



PARKING ADVISORY COMMITTEE AGENDA

Wednesday, September 20, 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 August 16, 2023 Parking Advisory Committee Meeting.
[Draft Parking Advisory Comm Mtg Minutes 08-16-2023](#)

4. DISCUSSION ITEMS

- 4.1 Stakeholder Outreach Update and Discussion.
- 4.2 Progress Report on T2 Systems Implementation.
- 4.3 Revisions to Parking Codes to Facilitate Bayfront Metering.

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 Meeting Flyer](#)
[Bayfront Parking Management Solution FAQ v5](#)
[Bayfront Parking Large Format Map](#)
[Commercial Fishing Single User Permit QR Code Sample](#)
[Draft Amendments to Newport Municipal Code Chapters 1.5, 6.15, 6.20, and 6.25](#)

Memorandum

To: Parking Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 15, 2023
Re: Topics for September 20th Parking Advisory Committee Meeting

For this meeting, we have identified three agenda items for the Advisory Committee's consideration. First, is an update and discussion about where we are at with stakeholder outreach. This will be followed by a progress report on T2 Systems implementation and a final review of parking code changes needed to implement the Bayfront metering program.

With respect to stakeholder outreach, I met with the Commercial Fishing Users Group on 9/6/23, along with Gary Ripka and Aaron Bretz. It was a productive discussion, and the attendees provided helpful feedback for how we could improve the roll out of the e-permitting and paid parking program. There were six specific points that they want the City and Advisory Committee to further consider:

1. Offer fleet management as an e-permitting option so that commercial fishing vessel owners/operators can self-manage parking permits for themselves and their deckhands. Staff is coordinating with T2 Systems to make this an option.
2. Consider 96 hours versus 72 hours as the parking time limit for Commercial Fishing permits. This is a topic the Committee should discuss. Right now, the permits are being setup such that they can be used in Zones B and D and there is no limit on the number that can be issued (i.e. it will be whatever number the vessel owner/operators elect to purchase for themselves and their employees). Allowing this in both Zones B and D could undermine the City's objective to get better vehicle turnover. One option would be to make Zone D, by Port Dock 7, available for 96 hour parking. Alternatively, the City could leave it at 72 hours and users that need 96 hours would have to park on Port of Newport property
3. Add e-chalk rules to a handout, so that users understand how enforcement will work. This can certainly be done.
4. Consider a lower monthly permit fee for the off-season period. Staff will need to know ASAP if this is an option that you wish to pursue, as the permit options will need to be programmed.
5. Develop where to park maps by permit type. This can be done, and the information would be available graphically through the e-permitting interface and as a downloadable .pdf.
6. Keep in mind crab season when establishing a firm "go live" date. Some suggested that it would be best to implement in late January or February.

Comment was also made that the City should add additional ADA parking along the Bayfront. I pointed out that the parking lot refurbishment project will add two ADA spaces, and that is the best that we can do at this time. One last item related to commercial fishing that I would like to discuss is a 72 hour single use permit that would be activated with a QR code (sample enclosed).

A meeting with the Port Commission is scheduled for 9/26/23, and it looks like the Port might adjust the fee structure for its parking areas to align with the City's approach. On 9/6/23, I met with John Moody and Pablo Bermudez, the general managers at Pacific Seafood and Bornstein respectively, to discuss the upcoming parking permit and meter program, and the paving work that will be performed the week of September 18th. Both will be working with us over the next 2-3 weeks to arrange a time where we can meet with their staffs. Spanish language translation will be provided. Doretta has also reserved time on Rotary's 9/21/23 agenda.

The next outreach meeting will be with Bayfront businesses on Tuesday, September 19th. Attached is a flyer and updated draft FAQ, and it would be great if two or three of you could attend. The flyer is being pushed out on social media and it has been mailed it to area businesses that have current business licenses with the City. Emails and other communications are starting to come in from folks who don't want to pay for parking, or see the City make changes to how they have historically used public parking along the Bayfront. While the outreach sessions offer a venue for these concerns to be raised, we are pointing out that the decision to implement paid parking, paid/permit parking, and permit/timed parking along the Bayfront has already been made, and funds have been committed and are being expended for that purpose. We further note that the decision wasn't made in a vacuum. It was carefully thought through by the City Council in 2020 and is based upon the findings of a 2018 parking study, committee recommendations, and an extensive period of public engagement at that time. The principal purpose of these outreach sessions is to inform stakeholder of the upcoming changes, and solicit feedback from users to improve how the program is implemented.

Here is a sample response that Mayor Kaplan sent out to one such individual:

"Thank you for your thoughts about the bayfront parking. As you may know the city, considered parking solutions overtime to address the congestion and lack of spaces. The parking study and subsequent parking recommendations from the advisory committee were reviewed and significant public input was collected. As you can imagine, they were various considered points of view. We have ultimately decided to move ahead with the recommendations for metered and permit parking on the bay front. We are aware that not everyone agrees with those decisions. We will be monitoring the effectiveness of the parking program as it moves forward if adjustments are needed. thanks again for your input."

We are emphasizing that these changes are necessary to increase vehicle turnover. Bayfront users cannot find a place to park, which leads to congestion, frustrated drivers, and vehicles being parked in an unsafe manner. Further, the meter revenues will be used to fund parking enforcement, improve parking areas, and enhance overall access to the Bayfront. These points are outlined in the FAQ, which we are keeping in draft form through this outreach period, so that it can be updated in response to user feedback.

With respect to T2 Systems implementation, the e-permitting parameters have been largely setup and staff is beginning its work with the subcontractor Genentec to setup the License Plate Reader (LPR) enforcement program. A date will need to be set soon for the LPR equipment to be installed on the enforcement vehicle and tested. We are now meeting with the vendor twice a week, with pay station programming, e-permit fleet management, and mobile pay ("text to park") setup being the next items up.

