



PARKING ADVISORY COMMITTEE AGENDA

Wednesday, October 19, 2022 - 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 Peggy Hawker, City Recorder at 541.574.0613, or p.hawker@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 17, 2022 Parking Advisory Committee Meeting.
[Draft Parking Advisory Comm Mtg Minutes 08-17-2022](#)

4. DISCUSSION ITEMS

- 4.1 Draft RFP for Bayfront Parking Management Solutions.
- 4.2 Sample Parking Permit Fee Structures.
- 4.3 Priorities for Updating Special Parking Area Requirements (9/26/22 PC Work Session Materials).

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


[Draft RFP for Bayfront Parking Management Solutions](#)

[Sample Parking Permit Fee Structures](#)

[Priorities for Updating Special Parking Area Requirements \(9/26/22 PC Work Session Materials\)](#)

[Minutes from the 9/26/22 Planning Commission Work Session](#)

Memorandum

To: Parking Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: October 14, 2022
Re: Topics for October 19th Parking Advisory Committee Meeting

For this meeting, I have prepared a draft Request for Proposal (RFP) for implementation of a Bayfront Parking Management Solution. Please take a moment to review the document and come prepared to discuss any changes you would like to see made to it before it is released. The dates I plugged into the draft assume one final round of review by the group at your November meeting. If that is not needed, then we can advance some of the deadlines.

Secondly, I pulled together example parking permit fee structures for Hood River, Grants Pass and Bend. The parking study recommends a permit parking option along the Bayfront, in addition to metering, and I would like to begin to get a sense from the group as to appropriate pricing and issues we need to think about so we can begin to put together a framework outlining how it would be implemented.

Lastly, enclosed are materials from the Planning Commission's September 26th work session related to off-street parking requirements that apply to special parking areas, which at this time are the Bayfront, Nye Beach, and City Center. I'll be prepared to review and answer questions you may have about how the existing requirements work, and commitments that have been made to revise those rules in areas where metering or meter/permit zones are implemented. This will lay the ground work for future meetings where we will work through an appropriate set of amendments that would be put in place concurrent with implementation of the Bayfront Parking Management Solution.

I hope you have a wonderful weekend, and look forward to seeing all of you at the Parking Advisory Committee meeting scheduled for Wednesday at 6:00pm here at Newport City Hall.

Attachments

Draft RFP for Bayfront Parking Management Solutions

Sample Parking Permit Fee Structures

Priorities for Updating Special Parking Area Requirements (9/26/22 PC Work Session Materials)

Minutes from the 9/26/22 Planning Commission Work Session.

Draft MINUTES
Parking Advisory Committee
Meeting #2
Newport City Hall Council Chambers
August 17, 2022

Committee Members Present: Aaron Bretz, Ian Clayman, Janell Goplen, Bill Branigan, Nevin Beckes, Aracelly Guevara, Ryan Parker, and Robert Emond.

Committee Members Absent: Gary Ripka, and Doretta Smith (*excused*).

Public Members Present: David Heater.

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

1. **Call to Order & Roll Call.** Meeting started at 6:08 p.m.
2. **Approval of Minutes.**

MOTION was made by Branigan, seconded by Joplen, to approve the July 20, 2022 Parking Advisory Committee meeting minutes with minor corrections. The motion carried unanimously in a voice vote.

3. **Chairing the Committee.** Tokos asked for nominations for the Chair and Vice Chair for committee. He explained that this would be for the first year and could be changed. Tokos would coordinate with the Chair on agenda items and running the meetings. Goplen volunteered to do it but couldn't guarantee she could be at every meeting.

Bill Branigan nominated Janell Goplen as the Parking Committee Chair. The nomination carried unanimously in a voice vote.

Janell Goplen nominated Bill Branigan as the Parking Committee Vice Chair. The nomination carried unanimously in a voice vote.

4. **Ripley's Experience with Air Garage – Dave Heater, General Manager.** Goplen welcomed David Heater with Ripley's Believe it or Not to speak on the Air Garage parking program they used. Heater reported that when they were doing their remodel they were looking into uses for their parking. It became clear to them that parking hardware was very expensive. They were able to find Air Garage that didn't require hardware and did a percentage split with their business on parking. Heater explained Air Garage agreed to monitor the lot, keep track of who was parking there, and made sure people were paying for parking. He thought the Port was using a different company to do their parking program and thought they should use the same company so they could get on the same page. Heater reported that Air Garage had \$5 million indemnity if there were any problems.

Goplen asked how much Ripley's was charging for parking. Heater reported it was \$3 per hour and \$15 maximum a day. Goplen asked if parking was being enforced. Heater explained there wasn't too much enforcement. They gave a person a light warning on the first offence and gave them a ticket. Then on the third or fourth time they would tow them away. Heater thought it was a simple program and something the city should consider. Brannigan asked what the negatives to the system was. Heater thought that a negative was that it wasn't being monitored. If everyone had the same system and it would be monitored, and would be better. Parker asked if the plant workers were causing any parking

problems. Heater thought the workers were very respectful. Parker asked if they had a laptop to see who was using the parking spaces. Heater explained he was able to see how many spaces were being used. Parker asked if a QR code was being used. Heater explained they had signs for the parking app and how to use it. Goplen asked if anyone had been ticketed. Heater didn't know. He noted that they were able to use the system to block off the parking lot for events, and it was easy to raise the price of parking when they saw fit.

Branigan asked who a person paid a ticket to. Heater explained they paid the Air Garage program. A discussion ensued regarding how the system would work if the city was using it.

Guevara asked how simple the system was to use and if it could be in another language. Heater assumed they could do it in another language. He couldn't say if it was simple because some technical things were harder for some people to use. He felt this was the future of parking instead of the upkeep of installing hardware. Tokos noted there had be a few people who contacted the city to pay their Air Garage tickets. Heater reported that they could validate parking with this program as well. Parker asked if the validation discounts showed up on their reports. Heater confirmed they did. Tokos asked if there was a way to pay the fees over the phone instead of using the phone app. Heater wasn't sure. Goplen asked if someone didn't have a phone would they go to their place of business to pay for parking. Heater thought that if they didn't have a phone they wouldn't be able to park there. Clayman asked if people paid in advance would they get a refund for the time they didn't use. Heater explained they would sign up for an Air Garage account and they would charge at the end of the stay.

Beckes asked how long it took from when they signed up for Air Garage and the hardware was set up to start collecting parking fees. Heater reported it took about 14 days to get it up and running. Air Garage shipped them the signage and they hired someone to install the signs. Tokos noted that if they were to do a permit/meter hybrid program they would want to explore where they would be exempt. Heater reported they were able to give someone 90 days parking with the Air Garage program. Goplen knew of a different program that had those capabilities and thought it would be done under a franchise agreement. She thought the city would own the data and be branded. Tokos explained that some programs were municipality specific and they could do custom tailored products. Air Garage and other programs were more of a generic product that could be used in a lot of different places. Goplen thought it would be nice for the city to have insight and own the information.

Emond asked if they numbered the lots or just had the lines for parking. Heater reported they just had the parking lines. Tokos asked if Air Garage saw that there were more people using the app would they send someone to monitor. Heater wasn't sure but thought that it might motivate them. He reported they were splitting the profits 70/30 with Air Garage. Branigan asked if they signed a contract with them. Heater confirmed they did. Branigan asked what happened if Ripley's didn't like the service and wanted to stop using them. Heater reported they had to give 14 day notice. Parker thought that considering the costs for physical sidewalk kiosks, this would be an alternative to having physical things being out in the coastal weather. Tokos pointed out that using this type of programs would allow funds to be allocated to other things like improving existing lots, and striping and resurfacing parking spots. He noted they needed to look into if the company they choose is working dynamically with the public sector because it was different working with them.

- 5. Port of Newport Parking Management Strategies – Aaron Bretz, Director of Operations.** Bretz reported the way the Port of Newport's parking worked was different from Ripley's. The Port was a municipality and operated separately from the city. Only four percent of the Port's budget came from property taxes. The reason this was important was the fees they charged people were very important, and they needed to make sure that what they were charging were covering the operation costs. The Port went with a system to charge for parking in the South Beach lot only. Previously, they had been

managing the parking lot while collecting around \$2,000 a month. They had 220 parking spaces for 500 slips and they are trying to reduce the demand. Bretz reported the Port was using the Park Mobile program. People could pay for parking through an app, the QR code, text park payments, through the website, and through an 800 number people could call. The Port paid a transactional fee of 35 cents on every transaction and parking for the whole day was \$5. Park Mobile had a setup charge of around \$3,000. They had different sign packages. The Port set up everything under their facilities code. They used a contracted security company to do enforcement. Anytime they did citations they had to give the person their due process. It took them a couple of months to get all the signs up and immediately they saw people starting paying. Bretz reported that during the last month they had collected \$1,200 from people paying their parking fees and they wrote warnings for those who hadn't paid.

Tokos asked what the Port's process was to deal with people who didn't pay. Bretz explained they had stepped up code enforcement because regular users knew it wasn't enforced. They had a full time officer who wrote code violations. The person would get a ticket on the window and if they disagreed they could appeal the ticket. This went to the general manager to see if they would rule if they would hold the violation, turn it into a warning, or dismiss it altogether. Bretz explained that the security contractor covered the collections for the Port. They got a percentage of these funds so they had a vested interest.

Goplen asked how much time it took to get this up and running to train a staff member to go through all of the violations. Bretz said it was time consuming. Right now they got around one to two violations a day. Their process was rigid because it was a code. The general manager had the authority to rule on it. If the person disagreed with the decision they could appeal it to the Port Commission. Bretz thought the way people would interact with the city on parking tickets would be different. They needed to tell people that this was a code violation. Branigan asked how much a ticket was. Bretz reported it was currently \$50.34 but it depended on the type of violation. The ticket for people who parked in the Sheriff's reserved spot was around \$200. Bretz reminded that the Port's interactions with the public was different than Ripley's.

Emond asked how enforcement knew if a person paid or not. Bretz explained they would have designated zones and they would look at a report on the list of cars in it. Having a large zone would make it more difficult to enforce. The Port's enforcement officer was happy with how it was working though. Bretz noted they could make changes to the system. Since the first six weeks they had been using the system, the enforcement office had turned in around 230 to 250 warnings. They had people who refused to pay and the most effective way to address this was through collections. Heater agreed and noted it was a process for people who have been doing things a certain way to get used to the changes. Goplen asked if there had ever been paid parking in Newport. Tokos reported there had been a long time ago. Parker pointed out that people who come in from out of state already get a break on sales taxes and the little bit they paid for parking would greatly bolster the parking funds to do striping, overlays and other things they city needed. He liked the idea of limiting the capital expenditure from the get go by using the app based system to save Newport a lot of money.

Goplen asked if the Port was only getting \$1,000 in the last six weeks how were they paying their enforcement officer. Bretz noted the officer was already getting paid for enforcement through the Port's operations. Branigan asked who did the collections. Bretz reported their security contractor did this. Branigan asked how they went about collecting on parking tickets. Bretz reported their security contractors did notifications and then they went to collections for the Port. Branigan asked if the Port monitored the contractors for collections. Bretz reported their finance kept a close watch on this. Branigan asked if the Finance monitored any of the collection calls. Bretz explained that the contractor did this.

Tokos asked why Park Mobile recommended the Port have a kiosk. Bretz thought this was to be able to help accommodate different types of users who didn't have a mobile device to be able to pay. The kiosks were about \$6,000 a piece, along with the utilities. They needed to be undercover and have security to keep people from stealing from them. Branigan asked if they thought about doing the signs in Spanish. Bretz reported they needed to do sign upgrades and they would probably be doing this. They needed better signs to say what spaces were and were not pay areas to park in. Emond asked if people had to do zone parking only or was it a mix. Bretz reported they could do a mix. Emond asked if they had to go on to the website and use the app to validate the parking. He also asked if the handicapped spaces were free. Bretz explained they had to pay for the handicapped spaces and the Port would have to accommodate and make parking spaces available for them. Tokos asked if Park Mobile played an active role in enforcement. Bretz thought they did but the Port chose not to use them. Emond asked if Park Mobile had a 14 days to quit clause. Bretz thought it was a year contract. There was a risk in starting up with them and the Port wasn't paying them a monthly fee but the risk was wrapped in to how much they paid into the startup costs. Heater noted that Air Garage provided the signage and if they broke the contract before a certain time there would be a fee.

Bretz noted there were permits annually for the commercial marina on the Bayfront. They leased a few lots to make them available for fishermen who had permits. This as hard to enforce. They seemed to get more complaints about nonenforcement than anything. The annual pass was \$25 if you worked on a boat. This was a problem when they weren't notified when someone was fired and didn't have a commercial fisherman licenses to reference. They needed to adjust the pass so it was close to the city's or leave it as it was, but there would be a lot of complaints on this.

Goplen asked about using the crab pot storage area for parking. Bretz reported they made more money to designate this space for gear storage than what they could make with parking. Tokos asked if they could move this to the international terminal. Bretz explained the better thing for them to do was to get the nine acres by the Northwest Natural LNG tank. If they developed this property they would have to do a traffic impact analysis and it would cost a lot. If they flattened out the lots it would be a realistic choice but it would then depend on what the Port was trying to get going in the area. Cargo was important because it would make more money for the Port and took up a lot of space. Tokos asked if proximity was an issue. Bretz explained it was because every time you touched something there were costs. The costs to move the equipment further would be more. Goplen asked if the commercial fishing businesses would increase in the coming years. Bretz thought it would and explained that squid was a higher end fishery that they were bringing in. There was room to add revenue over time. The future of the fisheries had to do with the ingenuity of the fisherman as much as the fish. He thought fishermen always adapted to the needs.

Tokos asked about the relationship with the Historical Society for parking lots. Bretz noted in the next two years the lease would expire. It was a \$1 lease. The Port was on the hook to maintain the hillside but they don't own the property. Tokos suspected that the Historical Society would want to engage in this discussion and would have their own parking zone and receive some cut of the proceeds. Bretz didn't know what the lease would look like after it expired. The Port would have a new administration building. Their storage would be to the west of it and parking would be behind the building to the east. There was property the city owned on submerged lands that could have structures built on it. It was expensive to build on this and the process to allow it was more difficult. It would have to be something that would be dual purpose for parking and using the waterfront. This was something they would need to team up with the City on. Tokos noted in a prior study they looked at putting parking on the pile with room for additional storefronts. Bretz thought this would be expensive. They had a greater need for a dredge material site.

6. **Parking Demand Strategies for the Bayfront – Derrick Tokos, Community Development Director.** Tokos went over the map that showed the Bayfront parking management alternative. He reviewed the slide show covering the Bayfront parking demand management strategies topics; the Bayfront condition of parking assets for parking lots and striped on-street spaces; the pavement condition assessment; and the desired maintenance schedule. Edmond asked if any lots were resistant or susceptible to erosion. Tokos explained all the lots were in varying stages and had underlying issues. Each were unique in terms of their circumstances and where they fit on the spectrum.

Tokos reviewed the observed occupancy on the Bayfront, and the Bayfront turnover. He then covered the Bayfront parking management Goals 1 and 2. Parker noted they started a conversation at the city about in house paving repair. He thought this would key in when they determined what the equipment that the streets crew could functionally operate once training was done and equipment was purchased. He thought the availability to have crews do the work themselves could fast track problem areas. Bretz asked if the five fulltime positions had the hours to fill them. Parker explained that what he was saying would put an option on the table and it was a resource they should consider. With the timed permit and parking enforcement in place, he saw the street crews prioritizing that the parking was clearly marked to eliminate arguments about where the spots stop and start. Tokos suspected that early on in any kind of program, especially if they were doing the app base, they would have a lot of signage to help with this. Bretz thought that improving wayfinding was a discussion that the other parking group had. Tokos reported it was included and was under Goal 1, Policy 1.1 under branding. They needed to find out if they could put the city logo on the Park Mobile or Air Garage signage to make sure people knew it was a city program. Bretz asked if improving wayfinding would go through the Wayfinding Committee. Tokos reported there was no Wayfinding Committee. Parker reported there were different tiers of ODOT signage. They needed to coordinate what areas would have the different signage and produce them inhouse. Tokos noted the emphasis was to make it clear to people who were from out of the area where the parking was. He thought there would be a formal signage plan. Bretz asked who made the formal decision. Tokos thought the actual construction had to be authorized buy the city Council. They would want to make sure it was well vetted and what this group was working on.

Tokos reviewed Goal 3 parking management, and permit parking proposal. Goplen asked if they had guidelines on who got permits. Tokos explained they weren't going to limit this. Bretz asked what the motive would be behind not limiting them. There would be just as many complaints from people who have passes when they don't have spots. Emond reminded that this was just about the Bayfront, not Nye Beach. Branigan reminded that they were going to test a portion of the Bayfront to see how it went, then Nye Beach would review what happened. Tokos thought they may have to revisit this to ask if they wanted to do a hunting pass approach or limit the numbers as they got into the details further. Emond asked who the target audience was to buy a permit. Tokos noted it would generally be the frequent users of parking in the area. Bretz thought they should decide what the parking pass permits entailed for the Bayfront, not Nye Beach. Tokos noted Nye Beach already had parking permits and the city would have to distinguish between the two.

Tokos reviewed the parking management alternative map of the Bayfront. He noted that 13th Street had unrestricted areas and received pushback on having restrictions. There would be meter only spots starting at the three spots next to the Coast Guard down to the angled parking spaces on Bay Street. The west section on Bay Blvd would have it up to Ripley's. The Abbey Street lot was going to be a paid parking lot owned by the city. Branigan noted that the complicated factor was all the semis that came down there to load fish products that took up a lot of space. There hasn't been a conclusion on restricting when they could do loading activities. Tokos reviewed the Lee Street and Canyon Way lots which would be permitted time parking. This was where they wanted to push some of the parking up to. The lots would be either a time limit or have a permit to park. Tokos reported that from the Hatfield pump station going east would be paid/permit. Bretz asked why they didn't do paid time there. Tokos

explained they had the option to adjust this. Bretz thought they should reopen the conversation on restricting time limits in that area. Tokos reported the east side of Bay Blvd transitioned to permit/timed. Based on feedback, they were looking at making the Hurbert Street parking lot a 12 hour time limit to account for charter boats. Parker wanted to see some of the spaces on Hurbert Street be potentially metered during overflow periods. Most people didn't want to walk down to the Bayfront from there. He thought they needed to figure out something for that lot. Goplen thought this area could help accommodate a trolley.

Tokos reviewed the Bayfront meter management and pricing, and the meter revenues. Emond asked how interested the City Council was in maintaining seasonality on the meters opposed to all year round. Parker reported they were in favor of seasonality. It might take a couple of seasons of data to convince a change around. Tokos noted they could stretch the seasons to be from June through September. Parker thought once the findings from this group were summarized and given to the Council, then staff would create a resolution or an ordinance that would implement all these suggestions. Tokos noted if they didn't go with just a straight unrestricted with however many permits they wanted, they could key it off the number of spaces. He noted they would have to adjust the amounts. A discussion ensued regarding how fishermen parked when going to Alaska for the summers and the number of their permits.

Guevara thought they should have permit/paid parking then say employee parking for assigned areas for staff to park. Heater thought there was so much turnover it was hard to manage this. Tokos noted this was a big part of the behavior piece to get a big chunk of the available parking supply on the Bayfront taken up by people that worked down there. If they got more of the people not parking in the prime spots it would help a lot. Bretz thought the better way to do this was to have different pricing for prime spots for people forcing them to make a choice. He thought they should break it up in blocks instead of overall permits. Tokos thought they could do zone parking permits. Parker thought lighting improvements could be expected as well. The city could make improvements that weren't necessary prior to a permit program. Tokos noted if they could get away from the kiosks they could direct those funds to striping and lighting instead. Beckes asked if the Committee would have a vote or recommendation to say which of the parking programs they wanted to go with. Tokos confirmed this was what the group was working toward. Before they did this they would want to do some outreach for more details on Park Mobile, Air Garage, and other vendors to start to reshape this and eventually get to a point where they were sending an RFP off to the Council. Goplen asked if the old Apollo night club location was a parking lot currently. Tokos reported it was not and was just flagged on the map. Bretz pointed out that this spot didn't make much sense for parking but once they started changing the parking in the area it might make more sense for a developer.

Tokos noted if there was a topic the Committee wanted to discuss they should send it only to him, not the group, and he would put it on the agenda.

