



PARKING ADVISORY COMMITTEE AGENDA

Thursday, August 03, 2023 - 6:00 PM

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

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

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

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

1. WELCOME AND INTRODUCTIONS

1.1 Memorandum.

[Staff Memorandum](#)

2. ROLL CALL

3. APPROVAL OF MINUTES

- 3.1 June 21, 2023 Parking Advisory Committee Meeting.
[Draft Parking Advisory Comm Mtg Minutes 06-21-2023](#)

4. DISCUSSION ITEMS

- 4.1 Review and discuss stakeholder outreach opportunities for Bayfront Parking Management Rollout.
- 4.2 Update on status of Bayfront Parking and Sign Improvements.
- 4.3 Meet and Greet with City's New Parking Enforcement Officer.
- 4.4 Current Work with T2 Systems on E-Permitting and Enforcement.

5. PUBLIC COMMENT

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


6. ADJOURNMENT

HANDOUTS

Meeting Materials:

- [Updated Bayfront Parking Improvement Plans](#)
- [Sample parking ticket \(for LPR rollout\)](#)
- [Implementation Schedule](#)
- [Bayfront Parking Management Plan \(for reference\)](#)
- [Email from Aracelly Guevara, dated 6.26.23](#)
- [Parking Article Submitted by Janet Webster - 8-3-2023](#)

Memorandum

To: Parking Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: July 31, 2023
Re: Topics for August 3rd Parking Advisory Committee Meeting

For this meeting we would like to review with the Committee the steps the City will be taking to inform users and other interested parties in advance of the October rollout of the Bayfront Parking Management Solution. We will also have an opportunity to share with the group the progress the City has been making with T2 Systems and the current status of the parking lot improvement project.

On that note, the bids for refurbishing all of the Bayfront parking lots, and installation of the signs, exceeded available funds. A new bid package was released, limiting the parking lot improvements to those that abut Bay Blvd and sign work to the installation of sign posts, anchor sleeves, and concrete in existing hardscape areas. This amounts to about half the signs, with the Public Works Department installing the balance of what is needed. The bid package includes foundations for the ten (10) parking pay stations. Central Lincoln PUD has decided that it will allow the City to install “pay to park” signs on the shepherd hook poles along the boardwalk, so that change has been made as well. The bid deadline is August 10, 2023. Assuming we receive favorable pricing, we can plan on picking up the rest of the parking areas as a second phase once the City begins to receive meter revenues.

The Police Department has hired a new parking enforcement officer, who is planning to attend Thursday’s committee meeting as a “meet and greet.” He is in the process of working through the City’s parking enforcement rules, both current and proposed, and will be getting out in the community to meet business owners and others in the three parking districts. We are also working through enforcement requirements with T2 Systems, including the recently completed parking ticket template that will be used with the License Plate Recognition technology in October (sample enclosed).

Enclosed, for reference, is a copy of the implementation schedule and graphic Bayfront Management Plan. Additional information related to the outreach discussion will be distributed at our meeting on Thursday. Lastly, attached is an email from Aracelly regarding the need for bicycle racks on the Bayfront.

Attachments

Updated Bayfront Parking Improvement Plans
Sample parking ticket (for LPR rollout)
Implementation Schedule
Bayfront Parking Management Plan (for reference)
Email from Aracelly Guevara, dated 6.26.23

Draft MINUTES
Parking Advisory Committee
Meeting #12
Newport City Hall Council Chambers
June 21, 2023

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

Committee Members Absent: Janell Goplen (*excused*).

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

1. **Call to Order & Roll Call.** Meeting started at 6:05 p.m.

2. **Approval of Minutes.**

MOTION was made by Bill Branigan, seconded by Doretta Smith, to approve the May 17, 2023 Parking Advisory Committee meeting minutes as written. The motion carried unanimously in a voice vote.

3. **Updated Implementation Schedule.** Tokos reviewed the implementation schedule. Emond asked how long it would be to get the signs up. Tokos thought this wouldn't be too difficult and was okay with the timeline.

4. **Review Bayfront Parking Lot Refurbishment and Sign Installation Bid Packages.** Tokos reviewed the plans for the parking lot refurbishments. Tokos noted that Chris Beatty with Engineering would be taking the lead on the design of the lot refurbishments. Justin Scharbrough with Public Works would be over the implementation of the signage. Jason Malloy with the Police Department would be working with Tokos and T2 Systems.

Tokos reviewed the Abbey Street parking lot changes that would add fire lane striping and refresh the ADA parking spaces by the restrooms. Kaplan asked if this area would be metered. Tokos reported it would be a meter/permit combo. He noted they would also be setting up motorcycle parking in the Abbey Street lot as well. Guevara asked if there were any spaces for bicycles. Tokos said there weren't a lot in this project but there areas to add them. The Bike and Pedestrian Committee was working on this in a separate project. Tokos noted that they had talked to the Parks and Recreation crews to have them try to maintain the current landscaping. He asked for the Committee's thoughts on the refurbishments. Branigan asked when the work would be done. Tokos reported that it would be done after Labor Day, during the second half of September. They would shut down the lots individually and do them in a sequence.

Tokos reviewed the area by the Abbey Street lot next to the convenience store's private lot. They would be refreshing the ADA spaces and updating the trash area at this location. Ripka asked why areas 15 and 17 on the map of the lot couldn't be motorcycle parking. Tokos would talk to Public Works about this to see if that would be an option. Kaplan suggested it could be bicycle parking as well. Tokos asked for any comments on the lot by the convenience store. Kaplan asked if the store had a parking lot. Tokos explained that they had their own private parking. He noted that they wanted to make sure there was some sort of wheel stop or curbing in the driveway approach.

Tokos reviewed the Fall Street parking lot updates. They would be adding a pay station at this location and it would be a meter/permit lot. They would also be striping the 9 foot by 16 foot compact vehicle parking space. Emond asked what happened if a big car parked in the compact space. Tokos explained that the city would be seeing more enforcement of parking violations. If a vehicle was obstructing the travel lane they would be cited.

Tokos reviewed the SW Bay Boulevard lot near Pacific Seafoods. He noted this lot would have one additional ADA space. Tokos then reviewed the Canyon Way parking lot. They would be taking one driveway out and working in a few landscape islands. Emond asked if they could add more lights to this parking lot. Tokos would look into this.

Tokos covered the Lee Street lot. This was a terrain constrained lot and would be timed/permit. Emond asked if there would be a sign showing that it was separate from the Ripley's lot. Tokos said there would. Smith asked if the lot had a light. Tokos wasn't sure if it did. Emond thought the landscaping areas looked like they were sized enough that they could be parking spots. Tokos would ask about this as well.

Tokos reviewed the Hatfield Pump Station parking lot. They would have a pay station at this location, and would be adding one ADA parking space. Tokos noted the area left of the ADA space was there to separate it from the sidewalk.

Tokos reviewed the map of the location of signs. Emond asked if the daily maximum would be four hours on Hatfield Drive. Tokos would discuss that during the regulatory signs discussion. He said if anyone saw any adjustments on the signs to let him know. Emond was concerned that there might be confusion between the public lot and Ripley's private lot. Tokos reported the city was already working with Ripley's to get an access easement for the driveway to the public lot. They would also talk to Ripley's about their signage to make it less confusing. Tokos continued his review of the sign locations on the maps and the design of the sign poles and footings. He requested the Committee let him know if they saw anything wrong on the signage plan.

Bretz entered the meeting at 6:38 p.m.

- 5. Review Draft Meter Permit Municipal Code Changes.** Tokos reviewed the updates to Municipal Code Chapter 1.50 "Penalty." He noted that the parking changes they discussed at the last meeting hadn't really changed. The only changes focused on the land use piece. Tokos reported the first changes had to do with citations, which included how the City Council would have the authority to change fees by resolution. The revenues from the parking citations would be directed to the parking fund to offset parking enforcement. The other citation revenues would go to the general fund. Tokos noted they might add language to clarify the types of citations that were set by state statues.

Tokos reviewed the changes to Chapter 6.15 "Parking in Right of Way." Emond asked if the fishermen permits would supersede this. Tokos confirmed that was correct, unless they specified otherwise. They would also be adding language to extend the parking permit program to lots, and allowing for parking permits to be electronic, not just paper. They would also change the language to authorize recreational vehicle (RV) parking through a special event permits.

Tokos reviewed the changes to Chapter 6.20 "Meter Parking Zones." Tokos noted they needed to work through who would handle calls for tickets and when one of the pay stations wasn't working. Emond asked if the kiosks would have a message on them to say who to call if they weren't working. Tokos said they could set it up so that there was some sort of message for when the kiosk wasn't working

and say who they could call if there was an issue. The Police Department was working with T2 Systems and talking to City Council about having T2 collect tickets. Tokos said T2 wouldn't handle the payment of tickets and this would be done online. There would also be an option for people to pay by check, but they wanted to collect payments online to the extent possible. Emond asked if after the 14 days were past due, or whatever timeframe they determined, would the Finance Department handle collections. Tokos said once they were on the delinquent side, T2 would collect. There would be an additional cost to collect, and the person with the ticket would have to pay this fee.

Tokos continued his review of changes to Chapter 6.20. Emond asked if the fee areas were by parking lot or parking spaces. Tokos said they were setting up different fee areas by zone. Generally what they were trying to do was stop people from just moving a few spaces down and occupying another space. This would make sure that they would need to either move a certain distance or move to another zone. Tokos thought this seemed the most logical way to do it. Emond asked if the zone would correlate to the map. Tokos confirmed that was correct. Emond asked if signs would show zones on them. Tokos said they would.

Tokos reviewed the payment of fees. Tokos noted the time allowed for vehicles to load had been changed from 30 seconds to 5 minutes by the Planning Commission. They would also be looking into installing security cameras for pay stations. Tokos noted that Chapter 6.20.50 showed that accessible parking was exempt from fees. Smith asked what the reasoning was behind setting accessible parking as free but not having disabled parking be the same. Tokos said this was state law, and he guessed that wheelchair users would have a tiny bit more difficult time getting in and out of their vehicles.

Branigan asked if disabled veterans could get license plates, or if they would need a placard. He wondered if the license plate recognition would register their plates. Branigan also asked if they would be allowed to use accessible places for wheel chairs. Tokos said he would have to look into this. He noted that the draft code was put together by aligning it with the state code. This didn't say they couldn't do something different. Branigan thought they should exempt the veterans because a lot of them had mobility issues and didn't qualify for wheelchairs. He thought they should do something extra for those that had physical impairments and mobility challenges, rather than going with the state's code. Emond thought this would be simpler and they needed to figure out the handicapped or license plate types. Tokos thought they should be able to pick off the different placards. Bretz asked if enforcement could pick up a license plate with a placard. Tokos thought this would have to be done visually by enforcement. Bretz thought this would be easy to miss. Tokos reminded they would be parked in ADA spaces and it would be easy to pick up. This was something they could look into and he would ask if the placards were built into license plates. Emond noted that in California anyone who parked in a regular meter space, who had a handicapped placard, would be exempt from paying the fees. He wondered if Newport would be set up this way. Tokos said if they were exempting for all disabled types, they should only be exempt from fees in ADA spaces. Emond thought it would be more simple if it was just ADA spaces. Branigan noted a lot of disabled persons with wheelchairs would get special license plates. Ripka reported that his family didn't have a permanent license plate for a vehicle for his disabled daughter because she didn't drive. He thought all disabled types should be exempt. Tokos said what he heard was there were some consistencies that they should adjust this so that if someone was parking in an assessable space they were exempt if they qualified for being in that space, period.