Lastly, attached is the latest version of the Municipal Code changes that will need to be made to facilitate the meter rollout. The City Council reviewed them at a June 20th work session and they will need to be scheduled for potential adoption at the Council's October 2, 2023 meeting. Changes to the City's special parking area requirements, which you reviewed at your last meeting, are scheduled for a public hearing before the Planning Commission on September 25, 2023. See you on Wednesday!

Attachments

Bayfront Business Meeting Flyer

Bayfront Parking Management Solution FAQ v5

Bayfront Parking Large Format Map

Commercial Fishing Single User Permit QR Code Sample

Draft Amendments to Newport Municipal Code Chapters 1.5, 6.15, 6.20, and 6.25

Draft MINUTES
Parking Advisory Committee
Meeting #14
Newport City Hall Council Chambers
August 16, 2023

Committee Members Present: Doretta Smith (*by video*), Bill Branigan, Janell Goplen (*by video*), Aracelly Guevara, Aaron Bretz (*by video*), and Robert Emond.

Committee Members Absent: Gary Ripka, and Jan Kaplan.

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

Public Present: City Councilor, Dietmar Goebel.

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

MOTION was made by Bill Branigan, seconded by Robert Emond, to approve the August 3, 2023 Parking Advisory Committee meeting minutes as written. The motion carried unanimously in a voice vote.

3. **Review Updated Draft of NMC Chapter 14.14 Amendments to Special Parking Area Requirements.** Tokos reported that the Planning Commission initiated the legislative process for the amendments and was moving forward with a public hearing. He covered the amendments to NMC Chapter 14.14.100 concerning the special parking area standards. The City Council adopted policies in 2021 that said that in metered areas, the city would loosen up or if not eliminate off street parking requirements for development. The language was structured that this would apply to the Bayfront because it would be the only area that was going to be subject to metering. If this was adopted it would not apply to Nye Beach or the City Center because they were not proposed to have metering. Tokos explained that there were two concepts for the Bayfront. One was to disincentivize property owners from doing development that would have a severe impact on the availability of parking. The other option was to charge a one-time fee when expansions were done. These fees would increase when there was a more significant amount of parking than developers were required to have. The Commission thought the concept was great but still wanted a top end number, and say if they went above that demand number they would have to provide off street parking. The Commission felt this needed to happen given the limited amount of parking the Bayfront, even with the demand management strategy the city was pursuing. The cap number the Commission proposed was set at 20 spaces. If the Council adopted the amendments, the supplemental business license fee for parking would go away for the Bayfront, and they would no longer be a part of that program. Then, moving forward the Bayfront would be subject to these provisions. This meant that if a business was expanding, and it had additional demand for parking that was under 20, they would pay a one-time fee instead of an annual business license fee. The Commission thought that if a business was making a very modest expansion, and the demand was no more than five spaces, this should continue to be at no cost. Then if they went above five spaces, the fees would be broken down by the additional demand.

Malloy asked if new business owners on the Bayfront would have to pay annual fees after the meters were implemented. Tokos said no, they would only have to continue the basic annual business license fee, and the one-time fee would only be charged during an expansion. Smith thought this sounded like

they were going after owner occupants instead of the business owners who leased properties. She thought this was confusing. Tokos said what they were talking about was an existing legacy program that was in place, and how it was transitioning from that legacy program to this new program. The legacy program was keyed off of business licenses and was currently in place. The business operator paid a supplemental business license fee in the three districts. This fee entitled the business to expand and not have to provide off-street parking as long as the expansion didn't generate a demand for more than five off street parking spaces. If the amendments are adopted, Bayfront business owners would no longer pay the supplemental business license fee, and the only time a fee would be triggered was when the business elected to expand. This fee would be based on the amount of the demand they were placing on the parking system, and was a one-time fee. Smith thought they were getting lost on the word expand because businesses could expand their businesses without expanding their real estate. Tokos noted that if a restaurant added an additional 1,000 square feet, it would be an expansion which was an additional impact on parking, and subject to the one-time fee. The business would pay a one-time fee based on the use. Smith questioned how a business could control this if the real estate wasn't available to them, and they didn't own the real estate. Tokos gave an example of an addition to a restaurant and how the additional demand triggered the one-time fee. Smith thought using both the words "expansion" and "conversion" made things confusing because they meant different things. Emond noted this applied to the use of the property, and when they changed the use, they would be subject to the new parking requirements. Smith said that expansion to her was about expanding the footprint, not converting the use. Tokos explained that what was in the code would be the intensification of use. The way the program was set up, if adopted, was that there would be a one-time fee for the change of use that directly correlated to the amount of additional parking and change of use associated with that. The Commission recommended that the fee resolution be structured such that if the change of use did not create a demand for more than five parking spaces, there wouldn't be an additional fee. If the change was greater, there would be scaled fees based on the parking spaces associated with the change of use.

Emond asked if a fee would be required anytime a use changed. Tokos confirmed it would. Emond asked if they changed the use to something with less demand, would they then not pay a fee. Tokos said that was correct. Smith wanted it clarified that this only applied in areas with meters. Tokos confirmed that if it was adopted it would only apply to special parking areas that were metered. Smith asked if they implemented meters in the City Center would this then apply. Tokos said it would, but he expected that if it did go in the City Center they would take another look at this language because it would be a bigger change. This would also be the same for Nye Beach. Tokos wanted to emphasize that none of the amendments they were considering would apply to the City Center or Nye Beach.

Emond thought that rather than setting it a flat 20 spaces, they should say a percent of the available parking in the district. He thought this would mean they wouldn't have to tweak things for each parking area. Tokos thought this was what they would want to do. He anticipated that there would be some code adjustments as part of the discussions for this. This language dealt with the basis of existing uses that provided off street parking in order to comply with the provisions of this section. The city's prior parking ordinances were not required to retain the parking if they were located within a special parking area where metering was utilized.