7. **Topics for Upcoming Meetings.** No discussion was heard.
8. **Public Comment.** None were heard.
9. **Adjournment.** Having no further business, the meeting adjourned at 8:12 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

CITY OF NEWPORT
169 SW COAST HWY
NEWPORT, OREGON 97365

COAST GUARD CITY, USA



phone: 541.574.0629
fax: 541.574.0644
<http://newportoregon.gov>

mombetsu, japan, sister city

CITY OF NEWPORT, OREGON

REQUEST FOR PROPOSALS

for

BAYFRONT PARKING MANAGEMENT SOLUTION

PROPOSALS DUE: January 6, 2023 by 5:00 pm

SUBMIT PROPOSAL TO:

**Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, Oregon 97365**



CITY OF NEWPORT, OREGON

Request for Proposals Bayfront Parking Management Solution

1. INTRODUCTION

The City of Newport (“City”) desires to engage a qualified firm to implement an app based parking management solution in the City’s Bayfront commercial district that includes metered (“paid”) zones, hybrid paid/permit zones, hybrid paid/timed zones, and timed zones for on and off-street public parking in the area. The approach should be generally consistent with the concept illustrated in Figure 4 of City Ordinance No. 2163 (enclosed) with implementation by June 1, 2023.

2. PROJECT OBJECTIVES

City is looking for an integrated, turnkey solution that can be managed and operated by the City with vendor maintenance and support. Services are to include a product that provides for phone/app based payments, revenue and data management, real-time parking availability information, issuance of digital parking permits, robust reporting, intuitive customer service tools, and software and equipment to support parking enforcement and collections.

Proposals must provide for the design, integration, installation, testing, training and support needed to implement the solution, including the provision and placement of parking and wayfinding signage. City recognizes that there may be a need for pay stations, but desires to minimize the number that are needed. Proposers should identify the type and number of pay stations they would deploy and how the stations would be integrated with their software solution.

City’s principal objective is to reduce congestion and improve the availability of parking along the Bayfront by influencing user parking preferences, increasing parking turnover rates, and improving the overall user experience. With that in mind, the parking management solution must satisfy the following:

- a. Supports dynamic/demand based pricing adjusting rates by peak season, weekday versus weekend, and by time of day. The solution must also provide a convenient interface for merchants to generate validation codes for customers.
- b. Accommodates a range of convenient, stable and secure electronic and online payment methods, reducing the amount of cash/coin that is potentially handled. Functionality must also provide daily settlement and automated financial reconciliation options.
- c. Provides a customer friendly, easy-to-use system that eliminates trips to City offices or phone calls to City staff to address routine transactions. This includes use of signage to provide clear direction to parking locations and payment options.
- d. Allows business owners, employees, residents, tourists and other users to easily track parking availability and pricing at on-street and off-street parking locations.
- e. Offers an easy to use data management interface that minimizes manual data entry.
- f. Provides on demand and structured reporting of revenues, transactions, and parking data, including utilization, turnover rates, and enforcement trends.

- g. Allows for reservation of spaces for events, including the ability to prepay for parking.
- h. Facilitates real-time parking permit management that offers end user accounts, easy access to customer and vehicle permit information, back office permit issuance, and an automated renewal process. The solution must accommodate tiered permit pricing and provide for issuance of guest passes.
- i. Utilizes license plate recognition technology for monitoring and enforcement of parking operations including digital chalking and integration with DMV and related platforms.
- j. Offers customer service support with easy to use help screens, online technical support, and telephone hotline service.

Proposers will be responsible for furnishing all labor, materials, and equipment necessary to implement the parking management solution in line with the objectives outlined above, including installation of signage, striping, pay stations (if needed), and other requisite materials.

3. BACKGROUND

Newport's Bayfront commercial district is a working waterfront with a mix of tourist oriented retail, restaurants, fish processing facilities (e.g. Pacific Seafood), and infrastructure to support the City's commercial fishing fleet. The Port of Newport is a major property owner and a boardwalk and fishing piers provide public access to the Yaquina Bay. The area is terrain constrained, with steep slopes rising up from commercial sites situated along Bay Boulevard. Tourist-oriented businesses are the predominant form of development on the upland side of the street. On the opposite side, buildings and piers extend out into the Bay where there is a mix of waterfront industrial development, namely fish processing facilities, and tourist oriented uses. Moorages for the commercial fishing fleet and Port of Newport facilities are located at the east end of district.

Most of the parking along the Bayfront is publicly owned, with 575 on-street spaces along Bay Boulevard and its connecting streets and 178 spaces in parking lots. Many of the spaces are posted with a 4-hour timed parking limit, and there are a few that are limited to 30-minutes. There is no paid, public parking at this time.

In 2018 the City of Newport, with assistance from Lancaster StreetLab, completed a parking study that inventoried and assessed the condition of public parking assets along the bayfront and a couple of other areas. The study includes detailed field survey data illustrating the utilization and turnover rates of parking spaces during peak and off-peak periods; a list of capital improvements needed to maintain and improve available parking, including possible upgrades to transit service; and financing strategies to fund needed improvements. Along the bayfront, the study showed that parking occupancies are routinely at or near 85% or "functionally full" for much of the year, resulting in congestion attributed to vehicles cruising for parking, illegal parking, and other undesirable behavior. This led to a recommendation that steps be taken to manage parking demand, and a plan was developed identifying public parking that should be placed into metered ("paid") zones, hybrid paid/permit zones, hybrid paid/timed zones, and timed zones. The concept is illustrated with Figure 4 on the following page, and was adopted by the Newport City Council in March of 2020 with City Ordinance No. 2163. A copy of the ordinance is an attachment to this request for proposals. The complete parking study can be found at:

https://www.newportoregon.gov/dept/cdd/documents/Newport_Parking_Management_Plan_Final_Report_000.pdf

Figure 4

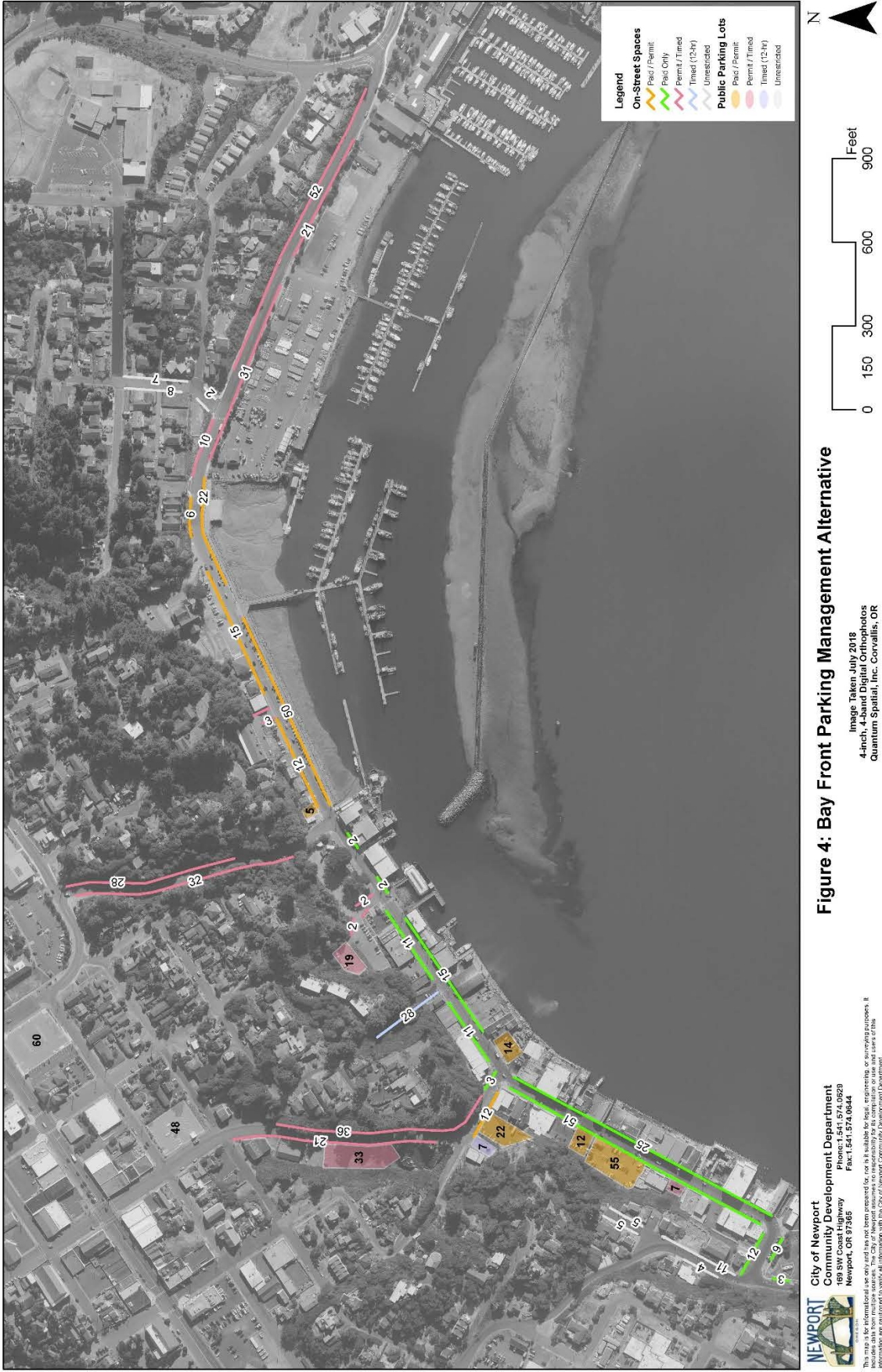


Figure 4: Bay Front Parking Management Alternative

City of Newport
Community Development Department
189 SW Coast Highway
Newport, OR 97365
Phone: 1.541.574.0929
Fax: 1.541.574.0644

This map is for informational use only and has not been prepared for, nor is it suitable for, legal, engineering, or planning purposes. It is not intended to be used for any other purpose. The City of Newport reserves no responsibility for its completion or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

4. FUNDING

Funding to implement these parking management solutions is included in the City's FY 22/33 capital budget. There are no state or federal funds associated with the project.

5. PROPOSAL REQUIREMENTS

Proposals should be organized in the following format:

- A. Cover Letter. Provide a cover letter, signed by a duly constituted official legally authorized to bind the proposer to both its proposal and cost estimate. The cover letter must include the name, address, and telephone number of the proposer submitting the proposal and the name, title, address, telephone number, and email address of the person, or persons, to contact whom are authorized to represent the proposer and to whom correspondence should be sent.
- B. Proposal Summary. This section shall discuss the highlights, key features, and distinguishing points of the Proposal, including a description of how the City's objectives will be accomplished as outlined in the RFP. The City is open to alternatives that a proposer believes will more effectively achieve its desired outcomes. In such cases, proposer should clearly describe and explain the reason for the proposed modifications.
- C. Profile of the Proposing Firm(s) This section shall include a brief description of the Proposer's firm size as well as the proposed project organization structure. Include a discussion of the Prime Proposer firm's financial stability, capacity and resources. Include all other firms participating in the Proposal, with similar information about those firms. Additionally, this section shall include a listing of any lawsuit or litigation and the result of that action resulting from (a) any public project undertaken by the Proposer or by its subcontractors where litigation is still pending or has occurred within the last five (5) years or (b) any type of project where claims or settlements were paid by the consultant or its insurers within the last five (5) years.
- D. Work Plan or Proposal. This section shall present a well-conceived service plan. Include a full description of major tasks and subtasks required to implement the parking management solution. This section of the proposal shall establish that the Proposer understands the City's objectives and work requirements and Proposer's ability to satisfy those objectives and turnkey requirements. Succinctly describe the proposed approach for addressing the required services and the firm's ability to meet the City's schedule, outlining the approach, including training and support details that would be undertaken in providing the requested services.
- E. Proposed Innovations. The Proposer may also suggest technical or procedural innovations that have been used successfully on other engagements and which may provide the City with better service delivery. In this section discuss any ideas, innovative approaches, or specific new concepts included in the Proposal that would provide benefit to the City and support its objectives. Proposals may include other services that are considered necessary to complete this project in a turnkey fashion.
- F. Proposal Exceptions. This section shall discuss any exceptions or requested changes that Proposer has to the City's RFP conditions, insurance requirements and sample Service Provider Agreement, attached. If there are no exceptions noted, it is assumed the Proposer will accept all conditions and requirements identified in the attached draft service agreement. Items not excepted will not be open to later negotiation.

- G. Project Timeline. Proposed timeline for accomplishing the project, including critical paths and milestones, and specific consulting staff by task based on the Work Plan.
- H. Project Coordination and Monitoring. Describe the process for ensuring effective communication between the Consultant and the City, and for monitoring progress to ensure compliance with approved timeline, budget, staffing and deliverables.
- I. Proposed Cost of Services. Provide a budget summary broken down by task, time, personnel, and hourly rate, number of hours and cost for each team member including those employed by subcontractors. Fee information should be formatted to correspond to tasks identified in this RFP; however, this format may be modified to suit the consultant's approach to this project. The summary shall include a budget for reimbursable expenses. The final cost of consulting services may be based on a negotiated detailed scope of work. The budget summary shall also include all required materials and other direct costs, administrative support, overhead and profit that will apply.
- J. Similar Project Experience. Specific examples of comparable work which best demonstrate the qualifications and ability of the team to accomplish the overall goals of the project under financial and time constraints. Provide names, addresses and telephone numbers of clients associated with each of these projects. Through submission of a proposal, all respondents specifically agree to and release the City of Newport to solicit, secure and confirm information provided.
- K. Project Qualifications and Similar Experience. This section shall include a brief description of the Proposer's and sub-Proposer's qualifications and previous experience on similar or related projects. Include descriptions of pertinent experience with other public municipalities that includes a summary of the turnkey work performed, the total project cost, the percentage of work the firm was responsible for, and the period over which the work was completed. Provide names, addresses and telephone numbers of clients associated with each of these projects. Through submission of a proposal, all respondents specifically agree to and release the City of Newport to solicit, secure and confirm information provided.

8. SELECTION OF PROPOSALS

Proposals will be evaluated based on the following criteria:

Thoroughness, quality and conciseness of submittal.	20 pts.
Project understanding and approach for accomplishing the City's objectives.	20 pts.
Qualifications of the project manager and project team, and proven ability to successfully complete projects of similar scope.	20 pts.
Proposed cost of services.	15 pts.
Ability to implement the parking management solution by June 1, 2023.	10 pts.
References from past and present clients.	15 pts.
Total	100 pts.

9. PROPOSAL SUBMITTAL INFORMATION

The City will make every effort to ensure that all proposers are treated fairly and equally throughout the entire advertisement, review and selection process. The information provided herein is intended to give all parties reasonable access to the same basic information.

Parties interested in submitting a proposal should contact Derrick Tokos, Newport Community Development Director at (541) 574-0626 or d.tokos@newportoregon.gov. to indicate their interest and specify the manner to receive any amendments to the RFP.

Any amendments to this RFP will be in writing and will be issued to all persons or businesses that have indicated an interest to receive RFP amendments. No proposal will be considered if it is not responsive to any issued amendments.

Proposals may be submitted electronically via the email address listed above, or in hard copy form to the attention of the Community Development Director at Newport City Hall (169 SW Coast Hwy, Newport, Oregon 97365).

10. PROPOSAL SUBMITTAL INFORMATION

November 18, 2022: Request for proposals released.

December 9, 2022: Deadline for questions.

December 16, 2022: Deadline for Agency to issue addenda (this will include a summarized list of questions and answers).

January 6, 2023: Proposals due by 5pm PST.

Proposers may be invited to present their concepts to the City. This may be in person or on a digital platform like ZOOM. City anticipated making a final selection by the end of January.

11. PUBLIC RECORDS DISCLOSURE

Information provided to the City will become property of the City and will be subject to public inspection after completion of the evaluation in accordance with Oregon Public Records Law, ORS 192.311 et seq. If an entity responding to this RFP believes that a specific portion of its response constitutes a “trade secret” under Oregon Public Records Law (ORS 192.345(2)) and is; therefore, exempt from public disclosure, the entity must clearly identify that specific information as a “trade secret.” Identification of information as a “trade secret” does not necessarily mean that the information will be exempt from disclosure. The agency will make that determination based upon the nature of the information and the requirements of Oregon Public Record Law.

12. DESIGNATED CONTACT

For questions regarding this RFP please contact Derrick I. Tokos, AICP, Community Development Director, City of Newport, at d.tokos@newportoregon.gov or 541-574-0626.



Downtown Parking Permits

◀ SEE MAP ON REVERSE SIDE

State Lot - \$45.00/Month

State Parking lot is located on State Street across from the Astro Gas Station. This lot has 28 assigned parking spaces.

Front Lot - \$45.00/Month

Front Parking Lot is located on the corner of State Street and Front Street, behind Big Winds. The Front Lot has 21 assigned parking spots.

Cascade Lot - \$45.00/Month

Cascade Lot is located on Cascade Street between 4th and 5th Street, across from the Hood River Post Office. The south half of the parking lot is monthly permit parking only. The north half is open to daily pay to park non-monthly permit use. This lot has 50 parking spaces.

Columbia Lot - \$25.00/Month

Columbia Lot is located on Columbia Street between 5th and 6th Street across from Full Sail and the Hood River Cinemas. This lot has 135 parking spaces. Parking arrangements are revised on Saturdays from May through November to accommodate the Farmer's Market.

Meter Permit - \$39.00/Month

Meter permit (on-street parking only) allows you to park in metered areas on certain sections of specific streets. Please see Meter Permit Map for allowed parking areas. Refer to dark blue highlighted areas on the Downtown Parking Map.

Winter On-Street Permit - \$39.00/Month

Permit only available Nov 15th - May 15th

Winter on-street permit allows you to park in metered areas on specific streets. Please see Meter Permit Map for allowed parking areas. Refer to dark blue highlighted areas on the Downtown Parking Map.

Work Permit/Short Term Permit - \$9.00/Day

The Work Permit/Short Term Permit will allow you to park all day on any metered street or any city-owned parking lots, with the exception of State Lot and Front Lot. Maximum of seven consecutive days.

Delivery Permit - \$5.00/Month

The Delivery Permit is available for delivery to local businesses by private vehicles, not commercial delivery services. This permit is to be used when the loading zone is occupied, allowing street parking in a metered spot with a Delivery Permit for a maximum of 30 minutes with flashers on at all times.

Oak Street Apartments - \$23.00/Month

This permit is available for Oak Street Apartments tenants only. The Permit is valid on 6th Street between Oak Ave. and Cascade Ave. and the corner of 6th Street to 7th Street on Cascade Ave. Proof of address is required for these permits.

Meter Reserved Bags - \$9.00/Day per Space/Bag

The Meter Reserved Bags are to reserve a space for one day, up to seven consecutive days.



****LOST OR MISPLACED PERMITS ARE NOT REPLACEABLE/REFUNDABLE****

All parking permits are valid from the 15th - the 15th of every month with the exception of the Work Permit/Short Term and Reserved Meter Bag.

Stay Connected!



Visit cityofhoodriver.gov/community/stay-connected to sign up for topic specific emails updates

To purchase or to renew a Parking Permit please visit City Hall, located at 211 2nd Street. For more information about parking availability, please call Laura at the City of Hood River Parking Department, 541-386-1488 option 2 for parking. You can also send an email to parking@cityofhoodriver.gov for general questions.

City of Hood River Downtown Parking Map



Meter Permit and Winter On-Street Permit (on-street parking) = Dark Blue highlighted areas only
Meter Permit and Winter On-Street Permits are **NOT VALID** in Columbia Lot, Cascade Lot, State Lot or Front Lot.
All Permits must be displayed on the front passenger side windshield and visible at all times.



Downtown Parking

Free 3-hour Public parking during business hours in the Downtown is provided curbside along most streets and in 8 City parking lots.

Free parking is limited to 3 hours Monday - Friday (8:00 a.m. – 5:00 p.m.) On weekends and after 5:00 p.m. on weekdays, parking is not limited to 3 hours

Public Parking

The following parking lots provide free parking for the public.

- **Grasshopper Parking Lot** - 201 NW F Street - the corner of F and 4th Streets. This is also where the Grower's Market is held most Saturdays from 9:00 a.m. to 1:00 p.m.
- **Owl Parking Lot** - 138 SW H Street - the corner of 5th and H Streets, between H and G streets
- **Osprey Parking Lot** - 315 SW 5th Street - the corner of 5th and H Streets, between H and I streets, next to The Haul.
- **Beaver Parking Lot** - 145 SE G Street - corner of 7th and G Street
- **Duck Parking Lot** - 7th & G Street, across from Safeway
- **Salmon Parking Lot** - 5th & I Street, behind Napa Auto Parts
- **Brown Bear Parking Lot** - SE I Street, between 6th & 7th Streets
- **Redwood Parking Lot** - 7th & I Street, behind Rogue Theater

Reserved Parking

Four of the lots also provide Long Term Parking if a permit is purchased.

