiento y los permisos electrónicos es aumentar la rotación de vehículos en áreas de alta demanda para que haya más estacionamiento disponible para los usuarios de Bayfront. Esto reducirá la congestión y mejorará la seguridad pública.

Durante gran parte del año, el estacionamiento disponible está más del 85% utilizado, lo que significa que está "funcionalmente lleno". Los usuarios no pueden encontrar un lugar para estacionar, lo que genera congestión, conductores frustrados y vehículos estacionados de manera insegura. Los ingresos de los parquímetros se utilizarán para financiar la aplicación de la ley de estacionamiento, mejorar las áreas de estacionamiento y mejorar el acceso general a la Bahía.

### Bueno... ¿Qué es el Plan de Estacionamiento?

Al reverso de estas preguntas frecuentes hay un mapa que muestra las ubicaciones y los precios de las áreas que requieren un permiso y un pago para estacionar a lo largo de la bahía. Un número limitado de permisos electrónicos estarán disponibles para su compra en línea a través del sitio web de la Ciudad de Newport. Las personas en áreas de estacionamiento pagado podrán pagar por teléfono usando una opción de "mensaje de texto para pagar" o pueden usar una de las diez estaciones de pago que la Ciudad instalará. Las estaciones de pago incluyen la funcionalidad de monedas, tarjetas de crédito y códigos de cupón.

### ¿A qué áreas de estacionamiento se aplicará?

Áreas de estacionamiento público a lo largo de la bahía. No se aplicará a los lotes privados ni a las áreas de estacionamiento del Puerto de Newport.

### ¿Cuándo entrarán en vigor los cambios?

Se instalarán estaciones de pago y nuevos letreros y estarán activos los fines de semana a partir del 20 de enero de 2024 o después. La Ciudad ofrecerá permisos electrónicos de cortesía gratuitos que entrarán en vigencia de enero a abril. Se requerirán permisos electrónicos pagados para las áreas de permisos a partir del 1 de mayo de 2024, y las estaciones de pago cambiarán a los siete días de la semana ese mismo día.

### ¿Se aplicarán las limitaciones de estacionamiento a las personas discapacitadas?

Los vehículos con un registro de persona discapacitada emitido por el estado o una placa, cartel, permiso o calcomanía de "usuario de silla de ruedas" no estarán sujetos a límites de tiempo publicados ni requisitos de pago, independientemente de si están estacionados o no en un espacio ADA.

### ¿Cómo afectará esto a la aplicación de la ley de estacionamiento?

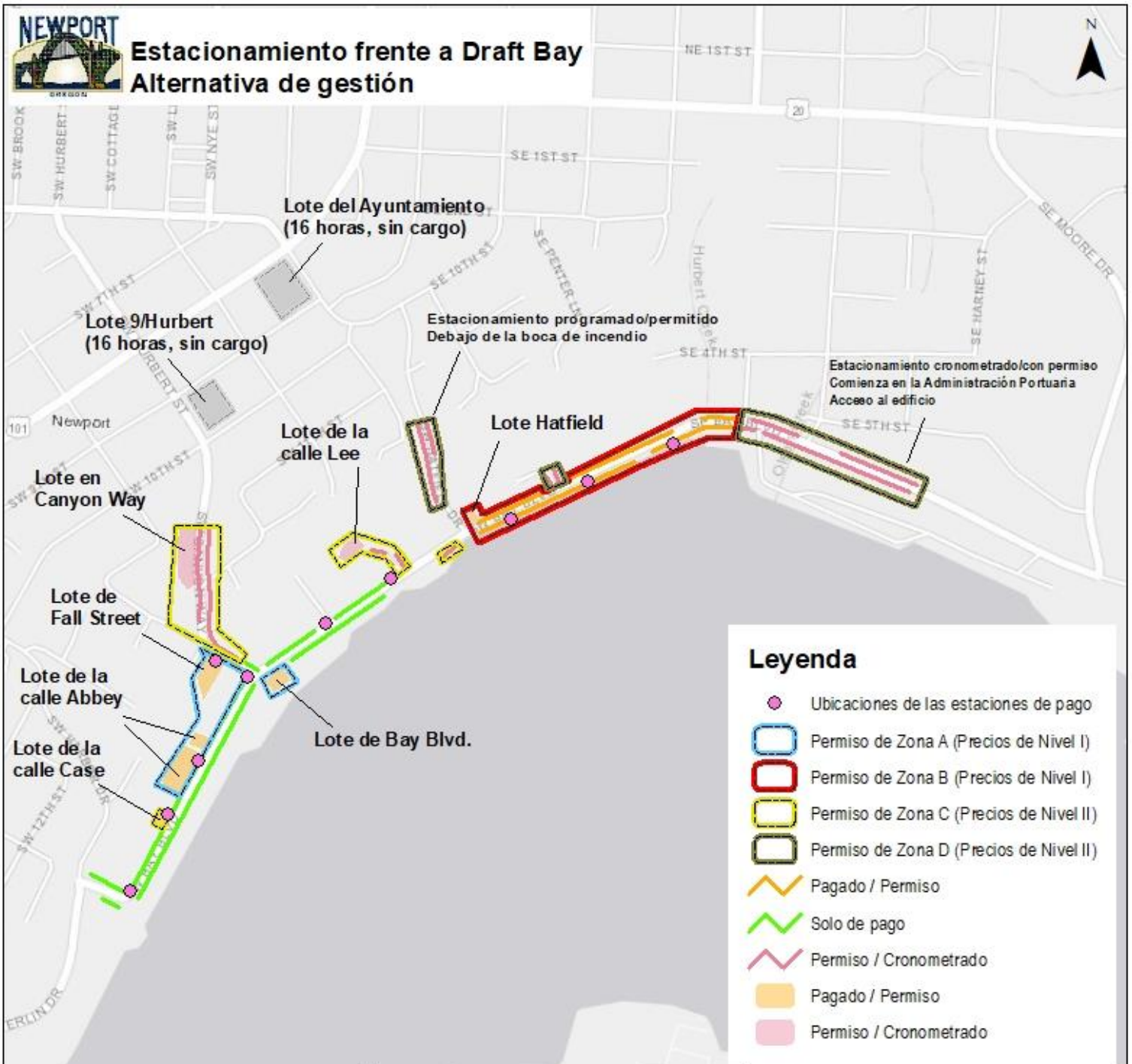
La Ciudad proporcionará un período de adaptación de al menos 30 días para ayudar a educar a los usuarios sobre las nuevas reglas. Solo emitirán advertencias durante ese período de tiempo. La Ciudad ha contratado a un nuevo oficial de control de estacionamiento que utilizará la tecnología de Reconocimiento de Placas (LPR, por sus siglas en inglés) para identificar de manera eficiente los vehículos estacionados en violación de las reglas de estacionamiento de la Ciudad.