Tokos asked for comments on NMC Section 14.14.100. Emond thought Item D should come before Item C in this section because it made more sense. Tokos would take a look at the section to see if he could clean that up.

Goplen asked if the proposed fees were based on what other jurisdictions were doing. Tokos said the city had looked at other jurisdiction's examples. Some had fixed fees per space or they were scaled. The fees that were included were in line with the examples they looked at.

Smith asked if the parking district business license annual fee only applied to the Bayfront. Tokos explained the parking district business license annual fee was the legacy program and would not apply to the Bayfront once it was metered. Emond pointed out that this was why he thought this section should be first in the code, because it was more logical that way. Smith asked if the parking district business license annual fee would be new to the businesses in the City Center. Tokos explained it wouldn't be, because the fees had been in place for years.

Goplen asked if this would be included in the public outreach, or if it would just be covered in the Parking meetings. Tokos reported at this point it wasn't built into the outreach, but he would be prepared to talk about it.

4. Bids for Sign Pole/Base Installations and Pay Station Foundations (Includes Budget Update).

Tokos reported the bids came in for the installations. They were favorable and about \$5,000 under the estimated costs. The City Council would be asked to do the interfund loan so that there was sufficient money to pay for this last element. A portion of the meter revenues would be used to pay off the interfund loan. Tokos reported that this was the last significant piece of the rollout.

Goplen asked if they would be putting in bike racks when they did the surface restorations of the parking lots. Tokos explained that he would be talking to Public Works about this, and they would be pulling from different funding sources to do this. He confirmed they would be able to get bike racks.

5. Updated Parking Management Solution FAQ and Outreach Schedule. Tokos reported that he updated the FAQ handout and included a version in the packet for the Committee. He played with the graphics on the map to make the boundaries look better and stand out better. Goplen talked about how she showed the FAQs to a few people and they thought it was great. They especially liked the 72 hour parking for the fishing community. Smith suggested they do a straight line on the legend so it made more sense to the public. Tokos would do this. Goplen thought the titles on the map should be bolded or all caps. She wanted the header to stand out more on the map.

Tokos reminded that the Committee discussed that zones B and D would be invitation only. The city would coordinate with the Port to get a list of owners for the invites. Bretz noted the Port didn't generally say "owner" in their ordinances. They preferred saying "owner/operator" to allow them to choose what kind of authority they were within their organization. Bretz confirmed that the Port would supply the city with a list of the owner/operators.

Tokos asked for the Committee's thoughts on having multiple vehicles on the permits for fishermen. Bretz asked if they wanted to limit the number of invites to each boat. Tokos said the plan was to give out as many invites as the Port supplied. Bretz didn't think it would matter how many license plates they wanted to allow on a permit. Tokos thought they should think about limiting it because it might lead to abuse. Goplen asked if there was a standard number of people per boat. Bretz said generally it was about three to four people, sometimes it was five. He noted that they sometimes rotated crew based on who was available. Bretz reminded that these permits weren't annual. Tokos explained the permits would be tied to the owner/operator pulling the permits, and didn't think there would be many vehicles. Bretz thought if the intent was to have these for the people who would be working on the boat in a given month, there wouldn't be a lot. The owner/operators would want an option for when they brought in contractors to work on the boat who needed to park. Bretz imagined these folks would pay for parking. He thought the permits would be delegated to the operators, not the owners. They would get a certain number of passes for the boat, and when they changed crew they could get rid of one permit, and then offer it to another crew member.

Tokos asked if the Committee thought someone who obtained an e-permit should be able to add more than one license plate to their permit. Emond didn't think so, because he thought it might cause a problem if both vehicles were parked at the same time under one permit. Malloy reminded that they would have license plate recognition (LPR) technology that would identify this. The technology wouldn't know which vehicle was parked at the same time though. Malloy also thought it would be difficult to say one permit could be for more than one vehicle. Bretz also pointed out there would be a problem if a boat authorized seven license plates under the invitation, and all seven were parking at the same time. Bretz didn't think the city would want to get into this. They should give the operator a certain number of permits, and then the operator should decide how they divvied them up to. Goplen asked if they were creating an app to manage this with the boat owners. Tokos reminded that when talking about the deck hands it was a different component. The operator would buy a permit for themselves and then buy a number of coupons they needed to give out to the deck hands. The deck hand would then take the code and put it into the kiosks and be good to go. Malloy asked if the captain would have to go back in after 30 days to renew these, or if it was an auto renewal. Tokos confirmed they could do an automatic renewal. Emond questioned how it would work if a deckhand or other employee was hired and needed a permit left after two weeks. He questioned if their permit would be turned over to the new person and changed to a new license plate number. Tokos explained they could structure it for the commercial fishing side to have the option to get an e-permit for themselves and plug in their license plate number. Then they could purchase coupon codes at the same price to give out. Goplen asked if the person with the coupon code would have to log in their license plate. Tokos confirmed they would enter in their license plate number with the coupon code. Smith questioned if coupons could be transferred to different people. Tokos reported they could set it up that way, and the code could have different license plates associated with them, depending on who they had as a deckhand over the month. Goplen wanted to make sure the person that was no longer working was deleted from the coupon. Tokos said they would work with T2 Systems on setting this up. Bretz thought the trick would be to not get in the middle of it, and keep the responsibility on the owner/operator so that if someone got a ticket they would have to work it out themselves, not the city. Malloy thought they should ask the vendor was if a coupon code could be transferable.