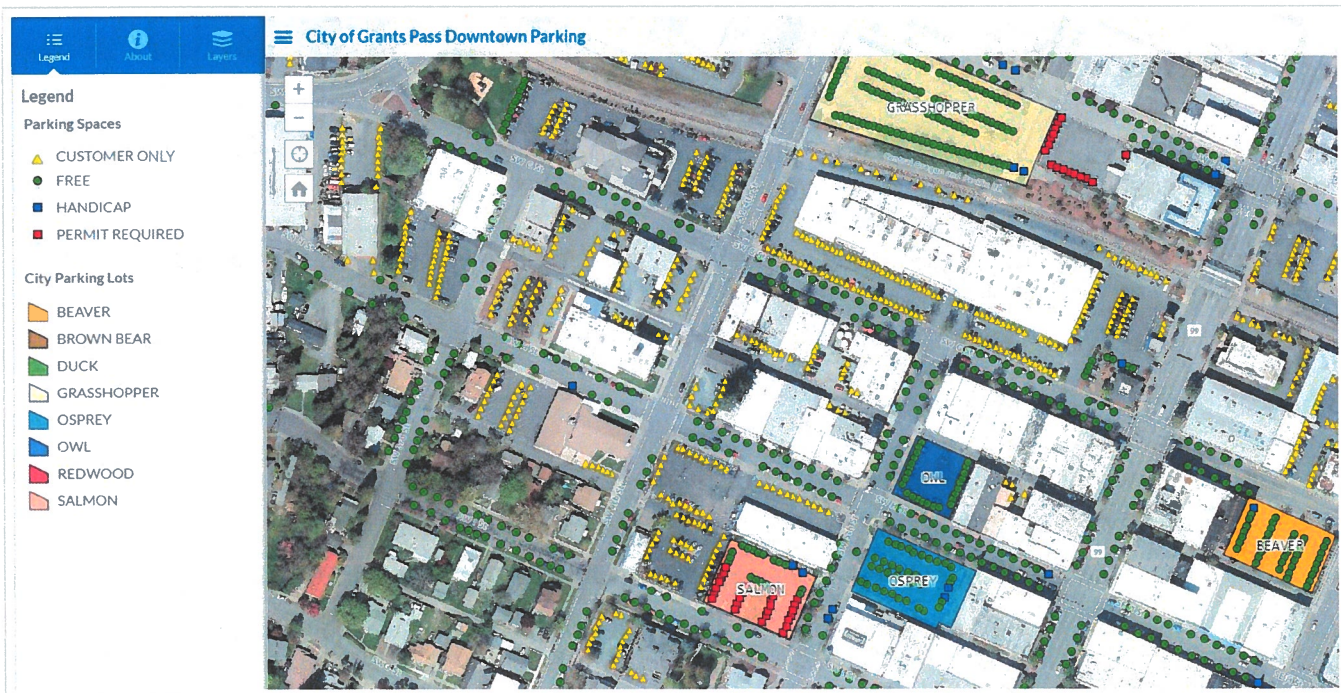
The long term lots provide 82 reserved parking spaces for people such as employees, employers, and residents of the Central Business District. The reserved spaces require a permit Monday - Friday from 8:00 a.m. to 5:00 p.m.

Parking Lots with Reserved (Permit) Parking Spaces

- **Duck Parking Lot** - 7th & G Street, across from Safeway (31 permit spaces)
- **Salmon Parking Lot** - 5th & I Street, next to Napa Auto Parts (27 permit spaces)
- **Brown Bear Parking Lot** - SE I Street, between 6th and 7th Streets (17 permit spaces)
- **Redwood Parking Lot** - 7th & I Street, between 6th and 7th Streets (7 permit spaces)

Downtown Parking Lots

Go to the [GIS Downtown Parking Lot interactive map](#) to find the parking lots and types of available spaces.



Permit Application Process

The City Grants Pass Customer Service Office handles the application process. The office is located at City Hall located at 101 NW A Street in Suite 103.

Permit applications are being accepted September 1, 2020 through September 30, 2020.

You can get an application two ways:

- [Download and print the application.](#)
- Pick an application up at the Customer Service Office.

Return applications to the City of Grants Pass Customer Service Office.

6 Month and Annual Permits

Six-month permit lotteries are open twice per year. Applications are accepted:

- during the months of September for permits valid from October 1 through March 31
- during the month of March for both annual permits, and permits valid from April 1 through September 30. Annual Permits are valid from April 1 through March 31.

If all 6 month permits available are not sold, pro-rated six-month permits are available after October 1st and April 1st on a first-come basis.

- **Duck Parking Lot** - 7th & G Street, across from Safeway
- **Salmon Parking Lot** - 5th & I Street, behind Napa Auto Parts (Currently offered at 1/2 price)
- **Brown Bear Parking Lot** - SE I Street, between 6th & 7th Streets
- **Redwood Parking Lot** - 7th & I Street, between 6th and 7th Streets

Lottery

If there are more applicants than spaces, the City uses a lottery system, as follows:

2. Numbers are drawn by the Finance Director or other designated person and witnessed by a Finance Customer Service employee.
3. Applicants are notified by phone or email. The applicant has two weeks to pick up the permit, otherwise another application is drawn.

Fees are due when the permits are picked up.

Downtown Parking Task Force Final Report
[Read the Downtown Parking final report](#)

**City of Grants Pass
Long Term Parking Program**

APPLICATIONS: Applications for long term parking spaces will be taken during a two week period preceding the expiration of the current permit period. Applicants for long term parking spaces must be an owner or an employee of a business or organization, or a resident, located within the Central Business District of Grants Pass. Two license plate numbers may be entered on one application if the applicant alternates vehicles, however each license plate may only appear on ONE application.

ALLOCATION OF PERMITS: Permits are allocated by lottery. On the final business day of the permit period, a random number will be assigned to each application. Drawing of numbers will be conducted by the Parks & Community Development Director or designee and witnessed by a Finance Customer Service employee. Fees are payable when the permits are issued.

PERMIT FEES: For the Duck, Redwood and Brown Bear parking lots, the long-term parking permit fee is \$120 for six months or \$240 for one year. For the Salmon lot, the long-term parking permit fee is \$60 for six months or \$120 for one year.

PARKING LOT DESIGNATIONS: Each Parking Lot is designated by a different name. Parking permits are colored to coincide with the designated name for the parking lot. Parking permits are only valid in the color of the designated parking lot. A vehicle displaying a permit of any color that does not correspond with the lot name is subject to a citation and fine. Lot designations are as follows:

Duck	7th & G Streets	Across from Safeway
Salmon	5th & I Streets	Next to NAPA Auto
Redwood Lot	7th & I Street	Behind Rogue Theater
Brown Bear	SE I Street	Behind Iguana Comics

NUMBER OF PERMITS ISSUED: The number of permits issued in each designated parking lot will be equal to the number of long term spaces available in that lot. Individual long term spaces are NOT reserved.

WEEKENDS, HOLIDAYS, CHRISTMAS HOLIDAY: Long term parking permits do not provide for parking on weekends or holidays. The City reserves the right to lease its long term parking lots for special events during those time periods. In addition, the long term parking permit does not provide for parking between Thanksgiving and Christmas each year. This is to allow maximum customer parking for holiday shoppers in the Downtown areas.

PARKING LOT MAINTENANCE: From time to time, the City needs to perform parking lot maintenance that requires the lot or portions of it to be vacated. In these instances, permit holders will be given a minimum of 24 hour notice to move their vehicles. For purposes of this paragraph, notice may consist of a plainly visible sign posted in the parking lot, a flyer attached to the vehicle's windshield, or written notice written or personally delivered to the permit holder.

DISPLAY OF PERMITS: Permits must be clearly displayed by hanging from the inside rear view mirror. Vehicles parked in Long Term spaces not displaying a valid permit will be subject to a citation and fine.

REVOCAION OF PERMIT: Long term parking permits may be canceled for repeated violations of the Grants Pass Uniform Traffic Code, City Parking Regulations, or non-payment of parking fines or program fees.

HOLD HARMLESS: The City shall not be held responsible for any injury, loss, or damage to any person or to any vehicle or its contents sustained at any long term parking facility. By accepting a parking permit, the holder, its heirs, successors, or assigns shall hold the City harmless from any and all claims for personal injury to any person or any loss or damage to the vehicle or its contents.

** I have read the above Program Description and understand its terms and conditions and fully agree to abide by the program's rules and operational procedures.*

APPLICANT'S SIGNATURE

DATE



ATTENTION DOWNTOWN GRANTS PASS LONG-TERM PARKING PERMIT HOLDER!

As a permit holder, I agree to the following set of conditions. I understand by signing below that if I fail to adhere to the following conditions, permits may be revoked without a refund and / or I may be fined and / or my vehicle may be towed at my expense.

1. Vehicles may not be parked for longer than 72 hours at a time. Abandoned vehicles are subject to towing at the owner's expense.
2. My permit provides me with a long term parking space in the designated lot during the hours of 8:00 am until 5:00 pm, Monday through Friday. My permit does not include weekends or holidays. I acknowledge that the City may lease the use of the designated parking lot during holidays and weekends for special events.
3. Occasionally, the City needs to perform parking lot maintenance that requires the lot or portions of the lot to be vacated. In these instances, permit holders will be giving a minimum of 24 hour notice to temporarily move their vehicles to allow for maintenance.
4. Long-term parking spaces may not be used to advertise vehicles "for sale."
5. Business may not be conducted out of a vehicle parked in a long-term permit space without prior approval.
6. The City is not responsible to damage or loss of my vehicle or its contents at any time.

I AGREE TO THE ABOVE AND UNDERSTAND LONG-TERM PARKING PERMITS ARE REVOKABLE.

Permit Holder Signed Name

Date

Permit Holder Printed Name

Failure to sign name will result in non-issuance of a parking permit.



Estimated Costs (STRATEGY 11):

It is estimated that costs associated with this strategy would be mostly expended in efforts of existing staff to identify opportunity sites and conduct outreach to potential private sector participants. Planning may determine that funds are needed to create incentives and/or improve the condition of facilities and connections.

STRATEGY 12:

Implement variable-rate pricing for on-street permits based on location, demand, and availability of parking. This will create pricing differentials between “premium” and underutilized locations.

Variable-rate pricing uses rates to influence behavior. Facilities with low demand and/or less convenient locations would be priced lower than those with high demand or in close proximity to destinations. Effective use of variable-rate pricing results in better distribution of users across facilities, particularly those that are underused.

A map showing the City’s on-street permit parking program is provided on the next page (Figure K).

Current permits range from \$20 to \$50 per month, but the difference in rate is not correlated to demand or desirability of location. For instance, the monthly cost of a permit at the City’s Newport Lot is \$45 per month. Peak occupancy at this 104-stall lot is only 41%, leaving 61 or more stalls empty on most days. On-street permit parking in and around City Hall, which is more than 85% occupied at the weekday peak, costs just \$30 per month. These differentials are illustrated in Table 7.

It is recommended that the City’s Parking Demand Manager and DPAC reevaluate current parking permit rates to better correlate them to both location and demand. All rate evaluations should include input derived from Strategy 8, particularly findings of the recommended rate/fee study.

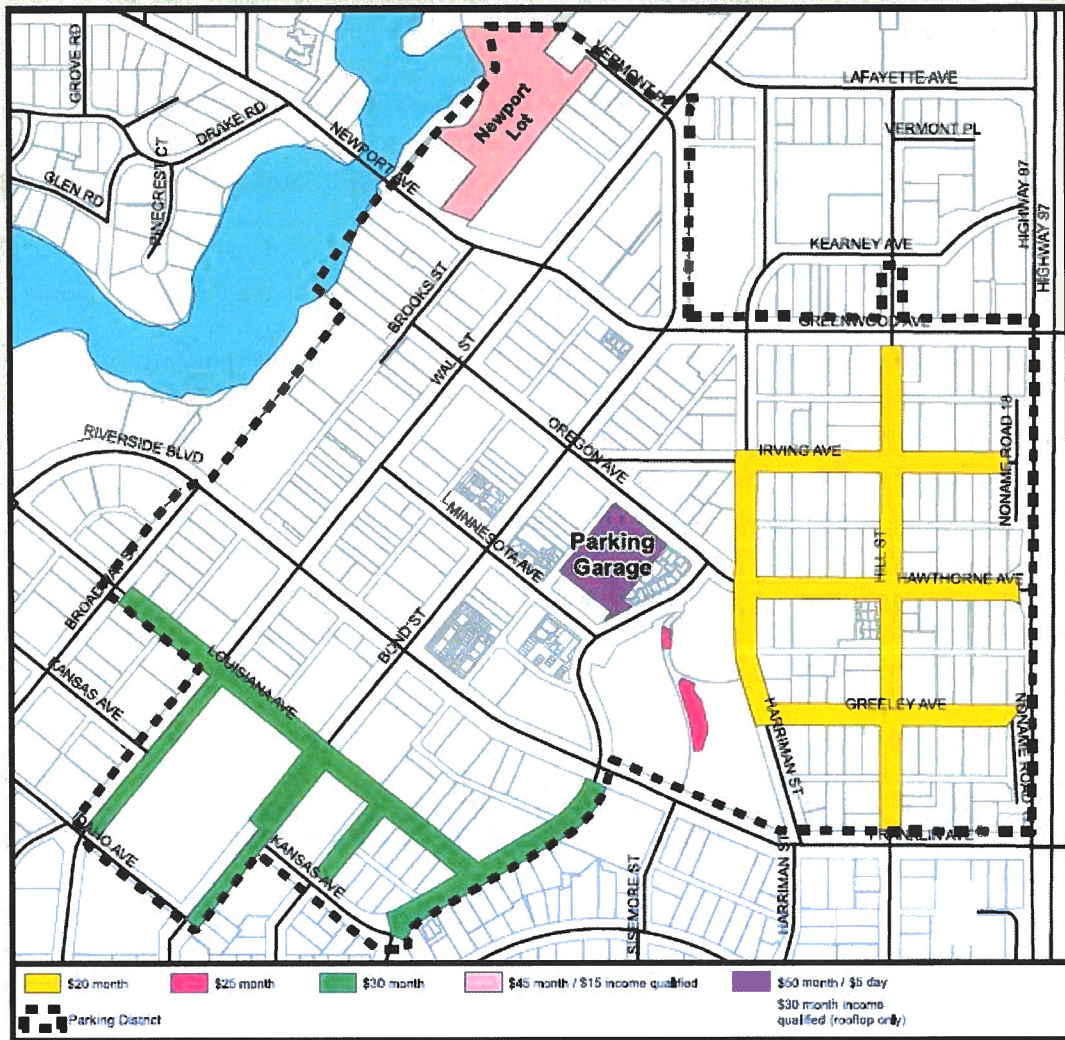
Table 7: Downtown Bend: Current Rate/Fee Schedule – Employee Permit Program

Area/Facility	Current Rate	Peak Occupancy Summer 2016
Newport Lot	\$45 per month	41%
Garage (Purple)	\$50 per month	71%
On-street (Green)	\$30 month	>85%
On-street (Yellow)	\$20 month	<55%
Hilltop (Purple)	\$25 month	78%

Estimated Costs (STRATEGY 12):

It is estimated that costs associated with this strategy would be mostly expended in efforts of the Parking Demand Manager and DPAC to review rates and recommend adjustments. As suggested in Strategy 8, the City could consider a third-party rate study, which would likely be in the range of \$15,000 - \$20,000. Rate changes could result in additional revenue for the City.

Figure K: Downtown Bend: City Parking Permit Program



ACCESSIBLE PARKING

Employees who require accessible parking should work with their employer to find the most appropriate long-term parking to meet their needs.

Parking Inventory (On-Street)

On-street parking in the study area encompasses a total of 1,805 stalls. Table 1 analyzes on-street stalls by type for both the total inventory and the sample used in the 2016 parking study. The sample included 1,333 stalls (73.9% of the total supply) and represents a statistically valid subset of all on-street stalls (see Section VIII. KEY FINDINGS – PARKING UTILIZATION).

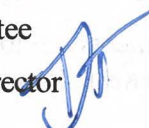
Table 1: Downtown Bend: On-Street Parking Inventory (total and sampled)

Stalls by Type	Inventory Area Stalls	% of Total	Sampled Stalls	% of Total
15 Minutes	22	1.2%	20	1.5%
30 Minutes	1	< 1%	1	< 1%
30 Minutes (Unless Otherwise Specified)	10	< 1%	10	< 1%
2 Hours	706	39.1%	678	50.9%
2 Hours (Unless Otherwise Specified)	242	13.4%	242	18.2%
No Limit	766	42.4%	326	24.5%
ADA 'Accessible'	41	2.3%	39	2.9%
Authorized Vehicles Only	9	< 1%	9	< 1%
Police Only	8	< 1%	8	< 1%
Total Parking Supply	1,805	100%	1,333	73.9%

As indicated in the table, on-street parking in the downtown includes a mix of time limits comprising of nine categories.

- All on-street parking is currently free.
- The most common stall type is No Limit, constituting 42.4% of the total supply. No Limit parking is unsigned.
- The second most common stall type allows for two-hour parking and comprises 39.1% of the total supply.
- Two-hour stalls marked "Unless Otherwise Specified" make up 13.4% of the total supply. They generally allow for a two-hour stay, but also accommodate employees with authorized permits, who may use these stalls for all-day parking.

Memorandum

To: Planning Commission/Commission Advisory Committee
From: Derrick I. Tokos, AICP, Community Development Director 
Date: September 22, 2022
Re: Discuss Priorities for Updating Special Parking Area Requirements

The Parking Advisory Committee meeting for September was cancelled, so I have gone ahead and pulled some information together to begin to frame the scope of amendments that we can vet with the Committee and then bring back to the Planning Commission as a draft set of amendments.

With Ordinance No. 2163 (attached), and the adoption of the Parking Study, the City Council put in place a number of parking related policies and implementation measures. A couple of implementation measures particularly relevant to the Bayfront include:

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

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

Staff is working with the Parking Advisory Committee to implement the first measure, and this work session has been scheduled to begin to frame what needs to be done to Implement Measure 3.2.3. It is also an opportunity to clarify existing rules that apply to the Bayfront, City Center, and Nye Beach areas (collectively “Special Parking Areas”).

The geographic boundaries of the special parking areas are described in NMC 14.14.100 and are generally illustrated with the map attachment to Resolution No. 3864. As noted in the resolution, these areas were once known as “parking districts,” which were a type of economic improvement district authorized under ORS Chapter 223. In 2019, the Council allowed the economic improvement districts to sunset but kept in place a business license surcharge and a limited off-street parking exemption of up to five (5) off-street parking spaces that would otherwise be required of new development or redevelopment (ref: Section 4, Resolution No. 3864).

We should consider amending NMC 14.14.100, to codify this limited off-street parking exemption as it relates to the Bayfront, City Center, and Nye Beach special parking areas. That section of Chapter 14.14 could also be amendment to note that special parking areas are subject to other provisions of the chapter, except as modified in NMC 14.14.100 or other chapters of the zoning ordinance, such as the Nye Beach Design Review District.

As for reducing or elimination off-street parking requirements for new development or redevelopment along the Bayfront once the meter, permit, and timed parking provisions are implemented, language could be added to NMC 14.14.100 that sets out the reductions in areas where parking needs are being

managed in this manner. The most straightforward approach would be to eliminate off-street parking requirements in their entirety. Developers could still provide off-street parking if it is critical to their business needs or if other factors compel them to construct parking, such as lender requirements. With a metering and permit parking program in place, high demand users are likely locate elsewhere as they wouldn't have confidence that parking would be available for there use. This is the approach that is being encouraged and/or required in metropolitan areas with the recently adopted Climate Friendly and Equitable Communities Rules. Attached is background information related to the new rules. The City of Newport is not required to comply with the new rules since it is not within a metropolitan area.

If off-street parking requirements are to be eliminated in areas where a meter, permit, timed parking arrangement has been implemented, then there are related issues in Chapter 14.14 that may need to be addressed.

Accessible Parking: Requirements for ADA accessible parking are outlined in Section 1106 of the Oregon Structural Specialty Code (OSSC), and the Zoning Ordinance cross references to the OSSC since its provisions are updated more frequently (ref: NMC 14.14.050). ADA spaces are only required if parking is provided with a development. The City's public parking lots and on-street spaces are woefully inadequate as it relates to accommodating ADA needs, and consideration should be given to requiring new development accommodate ADA needs by improving public spaces along their frontage (in cases where parking is not being provided). Per the OSSC, one van accessible space is required for every 25 parking spaces. This might be a reasonable target in terms of increasing the number of spaces within affected rights-of-way, like Bay Blvd.

Electric Vehicle Charging Requirements: The Oregon Building Codes Division recently adopted administrative rules implementing HB 2180 (2021) related to electric vehicle parking infrastructure (enclosed). Like the OSSC, the rules key off of new development or redevelopment that provide parking. The standards require the installation of electric vehicle infrastructure in the building and a percentage of the parking spaces. It might be most effective for the City to address electric vehicle charging needs programmatically in areas such as the Bayfront, as opposed to asking a developer to install a charger(s) for public use in parking stalls abutting their property.