### ¿Con quién me comunico para obtener más información sobre los próximos cambios?

Para obtener información adicional, puede comunicarse con el Departamento de Desarrollo Comunitario de la Ciudad de Newport al 541-574-0629 o [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov). También puede asistir a las reuniones del Comité Asesor de Estacionamiento, que generalmente se llevan a cabo el tercer miércoles del mes en el Ayuntamiento de Newport.



# Estacionamiento frente a Draft Bay Alternativa de gestión



**Estacionamiento de pago ("medido"):**  
 Precio: \$1 hora (estadía máxima de 4 horas)  
 De 11 a 19 horas  
 7 días a la semana - Mayo a Octubre  
 Solo fines de semana - Noviembre a Abril

**Límites de duración de la estadía (sin permiso):**

Áreas Medidas o Zonas Híbridas de Medición/Permiso: 4 horas

Permiso híbrido/Zonas cronometradas: 4 horas de 11 a.m. a 7 p.m., los siete días de la semana, de mayo a octubre de 16 horas en el resto del tiempo.

**Permiso de estacionamiento:**

Precios diarios de nivel I  
 \$45 al mes (máximo de 16 horas diarias)

Precios de Nivel II  
 \$25 al mes (máximo de 16 horas diarias)  
 Permiso anual de \$100

Comunidad de Pesca Comercial  
 Invitación por correo electrónico para presentar una solicitud desde el puerto  
 Precio \$45 al mes (período válido de 96 horas)

Permiso de un día de chárter \$8  
 Permiso de Día de Hospedaje \$10

**Puestos de aparcamiento por zona**

Permiso de Zona A (Azul) - 115 Espacios

Permiso de Zona B (Rojo) - 107 Espacios

Permiso de Zona C (Amarillo) - 114 Espacios

Permiso de Zona D (Marrón) - 86 Espacios

Permisos electrónicos disponibles por zona:  
 Zona A: 115  
 Zona B: 110  
 Zona C: 150  
 Zona D: 110

## **NOTICE OF UPCOMING CHANGES TO BAYFRONT PARKING REGULATIONS**

Effective January 20, 2024, or soon thereafter, the City of Newport will establish paid parking, paid/permit, and permit/timed parking areas along the Bayfront streets and public parking lots. New regulatory signs and pay stations will be installed in advance of the start date. Paid parking limitations will be in effect from 11:00 am to 7:00 pm Saturdays and Sundays only, until the end of April. Beginning May 1, 2024, the paid parking limitations will extend to seven days a week.

Electronic parking permits for the owners/operators of commercial fishing vessels will be available in Zone “B” paid/permit and Zone “D” time/permit parking areas. Permits will authorize vehicles to be parked for up to 96 hours. The City is offering these permits free of charge from January through April. Vessel owners/operators have the option of managing electronic parking permits for themselves and their employees. The permits can also be obtained on an individual basis.