Malloy reported that previously the Police Department would issue parking permits for mechanics prior to any kind of system there was on the Bayfront because they were down there working a long on the refrigeration and mechanicals on the boats. They were allowed to park in the loading zones for limited timeframes and would paid \$30 to \$40 a month for these permits. Malloy noted that they quit doing this because they had no way of tracking it, and thought it was important to allow certain vendors to have the same access that a commercial fisherman had. Even if they were allowed these permits, there were still parameters on what these vendors were allowed to do. Emond asked if T2 Systems tracked how long people were parking. He thought this would allow the city to monitor how things were being used. Tokos confirmed they did. He asked if Malloy thought there should be separate category of permits for trade vendors. Tokos noted they were already allowed to be in the 60 minute loading zones on the Bayfront. Malloy reported they would have license plate recognition to know what tier parking zone they would be allowed in for the permit. Bretz thought the key to this would be the rate. They will have to ask themselves if it would be cheaper to get a monthly pass or pay the daily rate based on the number of days they are there. He didn't think a daily pass would break anybody's bank. Bretz thought it was important to remind the public that they were giving people more parking access to get to the docks. We were just asking people to carry a little bit of the cost and the inconvenience with everybody else.

Tokos asked if what he was hearing was that when someone got an e-permit, that e-permit would be associated to a single vehicle. Then if there was another vehicle they would have to get another permit for that vehicle. Malloy reminded the license plate recognition didn't recognize different vehicles on one permit, just that the license plate was associated with a permit. Goplen questioned if there was a

login for people to change their license plate number online. Tokos would make sure that was an option. Branigan reminded that some vendors had multiple vehicles. Tokos thought they would pay of the meters, not e-permits. Bretz thought they would also use the pier to park on.

Malloy questioned if the loading zones should be 60 minutes. Tokos said the 60 minute loading zones were only on the Bayfront side. Malloy reminded that this would be used by people to park to go to lunch, and the police wouldn't know why there were parking there. Goplen thought the 60 minutes was for the fishermen to unload. Bretz reminded that the discussion on this had been that there were a select few that would be using these to load crab pots. He thought that 60 minutes was pretty long. Malloy suggested they define it as commercial use. Emond questioned if it could be changed to an "active" loading zone. That way if no one was there loading they could cite them. Malloy thought they needed to be able to defend a citation, and if it wasn't clear, a judge would have a hard time supporting it. He thought the word "commercial" should be added to the sign. Bretz reminded that a prior discussion on the signs involved how big they would be, and what they could fit in its space. He thought 60 minutes was a long time for a loading zone. Goplen suggested they change it to 40 minutes so people couldn't using the zone to park and get lunch. Smith questioned if the term "commercial" would also be interpreted as parking a car to do shopping. Malloy reminded the police used common sense to look at how vehicles were utilizing the loading zones. If they saw a parked and locked car in a loading zone, they weren't loading. A discussion ensued on how people might utilize the loading zones.

Malloy suggested they implement it and monitor it to see how it worked. Goplen asked if there was any way they could monitor how long the loading zones were being used currently. Malloy reported they the same three vehicles parked in the loading zones for eight to 12 hours all summer. He thought it was currently being abused. Smith knew that some of the pushback from the public was concerning their questions on if they had to pay to park if they were buying fish. She asked if they should make it 30 minutes instead of 60. Malloy reminded that people would use a multitude of excuses for parking in the loading zone. Tokos reminded that Gary Ripka thought that someone couldn't unload their gear in 20 minutes, and felt 60 minutes was more reasonable. The city was getting ready to order signs, and they needed to decide what the time should be. Emond thought 30 to 40 minutes sounded more reasonable. Malloy noted the police wouldn't look to give citations to fishermen who were actively loading or unloading. There was a common sense approach to this. Malloy stated he would rather make sure they were dealing with the people that were abusing the loading zones, and taking away the loading areas from our commercial fishing fleet. Guevara asked if they could say 60 minutes for commercial fishing folks and 20 minutes for the business only. Tokos asked what Malloy thought of a 40 minute limit. Malloy thought it was better to not put a time on the signs, and make the area an active loading and unloading zone only. Bretz thought that if it was defined in the code without a maximum time limit, it would give an officer the discretion and authority to give citations when enforcing. Tokos explained it was already set up as a 60 minutes on the bay side only. He also thought that a time limit would help with enforcement, because without it, it would become a judgement call for the officer.

Goplen asked how long it would take the enforcement officer took to go along the Bayfront to check the parking, and what their route would be. Malloy reported there was one parking officer for the whole city. The majority of their time would be spent on the Bayfront, and the officer would have to do more than just parking enforcement. Malloy explained that they liked to keep the route random so people didn't figure out when the officer would come by. Malloy noted they would monitor the loading zones, and if they needed to they could change signs through a traffic order and a city process. Guevara agreed with Malloy that the signs should just be loading zones, and not have times on them. Tokos thought having a time limit would help deter bad users from using them. Goplen was in favor of just having a loading/unloading zone without time. Tokos noted the downside for removing the time limit

on the signs was that it put it entirely on the officer to prove the person was loading or unloading, and then would have to debate it with a municipal court judge. The time limit would give the officer concrete evidence that someone was parked too long. Emond agreed that the time on the sign was important and there were a lot of tourists on the Bayfront who wouldn't know how long they could spend in the zone. Tokos thought they could change it to 40 minutes, and then the officer would have discretion on letting it go longer if there was somebody who was legitimately loading. Malloy reminded that all of their parking enforcement was discretionary.

Malloy noted that having the signs say Saturday and Sunday, November to April meant that they would be missing spring break, one of the busiest times of the year. Emond thought it should be metered all year long. Goplen thought that people would pay all year. Bretz thought they should change it to March instead of April. Tokos noted this would add two more months into the schedule. Bretz thought they should let it ride the first year and see how it worked. The Committee was in general agreement to leave it as April. Goplen asked if it could be changed to read "Sat & Sun only" instead of "Sat-Sun only." Tokos would request the change. The Committee was in agreement to leave the signs as is, with the exception of changing it to "Sat & Sun only."

Tokos asked for feedback on the map on the back of the FAQ form. Goplen thought that printers had a hard time differentiating the brown color from the yellow and orange. She asked if they could have someone create a different graphic than what was presented. Tokos thought the map was close to what they needed, and didn't want it to be overkill.