Loading and Unloading Areas: Loading areas can be quite large and if located in the right-of-way could necessitate the removal of a significant amount of parking. Consideration should be given to retaining this requirement in areas where new development or redevelopment is not required to provided off-street parking. The need for loading and unloading areas is keyed off of the square footage of a particular facility (ref: NMC 14.14.110-A).

Bicycle Parking: Bicycle parking is required for retail uses and is keyed off of the number of required parking spaces (NMC 14.14.070). Consideration should be given to retaining bicycle parking if new development or redevelopment is exempt from off-street vehicle parking standards. This would be consistent with the policy objective of promoting multiple transportation modes in high traffic areas. Given space constraints, it might be appropriate to look at alternatives to the existing bicycle parking space requirements, such as wall mounted solutions. This is something the Bicycle and Pedestrian Committee could look into and provide recommendations.

I look forward to our discussion on Monday!

Attachments

Ordinance No. 2163

NMC Chapter 14.14

Resolution No. 3864

Oregon BCD HB 2180 Rules

Informational Materials on DLCD's Climate Friendly and Equitable Communities Rules (Not applicable to Newport)

CITY OF NEWPORT**ORDINANCE NO. 2163****AN ORDINANCE AMENDING THE CAPITAL FACILITIES CHAPTER OF
THE CITY OF NEWPORT COMPREHENSIVE PLAN TO ESTABLISH A POLICY
FRAMEWORK FOR MANAGING PUBLIC PARKING ASSETS IN THE
NYE BEACH, CITY CENTER, AND BAYFRONT AREAS
(Newport File No. 1-CP-19)****Summary of Findings:**

1. In 2016, the City of Newport commissioned the preparation of a Parking Management Plan to identify strategies to maximize available parking supply in the Bay Front, Nye Beach, and City Center areas of Newport to support a vibrant working waterfront, tourist and general retail-oriented commercial businesses, and mixed use neighborhoods. Each of these areas within the City is densely developed with much of the parking demand being met with on-street spaces and public parking lots.
2. Historically, persons developing commercial property in these areas have been allowed to pay a fee to the City in lieu of providing new off-street parking spaces to address the impacts attributed to their projects. That program proved outdated, and beginning in 2009 business owners petitioned the City to establish Economic Improvement or "Parking Districts" to fund parking system improvements through a business license surcharge. While the Parking Districts have been easier for the City to administer than a "payment in lieu" program, and have allowed for greater involvement from area business owners, neither approach provides a clear, long term strategy for how public parking assets should be managed nor have they generated sufficient funding to make meaningful improvements to the parking system.
3. The City hired a consultant, Lancaster StreetLab, to prepare the Parking Management Plan, with assistance from City staff and oversight by a City Council appointed Parking Study Advisory Committee consisting of representatives from the three Parking District advisory committees. An initial round of workshops and walking tours with local stakeholders and business owners occurred in April of 2016. The consultants then inventoried the parking supply in the three districts and observed utilization and turnover rates during periods of peak and off-peak demand. This occurred on Thursday August 25, 2016, Saturday August 27, 2016, and Saturday December 10, 2016.
4. Lancaster StreetLabs field work, and resulting recommendations, were vetted with the Parking Study Advisory Committee, and ultimately worked into a draft Parking

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

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

6. The proposed amendments to the Comprehensive Plan draw from this body of work. The recommendations, framed as goals, policies, and implementation measures, seek to improve the availability of public parking for all users. This will require changes to how parking is managed. The recommendations touch upon wayfinding, lighting, needed parking improvements, and the City's parking standards for new construction. Additionally, they call for public parking along the Bayfront to be managed with a combination of parking meters and permits. Meters are a proven method of altering parking behavior and improving turnover of parking stalls in high congestion areas. They will also generate revenue for maintenance and improvement of public parking assets. Further outreach is recommended in Nye Beach to assess whether or not a non-metering option that consist of fees and/or parking permits is a workable parking management solution. No major changes are proposed for the City Center area at this time.

7. The Parking Study Advisory Committee consisted of individuals representing tourist-oriented retail businesses, commercial fishing interests, seafood processors, residents, and affected government entities. The group met 15 times over a three year period to develop its recommendations, and their work was informed by a significant amount of public input resulting from outreach resulting from direct mail notice, email distribution lists, press releases, radio shows, newspaper ads, walking tours with business owners and stakeholder interviews.

8. On June 4, 2019 the Parking Study Advisory Committee adopted a motion to recommend the Newport Planning Commission initiate the legislative process to amend the Newport Comprehensive Plan to add a new Parking Facilities Element as outlined in the draft set of amendments now up for consideration. This was the last action taken by the Committee, as that group's responsibilities ended when the three Parking Districts expired at the end of June 2019.

9. These amendments to the "Public Facilities" Chapter of the Newport Comprehensive Plan are consistent with applicable Statewide Planning Goals in that the changes:

- a. Have been developed and vetted with a Parking Study Advisory Committee, Planning Commission, and city Council at public meetings and hearings consistent with Statewide Planning Goal 1, Public Involvement; and
- b. Update the Newport Comprehensive Plan's technical inventory with respect to the condition of public parking capital assets, infrastructure investment priorities, and funding strategies that will facilitate fact based land use decision making processes consistent with Statewide Planning Goal 2, Land Use Planning; and
- c. Promote further economic development within the Bayfront, and potentially Nye Beach and City center, shifting to demand management approach to ensuring parking needs are met, providing businesses a broader range of development and redevelopment options, consistent with Statewide Planning Goal 9; and
- d. Provide for the timely, orderly, and efficient arrangement of public facilities and services by ensuring that public parking infrastructure priorities are identified in conjunction with the City's other capital project needs, consistent with Statewide Planning Goal 11.

10. No other Statewide Planning Goals are applicable to the proposed changes to the "Public Facilities" Chapter of the Newport Comprehensive Plan.

11. Following a work session on July 8, 2019, the Planning Commission initiated the process for amending the Newport Comprehensive Plan in a manner consistent with the proposal recommended by the Parking Study Advisory Committee and scheduled a public hearing.

12. On September 9, 2019, the Planning Commission held a public hearing on the proposed amendments. At the close of the public hearing, a motion was made by Bill Branigan, the Commission liaison to the Parking Study Advisory Committee that the policy recommendations be forwarded to the City Council as drafted, along with an ordinance that would establish a standing advisory committee to assist with implementation. That motion failed on a 3-4 vote. Instead, the Commission recommended that the Council create a new advisory committee with instructions that they revise the draft to eliminate or minimize recommendations related to metering.

13. On October 7, 2019, the Newport City Council met to discuss the Planning Commission's recommendation. The Port Commission, whose members and staff participate in the development of the proposed parking related Comprehensive Plan amendments, requested that Council hold a public hearing. They did not provide formal comment at the Planning Commission meeting. The City Council meeting was also an opportunity for representatives of the Planning Commission to share their different perspectives on the matter. After considering public testimony, the City Council elected to hold a public hearing to take additional testimony before deciding how it wants to proceed.

14. On November 18, 2019, the City Council held a public hearing to take testimony on how the City should manage its public parking assets in Nye Beach, City Center, and the

Bayfront. After taking testimony, the Council elected to hold a work session to discuss how they wanted to proceed with the proposed amendments.

15. On January 6, 2020, the City Council met in work session discussed how it wanted to proceed with the proposed amendments, and there was general consensus that there was sufficient business and property owner support to schedule a public hearing on an ordinance to amend the Comprehensive Plan.

16. The City Council held a public hearing on March 2, 2020 regarding the question of the proposed Comprehensive Plan amendments, and voted in favor of their adoption after considering the recommendation of the Planning Commission, testimony, and evidence and argument in the record.

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

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

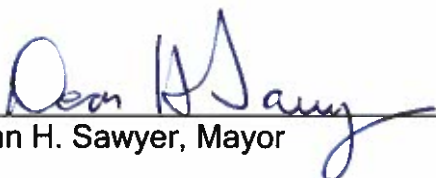
Section 1. Findings. The findings set forth above are hereby adopted in support of the amendments to the Newport Comprehensive Plan adopted by Sections 2 of this Ordinance.

Section 2. Amendment. A Public Parking Facilities Element is hereby added to the Public Facilities chapter of the City of Newport Comprehensive Plan as set forth in the attached Exhibit "A". The body of the amendment, excluding goals and policies, shall be inserted into the chapter after the "Roadway Transportation Facilities" section. The goals and policies shall be inserted in the section titled "Goals and Policies Public Facilities Element," after the heading "Transportation."

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

Date adopted and read by title only: March 2, 2020

Signed by the Mayor on March 3, 2020.



 Dean H. Sawyer, Mayor

ATTEST:



 Margaret M. Hawker, City Recorder

PUBLIC PARKING FACILITIES

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

Historically, persons developing commercial property in these areas have been allowed to pay a fee to the City in lieu of providing new off-street parking spaces to address the impacts attributed to their projects. That program proved outdated, and beginning in 2009 business owners petitioned the City to establish Economic Improvement or "Parking Districts" to fund parking system improvements through a business license surcharge. While the Parking Districts have been easier for the City to administer than a "payment in lieu" program, and have allowed for greater involvement from area business owners, neither approach provides a clear, long term strategy for how public parking assets should be managed nor have they generated sufficient funding to make meaningful improvements to the parking system.

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

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

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

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

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

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

Existing Public Parking Assets

To inform the preparation of the Parking Management Plan, city staff and the consultant inventoried the public parking assets in the Bay Front, Nye Beach, and City Center areas. Additionally, city staff conducted a field survey to assess the pavement condition of the public parking lots. Much of the work was performed in the spring/summer of 2016. Results were presented to the project advisory committee at its November 2016 meeting, and are summarized in Tables 1 through 3 below.

Table 1: Parking Lots

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

Table 2: Striped On-Street Spaces

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

Pavement Condition Assessment

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

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

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

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

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

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

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

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

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

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

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

Fatigue Cracking – Abbey Street Lot (2016)



Maintenance Schedule

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

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

Table 3: Parking Lot Surface Maintenance Needs.

Parking Lot	District	Size (sf)	Spaces	Condition	1-5 Years	5-10 Years	10-15 Years	15-20 Years
Angle Street Lot	City Center	30,000	65	Good		Seal \$60,000		Seal \$79,500
City Hall	City Center	57,900	112	Good		Seal \$115,800		Seal \$153,435
Don Davis Park	Nye Beach	9,800	25	Good		Seal \$19,600		Seal \$25,970
Performing Arts Center	Nye Beach	74,800	151	Good		Seal \$149,600		Seal \$198,220
Jump-Off Joe	Nye Beach	6,100	10	Good		Seal \$12,200		Seal \$16,165
Lee Street	Bay Front	11,000	19	Good		Seal \$22,000		Seal \$29,150
Abbey (ROW)	Bay Front	5,800	10	Good		Seal \$11,600		Seal \$15,370
Case (ROW)	Bay Front	3,600	6	Good		Seal \$7,200		Seal \$9,540
9 th & Hurbert	City Center	29,700	48	Fair	Seal \$51,678		Rebuild \$198,099	
US 101 & Hurbert	City Center	9,200	20	Fair	Seal \$16,008		Rebuild \$61,364	
Fall & 13 th	Bay Front	11,800	22	Fair	Seal \$20,532		Rebuild \$78,706	
Hurbert (ROW)	Bay Front	13,400	28	Fair	Seal \$23,316		Rebuild \$89,378	
Canyon Way	Bay Front	23,000	33	Fair	Seal \$40,020		Rebuild \$153,410	
Nye Beach Turnaround	Nye Beach	40,000	45	Poor	Rebuild \$203,616		Seal \$92,920	
Visual Arts Center	Nye Beach	12,900	21	Poor	Rebuild \$65,016		Seal \$29,670	
Fall & Bay	Bay Front	8,600	13	Poor	Rebuild \$43,344		Seal \$19,780	
Abbey Lot	Bay Front	21,200	53	Poor	Rebuild \$106,848		Seal \$48,760	
13 th (ROW)	Bay Front	3,200	7	Poor	Rebuild \$16,128		Seal \$7,360	
Hatfield Lift Station	Bay Front	2,000	5	Poor	Rebuild \$10,080		Seal \$4,600	
					Cost: \$596,586	\$398,000	\$784,047	\$527,350
							Total Cost:	\$2,305,983
							Annual	\$115,299

Table 4: Annual Maintenance Expenses

Parking District	Lot Resurfacing ¹	Ancillary Repairs ²	Striping	Permit Program ³ (if implemented)	Metering ³ (if implemented)	Total
Bayfront	\$37,850	\$9,450	\$1,850	\$10,000	\$28,800	\$87,950
City Center	\$36,800	\$9,200	\$1,900	Not recommended	Not recommended	\$47,900
Nye Beach	\$30,500	\$7,650	\$1,450	\$10,000	\$13,200	\$62,800

1. Costs from pavement condition assessment prepared as part of parking study. Resurfacing costs proportioned by district with the cost of the Nye Beach Turnaround project being backed out since it has been funded with other resources.

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

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

Outreach

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

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

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

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

Parking Management Plan Methodology

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

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

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

The data were collected on tablet PCs utilizing the route-optimized spreadsheets created during the inventory phase. During each hourly orbit of a given route, the first four digits of the license plate of each vehicle parked in a stall along the route were recorded, to allow for analysis of both occupancy and duration of stay.

Occupancy curves in Figures 1 to 3 below show overall parking occupancy throughout the study area for weekdays. In these figures, the time of day is shown on the horizontal axis and the percent of available parking that was observed to be occupied is shown on the vertical axis. Additionally, a line indicating an occupancy level of 85% is shown-this occupancy level is generally considered to be indicative of 'functionally full' parking. At parking occupancies at or near 85%, high instances of illegal parking, congestion attributed to vehicles cruising for parking, and other undesirable behaviors are often observed from frustrated drivers. Parking areas that are functionally full are candidates for "metering" as a tool to improve parking turnover.

Figure 1: City Center Parking Utilization

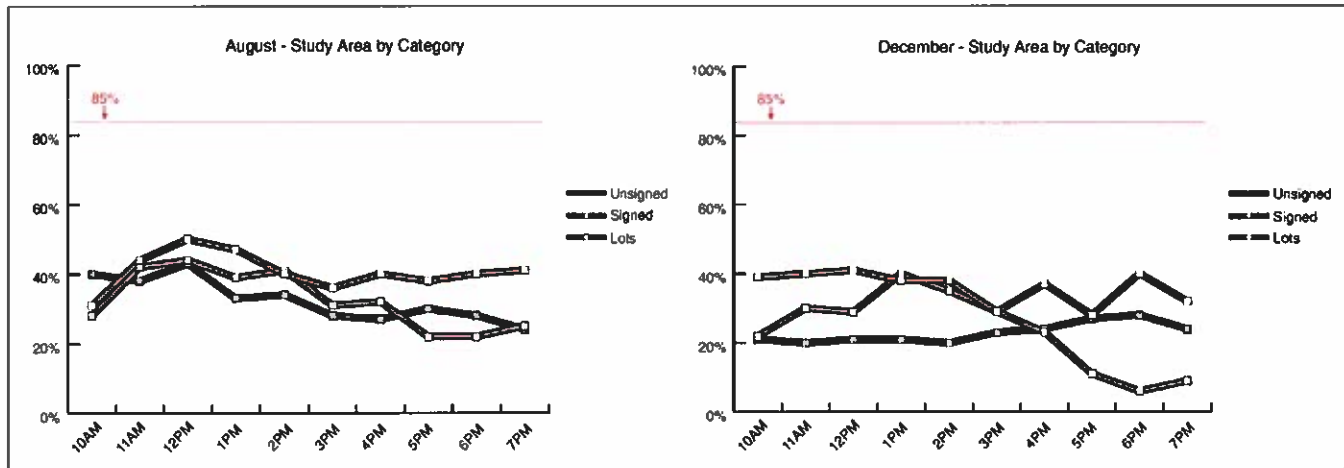


Figure 2: Nye Beach Parking Utilization

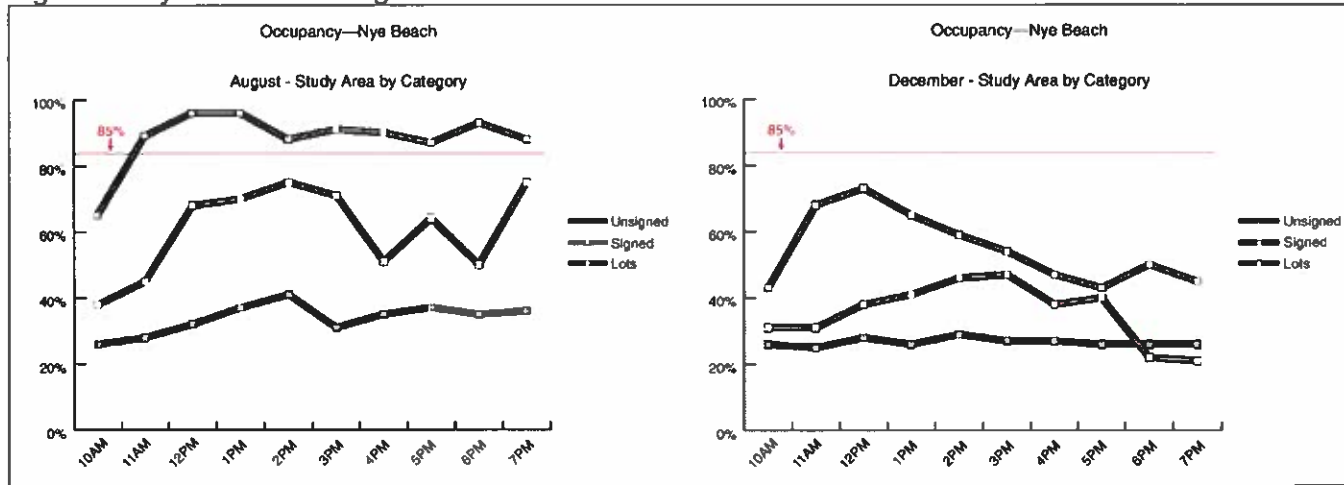
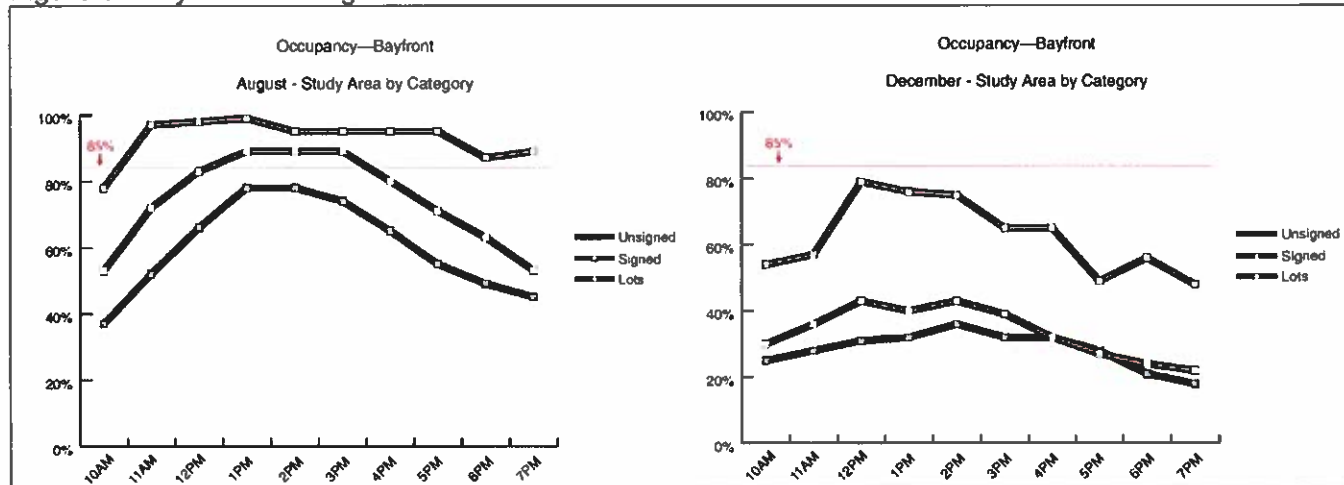


Figure 3: Bayfront Parking Utilization



Survey data was also used to identify the percentage of overall occupancy (hourly), percentage occupancy by street block (hourly), average stay length (Signed, Unsigned, Overall Study Area), percentage overstays (Signed Stalls), Unique Vehicle Served Daily (Signed Stalls). It is broken down in charts graphics, with more detailed analysis, in the Lancaster Parking Management Plan, included in the appendices to this Plan.