Ripka pointed out they didn't have many ADA spaces on the Bayfront and asked if there was any way to add more. Tokos noted they added some at the Fall Street lot, and they didn't want to add any ADA spaces on the steep sloped lots that didn't have accessible pathways down to the Bayfront. He noted there had been another ADA space added by Hatfield. Ripka reported that there was one ADA space by Ripley's, but it wasn't truly accessible. Smith asked if someone couldn't find an accessible parking

space, would they then be exempt in a regular space. Tokos said they would have to pay in regular spaces. Ripka thought this would be difficult when there were limited spaces. He thought they should park for free anywhere in the city. Emond was in favor of this if the enforcement could tell them how many times that was being used. Ripka thought that for the most part people didn't abuse the use of ADA parking, and they wouldn't use them when they didn't need them. Tokos would make the change that all ADA was exempt. Bretz thought they should talk to the Police Chief to see if this would have any issues. Ripka thought there might be a problem when someone didn't see the placard when enforcing. Tokos said the license plate recognition would flag the vehicle and the enforcement would have to get out of vehicle to check. Emond thought this would give them data to see if they needed to change anything by resolution later. Ripka asked if this would require additional signage. Tokos said they wouldn't put up additional signs, but they might be able to add something specifically to ADA spaces. Smith thought this should be added to the kiosks. Branigan suggested they add information to the phone app saying they should hang the placard on their mirror so they wouldn't have to pay. Tokos would look into this but noted that the phone app was just a text to pay interface.

Kaplan asked if the section on RVs was saying they couldn't park for more than 72 hours in the right-of-way. Tokos said that was correct, unless the area was signed for something else. Kaplan reported he currently saw RVs parking longer than this and asked if they would they be cited. Tokos said that was correct and it would be enforceable. Kaplan asked what it meant in Chapter 6.15.010 when it said that "any vehicle, which size or shape cannot be parked as provided, may be parked outside the restricted or limited areas of the city." Tokos explained that if they were in an area that was restricted, and the city had put in tick marks where the parallel parking spaces were, they couldn't extend over that. This would only apply to areas where they had defined parking spaces.

Emond asked if Chapter 6.15.015 (B), said that if someone who parked a U-Haul or SUV couldn't park in front of residential houses. He felt it was too ambiguous, and asked if this meant SUVs and large trucks. Tokos said this was old language and it was meant for large trucks idling right next to residences. He would look to modernize the language.

6. **Confirm Updates to Regulatory Signs.** Tokos reviewed the new mockup of the regulatory sign concepts. Bretz noted thought that the signs should say "Only Sat-Sun, Nov to Apr" on signs to make it clear. Tokos reviewed the 60 minute loading zone signs and pointed out the location of each loading zones. Ripka noted Bornstein's couldn't get their trucks unloaded in 60 minutes, and they would typically sit for most of the day. Tokos said they had to set a time limit and enforcement had to be cognizant of the needs of the processors on the working waterfront in terms of loading. They could be lenient where there was legitimate industrial loading. Ripka was fine with the 60 minutes, but was concerned about Bornstein's loading area because there were times when trucks would be parked waiting to load.

Tokos asked if the group preferred that the other loading zone signs by retail spaces to be 20 or 30 minutes. Emond liked a shorter time limit because it was easier to enforce. The group was in general agreement for 20 minutes. Ripka reminded that there had been problems in the past with new parking enforcement officers being too stringent on enforcement. Tokos suggested they roll this out and then see how it went. Bretz asked if they could write it into the code that if it was a seafood product they get an additional 30 minutes. He thought that if it was in the code it would allow enforcement to add additional minutes while following the letter of the law, therefore giving them some discretion. Tokos would talk to Chief Malloy about this to see if they could work some language in. He would also discuss if the signs could be from "Saturday/Sunday only" or "only Saturday/Sunday" with Justin and the street crews.

Emond noted the legend on the map stated unlimited parking. Tokos would talk about this on the last agenda item.

7. **Confirm Permit Availability Caps by Zone.** Guevara asked if the arrows would be added to the signage. Tokos said the striping on the parking lots would be striped for one way or two way parking. Guevara reported that she had seen arrows and signage put on the roadway that easily cracked and washed away. She asked if the city was planning on putting something down that was more sturdy. Tokos would ask if they would be using the thermal plastic striping on heavy traffic areas because these held up better.

Tokos reviewed the permit availability caps by zone and looked at the zone map. He noted that he would fix the paid parking from no daily maximum to a maximum of four hours.

Tokos reviewed the parking stalls by zone and the number of spaces in each. Smith asked if Zones A and B would have 225 e-permits. Tokos said they would be a maximum of 225. Smith pointed out they only had 222 spots. Tokos said they were approximately the same. Smith asked if Zones C and D would have 335. Tokos confirmed this and noted they would be doing 120 percent there. The principal was that Zones A and B were the high demand areas, and where they would put the meter/permit option in. They wanted to see spaces available for metering, and not eaten up by permits. They wouldn't see all of the permits holders utilizing at the same time. Also, the commercial fishing permits would be done by invitation only.

Ripka reported that the Port Council had asked him about the parking. They wanted to know how many spaces there were, how many boats would be able to have permits, and if they would be limited on the number of permits per boat. Tokos reported it wasn't set up to reserve a certain number of the 225 permits for them. This would be set up as first come, first served basis and could be adjusted over time based on utilization. Ripka asked how many people were using Port Dock 5. Bretz reported that he received numbers from the State Employment Department that estimated that there were around 600 jobs peak, with 300 jobs average. He figured the users numbers were between these two. Bretz noted that he always counted four people per boat. Tokos said if it was in the 300 to 600 range, they would be in pretty good shape if they had up to 25 in the Zones A and B, another 400 in Zones C and D, and have none of this included in the Port parking. Ripka thought Port Dock 5 was in the 200 to 300 range. Bretz thought the only time they were at max would be in October and early November when the weather was nasty and there wasn't much happening fisheries wise. Ripka noted that another time this happened was during spring in March. He didn't think everyone would all be there at the same time. Ripka thought 225 permits would work with the Port parking. Tokos assumed that the commercial permits at \$45 month would work in both the highly desirable and not so desirable areas. Ripka thought that was reasonable. He thought that when they kept it under the \$50 mark there would be less complaints.

Emond asked if someone had a Tier 1 permit, would they be allowed to park in the lower tiers. Tokos didn't think it was set up that way. The commercial fishermen permits would be done by invitation only. It made sense that they could park in the Tier 1 and Tier 2 pricing because both were proximate to the Port docks. Emond asked if their permits would reset on the second month and if they would have to go back to the bottom of the list. Tokos said they would have priority if they renewed within a particular period of time. If they didn't, they would drop out. Emond asked if a person who already had permits had priority the next month. Tokos thought they should have a priority if they renewed within the current month. He would look into this.

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

9. **Adjournment.** Having no further business, the meeting adjourned at 8:03 p.m.