6. **Meet and Greet with the City's new Parking Enforcement Officer.** Malloy introduced the new Parking Enforcement Officer, Donald Valentine. Valentine was working with the Community Service Officers (CSO) to get trained, and would start getting out and about in Newport to get the lay of the land and figure out how he would hit all the areas.

Tokos thought it would be helpful to have Valentine attend the outreach meetings. Malloy noted that Valentine would be involved with the training for the system, and he would be working Monday through Friday so he was available to deal with the implementation. Malloy explained that Valentine needed to get familiar with everything and be well versed with the contractors and vendors on the Bayfront. The Police Department wanted him to be a part of any Nye Beach, Bayfront, and City Center meetings, because that was where most of the parking complaints were. It was important to have Valentine involved with the outreach because people wanted to talk to enforcement. Smith asked who would enforce on weekends. Malloy reported that Valentine would be working Friday through Monday once the program was implemented. Then possibly work either on a Tuesday or Thursday. Malloy noted that until the meters went into effect, time parking was very difficult for them to deal with in an eight hour shift. The current marching order Valentine had was to deal with the safety and inconvenience issues with the way people were parking.

Goplen suggested the Police Department do a funny post on Facebook to show some of the things that would happen when they put in the meters. Malloy said they were bringing back "dude you can't park like that" videos and post bad parking photos to do this. Goplen and Bretz thanked Valentine for stepping into the enforcement role.

Smith asked who enforce the other days Valentine wasn't working. Malloy said they didn't have funding for parking enforcement for seven days a week. They hoped the CSOs would help with this, but there wasn't enough time for them to do it. One of the things they would need to deal with when Valentine wasn't there was to deal with the more obvious safety violations. Tokos asked if they could stagger his schedule sometimes. Malloy explained that they wanted to be fair to staff and didn't want to abuse Valentine's schedule. Goplen asked if they would be able to afford another parking

enforcement officer once they got the funds from the meters. Malloy said that as long as there was funding available, there would be enough work for parking year round to have two full time people. This came at a cost and was expensive. Goplen asked if volunteer officers could participate in this. Malloy reported the only volunteer parking program there was in the state was for disabled parking enforcement. They didn't have the capabilities to do this. Tokos suggested they train the CSOs on this. Malloy pointed out that if the CSOs were doing parking enforcement, they wouldn't have time to do their own jobs. Bretz thought they needed to point out that enforcement wasn't 100 percent, the city had limited resources, and they would respond to things in the order of importance. He thought they needed to get out in front of this so they could manage people's expectations. Goplen asked if part of the money for in lieu of parking could go toward parking enforcement. Tokos said the meter revenues would be more reliable for this because the in lieu fees would only be collected when there was development. Goplen asked if they could say that 80 percent of the in lieu revenues could go towards parking enforcement. Tokos said they would be able to get a gauge on what the annual revenues were, and then make choices as a Parking Committee on what percentage should or shouldn't be dedicated to enforcement. There would be an interfund loan that would be paid off over a couple of years. The parking ticket revenue, meter revenue, and payment in lieu would all be tracked to see how they were doing. The data would help them make recommendations on the certain amounts that should be dedicated to certain purposes. They would also begin to see what sort of cost it would be for an additional enforcement officer.

Smith asked why Malloy said they would need a second vehicle with LPR if there was only one parking enforcement officer. Malloy noted that he was just saying that if there were two full time parking enforcement officers, they would need their own vehicles because they wouldn't ride together.

Tokos noted the next meeting would land in-between some of the outreach meetings that would be happening. He reminded that the plan was to have the implementation happen at the end of October. Tokos would reach out to Goplen and Bretz to coordinate some of the outreach meetings. Bretz reported the Port was working on generating some signage that was similar to the standard parking signage. They would be using the term "commercial fishing parking" on the signs and they would include a Port logo on them so it was clear they weren't the city's. Tokos noted they would be doing separate outreach for the work to the parking lots so people knew when the parking lots would be worked on and closed. Goplen reported she would bring this up at the next Discover Newport meeting on August 22nd. Smith noted that she emailed the Rotary to do outreach at one of their meetings.

7. **Public Comment.** None were heard.
8. **Adjournment.** Having no further business, the meeting adjourned at 7:50 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant



Business Outreach Session Implementation of Bayfront Parking Demand Management Program

WHEN: Tuesday, September 19, 2023
TIME: 6:00 p.m. – 8:00 p.m.
WHERE: Outdoor Seating Tent across from Clearwater Restaurant
325 SW Bay Blvd, Newport OR 97365

You are cordially invited to attend a meeting that is being held to provide business owners an opportunity to learn about changes the City will soon be making to how parking is managed 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. Parking pay stations will be installed, and electronic permits offered, 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.

Staff from the City of Newport and members of the Parking Advisory Committee will be in attendance to provide an overview of the program, review the implementation schedule, and answer questions.

Attached is a draft FAQ with additional information on the upcoming changes. If you have questions, please feel free to contact the City of Newport Community Development Department at 541-574-0626 or 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.

We hope you can make it!



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?

While a specific date has not been set, the plan is to put the new rules in effect in mid-October, when the pay stations will only be active on weekends. The City will be resurfacing parking lots along Bay Blvd and installing new regulatory and parking signs prior to the implementation date. That work will begin in mid-September.

How will this Impact Parking Enforcement?