Recommendations

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

Demand Management

- Implement metered zones, permit zones, and hybrid permit/meter zones for high demand areas along the Bayfront as generally depicted in Figure 4 below. Conduct further outreach with the Nye Beach community to assess whether or not a scaled down metering concept, focused on core commercial areas as depicted in Figure 5 below, is acceptable or if a non-metering option that consists of fees and/or permit parking is preferable.
- Support metering with permit program for residents, businesses and the fishing community.
- Meter revenues in excess of administrative costs should be dedicated to prioritized parking system investments.
- Evaluate measures on an ongoing basis with attention to economic, land use and related factors that influence parking demand.

Wayfinding and Lighting

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

Parking Improvements

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

Code Revisions

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

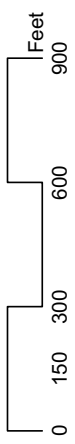
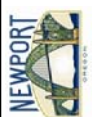


Figure 4: Bay Front Parking Management Alternative

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

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



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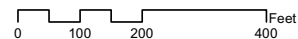
- Legend**
- On-Street Spaces**
- Paid Only
 - Paid / Permit
 - Permit / Timed
 - Unrestricted
- Public Parking Lots**
- Paid
 - Permit / Timed
 - Unrestricted



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

Figure 5: Nye Beach Parking Management (Alternative)

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



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Metering, in conjunction with permit and timed parking, is the most significant change recommended by the Parking Management Plan and is proposed as a demand management option at this time because:

- There are not enough parking spaces along the Bay Front and portions of Nye Beach to meet demand.
- Metering with permit parking is an opportunity to improve turnover in high demand areas while enhancing revenues for needed parking improvements.
- Existing revenue is insufficient to address maintenance needs let alone pay for additional supply.
- Resulting condition creates significant congestion and safety issues.
- Timed parking alone, coupled with enforcement will not address the supply problem (observed overstays 5-7%).
- Improvements to wayfinding and lighting, while important, similarly cannot contribute a meaningful number of additional spaces.
- Development opportunities, particularly on the Bayfront, are constrained by the lack of parking.
- Opportunities to add supply or supplement transit services are expensive and require dedicated revenue sources that do not presently exist.

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

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

Capital Projects

The following is a list of capital projects recommended to enhance the availability or improve the supply of available parking. A transit option was explored to provide users an alternative method of transportation to and from the Bay Front, City Center and Nye Beach. A vanpool/carpool option was also discussed; however, further analysis is needed to determine how the mechanics of such a program would work given the employment dynamics in these areas.

Table 5: Potential Capital Projects

Parking System Enhancements (Per study except for refined meter information)

Description	Upfront Cost	Annual Cost (2018)
Implementation of Metered Areas (Bay Front and Nye Beach)	\$634,750	\$42,000
Implementation of Metered Areas (Bay Front Only)	\$435,000	\$28,800
Newport Transit Loop		\$200,000+
Expanded Striping to Un-Marked Spaces (ref: difference between Table 2 and Table 6)	\$10,000	\$5,000
Improved Lighting at 3 rd & 6 th Street	\$235,000	\$45,000
Gangway from Port parking area to east end of Port Dock 5	\$250,000 - \$750,000	\$7,500
Enhance City-Wide Wayfinding System	\$25,000 - \$125,000	\$5,000
Nye Beach Area Structured Parking	\$2,400,000	\$15,000
Bayfront Structured / On-Pier Parking	\$4,000,000	\$25,000

Figure 6: Newport Transit Loop

The Lincoln County adopted a new transit development plan at the same time the Parking Management Plan was being developed. The transit plan includes an enhanced loop between Nye Beach and the Bayfront that utilizes City Hall as a transfer station.

Time: 15-minutes from Nye Beach to City Hall and City Hall to the Bayfront.

Equipment: One new bus

Cost: \$201,000 year

Financing

Outlined below are metering and non-metering options for funding parking system improvements. The metering options are limited to the Bayfront and Nye Beach and align with the concept for paid only, paid/permit, and permit/timed concepts depicted on Figures 4 and 5. A breakdown of the spaces that would be subject to these concepts is listed below in Table 6. Accessible parking spaces in these areas would not be subject to meter limitations.



Table 6: Public Parking in Meter/Permit Concepts

Parking Stall Management (By Type)

District	Type	Paid Only	Paid / Permit	Permit / Timed	Unrestricted
Bay Front	On-Street ¹	144	117	242	72
	Public Lot	0	103	52	23
Nye Beach	On-Street ¹	9	105	268	747
	Public Lot	45	0	21	186

¹ Includes unstriped parallel parking spaces in the totals, leading to a larger count than the figures reflected in Table 2.

Table 7: Paystation Pricing

Meter Options

Parking District	# Spaces	# Paystations ¹	Paystation Cost ¹	Signage Cost ²	Total Cost
Bay Front	364	43	\$344,000	\$91,000	\$435,000
Nye Beach	159	20	\$160,000	\$39,750	\$199,750

¹ Roughly one kiosk per eight spaces with adjustments based on lot/street configuration. Price of \$8,000 per kiosk as noted in Study.

² Signage cost of \$1,250 (sign and post) and assumes one sign per five parking spaces (per the Study). There would likely be cost savings attributed to re-use of existing poles.

Table 8: Meter Revenues

Annual Revenues (Assumes no Business License Surcharge)

Parking District	Meter ¹	Permit (Aggressive) ²	Permits (Conservative) ³
Bay Front	\$292,000	\$37,000	\$25,700
Nye Beach	\$134,000	\$28,400	\$19,700

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

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

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

Initial installation of meters would need to come from existing city funding sources. Once implemented, anticipated meter revenue is expected to exceed annual expenses and would provide a funding stream to enhance the parking system. The non-meter option (Table 9) relies upon business license and permit parking fees, which could be supplemented with other city funding sources to maintain status quo and low cost enhancements (i.e. striping and wayfinding). For Nye Beach, new revenue could be generated by expanding the boundary of the area where business license surcharges are collected. There is less of an opportunity to do the same in the Bay Front; however, reinstating contributions from the Port of Newport coupled with increases to existing business license surcharges may generate sufficient funds if paired with a parking permit program.

Table 9: Non-Meter Alternative

No-Metering Alternative (Timed Parking with Permits)

Bayfront		Nye Beach	
Maintenance Needs (Table 4)	\$58,350	Maintenance Needs (Table 4)	\$49,600
Current Business License Surcharge Revenue ¹	\$13,750	Current Business License Surcharge Revenue	\$6,450
Maintenance Shortfall	-\$44,600	Maintenance Shortfall	-\$43,150
New Revenue from Parking Permits ²	\$25,700	New Revenue from Parking Permits ¹	\$19,700
New Revenue from Business License Surcharge Fees ³	\$18,900	New Revenue from Business License Surcharge Fees ²	\$23,450

1 This amount would be increased by \$6,000 if the Port of Newport and City of Newport were to execute a new intergovernmental agreement committing the Port to ongoing annual contributions on behalf of the commercial fishing interests.

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

3 Fees are scalable and the amounts listed reflect what is needed to cover anticipated maintenance costs.

Consideration should be given to phasing fee increases in over time. If other revenue sources become available that can be dedicated to maintenance and/or enhancement of the parking assets then adjustments should be made to the fee structure to ensure equitable contributions from various user groups.

GOALS AND POLICIES PUBLIC FACILITIES ELEMENT

PUBLIC PARKING

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

Policy 1.1: Promote the use of under-utilized public parking areas.

Implementation Measure 1.1.1: Improve branding of City-owned parking lots and facilities and wayfinding between parking areas and destinations.

Implementation Measure 1.1.2: Add street lighting to create a better walking environment and to help activate parking in poorly lit areas.

Implementation Measure 1.1.3: Adjust signage to encourage RV parking in the Hurbert Street lot and along Elizabeth Street.

Implementation Measure 1.1.4: Identify specific measures that can be taken to enhance visibility and increase the use of the Hurbert Street lots and Performing Arts Center lot.

Policy 1.2: Promote alternative modes of transportation to reduce vehicle trips to and from Nye Beach and the Bayfront.

Implementation Measure 1.2.1: Support efforts to establish a rapid transit loop between the Bayfront, City Center, and Nye Beach as outlined in the Lincoln County Transit Development Plan (April 2018).

Implementation Measure 1.2.2: Coordinate with area employers on opportunities to expand carpool or vanpool options.

Implementation Measure 1.2.3: Continue to expand the bicycle and pedestrian network to improve connectivity and user options.

Policy 1.3: Consider demand management strategies to improve parking turnover for public parking areas where occupancies are “functionally full” (i.e. at or near 85% percent during peak periods).

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

Implementation Measure 1.3.2: Support metering, where implemented, with a parking permit program.

Implementation Measure 1.3.3: Conduct outreach with the Nye Beach community to address whether or not a non-metering concept, focusing on

options that consist of fees, permit parking, or other dedicated funding sources is preferable.

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

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

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

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

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

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

Implementation Measure 2.1.4: Business license surcharge fees now imposed in the Bayfront, Nye Beach, and City Center should be expanded to apply to short-term rentals, but otherwise maintained in their present form until other funding sources are established.

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

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

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

Policy 2.4: Evaluate parking management practices at the City Hall Campus to ensure available parking is sufficient to meet anticipated needs.

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

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

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

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

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

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

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

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

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

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

Implementation Measure 4.1.2: Utilize public processes to evaluate parking measures on an ongoing basis with attention to economic, land use and related factors that influence parking demand.

CHAPTER 14.14 PARKING AND LOADING REQUIREMENTS

14.14.010 Purpose

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

14.14.020 Definitions

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

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

Aisle. Lanes providing access to a parking space.

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

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

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

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

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

14.14.030 Number of Parking Spaces Required

A. Off-street parking shall be provided and maintained as set forth in this section. Such off-street parking spaces shall be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first. For any expansion, reconstruction,

or change of use, the entire development shall satisfy the requirements of [Section 14.14.050](#), Accessible Parking. Otherwise, for building expansions the additional required parking and access improvements shall be based on the expansion only and for reconstruction or change of type of use, credit shall be given to the old use so that the required parking shall be based on the increase of the new use. Any use requiring any fraction of a space shall provide the entire space. In the case of mixed uses such as a restaurant or gift shop in a hotel, the total requirement shall be the sum of the requirements for the uses computed separately. Required parking shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials or for the sale of merchandise. A site plan, drawn to scale, shall accompany a request for a land use or building permit. Such plan shall demonstrate how the parking requirements required by this section are met.

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

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

1.	General Office	1 space/600 sf
2.	Post Office	1 space/250 sf
3.	General Retail (e.g. shopping centers, apparel stores, discount stores, grocery stores, video arcade, etc.)	1 space/300 sf
4.	Bulk Retail (e.g. hardware, garden center, car sales, tire stores, wholesale market, furniture stores, etc.)	1 space/600 sf
5.	Building Materials and Lumber Store	1 space/1,000 sf
6.	Nursery – Wholesale Building	1 space/2,000 sf 1 space/1,000 sf
7.	Eating and Drinking Establishments	1 space/150 sf
8.	Service Station	1 space/pump

9.	Service Station with Convenience Store	1 space/pump + 1 space/ 200 sf of store space
10.	Car Wash	1 space/washing module + 2 spaces
11.	Bank	1 space/300 sf

12.	Waterport/Marine Terminal	20 spaces/berth
13.	General Aviation Airport	1 space/hangar + 1 space/300 sf of terminal
14.	Truck Terminal	1 space/berth
15.	Industrial	1.5 spaces
16.	Industrial Park	1.5 spaces/5,000 sf
17.	Warehouse	1 space/2,000 sf
18.	Mini-Warehouse	1 space/10 storage units
19.	Single-Family Detached Residence	2 spaces/dwelling
20.	Duplex	1 space/dwelling
21.	Apartment	1 space/unit for first four units + 1.5 spaces/unit for each Additional unit
22.	Condominium (Residential)	1.5 spaces/unit
23.	Townhouse	1.5 spaces/unit
24.	Cottage Cluster	1 space/unit
25.	Elderly Housing Project	0.8 space/unit if over 16 dwelling units
26.	Congregate Care/Nursing Home	1 space/1,000 sq. ft.
27.	Hotel/Motel	1 space/room + 1 space for the manager (if the hotel/motel contains other uses, the other uses Shall be calculated separately
28.	Park	2 spaces/acre
29.	Athletic Field	20 spaces/acre
30.	Recreational Vehicle Park	1 space/RV space + 1 space/10 RV spaces
31.	Marina	1 space/5 slips or berths
32.	Golf Course	4 spaces/hole
33.	Theater	1 space/4 seats
34.	Bowling alley	4 spaces/alley
35.	Elementary/Middle School	1.6 spaces/classroom
36.	High School	4.5 spaces/classroom
37.	Community College	10 spaces/classroom
38.	Religious/Fraternal Organization	1 space/4 seats in the main auditorium
39.	Day Care Facility	1 space/4 persons of license occupancy
40.	Hospital	1 space/bed
41.	Assembly Occupancy	1 space/8 occupants (based on 1 occupant/15 sf of exposition/meeting/assembly room conference use not elsewhere specified

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

14.14.040 Parking Requirements for Uses Not Specified

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

14.14.050 Accessible and Electric Vehicle Parking

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

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

14.14.060 Compact Spaces

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

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

14.14.070 Bicycle Parking

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

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

Parking Spaces Required	Bike Spaces Required
1 to 4 ^a	1
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/25

^{a.} Residential developments less than 5 units are exempt from bicycle parking requirements.

- B. Bicycle parking for multiple uses (such as commercial shopping centers) may be clustered in one or several locations but must meet all other requirements for bicycle parking.
- C. Each required bicycle parking space shall be at least two and a half by six feet. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.
- D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., a "rack") upon which a bicycle can be locked.
- E. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only.

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

14.14.080 Shared Parking

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

14.14.090 Parking Lot Standards

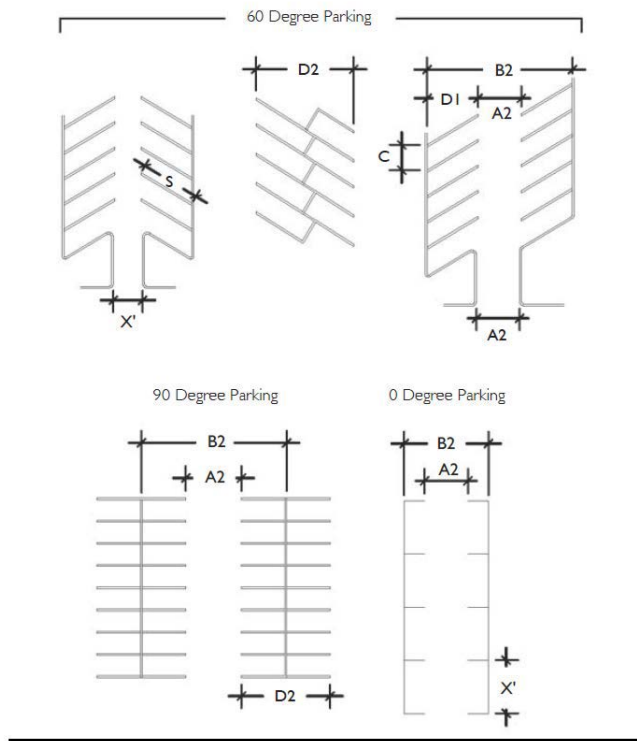
Parking lots shall comply with the following:

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

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

PARKING ANGLE ≤ °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
		SINGLE	DOUBLE	ONE	TWO	ONE	TWO	
		D1	D2	WAY A1	WAY A2	WAY B1	WAY B2	
90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
60°	10'	20'	40'	17'	18'	57'	58'	23'
45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Figure 14.14.090-A. Parking Lot Minimum Dimensions



B. Surfacing.

1. All parking lots that are required to have more than five parking spaces shall be graded and surfaced with asphalt or concrete. Other material that will provide equivalent protection against potholes, erosion, and

dust may be approved by the City Engineer if an equivalent level of stability is achieved.

2. Parking lots having less than five parking spaces are not required to have the type of surface material specified in subsection (1), above. However, such parking lot shall be graded and surfaced with crushed rock, gravel, or other suitable material as approved by the City Engineer. The perimeter of such parking lot shall be defined by brick, stones, railroad ties, or other such similar devices. Whenever such a parking lot abuts a paved street, the driveway leading from such street to the parking lot shall be paved with concrete from the street to the property line of the parking lot.
3. Parking spaces in areas surfaced in accordance with subsection (1) shall be appropriately demarcated with painted lines or other markings.

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

D. Satellite Parking.

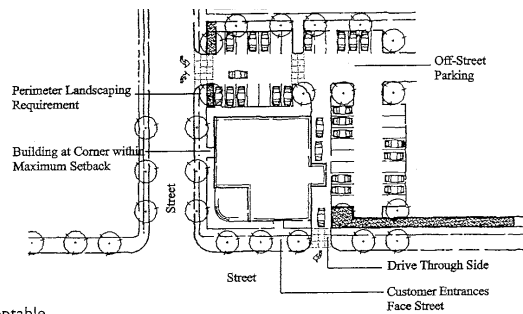
1. If the number of off-street parking spaces required by this chapter cannot be provided on the same lot where the principal use is located, then spaces may be provided on adjacent or nearby lots in accordance with the provisions of this section. These off-site spaces are referred to as satellite parking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

4. Satellite parking spaces allowed in accordance with this subsection shall meet all the requirements contained in this section.

E. Lighting. Lighting from parking lots shall be so designed and located as to not glare onto neighboring residential properties. Such lighting shall be screened, shaded, or designed in such a way as to comply with the requirement contained in this section. This section is not intended to apply to public street lighting or to outdoor recreational uses such as ball fields, playing fields, and tennis courts.

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

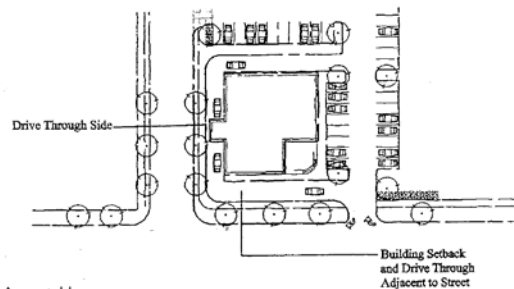
Figure 1 – Drive-Up and Drive-Through Facilities



Acceptable

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

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



Not Acceptable

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

- G. Driveway Standards. Driveways shall conform to the requirements of Chapter 14.46.
- H. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.
- I. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

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

14.14.100 Special Area Parking Requirements

These special areas are defined as follows:

- A. Nye Beach. That area bounded by SW 2nd Street, NW 12th Street, NW and SW Hurbert Street, and the Pacific Ocean.
- B. Bayfront. That area bounded by Yaquina Bay and the following streets: SE Moore Drive, SE 5th and SE 13th, SW 13th Street, SW Canyon Way, SW 10th, SW Alder, SW 12th, SW Fall, SW 13th, and SW Bay.
- C. City Center. That area bounded by SW Fall Street, SW 7th Street, SW Neff Street, SW Alder Street, SW 2nd Street, SW Nye Street, Olive Street, SE Benton Street, SW 10th Street, SW Angle Street, SW 11th Street, SW Hurbert Street, and SW 10th Street.

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

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

14.14.110 Loading and Unloading Areas

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

- A. Whenever the normal operation of any use requires that goods, merchandise, or equipment be routinely delivered to or shipped from that use, a sufficient off-street loading and unloading area must be provided in accordance with this subsection to accommodate the delivery or shipment operations in a safe and convenient manner.
- B. The loading and unloading area must accommodate the numbers as set forth in Table A. At a minimum, a loading and unloading space must be 35 feet in length, 10 feet in width, and 14 feet in height. The following table indicates the number of spaces that, presumptively, satisfy the standard set forth in this subsection.

Table 14.14.110-A, Required Loading Spaces

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

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

F. Whenever a loading and unloading facility is located adjacent to a residential zone, the loading and unloading facility shall be screened per unloading facility shall be screened per [Section 14.18](#).

14.14.120 Variances

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

**CITY OF NEWPORT
RESOLUTION NO. 3864**

**RESOLUTION SETTING
PARKING DISTRICT BUSINESS LICENSE FEES**

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

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

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

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

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

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

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

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

THE CITY OF NEWPORT RESOLVES AS FOLLOWS:

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

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

A. Nye Beach Parking District.

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

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

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

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

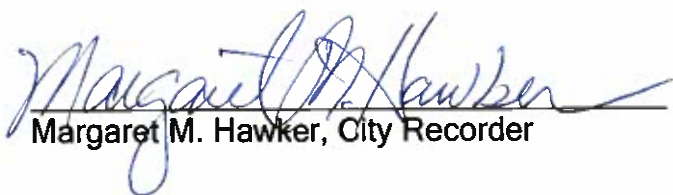
Section 5. Effective Date. This resolution is effective immediately upon adoption.