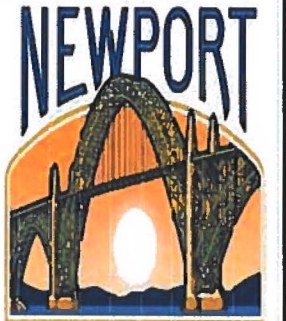
Respectfully submitted,

Sherri Marineau
Executive Assistant

CITY OF NEWPORT, OREGON

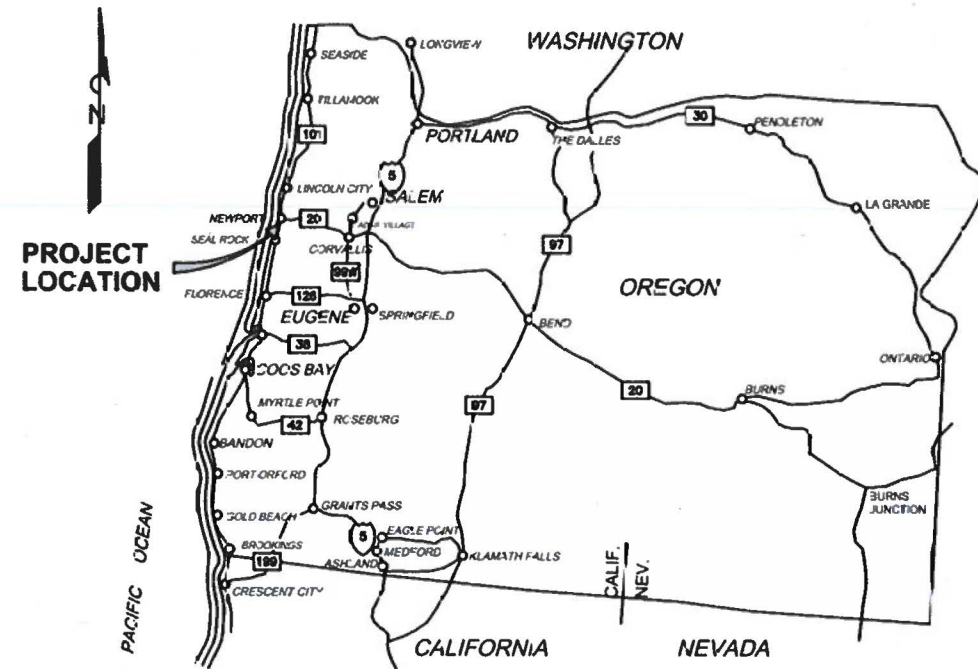
BAYFRONT PARKING IMPROVEMENTS

PROJECT NO. 2021-045

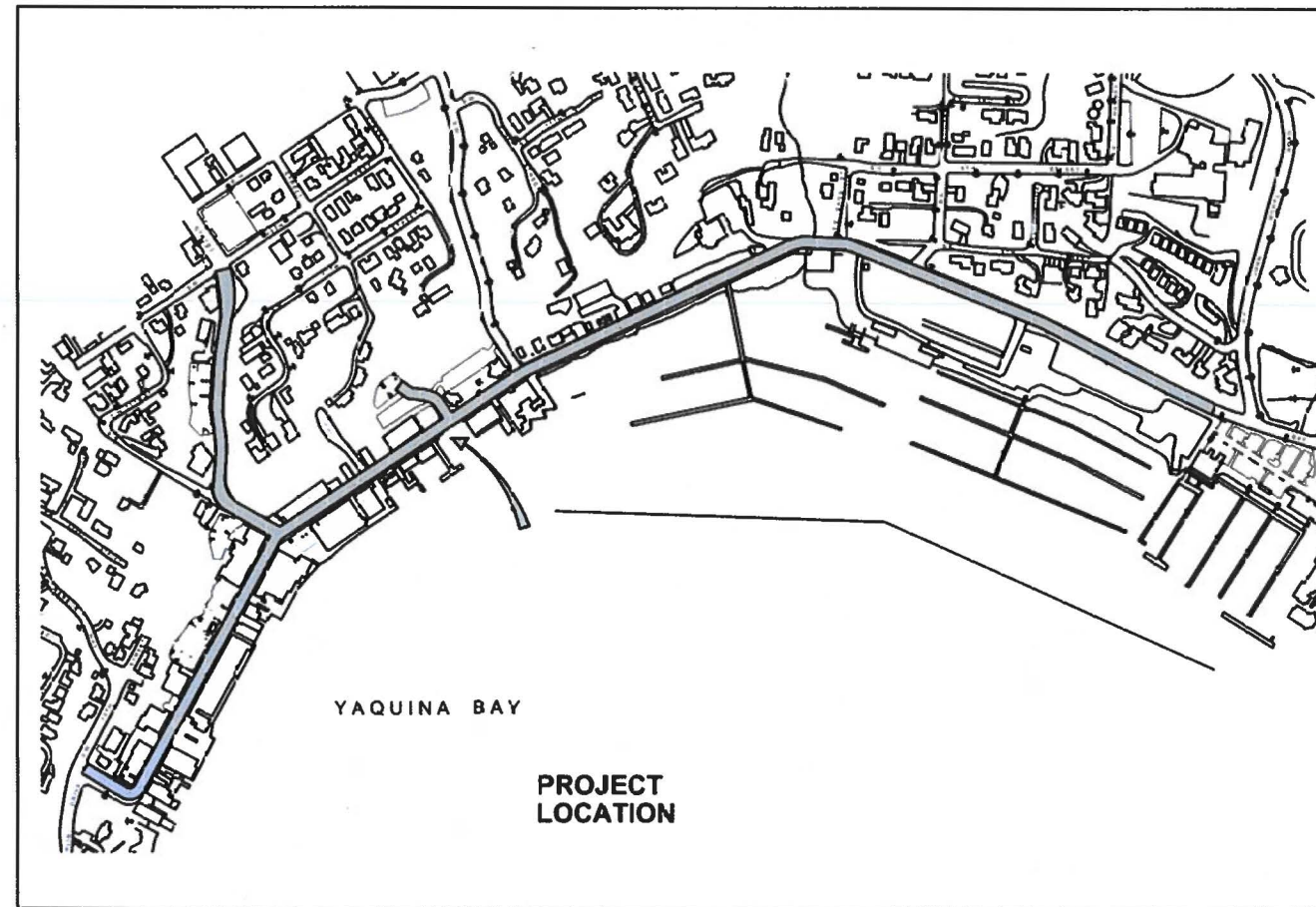


OREGON

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LOCATION MAP



VICINITY MAP

NOT TO SCALE



EXPIRES: 12/31/23

REV.	DATE	DESCRIPTION	BY

Designed By: CAB	Drawn By: MAJ	Checked By: CAB
Project No: 2021-045		

CITY OF NEWPORT, OREGON BAY BOULEVARD, NEWPORT, OR 97365	BAYFRONT PARKING IMPROVEMENTS	COVER SHEET
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G1

JULY 2023

GENERAL NOTES

1. **ATTENTION:** OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN A COPY OF THE RULES BY CALLING THE CENTER.

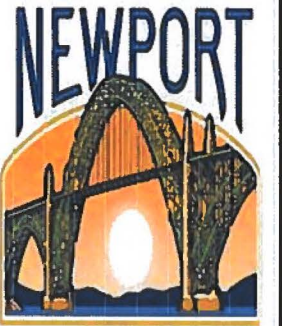
NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION ADMINISTRATION CENTER: (503) 232-1987.
STAT. AUTH.: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.
2. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
3. ALL WORK SHALL COMPLY WITH THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (OSS), LATEST EDITION.
4. SURVEY FOR STRIPING LAYOUT IS THE RESPONSIBILITY OF CONTRACTOR. OWNER WILL ASSIST CONTRACTOR WITH LAYOUT OF LANDSCAPE ISLANDS
5. TEMPORARY DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, FLOW DIVERSION, IS THE RESPONSIBILITY OF THE CONTRACTOR WHERE WEEP AREAS FROM ADJACENT HILLSIDES ARE SHOWN ON THE PLANS.
6. ALL TESTS MUST BE COMPLETED WITH CITY REPRESENTATIVE PRESENT.

SHEET INDEX

SHEET #	SHEET NAME
GENERAL	
G1	COVER
G2	GENERAL NOTES, ABBREVIATIONS, LEGEND, & SHEET INDEX
G3	PROJECT OVERVIEW
SIGNS	
S1	SIGNAGE PLAN - REMOVED FROM CONTRACT
S2	SIGNAGE PLAN - REMOVED FROM CONTRACT
S3	SIGNAGE PLAN
S4	SIGNAGE PLAN
S5	SIGNAGE PLAN - REMOVED FROM CONTRACT
S6	SIGNAGE PLAN
S7	SIGNAGE PLAN
S8	SIGNAGE PLAN
S9	SIGNAGE PLAN
S10	SIGNAGE PLAN
DETAIL	
D1	T450
D2	KIOSK

GENERAL ABBREVIATIONS

AC	PAVEMENT
BOW	BACK OF WALK
CB	CATCH BASIN
D	DRAIN
EOP	EDGE OF PAVEMENT
EX	EXISTING
MH	MANHOLE
ROW	RIGHT OF WAY
SD	STORM DRAIN
SW	SIDEWALK



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REV.	DATE	DESCRIPTION	BY

Designed By: CAB
Drawn By: BJJK
Checked By: CAB
Project No: 2107-1-145



EXPIRES: 12/31/23

CITY OF NEWPORT, OREGON
BAYFRONT PARKING IMPROVEMENTS
GENERAL NOTES, ABBREVIATIONS, LEGEND, & SHEET INDEX

G2
JULY 2023

DATE: 7/20/23 FILE: Y:\P\W\Engineering\Projects\Wisc Small Projects\Planning - Parking Lot Rehabilitation (2021-045)\Working\Parking Improvements (Current).dwg

DATE: 7/20/23 FILE: Y:\PW\KE\engineering\Projects\Misc_Small_Projects\Planning - Parking Lot Reconfiguration\Working\Parking Improvements (Current).dwg

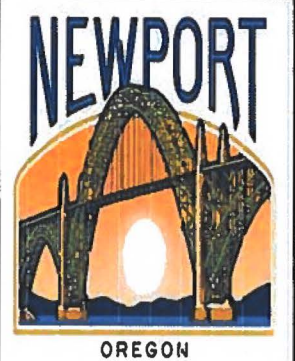


Legend

- Kiosk Locations
- Paid / Permit
- Paid Only
- Permit / Timed
- Unrestricted
- Paid / Permit
- Permit / Timed
- Unrestricted
- Tier I Permit Zone
- Tier II Permit Zone



EXPIRES: 12/31/23



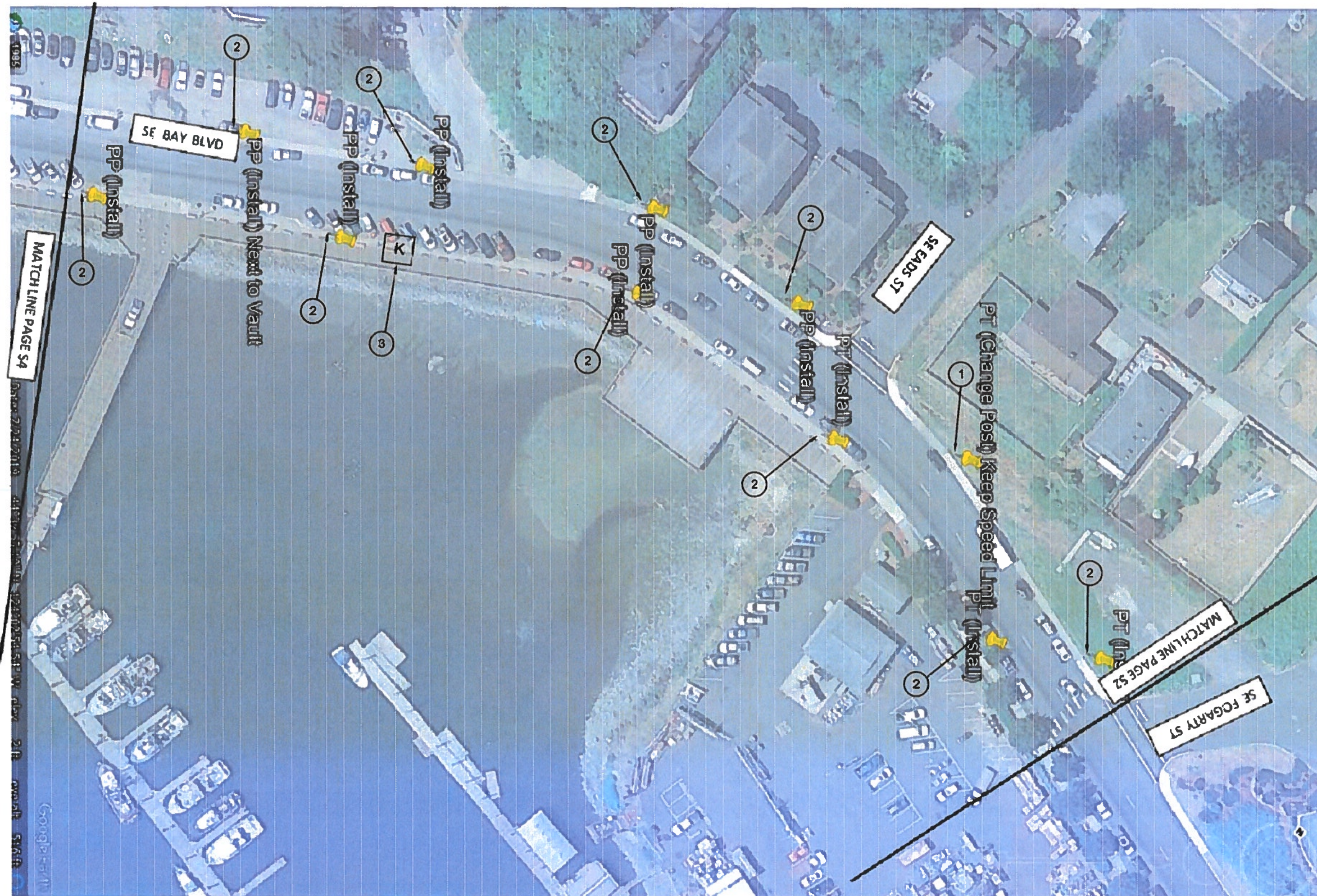
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REV.	DATE	DESCRIPTION	BY

Designed By: CAB	Drawn By: IMR	Checked By: CAB
Project No: 2021-045		

CITY OF NEWPORT, OREGON	BAYFRONT PARKING IMPROVEMENTS	PROJECT AREA
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G3
JULY 2023



CONSTRUCTION NOTES

- 1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 2 INSTALL SIGN POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 3 INSTALL KIOSK CONCRETE FOUNDATION;

VERIFY LOCATION WITH CITY BEFORE INSTALL; SEE SHEET D2 FOR CONSTRUCTION DETAILS

- 4 YELLOW CURB REMOVED BY OTHERS
- 5 LOADING ZONE MOVED BY OTHERS
- 6 SIGN CLEANED BY OTHERS
- 7 REMOVE POST; SIGN TO CITY
- 8 IGNORE NOTE