To obtain a permit, you will need to contact City of Newport staff at the phone number or email below to let them know if you want to setup a fleet management account or are only interested in an individual permit. You will then be contacted via email with a link to obtain the permit. Courtesy Permits will be effective in all areas designated for permit parking. Patrons will be required to pay for electronic permits effective May 1, 2024.

This change to the City’s bayfront parking regulations has been planned for some time, and has been refined based upon stakeholder input. It is being instituted in high demand areas to increase vehicle turnover so that more parking is available to Bayfront users. This will reduce congestion and improve public safety. Revenues will be used to fund parking enforcement, improve parking areas, and enhance overall access to the

Bayfront. FAQs in English and Spanish are available on the City's [website](#) with additional information on the upcoming changes, including the location and pricing of electronic permitting options.

Individuals with questions should contact the City of Newport Community Development Department at 541-574-0629, option 2 or [s.marineau@newportoregon.gov](mailto:s.marineau@newportoregon.gov).



FOR IMMEDIATE RELEASE

Contact: Derrick Tokos

541-574-0626



## **PUBLIC NOTICE OF CHANGE TO BAYFRONT PARKING REGULATIONS**

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#####



TEXT2PARK Decal & Sign Proof

PAY ON YOUR PHONE  
TEXT **ABBEYST** TO 25023

TEXT  
**ABBEYST**  
TO 25023



Front Decal Set



# PAY HERE



Text  
**ABBEYST**  
OR  
To  
**25023**

Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



To See Other Lots,  
Text **NEWPORT**  
To 25023

Powered by





TEXT2PARK Decal & Sign Proof

PAY ON YOUR PHONE  
TEXT BAYST TO 25023

TEXT  
BAYST  
TO 25023



Front Decal Set



# PAY HERE



OR

Text  
BAYST  
To  
25023

Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



To See Other Lots,  
Text NEWPORT  
To 25023

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TEXT2PARK Decal & Sign Proof

PAY ON YOUR PHONE  
TEXT CASEST TO 25023

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Front Decal Set



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Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



To See Other Lots,  
Text NEWPORT  
To 25023

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PAY ON YOUR PHONE  
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Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



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Text **NEWPORT**  
To 25023

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PAY ON YOUR PHONE  
TEXT EBOARDWALK TO 25023

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Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



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PAY ON YOUR PHONE  
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Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



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TEXT2PARK Decal & Sign Proof

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Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



To See Other Lots,  
Text **NEWPORT**  
To 25023

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Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



To See Other Lots,  
Text **NEWPORT**  
To 25023

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TEXT2PARK Decal & Sign Proof

PAY ON YOUR PHONE  
TEXT WBOARDWALK TO 25023

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Front Decal Set



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Text  
**WBOARDWALK**  
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**25023**

Vehicles parked with an official state-issued disabled person registration or wheelchair user plate, placard, permit or decal, are exempt from parking fees and posted time limitations.



To See Other Lots,  
Text **NEWPORT**  
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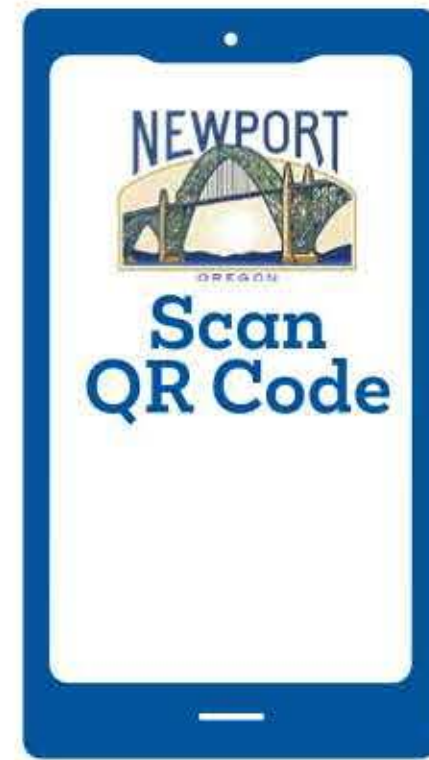




TEXT2PARK Decal & Sign Proof

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## Derrick Tokos

---

**From:** Derrick Tokos  
**Sent:** Friday, January 12, 2024 11:32 AM  
**To:** 'Ryan Morgan'  
**Subject:** RE: Public Notice of Upcoming Changes to the City of Newport Bayfront Parking Regulations

Hi Ryan,

Thank you for sharing your thoughts. The City recently enhanced its capacity to enforce parking violations. The Police Department hired a parking enforcement officer, and that individual has been on the job now for a few months. Parked vehicles that extend into a travel lane creating a traffic hazard is an issue that the enforcement officer is aware of, and is addressing.