Adopted by the Newport City Council on June 17, 2019

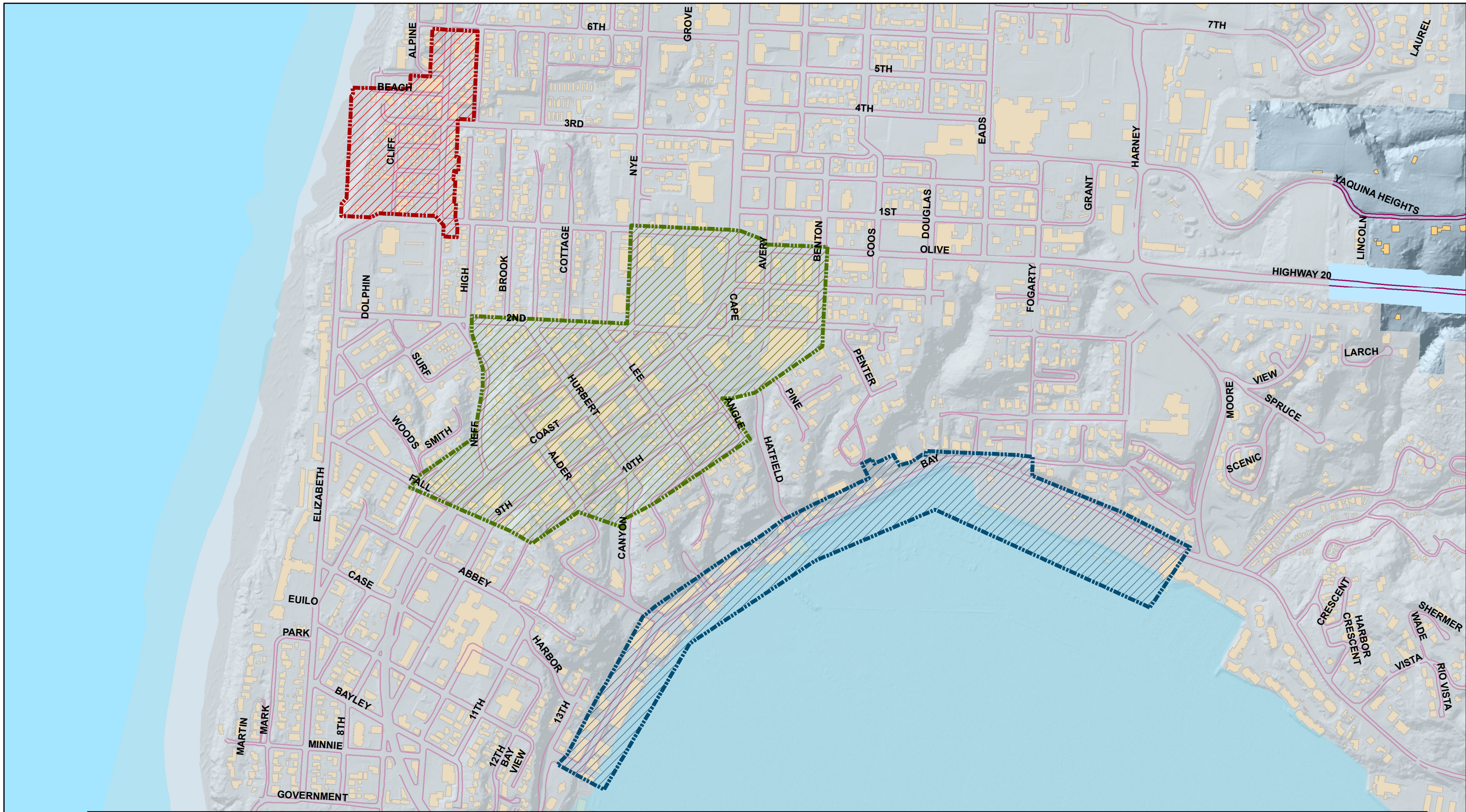


David N. Allen, Council President

ATTEST:



Margaret M. Hawker, City Recorder



 Bay Front Parking District Boundary (Ord. 2020)
  City Center Parking District Boundary (Ord. 2009)
  Nye Beach Parking District Boundary (Ord. 1993)

HB 2180 (2021) EV Parking Infrastructure Implementation

Purpose of the rule:

These rule changes implement electric vehicle (EV) parking infrastructure requirements under HB 2180 (2021) and ORS 455.417. The rules establish standards for what constitutes electric vehicle infrastructure, which newly constructed building types, and their associated parking, have to comply with the requirements, and sets a minimum percentage of parking spaces that must have EV parking infrastructure installed at time of construction. The rules also create a local land use path to require a higher percentage of parking spaces that are required to have EV parking infrastructure. Additional now obsolete rules and references are also repealed or modified to align with the requirements of HB 2180.

Citation:

Adopts: OAR 918-460-0200

Amends: OAR 918-305-0030

Repeals: OAR 918-020-0380

This rule is effective July 1, 2022.

Background:

During the 2021 session the legislature passed HB 2180 which created requirements for certain newly constructed buildings to provide the necessary infrastructure, consisting of service capacity or space to provide additional future service capacity as well as installed conduit, for the future installation of level 2 electric vehicle chargers at 20 percent of the building's associated parking spaces. The bill created a specific definition for electric vehicle charging infrastructure to be used as well as identifying the types of construction covered. The bill also specified that a local jurisdiction may increase the required number of spaces through a local land use process outside the scope of the building code. The division held a Rule Advisory Committee on April 19, 2022. The Building Codes Structures Board reviewed and approved draft rules at its May 4, 2022, meeting. The Electrical and Elevator Board reviewed draft rules at its May 26, 2022, meeting. The division filed a notice of rulemaking on May 12, 2022, and held a public hearing on June 22, 2022.

Summary:

These rules implement HB 2180 (2021) and create standards for buildings that must provide EV parking infrastructure at the time of construction and modify existing rules to align with the requirements of HB 2180.

Contact:

If you have questions or need further information, contact Tony Rocco, structural program chief at, 503-910-1678 or at Anthony.J.Rocco@dcbs.oregon.gov.



PERMANENT ADMINISTRATIVE ORDER

BCD 6-2022

CHAPTER 918
DEPARTMENT OF CONSUMER AND BUSINESS SERVICES
BUILDING CODES DIVISION

FILED

06/30/2022 4:16 PM
ARCHIVES DIVISION
SECRETARY OF STATE
& LEGISLATIVE COUNSEL

FILING CAPTION: Implementation of HB 2180 (2120) EV Parking Infrastructure Requirements

EFFECTIVE DATE: 07/01/2022

AGENCY APPROVED DATE: 06/30/2022

CONTACT: Andy Boulton
971-375-7027
andrew.boulton@dcbs.oregon.gov

1535 Edgewater St NW
PO Box 14470, Salem, OR 97309
Salem, OR 97304

Filed By:
Laura Burns
Rules Coordinator

RULES:

918-020-0380, 918-305-0030, 918-460-0200

REPEAL: 918-020-0380

NOTICE FILED DATE: 05/12/2022

RULE SUMMARY: Repeals prior pilot program on EV parking infrastructure requirements. This program is now outdated and superseded by HB 2180 (2021) and the adoption of 918-460-0200.

CHANGES TO RULE:

~~918-020-0380~~

~~Electric Vehicle Ready Parking~~

~~(1) Effective October 1, 2017, there is established in Oregon a program for providing electric vehicle charging station infrastructure to the new construction of a parking facility. This program establishes mandatory code requirements for building owners or contractors as specified in this rule. Municipalities participating in this program must enforce the requirements of this rule.~~

~~(2) As used in this rule:~~

~~(a) "Parking facility" means a property or part of a property for which the major occupancy or use is parking spaces for motor vehicles.~~

~~(b) "Open parking space" means a defined area that has two or more indicated marked edges and is designed for the parking of a single motor vehicle including spaces designated for accessible parking.~~

~~(c) "New construction" means the construction of entirely new structures on a site. Additions are not considered new construction.~~

~~(3) Nothing in this rule requires the installation of electric vehicle charging stations in a parking facility.~~

~~(4) The program is mandatory within the jurisdictional boundaries of:~~

~~(a) The cities of Portland, Eugene, Salem and Gresham; and~~

~~(b) A municipality that has adopted the program through the local amendment process under OAR 918-020-0370.~~

~~(5) The division will maintain and make available a list of all participating jurisdictions.~~

~~(6) The program applies to the new construction of parking facilities with 50 or more open parking spaces. Five percent (5%) of the open parking spaces must be available for future installation of electric vehicle charging stations. Fractional numbers derived from this calculation must be rounded up to the nearest whole number.~~

~~(7) The program only applies to the following occupancy classifications as specified in the Oregon Structural~~

Specialty Code:¶¶

(a) Group B – Businesses;¶¶

(b) Group M – Mercantile;¶¶

(c) Group R-2 – Residential; and¶¶

(d) Group S-2 – Parking garages.¶¶

(8) Unless otherwise stated in this rule, electrical installations must be according to the Oregon Electrical Specialty Code.¶¶

(a) A parking facility must have a conduit system installed from the building electrical service to the open parking spaces.¶¶

(A) The conduit system must be, at a minimum, capable of supporting the installation of electrical wiring for the future installation of electric vehicle charging stations rated "Level 2" (40 amp/3.3 – 6.6 kW) or larger, as specified by the owner.¶¶

(B) Any conduit installed for future electric vehicle charging stations must be labeled "For Future EV Charging Stations." Both ends of the conduit must be labeled for the environment it is located in.¶¶

(b) A construction project required to install electric vehicle charging station infrastructure may comply with the rule through one of the following options:¶¶

(A) Provide a building electrical service sized for the anticipated load of the electric vehicle charging stations. The building electrical service must have the overcurrent devices necessary for the electric vehicle charging stations, or have adequate space within the service to add the necessary overcurrent devices;¶¶

(B) Provide adequate space within the building to add a second electrical service for future installation of service capacity for electric vehicle charging stations. The building official must allow a second electrical service of the same phase and voltage according to Article 230.2 of the Oregon Electrical Specialty Code; or¶¶

(C) Notwithstanding section (8)(a) of this rule, designate a location on the property to install a remote service. Potential electric vehicle charging stations served from a remote service location located in or adjacent to a landscaping area may not require installation of conduit. The building owner or contractor should coordinate with the electric utility serving the property to plan for a future service. Installation of conduits in these areas is at the discretion of the building owner or contractor.¶¶

(9) Fees for plan review, permit, and inspection are as established by the municipality under the authority of ORS 455.020 and 455.210.¶¶

(10) Construction documents associated with the construction of a parking facility must show the location of designated parking spaces and any conduits intended for future installation of electric vehicle charging stations.¶¶

(11) For the purposes of this rule persons certified to perform electrical plan review or inspection are not required to determine or ensure that the appropriate number parking spaces are designated for future electric vehicle charging stations.¶¶

(12) Parking facility requirements do not apply to:¶¶

(a) A temporary parking facility that is reasonably expected to be in service for three years or less.¶¶

(b) The installation of an electrical supply capacity or conduit system to serve parking spaces that are not open parking spaces. The areas listed below are not considered open parking spaces. Parking spaces:¶¶

(A) Reserved for motor vehicles that are inventory.¶¶

(B) Reserved for motor vehicles awaiting transport at a port or other transit facility.¶¶

(C) Reserved for use by commercial motor vehicles, emergency vehicles, or commercial or farm motorized equipment.¶¶

(D) Reserved for use by motorcycles, mopeds, or all-terrain vehicles.¶¶

[Publications: Publications referenced are available from the agency.]

Statutory/Other Authority: ORS 455.030, 455.110, 479.730

Statutes/Other Implemented: ORS 455.030, 455.110, 479.730

AMEND: 918-305-0030

NOTICE FILED DATE: 05/12/2022

RULE SUMMARY: Updates references to additional rules that impact the Oregon Electrical Specialty Code for the adoption of 918-460-0200 and the repeal of 918-020-0380.

CHANGES TO RULE:

918-305-0030

Other Codes or Publications that Impact Electrical Installations ¶¶

Other codes and publications that impact electrical installations include, but are not limited to those listed below:¶¶

- (1) Chapter 9 of the Oregon Structural Specialty Code relating to fire protection systems and Chapter 3 of the Oregon Residential Specialty Code relating to smoke alarm installations.¶¶
- (2) ORS 455.420 requiring individual electric meters for dwelling units.¶¶
- (3) The Oregon Energy Efficiency Specialty Code, and chapter 11 of the Oregon Residential Specialty Code which address the energy efficiency issues of motors, electric lighting and other electric equipment; and¶¶
- (4) Chapter 16 and 17 of the Oregon Structural Specialty Code which addresses the seismic requirements of nonstructural components and special inspection requirements.¶¶
- (5) Publications and requirements of the serving utility.¶¶
- (6) Public Law 101-336, the Americans with Disabilities Act, Part III; Department of Justice Regulations of Friday, July 26, 1991; 28 CFR Part 36, as amended, including the 2010 ADA Standards for Accessible Design and Public Law 100-430, the Fair Housing Act and the regulations adopted thereunder.¶¶
- (7) Chapter 11 of the Oregon Structural Specialty Code which relates to the Americans with Disabilities Act for mounting height requirements for electrical and communication receptacles located in affected buildings and structures.¶¶
- (8) The interconnection of all net-metering facilities and solar photovoltaic systems operated as interconnected power production sources shall comply with the Oregon Electrical Specialty Code. In addition, the interconnection of all net-metering facilities utilizing solid-state inverters shall comply with OAR 860-039 Net Metering.¶¶
- (9) Oregon Manufactured Dwelling Installation Specialty Code. The electrical installations shall be in accordance with the requirements of the Oregon Electrical Specialty Code.¶¶
- (10) The electrical portions of the installation or product standards identified in OAR 918-306-0005. These standards are informational only and are to be used to clarify code intent. They may be used as installation guides when not specifically referenced or covered in the Oregon Electrical Specialty Code. Examples include, but are not limited to, the electrical sections of NFPA 20, NFPA 54, NFPA 99, NFPA 101, NFPA 110, NFPA 780 and NFPA 820.¶¶
- (11) Electrical installation requirements for electric vehicle ready parking facilities specified in OAR 918-~~02460-038200~~.¶¶

[Publications: Publications referenced are available from the agency.]

Statutory/Other Authority: ORS 479.730

Statutes/Other Implemented: ORS 479.730,~~757.262~~

ADOPT: 918-460-0200

NOTICE FILED DATE: 05/12/2022

RULE SUMMARY: Implements electric vehicle infrastructure requirements under HB 2180.

CHANGES TO RULE:

918-460-0200

Electric Vehicle Charging Station Infrastructure Requirements

(1) This rule amends the Oregon Structural Specialty Code to require certain buildings to install electric vehicle charging infrastructure at a minimum of 20 percent of the vehicle parking spaces in the garage or parking area on the building's site, or the minimum percentage required by local government, in accordance with the requirements of ORS 455.417.¶

(2) This rule only applies to newly constructed buildings and newly constructed garages or parking areas located on the site and serving the following building types, excluding townhouses as defined in ORS 197.758:¶

(a) Commercial buildings under private ownership;¶

(b) Multifamily residential buildings with five or more residential dwelling units; and¶

(c) Mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units.¶

(3) Coordination with the Oregon Electrical Specialty Code (OESC).¶

(a) Unless otherwise specified in this rule, when terms used in this rule have been defined in the OESC, the OESC definitions will be used.¶

(b) For purposes of this rule a Level 2 charger means Level 2 Electric Vehicle Supply Equipment supplied by not less than 40 amps at 208/240 volts, unless otherwise defined in the OESC.¶

(c) The use or planned use of energy management systems in compliance with the requirements of the OESC may be included when determining the infrastructure requirements of this rule, including the size or planned size of a service.¶

(d) All electrical installations must comply with the provisions of the OESC.¶

(4) The calculation of the minimum number of parking spaces required to have electric vehicle charging infrastructure is determined by the following methods:¶

(a) No less than 20 percent, rounded up to the nearest whole number, of the spaces in the garage or parking area for the building, excluding overflow or seasonal parking; or¶

(b) When a local jurisdiction has increased the minimum required percentage of spaces to be provided with electric vehicle charging station infrastructure through a land use process in accordance with ORS 455.417(4), the number of spaces will be determined by the local process. The calculated number of spaces may not be less than the calculated number of spaces under section (4)(a) of this rule.¶

(5) Newly constructed buildings identified in section (2) are required to install electric vehicle charging station infrastructure consisting of a conduit system described in section (6) and at least one of the following options:¶

(a) Provision of building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add overcurrent devices;¶

(b) A designated space within a building to add electrical service with capacity for electric vehicle charging stations; or¶

(c) A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations.¶

(6) A conduit system installed from the building electrical service, or from the dedicated space or location for a future electrical service as described in subsection (5)(b) or (5)(c), to parking spaces that can support, at a minimum, electrical wiring for the installation of one level 2 charger for each parking space. Both ends of the conduit must be labelled to show that the conduit is provided for future electric vehicle supply equipment.¶

(7) The installation of a level 2 charger or level 3 DC fast charger at a parking space satisfies the infrastructure requirements of this rule for that parking space.

Statutory/Other Authority: ORS 455.030, ORS 455.417

Statutes/Other Implemented: ORS 455.417



Climate-Friendly and Equitable Communities

Why this Rulemaking

In 2007, Oregon legislators adopted a goal to reduce Oregon's climate pollution by 75% by 2050. That's what the science calls for, if we're going to avoid catastrophic impacts to our environment, communities, and economy.

Fifteen years later, we're far off track in our efforts to meet those goals – and we're already experiencing real-world impacts of climate disruption, with increasing wildfires, in size, severity, and timing, and record heat waves that have cost Oregonians their homes, and their lives.

We're particularly off-track in reducing pollution from transportation, responsible for about 38% of Oregon's climate pollution. On our current path, Oregon will only reduce transportation pollution by about 20% by 2050. That means we're polluting far more than we hoped, meaning more extreme weather events, more wildfires, more ocean acidification, and more record heat waves. In response, Governor Brown directed state agencies to promote cleaner vehicles, cleaner fuels, and less driving.

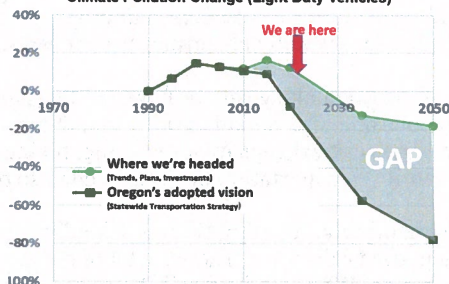
Meanwhile, the State of Oregon is grappling with a troubling history and current patterns of inequity and discrimination, including in our land use, zoning, and transportation investment (and disinvestment) decisions. Wealth and health have been concentrated in the privileged, at the expense of others. This rulemaking aims to take some steps in redressing past harms.

Rulemaking Overview and Desired Outcomes

The Land Conservation and Development Commission launched the Climate-Friendly and Equitable Communities rulemaking in response to Governor Brown's order. It directed the Department of Land Conservation and Development (DLCD), Oregon's land use planning agency, to draft changes in Oregon's planning system for communities in Oregon's eight most populated areas (see map at right).

The rules require those communities to change their local transportation and land use plans to do more to ensure Oregonians have more safe, comfortable ways to get around, and don't have to drive long distances just to meet their daily needs. The rules also aim to improve equity, and help community transportation, housing, and

Climate Pollution Change (Light Duty Vehicles)



Oregon is dramatically off-track. If current trends continue, Oregon will release more than 4 times more transportation pollution than our goal by 2050.



Thousands of Oregonians have lost their homes in recent wildfires. Missing our climate goals will mean more extreme and more frequent weather events such as heat bombs, droughts, and wildfires.



The rules apply in Oregon's eight metropolitan areas shown above.

planning serve all Oregonians, particularly those traditionally underserved and discriminated against.

What does that mean on the ground? It means having some areas where rules don't get in the way of more walkable neighborhoods. The draft rules ask cities to designate climate-friendly areas, and to allow people to build taller buildings providing more housing. The rules don't *require* taller buildings, but make sure those buildings are *allowed*. In climate-friendly areas, a minimum density standard would help ensure transit can serve the neighborhood.

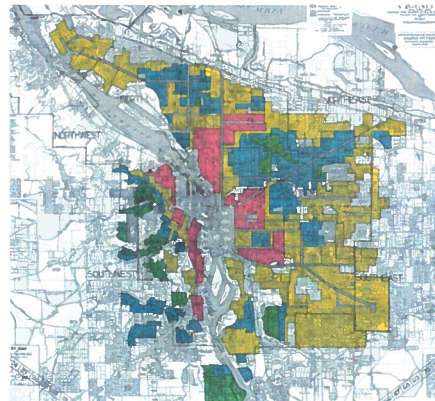
Other provisions of the rulemaking call for new buildings to support the growing electric vehicle transformation, reduce one-size-fits-all parking mandates, and increase local planning requirements to address critical gaps in our walking, biking, and transit networks. The rules ask communities to identify transportation projects needed so our climate goals could be met.