EXPIRES: 12/31/23



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REV.	DATE	DESCRIPTION	BY

Designed By: CAB
 Drawn By: MJK
 Checked By: CAB
 Project No: 2021-URb

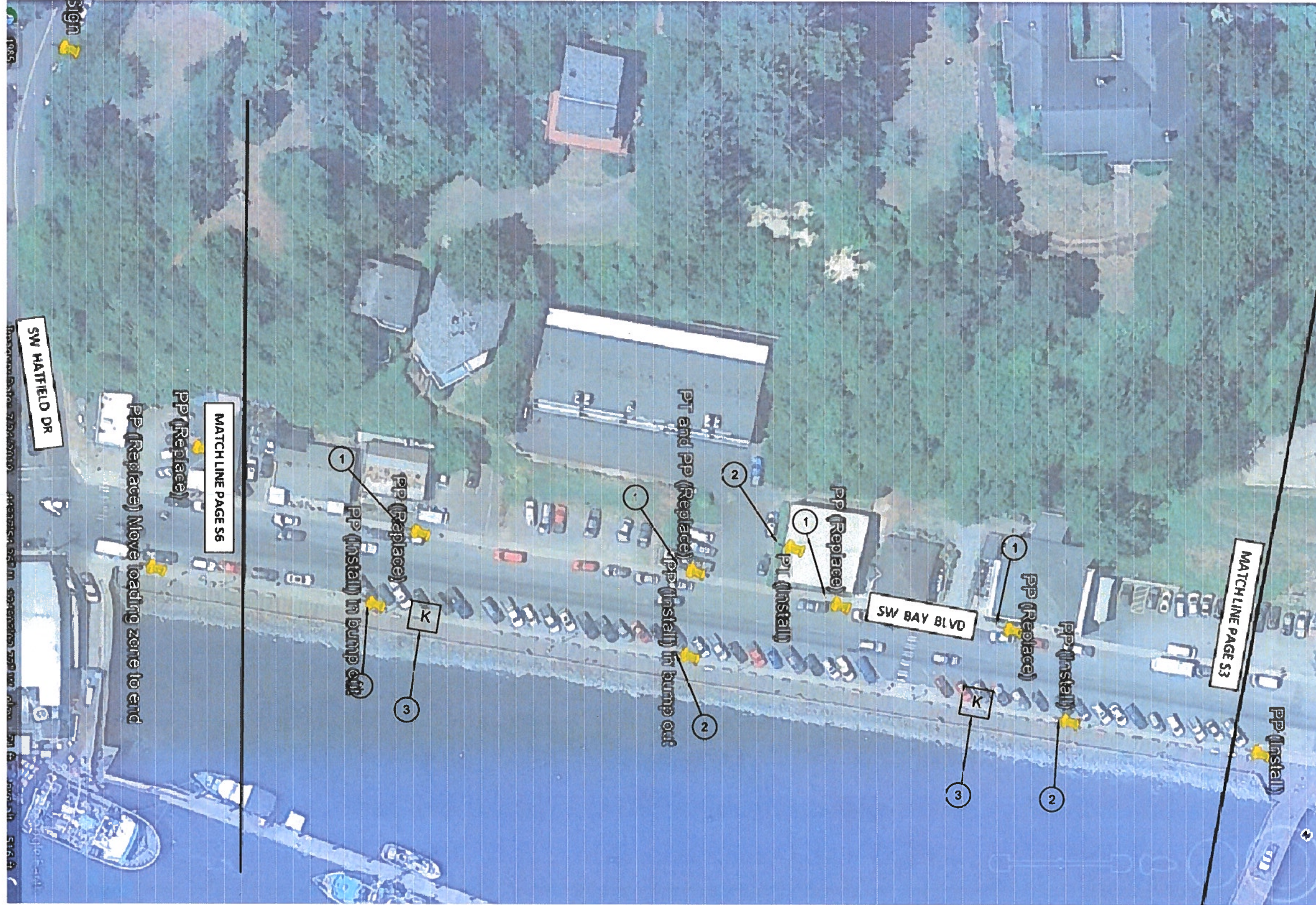
CITY OF NEWPORT, OREGON

BAYFRONT PARKING IMPROVEMENTS

SIGNAGE PLAN

S3

JULY 2023



CONSTRUCTION NOTES

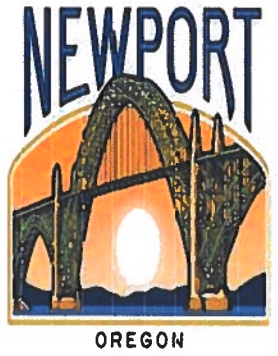
- 1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 2 INSTALL SIGN POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 3 INSTALL KIOSK CONCRETE FOUNDATION; VERIFY LOCATION WITH CITY BEFORE

INSTALL; SEE SHEET D2 FOR CONSTRUCTION DETAILS

- 4 YELLOW CURB REMOVED BY OTHERS
- 5 LOADING ZONE MOVED BY OTHERS
- 6 SIGN CLEANED BY OTHERS
- 7 REMOVE POST SIGN TO CITY
- 8 IGNORE NOTE



EXPIRES: 12/31/23



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REV.	DATE	DESCRIPTION	BY

Designed By: CAB	Drawn By: MJK	Checked By: CAB
Project No: 2021-045		

CITY OF NEWPORT, OREGON

BAYFRONT PARKING IMPROVEMENTS

SIGNAGE PLAN

Sheet No: **S4**
Date: **JULY 2023**

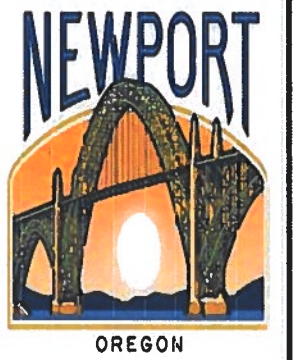


CONSTRUCTION NOTES

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| <p>1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS</p> <p>2 INSTALL SIGN POST. SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS</p> <p>3 INSTALL KIOSK CONCRETE FOUNDATION; VERIFY LOCATION WITH CITY BEFORE INSTALL; SEE SHEET D2 FOR CONSTRUCTION DETAILS</p> | <p>4 YELLOW CURB REMOVED BY OTHERS</p> <p>5 LOADING ZONE MOVED BY OTHERS</p> <p>6 SIGN CLEANED BY OTHERS</p> <p>7 REMOVE POST; SIGN TO CITY</p> <p>8 IGNORE NOTE</p> <p>9 SIGN WORK DONE BY CITY WITHIN CLOUD AREA</p> |
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EXPIRES: 12/31/23



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REV.	DATE	DESCRIPTION	BY

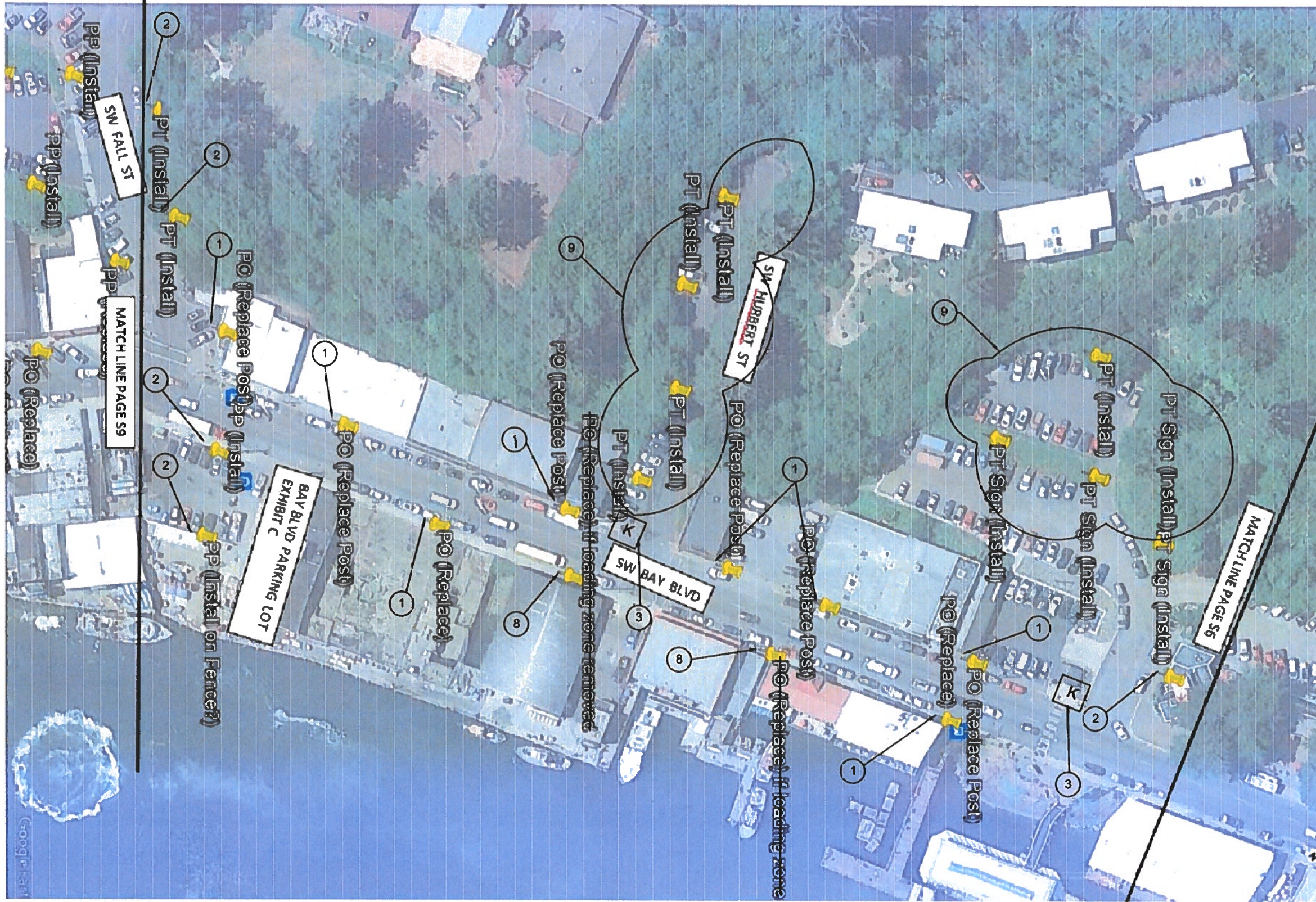
Designed By: CAB Drawn By: MLK Checked By: CAB
Project No: 2021-04b