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

---

**From:** Ryan Morgan [REDACTED]  
**Sent:** Friday, January 5, 2024 5:42 PM  
**To:** Sherri Marineau <S.Marineau@NewportOregon.gov>  
**Subject:** Re: Public Notice of Upcoming Changes to the City of Newport Bayfront Parking Regulations

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

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If you want to solve the congestion along the bay front how about banning large 4 door pickups that stick out way beyond the parking spot to the point that only one car from one direction can get by at a time

Ryan  
Sent from my iPhone

On Jan 5, 2024, at 5:12 PM, Sherri Marineau <[S.Marineau@newportoregon.gov](mailto:S.Marineau@newportoregon.gov)> wrote:

## NOTICE OF UPCOMING CHANGES TO BAYFRONT PARKING REGULATIONS

Effective January 20, 2024, or soon thereafter, the City of Newport will establish paid parking, paid/permit, and permit/timed parking areas along the Bayfront streets and public parking lots. New regulatory signs and pay stations will be installed in advance of the start date. Paid parking limitations

will be in effect from 11:00 am to 7:00 pm Saturdays and Sundays only, until the end of April. Beginning May 1, 2024, the paid parking limitations will extend to seven days a week.

Electronic parking permits for the owners/operators of commercial fishing vessels will be available in Zone "B" paid/permit and Zone "D" time/permit parking areas. Permits will authorize vehicles to be parked for up to 96 hours. The City is offering these permits free of charge from January through April. Vessel owners/operators have the option of managing electronic parking permits for themselves and their employees. The permits can also be obtained on an individual basis.

To obtain a permit, you will need to contact City of Newport staff at the phone number or email below to let them know if you want to setup a fleet management account or are only interested in an individual permit. You will then be contacted via email with a link to obtain the permit. Courtesy Permits will be effective in all areas designated for permit parking. Patrons will be required to pay for electronic permits effective May 1, 2024.

This change to the City's bayfront parking regulations has been planned for some time, and has been refined based upon stakeholder input. It is being instituted in high demand areas to increase vehicle turnover so that more parking is available to Bayfront users. This will reduce congestion and improve public safety. Revenues will be used to fund parking enforcement, improve parking areas, and enhance overall access to the Bayfront. FAQs in English and Spanish are available on the City's [website](#) with additional information on the upcoming changes, including the location and pricing of electronic permitting options.

Individuals with questions should contact the City of Newport Community Development Department at 541-574-0629, option 2 or [s.marineau@newportoregon.gov](mailto:s.marineau@newportoregon.gov).

---

City of Newport  
Community Development Department  
169 SW Coast Highway  
Newport, OR 97365

<image001.jpg>

PUBLIC RECORDS LAW DISCLOSURE. This e-mail is a public record of the City of Newport, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This e-mail is subject to the State Records Retention Schedule for Cities.

## Derrick Tokos

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**From:** Derrick Tokos  
**Sent:** Friday, January 12, 2024 11:09 AM  
**To:** 'Brad Gnuschke'  
**Subject:** RE: Parking

Hi Brad,

Yes, the City will be enforcing parking zone violations, including oversized vehicles that block travel lanes. None of the businesses will be exempt from the parking limitations. Our Police Department has hired a parking enforcement officer, and that individual has been on the job for a few months. With respect to the new paid/permit parking rules, there will be a transition period where parking enforcement will issue warnings before ticketing individuals for violations.

Loading zones are designated for the fish processing facilities and other businesses that need to move product in and out their buildings, and that is where the bulk of the forklift and delivery activity should be occurring. Travel lanes will continue to be temporarily blocked from time, by delivery drivers, forklift operators and like as this is a working waterfront. They won't be permitted to reserve or block out parking for that purpose.

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

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

From: Brad Gnuschke [REDACTED]  
Sent: Saturday, January 6, 2024 3:14 PM  
To: Sherri Marineau <S.Marineau@NewportOregon.gov>  
Subject: Parking

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

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Since we will be paying to park, will the city of Newport enforce parking zone violations, will pacific seafoods be able to continue to use the bayfront as their personal parking lot. Will there be enforcement for oversized vehicles blocking bayfront??? Will semi trucks have specific times to deliver/pickup. Congestion on the bayfront in particular pacific seafoods use with forklifts, semis, blocking parking spaces be continued to be allowed. Or do the common citizens need to file a lawsuit against the city. Asking for everyone.