The rulemaking is mainly about letting climate-friendly development happen where people want to build it and the market calls for it. There's a lot of demand for housing where people can walk to where they want to go. While single-family homes will continue to be allowed and provide most housing, Oregonians have a diverse set of housing desires and deserve more affordable and climate-friendly choices. Those could better meet the changing shape of American households, as nearly a third of homes hold just one person. But again, people can choose what best meets their needs.

Equitable Mapping, Engagement and Decision-Making

One central outcome of this rulemaking is an increased emphasis on equity. The rulemaking has worked to integrate equity, starting with the rulemaking charge and title. Equity was key as DLCDC attempted to have the composition of the advisory committee reflect the diversity of Oregon's communities, and equity was one of the first tasks tackled by the group.

The rulemaking advisory committee spent significant time at many of its meetings discussing equity, and developed an [Equitable Outcomes Statement](#) to guide the rulemaking drafting and implementation. The rulemaking conducted a racial equity analysis of the rules and an analysis on how the rules could be improved to serve people with disabilities. The committee subsequently reviewed a table listing how each item in the Equitable Outcomes Statement was or was not brought forth into the draft rules, and what next steps might be.



1938 Redlining map of Portland. Redlining allowed white people to build wealth through homeownership.

The rules define traditionally underserved populations to include Black and African American people, Indigenous people, People of Color, people with limited English proficiency, people with disabilities, low-income Oregonians, youth and seniors, and more. They require mapping of traditionally underserved populations, local consideration of a set of anti-displacement actions should decisions contribute toward displacement, centering the voices of underserved populations in decision-making, and regular reporting on efforts to engage traditionally underserved populations.

Climate-Friendly Areas

A climate-friendly area is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

Why are climate-friendly areas important? A key component of Oregon's plan to meet our climate pollution reduction and equity goals is facilitating development of urban areas in which residents are less dependent upon the single occupant vehicle. Before the automobile became common in American life, cities grew more efficiently, with a variety of uses in city centers and other areas that allowed for working, living, and shopping within a walkable or transit accessible area. Over the last 100 years, the automobile and planning practices have served to separate activities, creating greater inequities within cities and widespread dependence upon climate-polluting vehicles to meet daily needs. Climate-friendly areas will help to reverse these negative trends, with some actions taking place in the short term, and others that will occur with development and redevelopment over time.

The rules require cities, and some urbanized county areas, with a population over 5,000 within the seven metropolitan areas outside of Portland Metro to adopt regulations allowing walkable mixed-use development in defined areas within urban growth boundaries. The rules for the Portland Metro area support implementation of the region's 2040 Growth Concept. Areas will be sized to accommodate a portion of the community's housing, jobs, and services. Local governments will determine where these areas will be located, but many of these areas will likely be established in existing downtowns that may currently allow for mixed uses and higher densities.

Associated requirements will ensure high quality pedestrian, bicycle, and transit infrastructure is available within these areas to provide convenient transportation options. The rules provide a process for local governments to first identify potential climate-friendly areas, then later to adopt development standards for the areas best-suited for this purpose. The rules provide some minimum requirements for climate-friendly areas, with a set of clear and objective standards that may be adopted, or a process for local governments to craft their own standards. Cities of more than 10,000 will monitor housing production within these areas over time and develop strategies to facilitate desired development.

Reforming Costly Parking Mandates

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character. Parking mandates force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly



Oregon already has some climate-friendly areas, pleasant places to meet one's needs without needing to drive.



Parking uses a huge amount of high-value land. Off-street parking in downtown Corvallis in red.

from development to development, and about one-sixth of Oregon renter households own zero vehicles. Planning practices of the past have imposed a one-size-fits-all requirement everywhere, creating incentives to own more cars and drive more.

The rules encourage the diversity of parking needs to be met by the diversity of development. The rules would reduce or remove costly parking mandates for desired types of development, such as smaller housing types, small businesses, childcare facilities, multi-family housing, and historic buildings. The rules would completely remove parking mandates within one-half mile of frequent transit and three-quarters of a mile of rail stops, where parking demand is lower per unit.

The rules give communities options to improve parking management. Those who adopt best practice parking policies would get more flexibility. The rules require cities with over 100,000 population that choose to continue to mandate off-street parking to eventually charge at least 50 cents per day for 10% of on-street parking spots.

Getting Ready for Oregon's Electric Vehicle Future

Making our vehicles cleaner is a key part in meeting Oregon's climate goals. Oregon has a vision where 90% of new vehicles will be electric by 2035. To meet that goal, we need to ensure people can charge their vehicles. The most convenient place to do so is at home, but many Oregonians live in older multi-family homes that would be very expensive to retrofit.



Building a complete network of EV charging stations at commercial and multi-family housing locations could cut up to 11.9% of climate pollution

Thus, the rules require *new* housing and mixed-use development with at least five units would include electrical conduit (pipes) to 40% of spots, ready for adding wiring and charging stations to support electric vehicles as the market expands.

Planning for a Future of Transportation Options

DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state's greenhouse gas reduction goals.



Transportation options are critical for everyone, but particularly the roughly one-in-three Oregonians who cannot drive.

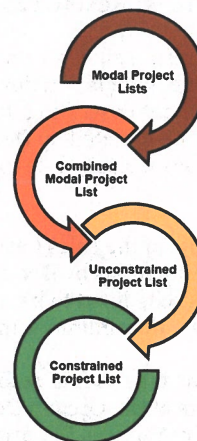
Local governments in Oregon have been required to make coordinated land use and transportation plans for decades. The updated rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

Planning to Meet Our Climate Goals

DLCD's regional greenhouse gas reduction program allows areas to work together to consider statewide, regional, and local needs and issues. The flexible regional planning process allows communities to study economic development, fiscal impacts, resource use, pollution impacts, and the effects of different choices on the state, region, community, or households. The results are intended to help local government community members, elected and appointed leaders better understand issues and quantify the effect of potential policies as they review and update the area's long-range plans and make investment decisions.

The rules would expand requirements for regional plans to meet the state's climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas will be required to evaluate their local plans towards meeting the state's climate pollution reduction targets and amend their local plans towards meeting the target.



Community Engagement

We've heard from lots of Oregonians over the past eighteen months. We've heard from a 40-person advisory committee including representatives from all of Oregon's impacted eight urban areas, several people who are home builders, realtors, representatives of the trucking industry, affordable housing advocates, land use advocates, community-based and other community-serving organizations.

To supplement those deliberations, staff held two separate series of virtual community conversations in 2021 – five in the spring, and four in the fall. Staff have hosted a series of nine technical work group meetings on specific topics, a series of practitioner meetings with local government staff in each region, and dozens of additional meetings with local elected officials, planning staff, and interest groups.

Upcoming conversations include events focused on what will be needed at the community level to support implementation and ongoing engagement strategies.

We've heard from hundreds of Oregonians who have attended one or more of the scores of meetings, community conversations, work groups, or practitioner meetings, and from hundreds of people who've submitted comments ([summary here](#)). Our rules are better for it, having continued to evolve and improve.

But the engagement won't end there – the rules require local governments to engage their communities as they make key decisions on how the rules apply locally. If you're interested in these issues, we encourage you to stay engaged.



Some members of the rulemaking advisory committee

Implementing the Rules: Resources and Timelines

Local governments are responsible for implementing the rules. Many of the rules take effect when a community next conducts a major update of its Transportation System Plan (TSP), a community's core document describing its transportation needs and future plans. The rules state most plans should be updated by December 31, 2029. The rules have Salem-Keizer and Eugene-Springfield areas on a schedule to do regional scenario plans and update their TSPs by the end of 2027.

The land use components of the rules have specific deadlines. Communities are asked to study potential Climate-Friendly Areas by December 31, 2023, and adopt Areas by December 31, 2024. Parking reform is scheduled to happen in two phases - the first at the end of 2022, and the second by June 30, 2023. Communities may ask for some flexibility around most of these dates.

DLCD is providing or working to find resources for local governments to do this work, along with our agency partners at the Oregon Department of Transportation (ODOT) and the Oregon Housing and Community Services Department. The Oregon Legislature provided \$768,000 to assist with implementation on land use, and ODOT has identified another \$18 million to assist with transportation plan updates.

Learn More

Information on how to get implementation updates via email and many additional materials can be found at www.oregon.gov/lcd/CL/Pages/CFEC.aspx

Contact Information

Evan Manvel, Climate Mitigation Planner
evan.manvel@dlcd.oregon.gov
971-375-5979

Cody Meyer, Land Use and Transportation Planner
cody.meyer@dlcd.oregon.gov
971-239-9475

Kevin Young, Senior Urban Planner
kevin.young@dlcd.oregon.gov
503-602-0238

July 2022

Climate-Friendly and Equitable Communities Implementation Guide



This document provides guidance for cities and counties within metropolitan areas that are expected to implement the Climate Friendly and Equitable Communities rules. The information provided in this document are **based on the rules adopted by the Land Conservation and Development Commission on July 21, 2022**. This guide is for information and is not determinative regarding the content or applicability of the adopted rules.

Pages 1-3 contain an overview of the implementation and reporting requirements of the rules. The table of implementation dates on pages 3-8 shows the year in which these requirements become applicable, grouped by metropolitan area. The task summaries on pages 9-12 outline the sections of the Division 12 rules that are involved with the major task groups.

Alternative Dates: Cities, counties, or Metro may, optionally, propose alternative implementation dates for some deadlines as provided in OAR 660-012-0012(3). Alternative dates would be submitted to the department, reviewed against criteria, and approved (or not) by the DLCD Director. Alternative compliance dates for Eugene-Springfield and Salem-Keizer metropolitan area would use this process and the work program process for scenario planning in OAR 660-044-0100. Rules whose implementation dates can be modified through this process are in italics in the guide.

Division 12 Exemption: The DLCD Director may grant a full or partial exemption from Division 12 to cities and counties with a population under 10,000 within the urban area (OAR 660-012-0055(7)). The exemption must be requested by the jurisdiction. Exemptions granted shall last for a specified period.

Major Task Groups

Requirements for the implementation of each task are outlined in the schedule. Details of the rules involved with each task are listed after the schedule table.

CFA Study – Study potential climate-friendly areas (CFA) (660-012-0315).

(code changes not mandatory; may apply 660-012-0430 and 0440 directly).

CFA Codes – Designate and make comprehensive plan, zoning map and code changes to implement climate-friendly areas (660-012-0320).

Parking B – Implement parking regulation improvements, and parking mandate reform (660-012-0400 through 0450).

Parking A – For new development applications, apply reduced parking mandates near frequent transit and for certain development types

TSP Updates – These rules only apply at the time of a major update to a transportation system plan (TSP).

TPR Development Regulations – Transportation Planning Rules (TPR) related regulations; required with major transportation system plan updates, no specific update timeline unless indicated. Implement commercial and residential land use regulations (660-012-0330), and bicycle parking (660-012-630).

HNA – Housing Needs Analysis (HNA) (Also known as a Housing Capacity Analysis, or HCA). Update required by OAR Chapter 660-008-0045 for cities over 10,000 population. HNA within Metro must be updated every 6 years; outside of Metro must be updated every 8 years.

HNA is an additional task that is not part of Climate-Friendly and Equitable Communities.

Individually Applicable Rules

Rules separate from the major task groups and with their own applicability date are listed below and in the schedule.

EV Conduit – Cities only; for new multifamily and multi-use development applications, require 40% of spaces have conduit to serve electric vehicle charging (OAR 660-012-0410); implement by March 31, 2023 per OAR 660-012-0012(5)(d); either directly apply state administrative rules or amend local development standards.

Transportation Modeling – transportation modeling or analysis used for a land use decision must comply with OAR 660-012-0210; decision must not increase VMT per capita; effective as of June 30, 2024 per OAR 660-012-0012(5)(a).

Performance Standards – Implement multiple transportation performance standards for plan amendments and development review per OAR 660-012-0215; effective as of June 30, 2025 per OAR 660-012-0012(4)(b).

Additional CFA Designations for UGB Expansions is required beginning June 30, 2027 (OAR 660-008-0010(3)).

Note: **TSP Update** and **TPR Development Regulations** apply to **all** jurisdictions in the table listed below. The proposed rules do not establish an implementation deadline if ‘TSP Update’ and ‘TSP Development Regulations’ are not shown in the schedule. They are **not** exempt from these requirements. A deadline for these tasks may be established through approval of alternate compliance dates.

TPR Reporting

OAR 660-012-0900 requires cities and counties outside of Metro to submit yearly reports. The reporting requirements are listed in the row of each metropolitan area (light blue background). The designation of major reports in this guide are based on expected dates of Regional Transportation Plan (RTP) updates. The timing of a major report will be as determined by actual RTP adoption (OAR 660-012-0900(5)). The reporting requirement applies to each jurisdiction individually, although jurisdictions may coordinate to submit one report for the metropolitan area. Inside Metro, annual reporting will be completed by Metro (cities and counties within Metro **not** required to submit individual reports).

Population Growth

Climate-Friendly Areas- OAR 660-012-0310(4)(a) and (b) specify CFA compliance timelines for jurisdictions that surpass population thresholds of 5,000 or 10,000. Such jurisdictions must submit a **CFA Study** within 545 days of exceeding the population threshold, and adopt **CFA Codes** within 365 days of the deadline for submittal of the CFA Study. Additionally, OAR 660-008-0010(2) requires the designation of additional climate friendly areas as cities over 10,000 grow, in conjunction with required HNA updates.

Parking – OAR 660-012-0012(4)(f)(A) allows one year for jurisdictions that surpass population thresholds in OAR 660-012-0400 to comply with the parking rules to which they become subject.

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Albany Area			TPR major report (5/31) ¹	TPR minor report (5/31)	TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
Albany	Parking A	CFA Study EV Conduit Parking B	CFA Codes Transportation Modeling	Performance Standards	2028 HNA Additional CFA for UGB expansions after June 2027	TSP TPR Dev. Regs.
Benton County, Linn County, Marion County <small>(fewer than 5,000 population inside UGB)</small>			Transportation Modeling	Performance Standards		
Jefferson, Tangent, and Millersburg	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards		

¹ Next expected RTP updates: 2022: Central Lane, Corvallis; 2023: Albany, Salem-Keizer; 2024: Middle Rogue; 2025: Bend, Rogue Valley. TPR major report expected the year following adoption of RTP update. Future RTP updates expected every 4 years.

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Bend Area			TPR minor report (5/31)	TPR minor report (5/31)	TPR minor report (major report 2026) (5/31)	TPR minor report (5/31)
Bend	Parking A	CFA Study EV Conduit Parking B	CFA Codes HNA Transportation Modeling	Performance Standards	Additional CFA for UGB expansions after June 2027, and with HNA Updates	TSP TPR Dev. Regs.
Deschutes County ²			Transportation Modeling	Performance Standards		TSP TPR Dev. Regs.
Central Lane	Scenario Plan work program (6/30) Scenario Plan (12/31)		TPR minor report (5/31)	TPR minor report (5/31)	Scenario Plan code amendments and TSP (12/31) TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
Coburg	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards	TSP (2026) TPR Dev. Regs.	
Eugene Springfield	Parking A	CFA Study EV Conduit Parking B	CFA Codes Transportation Modeling	Springfield HNA Performance Standards	TSP (2026) TPR Dev. Regs. Eugene 2026 HNA Additional CFA for UGB expansions after June 2027	
Lane County ³			Transportation Modeling	Performance Standards	TSP (2026) TPR Dev. Regs.	

² Deschutes Co. population within UGBs in the metropolitan area is >5,000. However, Parking A, Parking B, CFA Study, and CFA Codes are not assumed to be applicable because the county does not provide urban services to these areas (OAR 660-012-0310(3); OAR 660-012-0400(1)(b)).

³ Lane Co. population within UGBs in the metropolitan area is >5,000. However, Parking A, Parking B, CFA Study, and CFA Codes are not assumed to be applicable because the county does not provide urban services to these areas (OAR 660-012-0310(3); OAR 660-012-0400(1)(b)).

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Corvallis Area			TPR major report (5/31)	TPR minor report (5/31)	TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
Adair Village	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards		
Corvallis Philomath	Parking A	CFA Study EV Conduit Parking B	CFA Codes Transportation Modeling	Performance Standards	Corvallis 2027 HNA Additional CFA for UGB expansions after June 2027	TSP TPR Dev. Regs.
Benton County (fewer than 5,000 population inside UGB)			Transportation Modeling	Performance Standards		
Middle Rogue			TPR minor report (5/31)	TPR major report (5/31)	TPR minor report (5/31)	TPR major report (5/31)
Gold Hill Rogue River	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards		
Grants Pass	Parking A HNA	CFA Study EV Conduit Parking B	CFA Codes Transportation Modeling	Performance Standards	Additional CFA for UGB expansions after June 2027	TSP TPR Dev. Regs.
Jackson County Josephine County (fewer than 5,000 population inside UGB)			Transportation Modeling	Performance Standards		

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Rogue Valley			TPR minor report (5/31)	TPR minor report (5/31)	TPR major report (5/31)	
Ashland Central Point Eagle Point Medford Talent	Parking A	CFA Study EV Conduit Parking B Medford HNA	CFA Codes Transportation Modeling	Performance Standards	Central Pt 2027 HNA Ashland 2029 HNA Additional CFA for UGB expansions after June 2027	TSP TPR Dev. Regs.
Jacksonville Phoenix	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards		
Jackson County (fewer than 5,000 population inside UGB)			Transportation Modeling	Performance Standards		

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Salem/Keizer		Scenario Plan work program (6/30)	Scenario Plan (6/30) TPR major report (5/31)	Scenario Plan code amendments and TSP (6/25) TPR minor report (5/31)	TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
Salem Keizer	Parking A	CFA Study EV Conduit Parking B	CFA Codes Salem and Keizer HNA Transportation Modeling	TSP TPR Dev. Regs. Performance Standards	Additional CFA for UGB expansions after June 2027	
Marion County	Parking A	CFA Study Parking B	CFA Codes Transportation Modeling	TSP TPR Dev. Regs. Performance Standards		
Polk County (fewer than 5,000 population inside UGB)			Transportation Modeling	TSP TPR Dev. Regs. Performance Standards		
Turner	Parking A	EV Conduit Parking B	Transportation Modeling	TSP TPR Dev. Regs. Performance Standards		

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Portland Metro			TPR major report (5/31)	TPR minor report (5/31)	TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
TPR Rules specific to Metro: OAR 660-012-0140, Transportation System Planning in the Portland Metropolitan Area; OAR 660-012-0012(4)(d), Climate-Friendly Area implementation within Metro; OAR 660-012-0900(2), TPR Reporting.						
Metro UGMFP Region 2040 Centers <i>[various jurisdictions]</i>			Metro to establish requirements for adoption of Centers		Non-adopters to adopt Center boundaries and zoning	
Durham, Johnson City, Maywood Park, Rivergrove, King City, Wood Village	Parking A	EV Conduit <i>Parking B</i>	Transportation Modeling		<i>Performance Standards</i>	
Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham, Happy Valley, Hillsboro, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, West Linn, Wilsonville (10k+)	Parking A	EV Conduit <i>Parking B</i> Beaverton, Fairview, Gresham, Happy Valley, Hillsboro Lake Oswego, Milwaukie, Portland, West Linn, Wilsonville HNA	Transportation Modeling	Forest Grove HNA	<i>Performance Standards</i>	HNA 2026: Sherwood, Troutdale, Tualatin; 2027: Gladstone, Cornelius, Tigard, Oregon City
Clackamas County, Washington County	Parking A	<i>Parking B</i>	Transportation Modeling		<i>Performance Standards</i>	
Multnomah County ⁴						

⁴ Cities within Multnomah Co. have land use authority for unincorporated areas within UGB.

Task Summaries

Parking A

Reduced Mandates – OAR 660-012-0430 and OAR 660-012-0440

Effective date December 31, 2022 per OAR 660-012-0012(5)(e)– applies to development applications submitted after that date; either directly apply state administrative rules or amend local development standards

- Reduced mandates for specific developments – cannot mandate more than 1 space/unit for residential developments with more than 1 unit
- No mandates for small units, affordable units, childcare, facilities for people with disabilities, shelters
- Reform near transit - no parking mandates allowed within ¼ mile of light or heavy rail stations or ½ mile of frequent transit corridors

Parking B

Parking Regulation Improvement – OAR 660-012-0405

By June 30, 2023 per OAR 660-012-0012(4)(f) - amend development standards

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underutilized parking for other uses
- Allow and facilitate shared parking
- Parking lots more than ¼ acre in size must install 50% tree canopy OR solar panels, solar/wind fee-in-lieu, or green energy per OAR 330-0135-0010; requires street trees and street-like facilities along driveways
- Adopt parking maximums in locations such as downtowns, regional or community center, and transit-oriented developments.