CITY OF NEWPORT, OREGON

BAYFRONT PARKING IMPROVEMENTS

SIGNAGE PLAN

Sheet No: **S6**
Date: **JULY 2023**

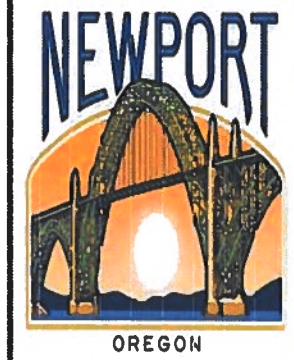


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EXPIRES: 12/31/23

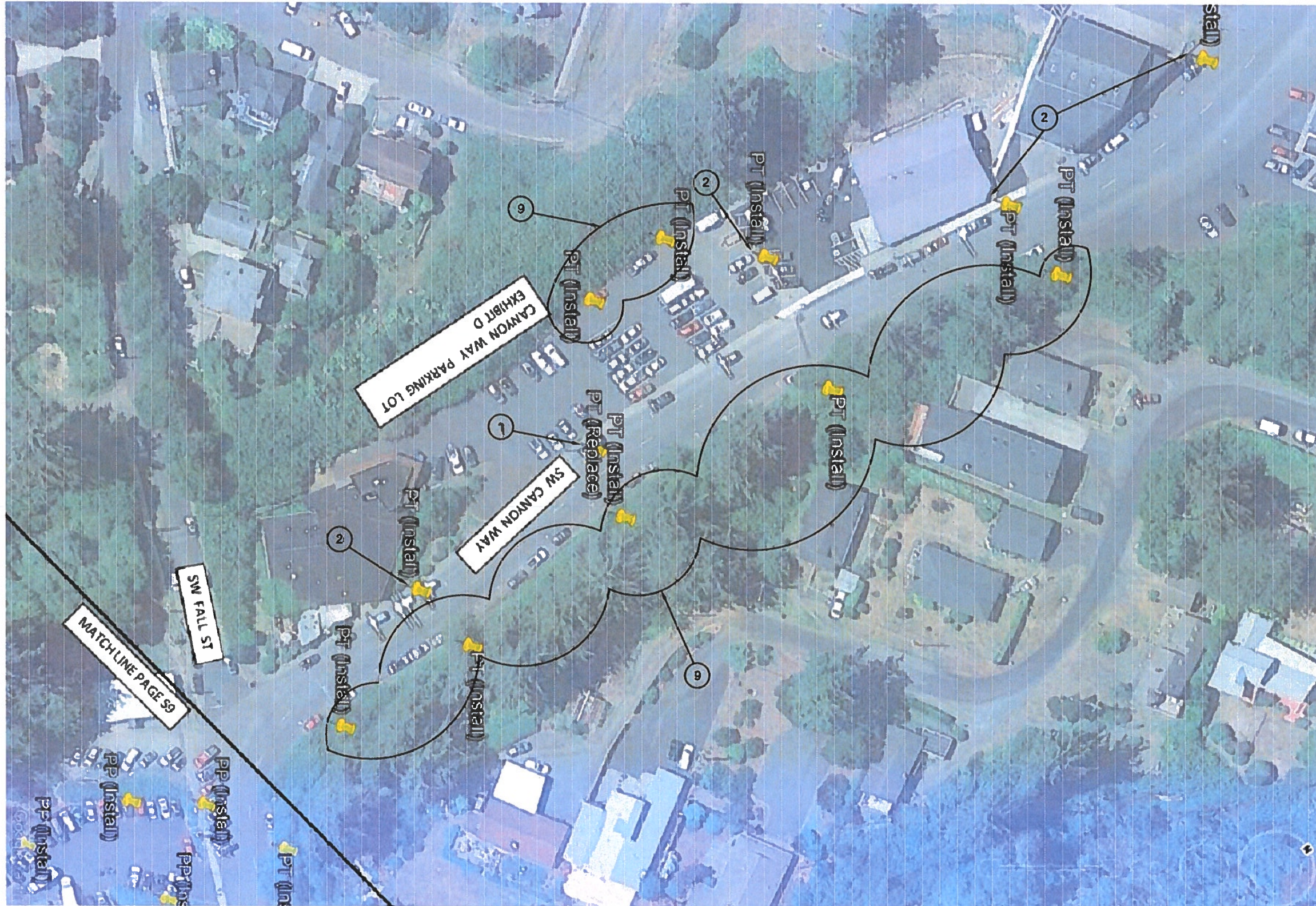


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REV.	DATE	DESCRIPTION	BY

Designed By: CAB
Drawn By: MJK
Checked By: CAB
Project No: 2021-04b

CITY OF NEWPORT, OREGON	BAYFRONT PARKING IMPROVEMENTS	SIGNAGE PLAN
Sheet No: S7	Date: JULY 2023	

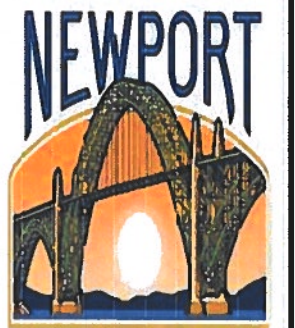


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EXPIRES: 12/31/23



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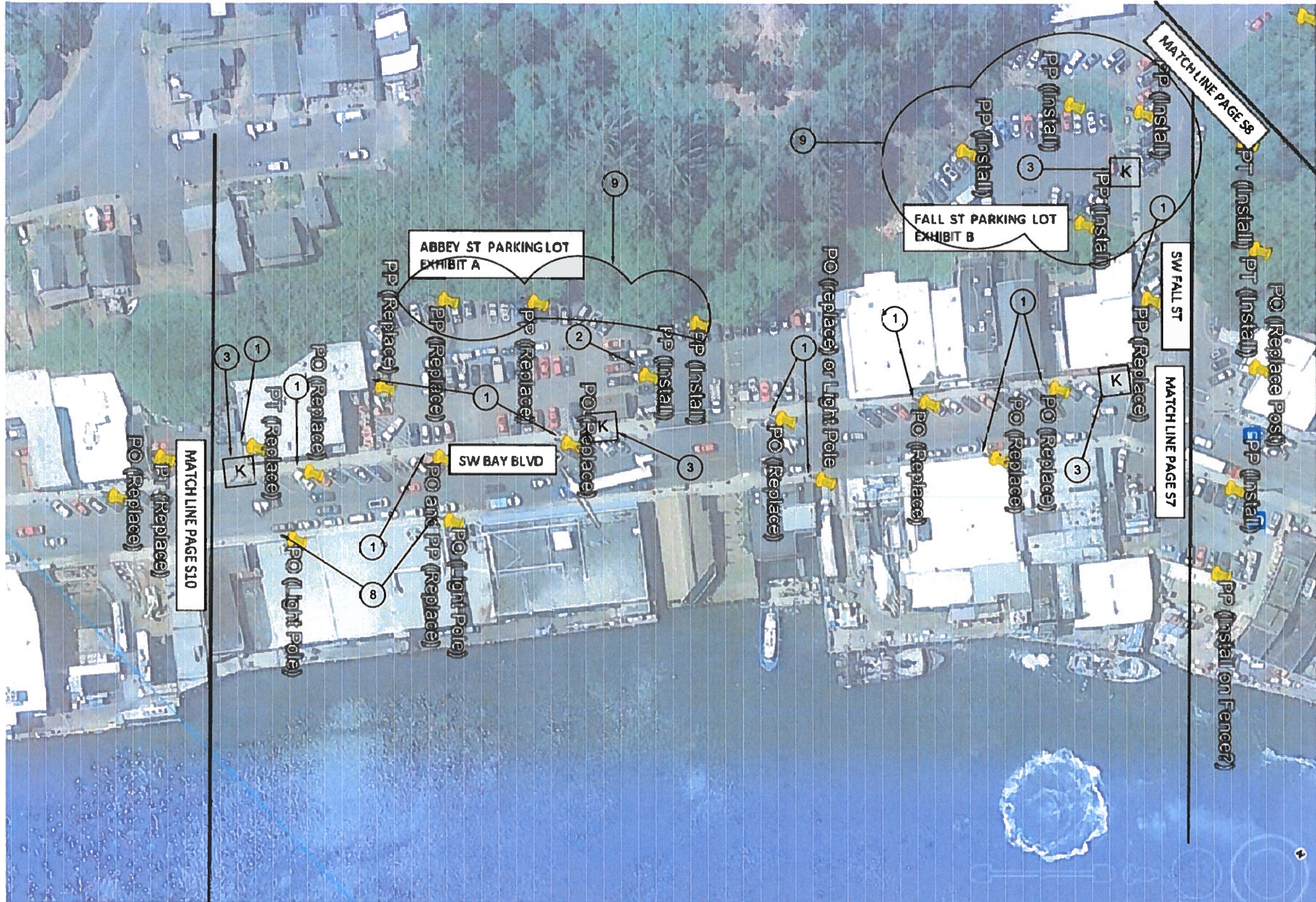
Designed By: CAB	Drawn By: AJUK	Checked By: CAB
Project No: 2021-045		

CITY OF NEWPORT, OREGON

BAYFRONT PARKING IMPROVEMENTS

SIGNAGE PLAN

Sheet No: **S8**
Date: **JULY 2023**

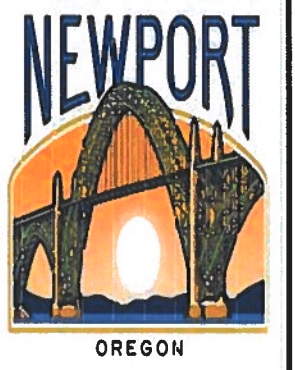


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- 2 INSTALL SIGN POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 3 INSTALL KIOSK CONCRETE FOUNDATION; VERIFY LOCATION WITH CITY BEFORE INSTALL; SEE SHEET D2 FOR CONSTRUCTION

- 4 DETAILS
- 5 YELLOW CURB REMOVED BY OTHERS
- 6 LOADING ZONE MOVED BY OTHERS
- 7 SIGN CLEANED BY OTHERS
- 8 REMOVE POST; SIGN TO CITY
- 9 IGNORE NOTE
- 10 SIGN WORK DONE BY CITY WITHIN CLOUD AREA



EXPIRES: 12/31/23

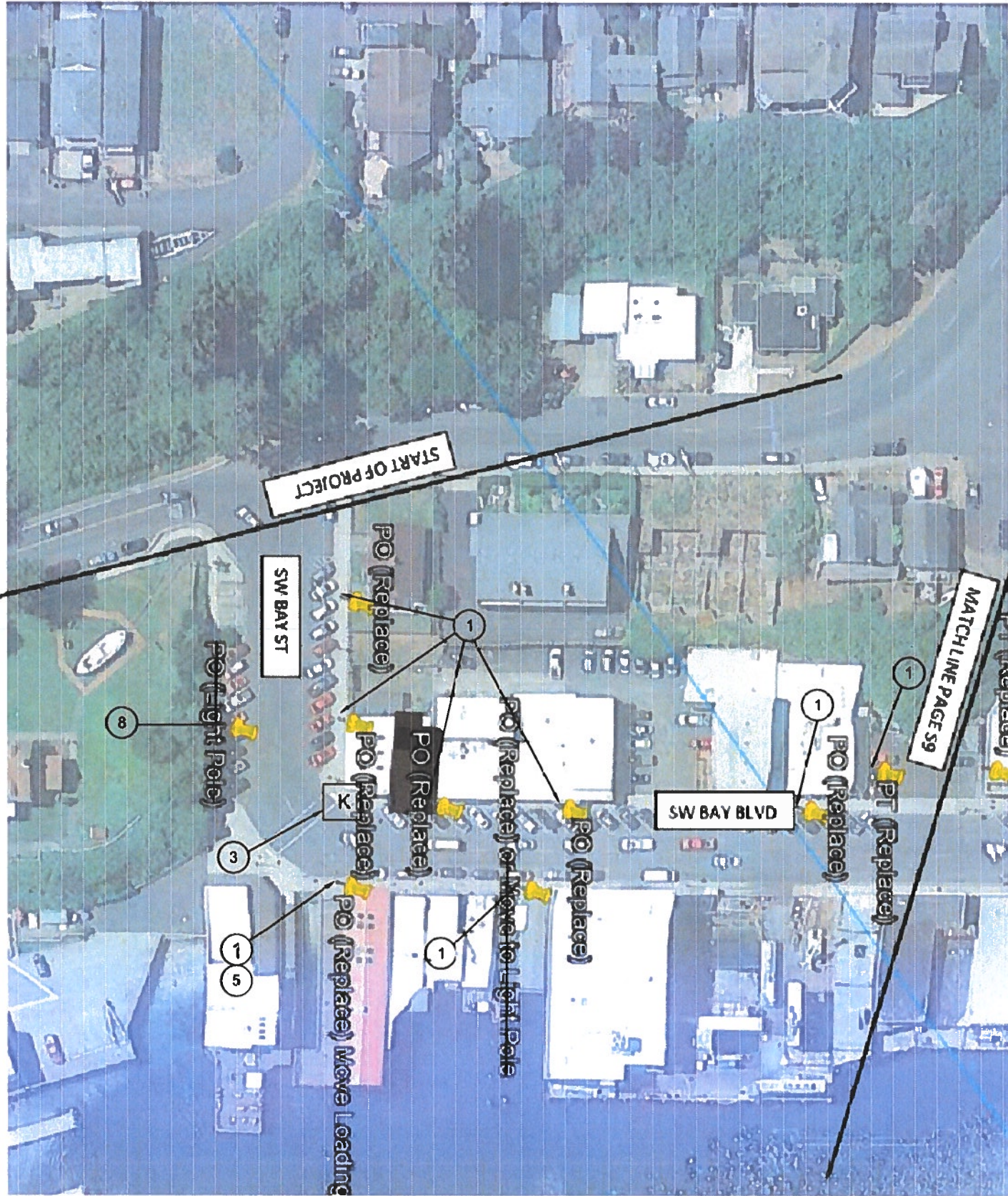


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REV	DATE	DESCRIPTION	BY

Designed By: CAB	Drawn By: MJH	Checked By: CAB
Project No: 2021-045		

CITY OF NEWPORT, OREGON	BAYFRONT PARKING IMPROVEMENTS	SIGNAGE PLAN
Sheet No: S9	JULY 2023	



CONSTRUCTION NOTES

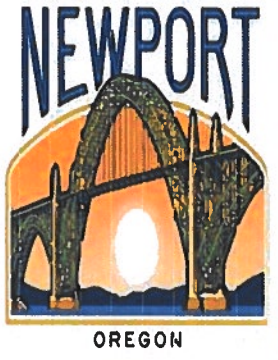
- 1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
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- 9 IGNORE NOTE