Thanks

Sent from my iPhone

CITY OF NEWPORT

RESOLUTION NO. 4007

**A RESOLUTION SETTING FEES FOR PAYMENT  
IN LIEU OF PROVIDING OFF-STREET PARKING SPACES  
WITH NEW DEVELOPMENT IN METERED AREAS**

WHEREAS, on October 16, 2023, the Newport City Council adopted Ordinance No. 2215, which amended Title XIV of the Newport Municipal Code to reduce minimum off-street parking requirements for new development in special areas where public parking is managed with meters or a combination of parking meters and permits; and

WHEREAS, the term “special areas” includes portions of Nye Beach, City Center, and the Bayfront where businesses and residents rely upon public parking to meet their needs, the geographic boundaries of which are defined in NMC Section 14.14.100; and

WHEREAS, Ordinance No. 2215 provides that uses in special areas where parking meters are deployed may pay a fee in lieu of providing the off-street parking otherwise required, provided the parking demand does not exceed 20 spaces, with such fee being set by Council resolution; and

WHEREAS, a sample fee structure has been vetted with the City of Newport Parking Advisory Committee and Planning Commission and was included with the supporting materials for Ordinance No. 2215; and

WHEREAS, meters will be installed within the bayfront special area on or after January 20, 2024, creating conditions where an in lieu fee option will exist for persons developing property; therefore, it is timely for an in lieu fee structure to be established with this resolution; and

WHEREAS, revenues generated by payment of in lieu parking fees will be directed to the City’s Parking Fund where they may be used to support parking enforcement and to improve public parking options in special areas.

**THE CITY OF NEWPORT RESOLVES AS FOLLOWS:**

Section 1. In Lieu Fees. New development in special areas where public parking meters are utilized, in all or part of the special area, may pay a one-time fee in lieu of providing off-street parking required in NMC Chapter 14.14. Such fee shall be assessed on a per stall basis as follows:

| <u>Additional Demand</u> | <u>Fee</u>   |
|--------------------------|--------------|
| 1 to 5 spaces            | \$0 ea.      |
| 6 to 10 spaces           | \$5,000 ea.  |
| 11 to 15 spaces          | \$7,500 ea.  |
| 16 to 20 spaces          | \$10,000 ea. |



Section 2. Periodic Fee Adjustments. The fees set forth herein are to be evaluated and may be adjusted on an annual basis. Inflationary adjustments to the fees shall be made at least once every five years using the Bureau of Labor Statistics Consumer Price Index for Urban Consumers (CPI-U).

Adopted by the City Council of the City of Newport this 16<sup>th</sup> day of January, 2024.

\_\_\_\_\_  
Jan Kaplan, Mayor

ATTEST:

\_\_\_\_\_  
Erik Glover, City Recorder

DRAFT

CITY OF NEWPORT

ORDINANCE NO. 2215

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

(Newport File No. 3-Z-22)

**Findings:**

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

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

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

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

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

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

a. Newport Municipal Code (NMC) Section 14.14.100, Special Parking Areas, applies to Nye Beach, City Center, and the Bayfront. It is being amended to include a new subsection 14.14.100(B), which provides that uses within a special area where meters are utilized, in all or part of the special area, may pay a one-time fee in lieu of providing the off-street parking that would otherwise be required, provided the parking demand does not exceed 20 spaces. Such fee shall be in an amount established by Council resolution. Uses with a parking demand in excess of 20 spaces must provide off-street parking sufficient to accommodate the excess demand. Parking ratios in subsection 14.14.030 or a parking demand analysis authorized under subsection 14.14.040 are to be used to determine a use(s) parking demand.

b. A new subsection 14.14.100(C) is created, establishing that existing uses that provide off-street parking in order to comply with the provisions of this section, or prior parking ordinances, shall not be required to retain such parking if they are located within a special area where public parking meters are utilized, in all or part of the special area. This amendment addresses an equity concern where, over the years, some Bayfront users were required to provide off-street parking on valuable real estate whereas others were not. Large users, that generate a demand for more than 20 parking spaces, will not be able to take full advantage of this provision because NMC 14.14.100(B) requires they provide off-street parking.

c. A new subsection 14.14.100(D) provides that uses within a special area shall be subject to a "Parking District Business License Annual Fee" in an amount set by Council resolution, unless the City requires payment for the use of public parking in all or part of the special area. This codifies the fee authorized with Council Resolution No. 3864. Once this language is in place, and metering is operational, then the Bayfront will no longer be subject to a Parking District Business License Annual Fee. Similarly, if Nye Beach implements a paid parking permit program at some point in the future, then it would also no longer be subject to a parking district business license fee.

d. Lastly, NMC Section 14.14.030, which states "for reconstruction or change of type of use, credit be given to the old use so that the required parking shall be based on the increase of the new use," is being amended to clarify that "old use" is any use or structure on a property within the last 10 years. This aligns with the period of time an individual can claim System Development Charge credits for a prior use (NMC 12.15.065).

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

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

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

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

**THE CITY OF NEWPORT ORDAINS AS FOLLOWS:**

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

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

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

Adopted by the Newport City Council on: October 16, 2023

Signed by the Mayor on 10-17-, 2023.