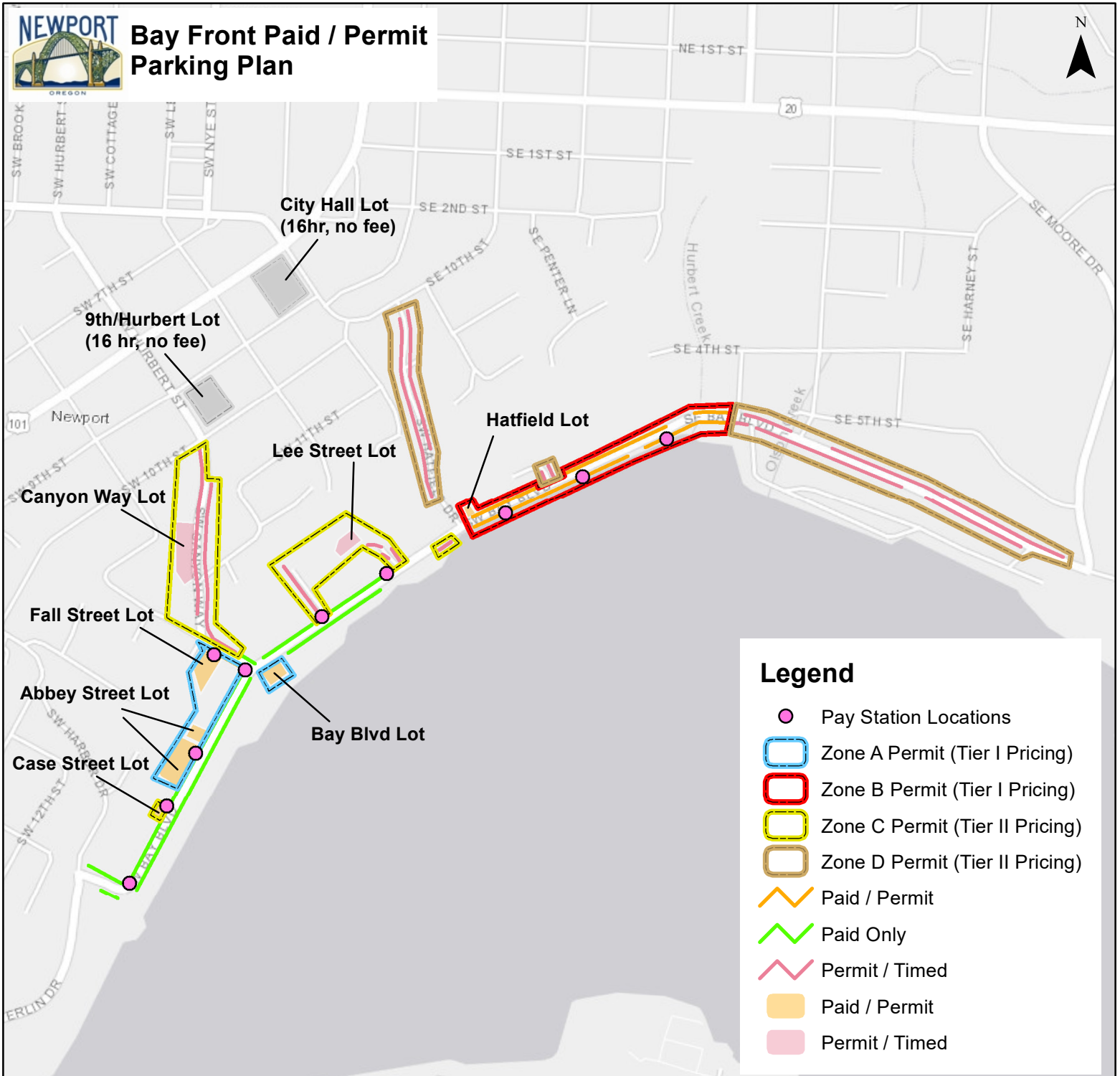
The City will provide a break-in period of at least 30-days to help educate users about the new rules. They will only be issuing warnings during that time period. The City has hired a new parking enforcement officer who will be using License Plate Recognition (LPR) technology to efficiently identify 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 541-574-0626 or 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.



Bay Front Paid / Permit Parking Plan



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

Timed Parking:
4 hr limit streets/lots
7 days a week - May to October
Weekends Only - Nov 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
Lodging Day Permit \$10

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

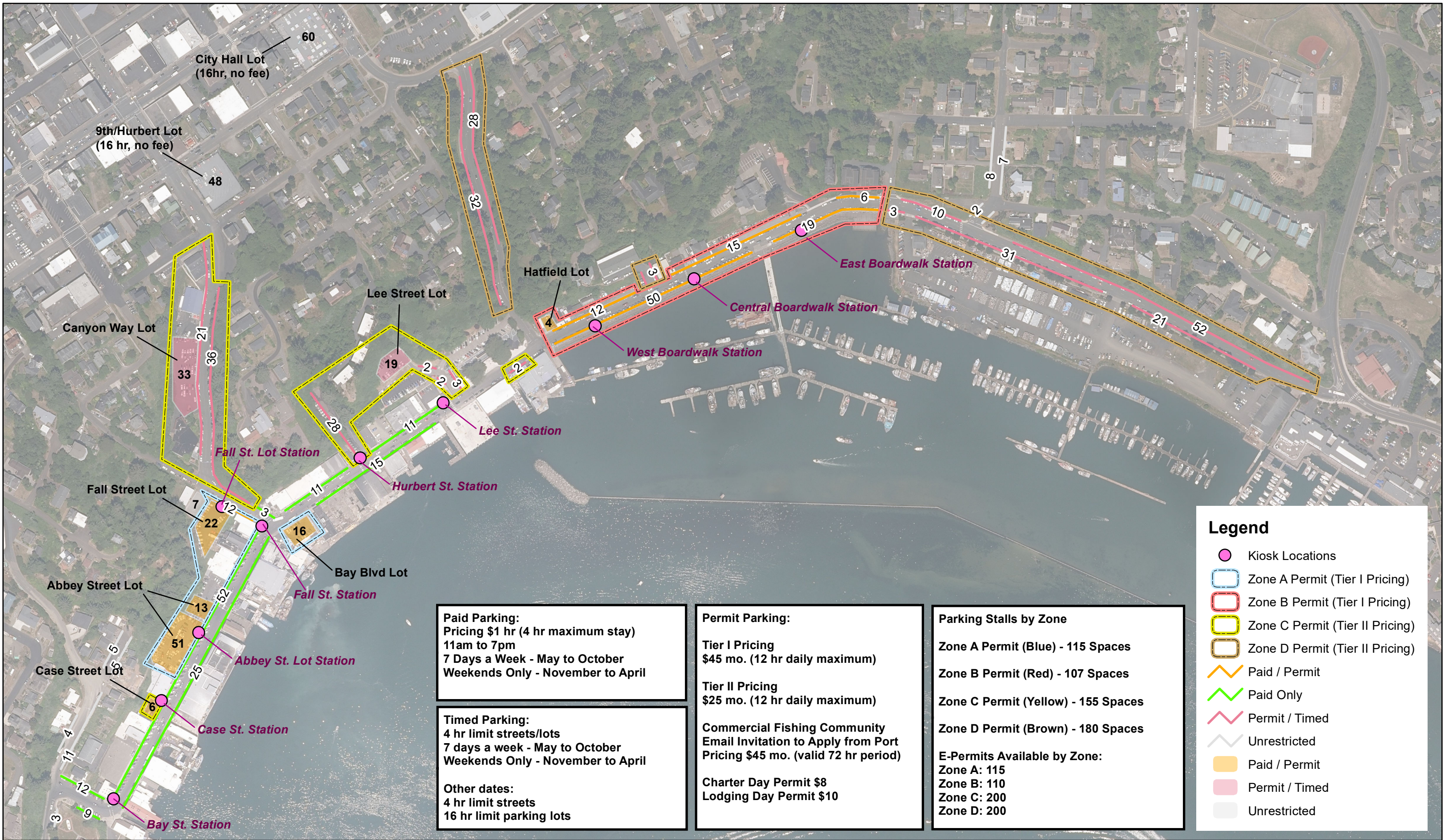
E-Permits Available by Zone:

Zone A: 115

Zone B: 110

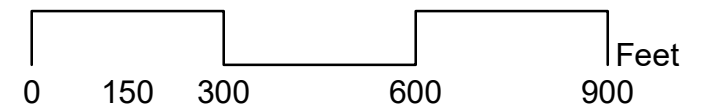
Zone C: 200

Zone D: 200



Draft Bay Front Parking Management Alternative

Aerial Image Taken 2021
4-inch, 4-band Digital Orthophotos
Date: September 15, 2023 (v4)



Commercial Fishing Single Use Permit
(Valid for 72 Hours in Zones B and D)



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

CHAPTER 1.50 PENALTY

1.50.010 Default Penalty

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

1.50.020 Traffic Citation Assessment and Vehicle Impound Fee

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

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

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CHAPTER 6.15 PARKING IN RIGHTS OF WAY AND CITY OWNED PARKING LOTS

6.15.005 Method of Parking

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

6.15.010 Parking of Oversized Vehicles

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

6.15.015 Prohibited Parking

- A. No person shall park a vehicle:
 - 1. On a bridge, viaduct or other elevated structure used as a street, unless permitted by authorized signs.
 - 2. Obstructing a street so as to prevent or interfere with orderly two-way traffic.
 - 3. In any alley except to load or unload persons or materials not to exceed 30 minutes, and then only in such a manner as to leave available space for another vehicle to pass the parked vehicle;

4. On a street for the principal purpose of:
 - a. Displaying the vehicle for sale.
 - b. Greasing or repairing the vehicle, except repairs necessitated by an emergency.
 - c. Displaying a sign from the vehicle.
 - d. Selling merchandise from the vehicle except in a duly established market place or when so authorized or licensed under the ordinances of the city.
 - e. Storage in a street right-of-way for more than 72 consecutive hours. Storage includes any parking in excess of 72 consecutive hours.

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

56. And leave the vehicle without stopping the engine and effectively setting the brake. Police officers are authorized to turn off any vehicles left running and unattended and remove the key. The officer shall leave information as to how to claim the key.

67. In a location or at times where parking is prohibited as indicated by authorized signs or curb markings.

- B. No person shall park a truck other than a pick-up on a street at any time between the hours of 9:00 P.M. and 7:00 A.M. in front of or adjacent to a residence, motel, apartment house, hotel or other sleeping accommodation.
- C. No person shall park a vehicle between 11:00 P.M. and 75:00 A.M. leaving any audible auxiliary motor or engine running. For purposes of this section, “audible” means audible to humans in any public right of way or on any private residential property other than private property where the vehicle is parked with the permission of the owner, and “running” means either continuously or

intermittently running, whether controlled by a thermostat, timer, or other means.

- D. Parking is prohibited ~~in streets~~ immediately adjacent to yellow-marked curbs. Parking or stopping is prohibited in streets or other public areas immediately adjacent to red-marked curbs. The above prohibitions apply unless parking or stopping is necessary to comply with traffic signs and signals, or if traffic does not permit continued movement. No other sign or wording is needed to make the prohibitions effective. The prohibitions established by this section apply if the yellow or red markings are visible, even though faded or partially obliterated. Public areas include private property designated or required as a fire lane. Curbs may be painted red on public or private property only to indicate a fire lane or other area where parking and stopping is prohibited.
- E. No person may park a vehicle in a handicapped parking space without a handicapped license or permit properly displayed on or in the vehicle.

Staff: Changes merge in relevant information from existing Chapter 6.20.

6.15.020 Removal of Illegally Parked Vehicles

- A. The city may remove any illegally parked vehicle that is unattended or that is not removed after a request is made to the owner or person in charge of the vehicle, in compliance with state and city law regulating towing of vehicles by the city.
- B. The city shall not remove any vehicles that were originally legally parked unless the vehicle has remained illegally parked for a period three times longer than the time originally allowed for the vehicle to be parked, unless removal is needed in case of an emergency or to allow the orderly movement of traffic, or the vehicle has been parked for more than 72 hours.