EXPIRES: 12/31/23



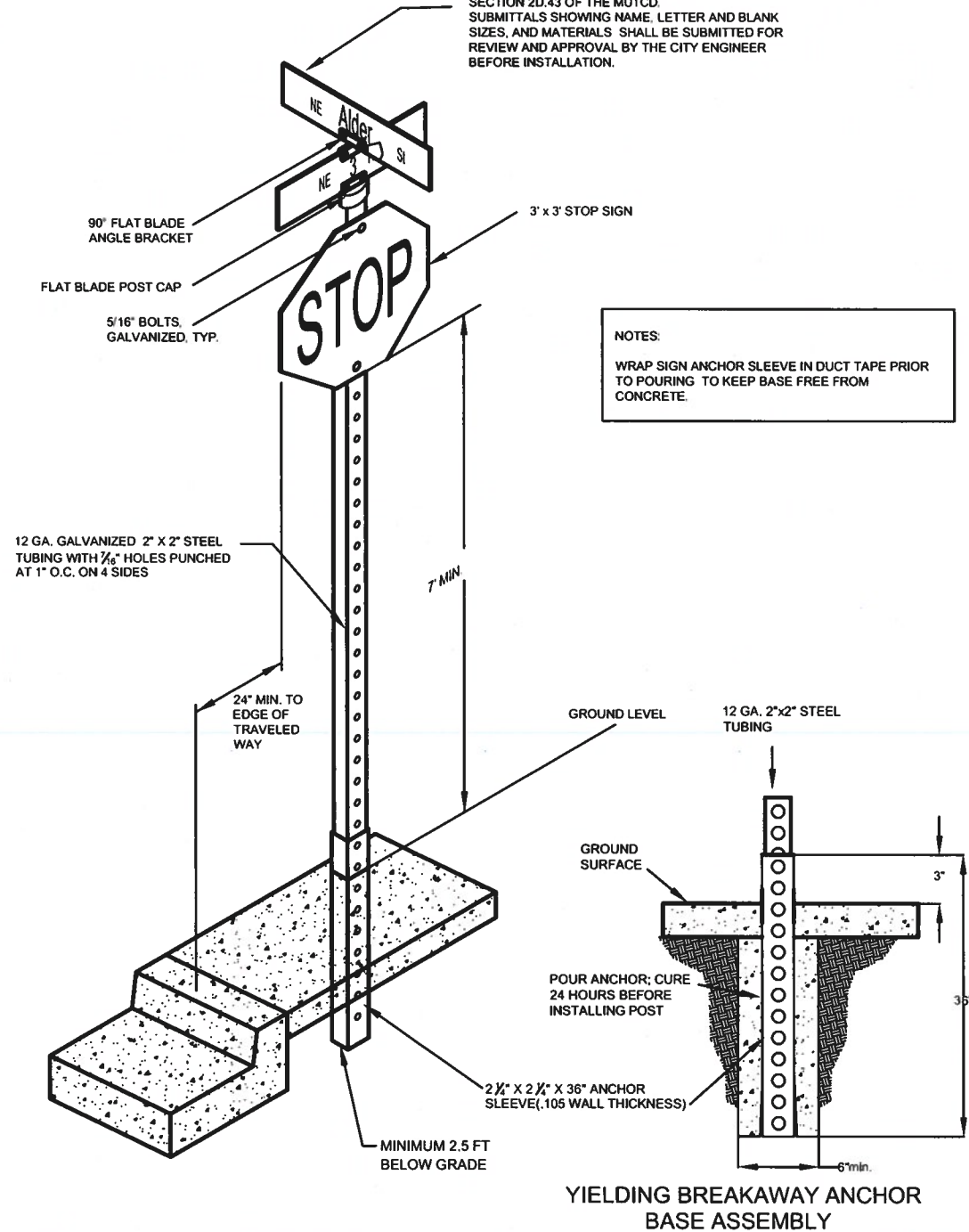
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REV	DATE	DESCRIPTION	BY

Designed By: CAB	Drawn By: MJK	Checked By: CAB
Project No: 2021-045		

CITY OF NEWPORT, OREGON	BAYFRONT PARKING IMPROVEMENTS	SIGNAGE PLAN
Date: Sheet No:	S10	JULY 2023

STREET SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2D.43 OF THE MUTCD. SUBMITTALS SHOWING NAME, LETTER AND BLANK SIZES, AND MATERIALS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY ENGINEER BEFORE INSTALLATION.



NOTES:
WRAP SIGN ANCHOR SLEEVE IN DUCT TAPE PRIOR TO POURING TO KEEP BASE FREE FROM CONCRETE.

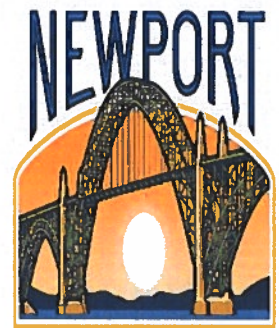
DATE: 7/21/23 FILE: \\P\W\K\Engineering\Projects\Misc - Small Projects\Planning - Parking Lot Refurbishment (2021-045)\Working\Pending Improvements (Current).dwg



City of Newport
169 SW Coast Hwy
Newport, Oregon 97365
(541) 574-3366 Fax: (541) 265-3301

STANDARD SIGN DETAIL FOR LOCAL STREETS

DETAIL NO.
T-450
5/12/2020



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Newport, Oregon 97365
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REV.	DATE	DESCRIPTION	BY