  
\_\_\_\_\_  
Jan Kaplan, Mayor

ATTEST:

  
\_\_\_\_\_  
Erik Glover, Asst. City Manager/City Recorder

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

## CHAPTER 14.14 PARKING AND LOADING REQUIREMENTS

### 14.14.010 Purpose

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

### 14.14.020 Definitions

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

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

**Aisle**. Lanes providing access to a parking space.

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

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

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

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

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

14.14.030 Number of Parking Spaces Required

- A. Off-street parking shall be provided and maintained as set forth in this section. Such off-street parking spaces shall be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first.
- B. For any expansion, reconstruction, or change of use, the entire development shall satisfy the requirements of [Section 14.14.050](#), Accessible Parking. Otherwise, for building expansions the additional required parking and access improvements shall be based on the expansion only and for reconstruction or change of type of use, credit shall be given to the old use so that the required parking shall be based on the increase of the new use. For the purpose of this section "old use" is any use or structure on a property within the last 10 years.
- C. Any use requiring any fraction of a space shall provide the entire space. In the case of mixed uses such as a restaurant or gift shop in a hotel, the total requirement shall be the sum of the requirements for the uses computed separately.
- D. Required parking shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials or for the sale of merchandise.
- E. A site plan, drawn to scale, shall accompany a request for a land use or building permit. Such plan shall demonstrate how the parking requirements required by this section are met.
- F. Parking shall be required at the following rate. All calculations shall be based on gross floor area unless otherwise stated.

|    |   |                |
|----|---|----------------|
| 1. | General Office  | 1 space/600 sf |
| 2. | Post Office   | 1 space/250 sf |
| 3. | General Retail (e.g. shopping centers, apparel stores, discount stores, grocery stores, video arcade, etc.) | 1 space/300 sf |

|     |  |   |
|-----|--|---|
| 4.  | Bulk Retail (e.g. hardware, garden center, car sales, tire stores, wholesale market, furniture stores, etc.) | 1 space/600 sf  |
| 5.  | Building Materials and Lumber Store  | 1 space/1,000 sf  |
| 6.  | Nursery – Wholesale Building   | 1 space/2,000 sf<br>1 space/1,000 sf  |
| 7.  | Eating and Drinking Establishments   | 1 space/150 sf  |
| 8.  | Service Station  | 1 space/pump  |
| 9.  | Service Station with Convenience Store   | 1 space/pump + 1 space/ 200 sf of store space   |
| 10. | Car Wash   | 1 space/washing module + 2 spaces   |
| 11. | Bank   | 1 space/300 sf  |
| 12. | Waterport/Marine Terminal  | 20 spaces/berth   |
| 13. | General Aviation Airport   | 1 space/hangar + 1 space/300 sf of terminal   |
| 14. | Truck Terminal   | 1 space/berth   |
| 15. | Industrial   | 1.5 spaces/ <u>1,000 sf</u>   |
| 16. | Industrial Park  | 1.5 spaces/5,000 sf   |
| 17. | Warehouse  | 1 space/2,000 sf  |
| 18. | Mini-Warehouse   | 1 space/10 storage units  |
| 19. | Single-Family Detached Residence   | 2 spaces/dwelling   |
| 20. | Duplex   | 1 space/dwelling  |
| 21. | Apartment  | 1 space/unit for first four units + 1.5 spaces/unit for each Additional unit  |
| 22. | Condominium (Residential)  | 1.5 spaces/unit   |
| 23. | Townhouse  | 1.5 spaces/unit   |
| 24. | Cottage Cluster  | 1 space/unit  |
| 25. | Elderly Housing Project  | 0.8 space/unit if over 16 dwelling units  |
| 26. | Congregate Care/Nursing Home   | 1 space/1,000 sq. ft.   |
| 27. | Hotel/Motel  | 1 space/room + 1 space for the manager (if the hotel/motel contains other uses, the other uses Shall be calculated separately |
| 28. | Park   | 2 spaces/acre   |
| 29. | Athletic Field   | 20 spaces/acre  |
| 30. | Recreational Vehicle Park  | 1 space/RV space +  |

|     |                                  |   |
|-----|----------------------------------|---|
|     |                                  | 1 space/10 RV spaces  |
| 31. | Marina                           | 1 space/5 slips or berths   |
| 32. | Golf Course                      | 4 spaces/hole   |
| 33. | Theater                          | 1 space/4 seats   |
| 34. | Bowling alley                    | 4 spaces/alley  |
| 35. | Elementary/Middle School         | 1.6 spaces/classroom  |
| 36. | High School                      | 4.5 spaces/classroom  |
| 37. | Community College                | 10 spaces/classroom   |
| 38. | Religious/Fraternal Organization | 1 space/4 seats in the main auditorium  |
| 39. | Day Care Facility                | 1 space/4 persons of license occupancy  |
| 40. | Hospital                         | 1 space/bed   |
| 41. | Assembly Occupancy               | 1 space/8 occupants<br>(based on 1 occupant/15 sf of exposition/meeting/assembly room conference use not elsewhere specified) |

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

#### 14.14.040 Parking Requirements for Uses Not Specified

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



#### 14.14.050 Accessible and Electric Vehicle Parking

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

#### 14.14.060 Compact Spaces

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

#### 14.14.070 Bicycle Parking

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

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

| Parking Spaces Required | Bike Spaces Required |
|-------------------------|----------------------|
| 1 to 4 <sup>a</sup>     | 1                    |
| 5 to 25                 | 1                    |
| 26 to 50                | 2                    |
| 51 to 100               | 3                    |
| Over 100                | 1/25                 |

<sup>a</sup>. Residential developments less than 5 units are exempt from bicycle parking requirements.