6.15.025 Loading Zone

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

- A. Stopping, standing, or parking a vehicle in a loading zone for the purpose of loading and unloading shall be only for the amount of time reasonably necessary to load and unload the vehicle and perform tasks ancillary to the loading and unloading, and the total time parked shall not exceed 30 minutes.
- B. Any person using a loading zone for parking while servicing machinery or equipment must first obtain a permit from the Newport Police Department authorizing the vehicle to park in a loading zone for a period greater than 30 minutes. The permit must be displayed in the windshield of the vehicle while parked in a loading zone. Permits may be issued on a yearly, monthly, weekly, or daily basis. The fee for the permit shall be set by City Council resolution. Pending a fee resolution, the annual fee shall be \$50.00.

6.15.030 Passenger Loading Zone

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

6.15.035 Buses and Taxis

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

6.15.040 Restricted Use of Bus and Taxicab Stands

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

6.15.045 Parking Time Limited in Certain Areas

When signs are erected in any block, or within any public parking lot, limiting permissible parking time, no person shall

park a vehicle within the block, or parking lot, for longer than the time posted on the sign. Movement of a vehicle to a parking space on either side of the same street within the area between the intersections at each end of the block shall not extend the time limits for parking. Movement of a vehicle to another parking space within the same parking lot shall not extend the time limits for parking. After a vehicle has been moved from the posted block, or parking lot, for more than one hour, a new time limitation shall apply.

6.15.050 Parking Permits

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

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

Staff: Changes provide an electronic permitting option.

6.15.055 Exemptions

- A. City and public utility vehicles are exempt from this chapter while in use for construction or repair work or other authorized use.
- B. Mail delivery vehicles are exempt from this chapter while in use for the collection, transportation, or delivery of United States mail.

6.15.060 Owner Responsibility

The owner of a vehicle parked in violation of a parking restriction shall be responsible for the violation, except where the use of the vehicle was secured by the operator without the owner's consent. Nothing in this section prevents an owner

from recovering the cost of any penalty from the driver or other person responsible for the illegal parking.

6.15.070 Citation on Illegally Parked Vehicle

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

6.15.080 Registered Owner Presumption

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

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

If the operator does not respond to a traffic citation affixed to such vehicle within a period of ten days, the Municipal Court may send to the registered owner of the vehicle, to which the traffic citation was affixed, a letter informing them of the violation and warning them that, any fine associated with the traffic citation is subject to an increase based on the number of days the traffic citation remains unpaid, and based on the city's master fee schedule set by Council resolution.

6.15.100 Penalty

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

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~~CHAPTER 6.20 — CITY PARKING LOTS~~

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

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

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

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

Staff: Delete chapter in its entirety. Relevant language is incorporated into Chapter 6.15.

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CHAPTER 6.20 METERED PARKING ZONES

6.20.005 Purpose

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

6.20.010 Parking Meter Zone Designated

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

6.20.015 Installation, Function, and Maintenance of Parking Meters

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

6.20.020 Enforcement of Metered Parking Spaces

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

B. All vehicles must adhere to parking meter regulations while stopped or parked in an officially designated metered parking space unless obeying the direction of an authorized officer or unless authorized for specific actions by a vehicle or parking permit.

C. Emergency vehicles may stop or park in any metered space at any time while serving an emergency.

D. It is unlawful to store nonvehicular property in a metered parking space. Any nonvehicular property stored in a metered parking space is a nuisance and may be summarily abated.

6.20.025 Compliance with Time Limit Required

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

6.20.030 Payment of Meter Fees

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

- A. During all the days and the hours that a meter fee is not required.
- B. Any government vehicle, so identified by public registration plates, may park without meter fee for the maximum time limit allowable at any metered parking space.
- C. A vehicle with a current parking permit authorizing parking at a meter without payment of the meter fee.
- D. A vehicle, for the sole purpose of loading/unloading passengers, for a period not to exceed 5 minutes.

6.20.035 Obstruction of Meters

No vehicle or other property may obstruct access to a parking meter in a manner which prevents deposit of coins in the meter, visibility of the meter instructions or time limit, or visibility of any signs mounted on the meter pipe. A vehicle or

other property in violation of this section is hereby declared to be a nuisance and is subject to summary abatement.

6.20.040 Vandalism, Theft, Invalid Receipts

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

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

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

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

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

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

6.20.045 Unintentional Violation Due to Meter Failure

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

6.20.050 Applicability of Meters to Accessible Parking Spaces

- A. Vehicles with an official state-issued disabled person registration plate, placard, permit or decal, must adhere to all applicable parking meter regulations.
- B. Vehicle with an official state-issued "Wheelchair User" plate, placard, permit or decal, may park without a fee, provided the length of stay adheres to the storage limitations of Section 6.15.015.

6.20.055 Courtesy Permits

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

- A. Construction permit issued to a person(s) performing work within a public parking lot or right-of-way under the terms of a right-of-way permit issued pursuant to Chapter 9.10.
- B. Vehicles associated with a special event permit authorized pursuant to Chapter 9.80 where the specifically identifies affected parking spaces.

6.20.060 Meter Collection Duty

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

6.20.065 Disposition of Meter Proceeds

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

6.20.070 Establishment of Fees and Maximum Time Limits

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

Staff: This initial draft draws from codes adopted by the [Hood River](#), [Corvallis](#), and [Portland](#). The language will be vetted with the Parking Advisory Committee at its next meeting and is subject to change.

DRAFT

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CHAPTER 6.25 RECREATIONAL VEHICLE PARKING

6.25.005 Definitions

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

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

6.25.010 Parking of Recreational Vehicles

- A. Recreational vehicles may not be parked and occupied in the right-of-way or on any public or private parking lot between the hours of 11:00 P.M. and 5:00 A.M., except in areas where camping is permitted as identified in Section 9.50.050 or as part of a Special Event Permit approved pursuant to Chapter 9.80.

Staff: Since this chapter applies to both public and private parking areas, it is not being merged into the other parking related amendments.