Designed By: CAB
Drawn By: MAJ
Checked By: CAB
Project No: 2021-045

CITY OF NEWPORT, OREGON

DETAILS

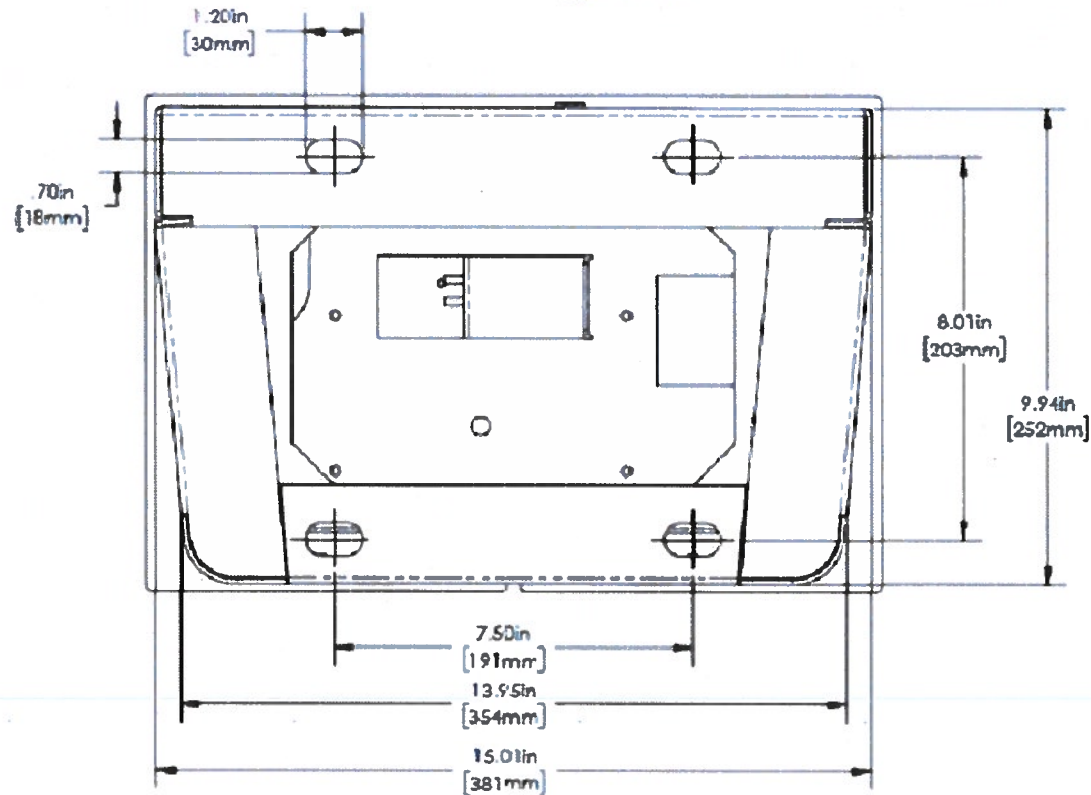
T-450



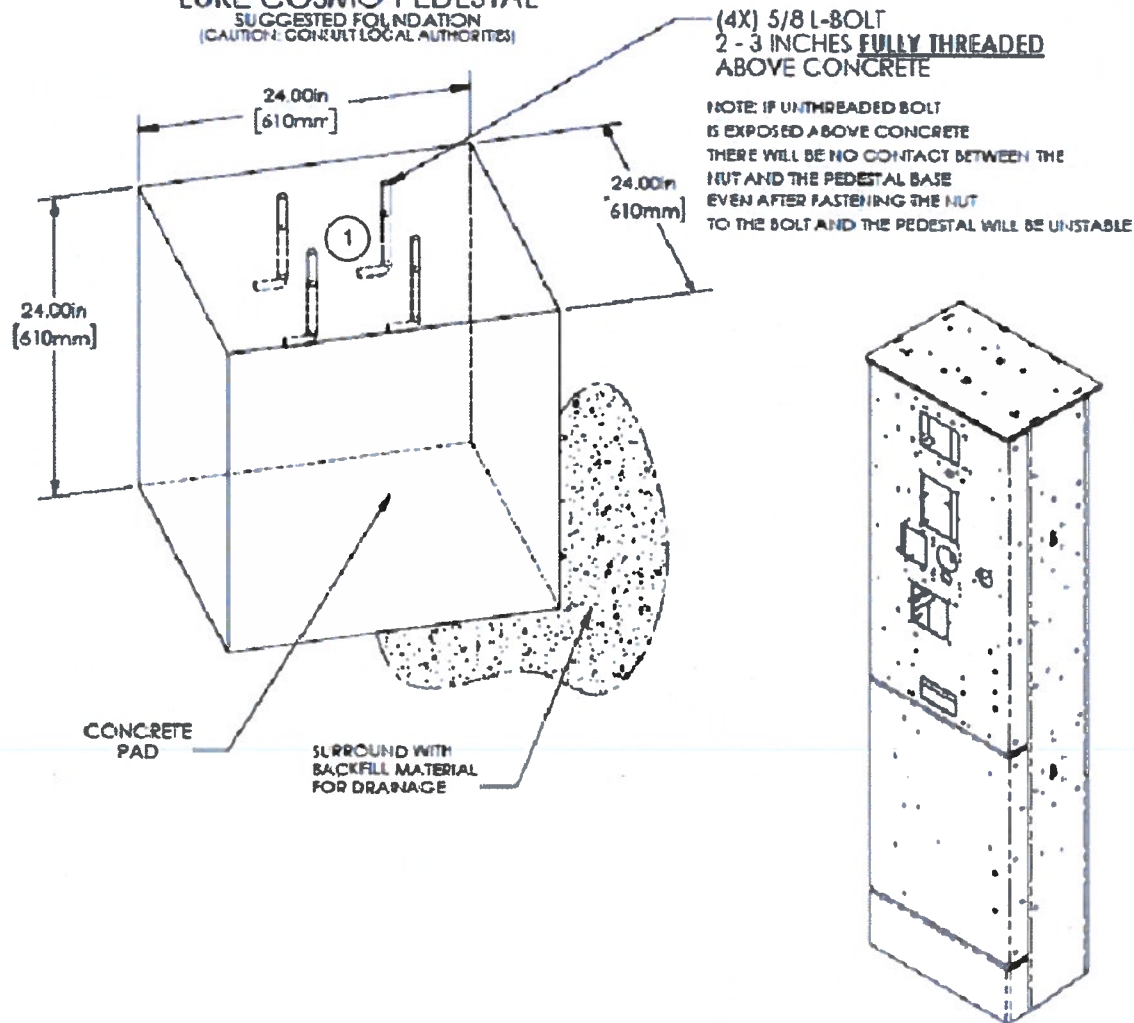
EXPIRES: 12/31/23

Sheet No. **D1**
Date **JULY 2023**

LUKE COSMO PEDESTAL
BOTTOM VIEW



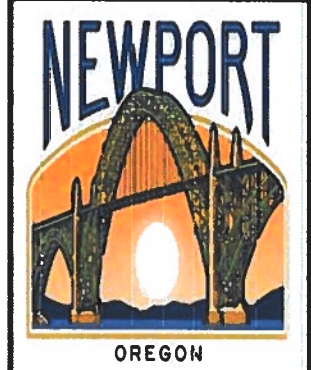
LUKE COSMO PEDESTAL
SUGGESTED FOUNDATION
(CAUTION: CONSULT LOCAL AUTHORITIES)



1 OWNER TO PROVIDE BOLT PATTERN TEMPLATE FOR CONCRETE FOUNDATION

REVISIONS					
REV.	DESCRIPTION	BY	CHK'D	APPR'D	DATE (YYYY-MM-DD)
A	INITIAL RELEASE	SP			2018-05-01

<p>UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES.</p> <p>FRONT VIEW</p> <p>1/4" = 1" SCALE DRAWING</p>	<p>DATE: 2021-04-05</p> <p>PROJECT: 2021-04-05</p>	<p>T2</p> <p>T2 SYSTEMS CANADA INC 4321 STILL CREEK DR. SUITE 300, BURNABY, BC V5C 4S7 TEL: (604) 687-6072 www.t2systems.com</p>
<p>THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF T2. ANY REPRODUCTION IN PART OR IN WHOLE WITHOUT THE WRITTEN PERMISSION OF T2 IS PROHIBITED.</p>	<p>LUKE COSMO PEDESTAL MOUNTING</p>	
<p>THESE SHEETS CONTAIN 1 OF 13 SHEETS</p>	<p>SCALE: 1/3</p>	<p>PART NO: 980.0173</p> <p>REV: A</p>



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REV.	DATE	DESCRIPTION	BY

Designed By: CAB
Drawn By: MJK
Checked By: CAB
Project No: 2021-04-05

CITY OF NEWPORT, OREGON

DETAILS

KIOSK



EXPIRES: 12/31/23

D2
JULY 2023



City of Newport Oregon

169 SW Coast Hwy
Newport, OR 97365

PARKING VIOLATION

You are charged with violating the Oregon Revised Statute and/or Newport City Ordinance listed below.

TICKET # Test000010
ISSUED: 07/24/23 15:55 Mon
LIC #: TEST123
LIC STATE: OREGON
LOCATION: 600 BLOCK SW BAY BLVD.
VEH MAKE: FORD
VEH TYPE: 4 DOOR AUTO
VEH COL: WHITE
VIOLATION: Loading Zone

FINE : \$40

Due After 08/05/23:\$125.00

Due After 08/15/23:\$165.00



TEST000010



High resolution color image on file

Signature

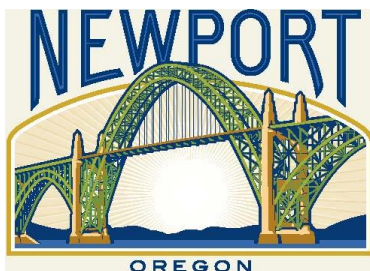
(Test User #1234)

FOR PAYMENT, PLACE THE PROPER AMOUNT IN THIS ENVELOPE WITHIN 10 DAYS OF THE VIOLATION. PAYMENT MAY BE MADE IN PERSON AT NEWPORT CITY HALL, OR ATTACH SUFFICIENT POSTAGE AND DEPOSIT IN U.S. MAIL. IF YOU WISH TO PAY ONLINE, VISIT NEWPORTOREGON.GOV/ONLINEPAYMENTS, OR CONTACT THE NEWPORT MUNICIPAL COURT AT 541-574-0616 FOR ONLINE ACCOUNT INFORMATION.

IF YOU WISH TO CONTEST THIS CITATION, CONTACT THE NEWPORT MUNICIPAL COURT WITHIN 10 DAYS OF THE VIOLATION TO SCHEDULE A HEARING DATE. COURT HEARINGS ARE HELD ON MOST WEDNESDAYS AT 9:00 A.M. NEWPORT MUNICIPAL COURT, 169 SW COAST HWY, NEWPORT, OREGON 97365.

IF NOT PAID WITHIN 10 DAYS, THE FINE IS INCREASED. ANY FINE NOT PAID WITHIN 30 DAYS IS SUBJECT TO COLLECTIONS, VEHICLE IMMOBILIZATION, VEHICLE IMPOUNDMENT AND OTHER INCURRED COSTS.



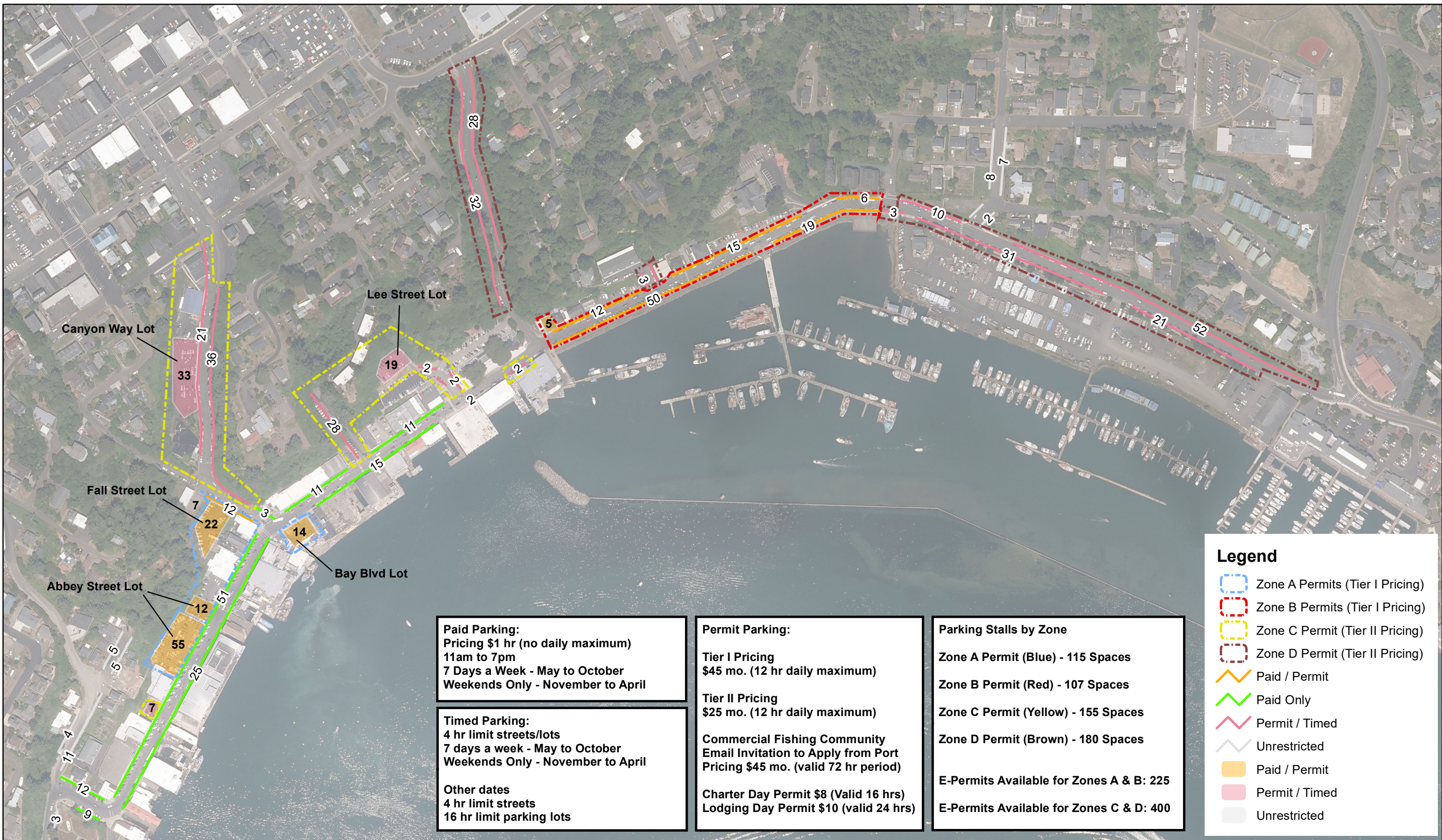


Draft Bayfront Parking Management Solution Implementation Schedule

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

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

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



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

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

Other dates
 4 hr limit streets
 16 hr limit parking lots

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

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

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

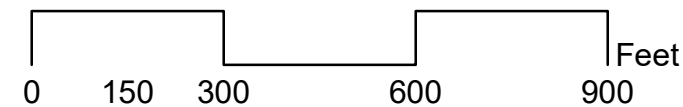
Charter Day Permit \$8 (Valid 16 hrs)
Lodging Day Permit \$10 (valid 24 hrs)

Parking Stalls by Zone
 Zone A Permit (Blue) - 115 Spaces
 Zone B Permit (Red) - 107 Spaces
 Zone C Permit (Yellow) - 155 Spaces
 Zone D Permit (Brown) - 180 Spaces
 E-Permits Available for Zones A & B: 225
 E-Permits Available for Zones C & D: 400

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

Draft Bay Front Parking Management Alternative

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



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

Sherri Marineau

From: Aracelly Guevara <guevaracelly@icloud.com>
Sent: Monday, June 26, 2023 8:07 AM
To: Sherri Marineau
Subject: Possible Bicycle Racks

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

Good morning Sherri,

It was much better to attend the meeting in person. It was very nice to see you and the rest of the committee members during the last meeting.

Please share with this with the committee members.

These two bicycle racks are located in Nye Beach parking lot, by the arch. They seem to take not too much space. I was thinking that we, the committee, should keep advocating for something similar or better to be included in the development of the parking lots at the Bayfront to encourage the use for bicyclists. Mr. Tokos mentioned during our last meeting that bicycle racks could be added later on to the new parking lots through out the Bayfront area. It will be a wonderful idea to be inclusive to all kinds of transportation.

Sincerely,
Aracelly Guevara





Sent from my iPhone

Demick

I thought that the Parking
Committee would find this article
food for thought.

Janet Webster



How Parking Ruined Everything

America has paid a steep price for devoting too much space to storing cars.