- B. Bicycle parking for multiple uses (such as commercial shopping centers) may be clustered in one or several locations but must meet all other requirements for bicycle parking.
- C. Each required bicycle parking space shall be at least two and a half by six feet. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.

- D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., a "rack") upon which a bicycle can be locked.
- E. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only.

**14.14.080 Shared Parking**

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

**14.14.090 Parking Lot Standards**

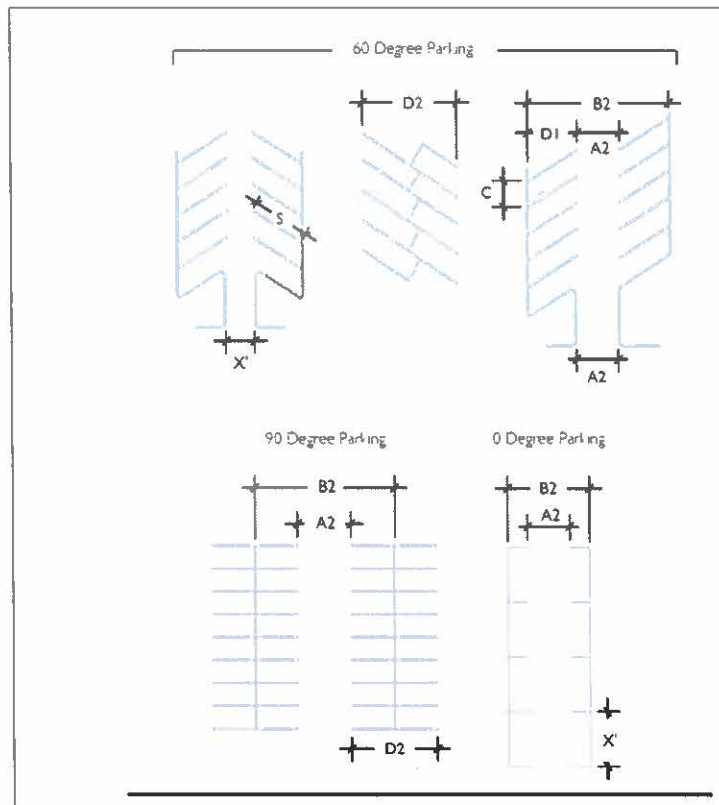
Parking lots shall comply with the following:

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

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

| <u>PARKING</u><br><br><u>ANGLE</u><br><br>≤° | <u>CURB</u><br><u>LENGTH</u> | <u>STALL DEPTH</u> |               | <u>AISLE WIDTH</u> |            | <u>BAY WIDTH</u> |            | <u>STRIPE</u><br><br><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>  |                                    |
| 90°  | 8'-6"                        | 18'                | 36'           | 23'                | 23'        | 59'              | 59'        | 18'                                |
| 60°  | 10'                          | 20'                | 40'           | 17'                | 18'        | 57'              | 58'        | 23'                                |
| 45°  | 12'                          | 18'-6"             | 37'           | 13'                | 18'        | 50'              | 55'        | 26'-6"                             |
| 30°  | 17'                          | 16'-6"             | 33'           | 12'                | 18'        | 45'              | 51'        | 32'-8"                             |
| 0°   | 22'                          | 8'-6"              | 17'           | 12'                | 18'        | 29'              | 35'        | 8'-6"                              |

Figure 14.14.090-A. Parking Lot Minimum Dimensions



B. Surfacing.

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

street to the parking lot shall be paved with concrete from the street to the property line of the parking lot.

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

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

D. Satellite Parking.

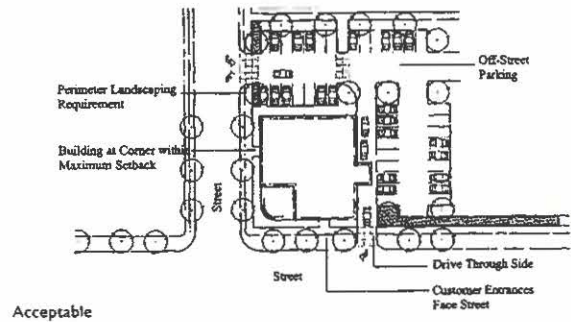
1. If the number of off-street parking spaces required by this chapter cannot be provided on the same lot where the principal use is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to as satellite parking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

E. Lighting. Lighting from parking lots shall be so designed and located as to not glare onto neighboring residential properties. Such lighting shall be screened, shaded, or designed in such a way as to comply with the requirement contained in this section. This section is not intended to

apply to public street lighting or to outdoor recreational uses such as ball fields, playing fields, and tennis courts.