By Dante Ramos

When you're driving around and around the same block and seething because there's nowhere to put your car, any suggestion that the United States devotes too much acreage to parking might seem preposterous. But consider this: In a typical year, the country builds more three-car garages than one-bedroom apartments. Even the densest cities reserve a great deal of street space to store private vehicles. And local laws across the country require house and apartment builders to provide off-street parking, regardless of whether residents need it. Step back to assess the result, as the *Slate* staff writer Henry Grabar does in his lively new book, *Paved Paradise: How Parking Explains the World*, and it's sobering: "More square footage is dedicated to parking each car than to housing each person."

That Americans like driving is hardly news, but Grabar, who takes his title from a Joni Mitchell song, says he isn't quibbling with cars; his complaint is about parking—or, more to the point, about everything we have sacrificed for it. All those 9-foot-by-18-foot rectangles of asphalt haven't only damaged the environment or doomed once-cherished architectural styles; the demand for more parking has also impeded the crucial social goal of housing affordability. This misplaced priority has put the country in a bind. For decades, even as rents spiraled and climate change worsened, the ubiquity and banality of parking spaces discouraged anyone from noticing their social impact.

Parking was once the stuff of sweeping urban visions. In the decades before World War II, as car ownership surged in the U.S., drivers in downtown urban areas simply parked curbside—or double- or triple-parked—leaving streetcar operators and fellow drivers to navigate around their vacant vehicles. Local notables saw this obstacle course as one more threat

to cities that were beginning to lose businesses and middle-class residents to the growing suburbs. The Vienna-born architect Victor Gruen, best known as the father of the shopping mall, came up with a solution: Preserve urban vitality by making more room for vehicle storage—a lot more room. In 1956, at the invitation of a top business leader in Fort Worth, Texas, he proposed a pedestrian-only downtown surrounded by a freeway loop and served by massive new parking garages. He wanted to shoehorn so many additional parking spaces into the urban core—60,000 in all—that visitors would never have to walk more than two and a half minutes back to their car.

In hindsight, his idea was bonkers. "Gruen was telling downtown Fort Worth to build more parking than downtown Los Angeles, a city seven times its size," Grabar writes, and "in a city that, with its wide, cattle-friendly streets, was already an easy place to drive." Yet at the time, not even Jane Jacobs—the now-sainted author of the urbanist bible *The Death and Life of Great American Cities*—appreciated the dangers lurking in plans like Gruen's. Grabar notes that in a "fan letter" (her term) to Gruen, Jacobs gushed that the Fort Worth plan would bring back "downtowns for the people."

It didn't. Gruen's proposal was never executed; Texas legislators rejected a necessary bill. Yet Gruen had validated the postwar belief that cities had a parking shortage they desperately needed to fix. The result was an asphalt kudzu that has strangled other parts of civic and economic life. Over the years, cities and towns have demolished grand old structures to make way for garages and surface parking. When you see vintage photos of most American downtowns, what's striking is how densely built they once were—before the relentless pursuit of parking helped hollow them out.

AS EARLY AS the 1920s and '30s, some local governments had sought to cure their nascent parking problem by making private developers build off-street spaces. Architects adapted: In Los Angeles, Grabar explains, a distinctive apartment-building style called the dingbat—with eight or so units perched on poles over a common driveway—arose after 1934, when the city started requiring one parking space per new apartment. Those rules proliferated in the postwar years. They also became more demanding, and acquired a pseudoscientific precision: Detroit, for example, requires one off-street space per 400 square feet of a museum or an ice rink, one per 200 square feet of a bank or laundromat, and one per 100 square feet of a beauty shop. The rules vary from city to city, frequently in arbitrary ways, but they change the landscape everywhere. An off-street parking spot, plus the room necessary for a car to maneuver in and out of it, requires more than 300 square feet—which, by one estimate, is about two-thirds the size of a typical new studio apartment. On lively main streets that predate parking regulations, shops and restaurants abut one another, but today's rules produce little islands of commerce surrounded by seas of blacktop.

The opportunity cost of building new spaces quickly became evident. When Los Angeles upped its parking requirement from one to 1.5 spaces for a two-bedroom apartment in 1964, Grabar notes, even the car-friendly dingbat building became infeasible. Off-street-parking mandates, it turns out, are easy to satisfy when suburban developers are building fast-food outlets, strip malls, and single-family homes on cheap open land; meanwhile, large downtown commercial and residential buildings can generate enough revenue to pay for expensive garages. But projects in between fall into what's been described as the "Valley of High Parking Requirements": The government-mandated number of spaces won't fit on a standard surface lot, and structured parking would cost too much to build. This is how parking rules killed off the construction of rowhouses, triple-deckers, and other small apartment buildings. Grabar reports that in the past half century, the production of new buildings with two to four units dropped by more than 90 percent.

Many housing experts believe that the waning supply of cheap market-rate apartments in small and midsize buildings is a major cause of the current housing crisis. Since 1950, the U.S. population has grown by more than 180 million people, at least some of whom—to judge by real-estate prices in New York's Greenwich Village, Boston's South End, and other former bohemian enclaves—would happily move to dense neighborhoods with lousy parking if they could.

But many residential and commercial parts of cities that look like, well, cities cannot legally be replicated today. "If the Empire State Building had been built to the minimum parking requirements of a contemporary American city ... its surface parking lot would cover twelve square blocks," Grabar writes.

Precisely because parking mandates discourage apartments without banning them, local governments can make unrealistically high demands—two parking spaces for a studio, six for a four-bedroom apartment—as a way of excluding renters and preserving neighborhood homogeneity. For NIMBY homeowners, parking rules have become an all-purpose tool for preventing change in any form, no matter how seemingly innocuous. Grabar describes the plight of Ben Lee, a Los Angeles entrepreneur who wanted to turn his father's carpet store into a New York-style delicatessen. Local regulations required so many parking spaces—roughly three times the square footage of the deli itself—that Lee would have had to buy and raze three nearby buildings. He tried a work-around: The mall garage across the street always had plenty of unused spots, so Lee arranged to rent a few dozen of them. "Unfortunately," Grabar writes, "getting a parking variance in Los Angeles is, like trying to make it in Hollywood, a long and degrading process with little chance of success."

Although the city did ultimately approve Lee's plan, a homeowner group sued on the grounds that Lee didn't have clear title to the parking he planned to use. "It took another two years for Lee to prove his legal right to those empty parking spaces in the mall garage," Grabar continues, "by which time he was down \$100,000 and no longer on speaking terms with his father, who couldn't believe his son had gotten them into this mess." Lee gave up—a victim of curmudgeonly neighbors, yes, but also of rules insisting on new spaces even amid a glut of parking.

Something about parking reveals a glitch in our mental programming. A driver might well realize in the abstract that too much pavement, besides making downtowns less vibrant and more barren, also leads to pollution, aggravates flooding, and soaks up too much heat from the summer sun. Yet when Americans presume that parking on demand is almost a civil right, the default assumption will be the more supply, the better—whether it's necessary or not. And the collective downsides simply don't register in comparison with the personal joy of finding a parking spot when you're running late—or with the frustration of being denied one. In what may be Hollywood's most famous parking scene, in the 1991 film *Fried Green Tomatoes*, Kathy Bates sits in a car, waiting to park outside a Winn-Dixie, when a younger driver in a red Volkswagen convertible

PAVED PARADISE:
HOW PARKING
EXPLAINS THE
WORLD

Henry Grabar

PENGUIN PRESS

steals her spot. She responds by stepping on the gas and crashing into the VW. Then she backs up and does it three more times. The maneuver, mind you, signals that she's taking charge of her life.

IF AMERICA'S long misadventure with parking has a hero, it's a once-obscure UCLA urban-planning professor named Donald Shoup. In a 2005 book, *The High Cost of Free Parking*, he revealed vehicle storage for what it was: not anyone's birthright or an inexorable landscape feature, but a highly subsidized activity with profound social consequences. Shoup called for ending minimum-parking requirements and letting the market decide how many spaces private developers should build. Making the real-world costs of parking more transparent would benefit everyone, including motorists, he contended. And if cities simply charged for street spots according to market demand, drivers would relinquish them faster, freeing them up for use by others. Although parking meters date back to the 1930s, cities have been oddly coy about deploying them. Surprisingly few street-side spaces are metered—just 5 percent in New York and Miami, 3.4 percent in Boston and Chicago, and 0.5 percent in Dallas and Houston—and the hourly rates, which local governments are reluctant to raise, are almost invariably lower than in nearby garages.

For many people who had never given the issue of parking a second thought, listening to Shoup was like acquiring secret knowledge of how the world really worked. His ideas have deeply penetrated the precincts of those who write books, articles, and tweets about housing and transportation policy. Indeed, *Paved Paradise* itself is a translation of Shoupism for a broader audience.

Under Shoup's influence, San Francisco began adjusting parking-meter rates according to demand. (During a pilot phase from 2011 to 2013, rates that started at \$2 an hour rose to \$3.50 on popular streets and fell to \$1 on others; with more spots opening up, the time that drivers spent looking for one fell by nearly half.) City after city began reducing or even eliminating parking requirements for new development. (Blessedly, Austin, Texas, may soon abolish mandatory-parking rules for bars.) A new generation of reformers is pushing housing developers to unbundle parking charges from rents, on the theory that tenants who don't have cars shouldn't have to pay for their storage—and that some drivers might give up their vehicle to save a couple hundred bucks a month in rent.

Yet when local governments try to raise parking-meter rates, many critics see a money grab, not a street-management strategy. Some proposals to abolish parking mandates have been assailed from the left

as a giveaway to developers. For conservatives, parking reform makes for strange politics. Lifting parking mandates does have a distinctly libertarian vibe—"Let me build my apartment building the way I want to, and if people don't want to live here because there's no parking, well, that's my problem," one Sun Belt developer tells Grabar. Yet to some on the populist right, technocratic reforms that reduce fossil-fuel emissions and challenge Americans' driving habits look like a cultural affront.

Here an optimist would interject that, right now, some of the country's largest cities and their densest inner suburbs have no choice but to renegotiate the relationship among people, cars, and parking spaces. The pandemic-fueled movement toward remote and hybrid work will affect how often people commute. Vacant commercial towers and underused office parks might have a second life as dense housing. The shift toward electric cars—which are easy to charge if you have a garage but not if you rely on street parking—might nudge more city dwellers to give up their vehicles entirely. The biggest variable is whether habits will change once vehicles can drive themselves; if, instead of buying, driving, and parking their own cars, Americans decide they'd rather rely on robot vehicles (cheaper than human-operated Ubers or taxis) to ferry them around, they might not guard parking spaces so jealously.

But technology alone won't solve the current mess. People need to recognize that the rules have to change. If ideological divisions lead to a vigorous public debate about the way parking in the United States works, and doesn't, great—that's overdue. Parking's triumph over the city in the 20th century was so complete that, in the 21st, even a modest shift in the opposite direction could liberate a lot of space from cars.

Toward the end of *Paved Paradise*, in a chapter titled "How Americans Wound Up Living in the Garage," Grabar follows housing activists' efforts to legalize in-law apartments carved from single-family houses, in many cases from the garage. The mere fact of this movement epitomizes the underlying problem: Local regulations have blocked apartments while allowing parking structures because, for most of seven or eight decades, city planners got hung up on the wrong issue. The visionaries of Victor Gruen's day simply failed to foresee how the relentless promotion of parking spaces might enervate cities and crowd out other needs. Some of the most consequential social problems are the ones hiding in plain sight, but parking isn't even hiding. It's just everywhere. *A*

An off-street parking spot, plus the room necessary to maneuver in and out of it, requires more than 300 square feet—about two-thirds the size of a typical new studio apartment.

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