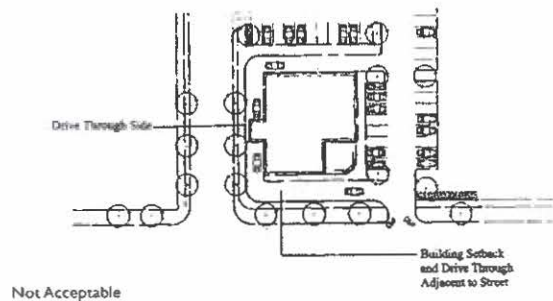
F. Drive-Up/Drive-In/Drive-Through Uses and Facilities. Drive-up or drive-through uses and facilities shall conform to the following standards, which are intended to calm traffic, and protect pedestrian comfort and safety (Figures 1 and 2).

Figure 1 – Drive-Up and Drive-Through Facilities



1. The drive-up/drive through facility shall orient to an alley, driveway, or interior parking area, and not a street; and

2. None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 feet of a street and shall not be oriented to a street corner. (Walk-up only teller machines and kiosks may be oriented to a street or placed adjacent to a street corner); and



3. Drive-up/in queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way.

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

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

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

#### 14.14.100 Special Area Parking Requirements

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

A1. Nye Beach. That area bounded by SW 2nd Street, NW 12th Street, NW and SW Hurbert Street, and the Pacific Ocean.

B2. Bayfront. That area bounded by Yaquina Bay and the following streets: SE Moore Drive, SE 5th and SE 13th, SW 13<sup>th</sup> 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 7<sup>th</sup> Street, SW Neff Street, SW Alder Street, SW 2<sup>nd</sup> Street, SW Nye Street, Olive Street, SE Benton Street, SW 10<sup>th</sup> Street, SW Angle Street, SW 11<sup>th</sup> Street, SW Hurbert Street, and SW 10<sup>th</sup> Street.

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

*Staff: The proposed language responds to Parking Study Comprehensive Plan Implementation Measure 3.2.3, which calls for the City to reduce or eliminate minimum off-street parking requirements for new development or redevelopment*

*in metered and meter/permit zones. It is a combination of Options B.2 and B.3, presented to the Parking Advisory Committee on May 17, 2023, the Planning Commission on May 22, 2023, and the City Council on June 20, 2023. Blending the two options was the clear preference coming out of the meetings, with Option B.2 requiring a one-time fee in lieu of a developer constructing off-street parking to serve their project and Option B.3 capping the amount of parking a new development or redevelopment can place on the public parking system before the requirement for new off-street parking is triggered.*

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

*Additional Demand:*

|                        |                     |
|------------------------|---------------------|
| <i>Spaces 1 to 5</i>   | <i>\$0 ea.</i>      |
| <i>Spaces 6 to 10</i>  | <i>\$5,000 ea.</i>  |
| <i>Spaces 11 to 15</i> | <i>\$7,500 ea.</i>  |
| <i>Spaces 16 to 20</i> | <i>\$10,000 ea.</i> |

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

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

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

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

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

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

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

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

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

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

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

*Staff: This language is needed to make it clear that the few businesses currently providing off-street parking in a meter or meter/permit area will no longer be bound to do so, meaning they can develop these properties. Accessible parking*



*standards, electric vehicle parking requirements, and bicycle parking provisions key off of the number of off-street spaces provided. The City will need to consider accommodating those needs in public rights-of-way. The draft language has been revised to limit its applicability to metered areas, which for the time being is the Bayfront. Such change aligns with Parking Study Comprehensive Plan Implementation Measure 3.2.3, which calls for the City to reduce or eliminate minimum off-street parking requirements for new development or redevelopment in metered and meter/permit zones. Metered parking and meter/permit zones are not currently planned for Nye Beach and City Center.*

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

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

#### 14.14.110 Loading and Unloading Areas

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

A. Whenever the normal operation of any use requires that goods, merchandise, or equipment be routinely delivered

to or shipped from that use, a sufficient off-street loading and unloading area must be provided in accordance with this subsection to accommodate the delivery or shipment operations in a safe and convenient manner.

- B. The loading and unloading area must accommodate the numbers as set forth in Table A. At a minimum, a loading and unloading space must be 35 feet in length, 10 feet in width, and 14 feet in height. The following table indicates the number of spaces that, presumptively, satisfy the standard set forth in this subsection.

Table 14.14.110-A, Required Loading Spaces

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

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

facility shall be screened per unloading facility shall be screened per [Section 14.18](#).

#### 14.14.120 Variances

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