Parking Maximums and Evaluation in More Populous Cities – 660-012-0415

By June 30, 2023 per OAR 660-012-0012(4)(f)

- Cities >100,000 population, or >25,000 population if in Portland Metro, set certain parking maximums in specified areas
- Cities >200,000 population also:
 - Study use of on-street timed parking in CFA and transit areas (OAR 660-012-0435 & 0440)
 - Implement parking management before authorizing new 100+ stall parking garages
 - Implement TDM management strategies before authorizing new 300+ stall garages
 - Adopt design requirements so ground floor of parking garage convertible to other uses

Parking Mandate Reform

Effective date June 30, 2023 per OAR 660-012-0012(4)(f)

Option 1 OAR 660-012-0420	Options 2 and 3 OAR 660-012-0425 through 0450	
Repeal all parking mandates within the jurisdiction	Reduce parking burdens – adopt eight land use regulations related to reduced mandates based on factors such as shared parking, solar panels, parking space accessibility, on-street parking; unbundling of parking from rent for multifamily units near transit (OAR 660-012-0425)	
	Cities with populations 100,000+ adopt on-street parking prices equivalent to at least 50¢/day per spot for 5%/10% of total on-street parking supply by September 30, 2023/2025 (OAR 660-012-0450; effective dates per OAR 660-012-0012(4)(g))	
	Parking Reform Approaches Choose ONE of the following (option 2 -or- option 3) Policies to take effect no later than June 30, 2023 (effective date per OAR 660-012-0012(4)(f))	
	Option 2 OAR 660-012-0445(1)(a) - Adopt at least 3 of 5 policies below	Option 3 OAR 660-012-0445(1)(b) - Adopt regulations minimizing or exempting required parking for 15 development types (summarized below)
no additional action needed	<ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ space/unit mandated for multifamily development 	No mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Oregon Reach Code developments, etc. No additional parking for redevelopments/additions. Adopt parking maximums. No parking mandates within ½ mile walking distance of Climate-Friendly Areas. Designate district to manage on-street residential parking.

Climate-Friendly Areas

<p style="text-align: center;">CFA Study OAR 660-012-0315 Due December 31, 2023 per OAR 660-012-0012(5)(b)</p>	<p style="text-align: center;">CFA Codes OAR 660-012-0320 via OAR 660-012-0315(6) Due Date December 31, 2024 per OAR 660-012-0012(4)(c)</p>	
<ul style="list-style-type: none"> • CFA location and size standards per OAR 660-012-0310(2) • <u>>10,000 population</u> Dwelling Unit Capacity of at least 30% of current housing needs analysis (OAR 660-012-0315(1); capacity calculated per methodology in OAR 660-012-0315(2)) • <u>Population 5,000 -10,000</u> Designate at least 25 acres of CFA (OAR 660-012-0315(3)) • Displacement analysis, fair and equitable outcomes plan, and narrative summary of public engagement (OAR 660-012-0315(4)) 	<p><i>Required for all CFAs:</i></p> <ul style="list-style-type: none"> • Allowed uses per OAR 660-012-0320(2) • Inclusion of existing abutting residential and employment zones without zoning amendments per OAR 660-012-0320(3) • Prioritization of public buildings, open spaces per OAR 660-012-0320(4) • Block length maximums per OAR 660-012-0320(5) • Address other development regulation requirements per OAR 660-012-0320(7) • Eliminate mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units (OAR 660-012-0435) 	
	<p>Housing and Employment Targets OAR 660-012-0320(8) or (9)</p>	
	<p style="text-align: center;">Option A Residential minimum density standards and allowed building height not less than specified by OAR 660-012-0320(8)</p>	<p style="text-align: center;">Option B Standards other than Option A proposed by jurisdiction that achieve target dwelling unit and employment per acre</p>

Transportation System Plan Update

- TSP updates may use OAR 660-012-0015 if OAR 660-018-0020 is notice provided by December 31, 2022 (OAR 660-012-0012(2)(a)).
- Minor TSP updates need not meet all updated requirements if the updated portions of the plan meet new requirements, and OAR 660-018-0020 notice is provided by June 30, 2027 (OAR 660-012-0012(2)(b)).
- Compliance deadline for Eugene-Springfield and Salem -Keizer determined by OAR 660-044-0015 Scenario Planning.
- Cities and Counties over 5,000 population and outside the Portland metropolitan areas must adopt major TSP update by December 31, 2029 (OAR 660-012-0012(4)(a)).

Generalized Scope and Process

- Overall TSP update requirements (OAR 660-012-0100 and 0105)
- Public Engagement and Equity
 - TSP Planning Engagement generally (OAR 660-012-0120)
 - Equity and Underserved Populations (OAR 660-012-0125, identifying underserved populations; OAR 660-012-0130, Decision-Making with Underserved Populations; OAR 660-012-0135, Equity Analysis)

- System Inventories and Existing Conditions
 - General inventory requirements (OAR 660-012-0150)
 - Transportation System Planning Area (OAR 660-012-0110)
 - Land use assumptions (OAR 660-012-0340)
 - Modal inventory requirements: Pedestrian (OAR 660-012-0505); Bicycle (OAR 660-012-0605); Transit (OAR 660-012-705); Streets and Highways (OAR 660-012-0805)
 - Funding projections (OAR 660-012-0115)
- Goals, Targets, and Project Prioritization
 - VMT Targets – base year and horizon year (OAR 660-012-0160)
 - Adoption of Transportation Performance Standards (OAR 660-012-0215)
 - Project Prioritization (OAR 660-012-0155)
- TSP Contents
 - Modal design and planning requirements: Pedestrian (OAR 660-012-0510); Bicycle (OAR 660-012-0610); Transit (OAR 660-012-710); Streets and Highways (OAR 660-012-0810)
 - Modal projects: Pedestrian (OAR 660-012-0520); Bicycle (OAR 660-012-0620); Transit (OAR 660-012-720); Streets and Highways (OAR 660-012-0820)
 - Transportation Options Planning (OAR 660-012-0145) – transportation demand management, transit options and incentives
 - Enhanced review of select roadway projects (OAR 660-012-0830) – for facilities that may increase driving capacity
 - Prioritization framework (OAR 660-012-0155)
 - Unconstrained Project List (OAR 660-012-0170) – combination of modal projects; must meet VMT per capita targets from OAR 660-012-0160; Project Prioritization Framework (OAR 660-012-0155)
 - Financially-Constrained Project List (OAR 660-012-0180)
 - Created from unconstrained list per procedures in OAR 660-012-0180(3)
 - Sum of projects on list not to exceed 125% of funding available from OAR 660-012-0115

Transportation Planning Rule Development Regulations

Land use requirements (OAR 660-012-0330)

Effective date per OAR 660-012-0012(4)(e) – TSP Adoption

note – implementation of OAR 660-012-0330 within a CFA is required upon adoption of CFA Zoning (OAR 660-012-0320(7))

- Neighborhood circulation (OAR 660-012-0330(3))
- Mixed use and commercial districts (OAR 660-012-0330(4))
- Bicycle parking regulations in compliance with OAR 660-012-0630 (OAR 660-012-0330(4)(g))
- Slow streets for neighborhoods (OAR 660-012-0330(5))
- Auto-oriented land uses (OAR 660-012-0330(6))
- Allow for Low car districts (cities of 100k+, OAR 660-012-0330(7))
- Protection of transportation facilities (OAR 660-012-0330(8))



Improved Parking Management and Electric Vehicle Charging

The Climate-Friendly and Equitable Communities rules reduce costly parking mandates in Oregon's eight metropolitan areas, and support electric vehicle charging.

Why Reform?

Housing Costs, Pollution, Walkability, Equity, and More

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character.



Parking mandates push uses apart, making areas less walkable. They also force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly from development to development; about one-sixth of Oregon renter households own zero vehicles.

New Rules: Decrease Costly Parking Mandates, Particularly for Certain Types of Development and in Certain Areas

The rules encourage the diversity of parking needs to be met by the diversity of development. The rules reduce costly parking mandates for desired **types** of development, such as smaller housing types, small businesses, and historic buildings. Rules also reduce mandates in certain **areas**, where parking demand is lower per unit: areas with concentrated jobs and housing, and walkable areas well-served by transit.

The rules give communities **options** to reform parking. Those who adopt best practice parking policies would get more flexibility. The rules require **Oregon's most populous cities to do more** if they choose to keep costly mandates, by charging at least 50 cents per day for 5%, and eventually 10%, of on-street parking spaces. Good parking management reduces how much non-drivers subsidize those who drive.

The rules address negative impacts of large parking lots by requiring lots be designed to be pedestrian-friendly and include either solar power or trees. The rules also would require **40% of new parking spaces in multifamily housing have conduit for electric vehicle charging** (just conduit, not chargers).

Common Concerns: Parking with Disabilities, Parking Supply, and Areas of High Demand

The rules would *not* limit required parking for people with mobility-related disabilities.

Removing requirements to include parking in each development does not mean no parking will be built. Two decades of experience with lower parking mandates have demonstrated lender requirements and market dynamics usually result in parking being built. However, just like today's parking rules, cities must sometimes deal with "spillover" parking, and where more people are trying to park than spaces exist. This calls for improved management of on-street parking spaces, not one-size-fits-all mandates. DLCD has resources to help with this.

Rules Language is available at <https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>

Questions?
Evan Marvel, Climate Mitigation Planner, evan.marvel@dlcd.oregon.gov, 971-375-5979



OREGON

Department of
Land Conservation
& Development

Parking Reform Summary

July 11, 2022

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas, with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules take effect December 31, 2022; others require action by March 31, 2023 or June 30, 2023.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

Evan Manvel

Climate Mitigation Planner

evan.manvel@dlcd.oregon.gov

971-375-5979

Phase 1 – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

Phase 2 – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New developments with parking lots more than ¼ acre in size must install 50% tree canopy OR solar panels; requires street trees and street-like facilities along driveways
- Parking maximums in appropriate locations (in existing TPR)

0410 Electric Vehicle Charging **due March 31, 2023*

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas
(additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. Must unbundle parking for multifamily units near frequent transit. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	<p align="center">Option 2</p> <p align="center">enact at least three of five policies</p>	<p align="center">Option 3</p> <p align="center">all of the below</p>
	<ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ parking space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for changes in use, redevelopments, expansions of over 30%.</p> <p>Adopt parking maximums.</p> <p>No mandates within ½ mile walking distance of Climate-Friendly Areas.</p> <p>Designate district to manage on-street residential parking.</p>

Land Conservation and Development Department

Chapter 660

Division 12

TRANSPORTATION PLANNING

660-012-0005

Definitions

- (1) "Access Management" means measures regulating access to streets, roads and highways from public roads and private driveways. Measures may include but are not limited to restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls, such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.
- (2) "Accessible dwelling unit" means a dwelling unit constructed to accommodate persons with disabilities, in compliance with the Americans with Disabilities Act and applicable construction requirements in adopted building codes.
- (3) "Accessible" means complying with the American with Disabilities Act.
- (4) "Accessway" means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.
- (5) "Affected Local Government" means a city, county, or metropolitan service district that is directly impacted by a proposed transportation facility or improvement.
- (6) "Approach Road" means a legally constructed, public or private connection that provides vehicular access either to or from or to and from a highway and an adjoining property.
- (7) "Area, net" means the total area of a development site exclusive of proposed or existing public rights of way, public parks, public open space, protected natural features, and any other areas permanently precluded from development due to development constraints, easements, or similar legal instruments.
- (8) "At or near a major transit stop": "At" means a parcel or ownership that is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. "Near" generally means a parcel or ownership that is within 300 feet of a major transit stop. The term "generally" is intended to allow local governments through their plans and ordinances to adopt more specific definitions of these terms considering local needs and circumstances consistent with the overall objective and requirement to provide convenient pedestrian access to transit.
- (9) "Bicycle boulevard" means bicycle facilities on streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle boulevards use signs, markings, traffic diverters, or other measures to discourage through trips by motor vehicles. A bicycle boulevard may also include traffic control features to create safe, convenient bicycle crossings of intersecting streets.
- (10) "Climate-friendly area" means an urban mixed-use area containing, or planned to contain, a mixture of higher-density housing, jobs, businesses, and services. These areas are served by, or planned for service by, high-quality pedestrian, bicycle, and transit infrastructure and services to provide frequent and convenient connections to key destinations within the city and region. These areas feature a well-designed and connected pedestrian environment. To maximize community benefits these areas typically do not contain or require large parking lots, and are provided with abundant tree canopy and vegetation to provide shade, cooling, and other amenities to visitors, residents, and employees. Climate-friendly areas will reduce the reliance on light duty motor vehicle trips for residents, workers, and visitors by providing more proximate destinations within climate-friendly areas, improved connectivity to key destinations elsewhere in the community, and enhanced alternative transportation options.
- (11) "Commercial parking lot" means a site without a primary use where vehicle parking spaces are rented or leased. It does not include shared parking.
- (12) "Committed transportation facilities" means those proposed transportation facilities and improvements that are consistent with the acknowledged comprehensive plan and have approved funding for construction in a public facilities plan or the Six-Year Highway or Transportation Improvement Program.
- (13) "Demand management" means actions that are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include, but are not limited to, the use of non-driving modes, ride-sharing and vanpool programs, trip-reduction ordinances, shifting to off-peak periods, and reduced or paid parking.
- (14) "Equitable outcomes" means outcomes that burdens underserved populations less than and benefits underserved populations as much or more as the city or county population as a whole. Examples of equitable outcomes include:
 - (a) Increased stability of underserved populations, lowering the likelihood of displacement due to gentrification from public and private investments;
 - (b) More accessible, safe, affordable and equitable transportation options with better connectivity to destinations people want to reach;
 - (c) Adequate housing with access to employment, education, fresh food, goods, services, recreational and cultural opportunities, and social spaces;
 - (d) Increased safety for people in public spaces, transportation and community development;
 - (e) Equitable access to parks, nature, open spaces, and public spaces;
 - (f) Better and more racially equitable health outcomes across the lifespan, particularly health outcomes connected to transportation choices, air pollution, and food;

(g) Recognizing and remedying impacts of past practices such as redlining, displacement, exclusionary zoning, and roadway and other public infrastructure siting decisions that harmed underserved communities; and

(h) Fairly-distributed benefits to residents and local governments across cities and counties within metropolitan areas.

(15) "Freeway" means a limited-access highway with access points exclusively from interchanges with other streets and highways. Limited access may be provided for rural land uses in rural areas where no other access is available.

(16) "Horizon year" means the final year of the twenty-year planning period.

(17) "Influence area of an interchange" means the area 1,320 feet from an interchange ramp terminal measured on the crossroad away from the mainline.

(18) "Local streets" means streets that are functionally classified as local streets to serve primarily local access to property and circulation within neighborhoods or specific areas. Local streets do not include streets functionally classified as collector or arterials.

(19) "Local Street Standards" include but are not limited to standards for right-of-way, pavement width, travel lanes, parking lanes, curb turning radius, and accessways.

(20) "Major" means, in general, those facilities or developments that, considering the size of the urban or rural area and the range of size, capacity or service level of similar facilities or developments in the area, are either larger than average, serve more than neighborhood needs or have significant land use or traffic impacts on more than the immediate neighborhood:

(a) "Major" as it modifies transit corridors, stops, transfer stations, and new transportation facilities means those facilities that are most important to the functioning of the system or that provide a high level, volume, or frequency of service;

(b) "Major" as it modifies industrial, institutional, and retail development means such developments that are larger than average, serve more than neighborhood needs, or that have traffic impacts on more than the immediate neighborhood;

(c) Application of the term "major" will vary from area to area depending upon the scale of transportation improvements, transit facilities, and development that occur in the area. A facility considered to be major in a smaller or less densely developed area may, because of the relative significance and impact of the facility or development, not be considered a major facility in a larger or more densely developed area with larger or more intense development or facilities.

(21) "Major transit stop" means existing and planned transit stations, including light rail stations and other transit transfer stations, except for temporary facilities; other planned stops designated as major transit stops in a transportation system plan and existing stops that:

(a) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population, major transit stops are generally located along routes that have or are planned for 15-minute or better service frequency throughout the day and on weekends; and

(b) Are located in a transit-oriented development or within one-quarter mile of an area planned and zoned for:

(A) Medium or high-density residential development; or

(B) Intensive commercial or institutional uses within one-quarter mile of land uses in paragraph (A); or

(C) Uses likely to generate a relatively high level of transit ridership.

(22) "Metropolitan area" means the local governments that are responsible for adopting local or regional transportation system plans within a metropolitan planning organization (MPO) boundary. This includes cities, counties, and, in the Portland Metropolitan Area, Metro.

(23) "Metropolitan Planning Organization (MPO)" means an organization located within the State of Oregon and designated by the Governor to coordinate transportation planning in an urbanized area of the state including such designations made subsequent to the adoption of this rule. The Longview-Kelso-Rainier and Walla Walla Valley MPOs are not considered MPOs for the purposes of this division.

(24) "Minor transportation improvements" include, but are not limited to, signalization, addition of turn lanes or merge/deceleration lanes on arterial or collector streets, provision of local streets, transportation system management measures, modification of existing interchange facilities within public right of way and design modifications located within an approved corridor. Minor transportation improvements may or may not be listed as planned projects in a TSP where the improvement is otherwise consistent with the TSP. Minor transportation improvements do not include new interchanges; new approach roads within the influence area of an interchange; new intersections on limited access roadways, highways, or expressways; new collector or arterial streets, road realignments or addition of travel lanes.

(25) "ODOT" means the Oregon Department of Transportation.

(26) "Parking benefit district" means a designated area where some of the revenues from parking fees or permits for public parking within the designated area are dedicated to public improvements in the area.

(27) "Parking mandates" means requirements to include a minimum number of off-street parking spaces with development or redevelopment, or a fee-in-lieu of providing parking for residential development.

(28) "Parking maximums" means limits on the number of off-street parking spaces that can be included in a development.

(29) "Parking spaces" means on and off-street spaces designated for automobile parking, other than parking spaces reserved for carpools, vanpools, or parking under the Americans with Disabilities Act.

(30) "Pedestrian district" means a comprehensive plan designation or implementing land use regulations, such as an overlay zone, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity. Such areas include but are not limited to:

(a) Lands planned for a mix of commercial or institutional uses near lands planned for medium to high-density housing; or

(b) Areas with a concentration of employment and retail activity; and

(c) That have, or could develop, or have planned a network of streets and accessways that provide convenient pedestrian circulation.

- (31) "Pedestrian facility" means a continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian facilities include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian facilities are generally hard surfaced. In parks and natural areas, pedestrian facilities may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian facilities may also include rights of way or easements for future pedestrian improvements.
- (32) "Pedestrian plaza" means a small semi-enclosed area usually adjoining a sidewalk or a transit stop that provides a place for pedestrians to sit, stand or rest. They are usually paved with concrete, pavers, bricks, or similar material and include seating, pedestrian scale lighting, and similar pedestrian improvements. Low walls or planters and landscaping are usually provided to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas. Plazas are generally located at a transit stop, building entrance, or an intersection and connect directly to adjacent sidewalks, walkways, transit stops, and buildings. A plaza including 150-250 square feet would be considered "small."
- (33) "Pedestrian scale" means site and building design elements that are dimensionally less than those intended to accommodate automobile traffic, flow, and buffering. Examples include ornamental lighting of limited height; bricks, pavers, or other modules of paving with small dimensions; a variety of planting and landscaping materials; arcades or awnings that reduce the height of walls; and signage and signpost details that can only be perceived from a short distance.
- (34) "People with disabilities" means people who have a record or history of physical, mental, intellectual, or sensory impairments that in interaction with various barriers may hinder their full and effective participation in society on an equal basis with others.
- (35) "Planning period" means the twenty-year period beginning with the date of adoption of a TSP to meet the requirements of this division.
- (36) "Preliminary Design" means an engineering design that specifies in detail the location and alignment of a planned transportation facility or improvement.
- (37) "Priority transit corridor" means a corridor that has a high existing or planned level of transit service relative to other transit service in the community, including service frequency and span of service. The corridor may be described as a series of stations when served by high-capacity transit services with widely spaced stations.
- (38) "Reasonably direct" means either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
- (39) "Refinement Plan" means an amendment to the transportation system plan, that resolves, at a systems level, determinations on function, mode or general location which were deferred during transportation system planning because detailed information needed to make those determinations could not reasonably be obtained during that process.
- (40) "Regional Transportation Plan" or "RTP" means the long-range transportation plan prepared and adopted by a metropolitan planning organization for a metropolitan area as provided for in federal law.
- (41) "Roads" means streets, roads, and highways.
- (42) "Rural community" means areas defined as resort communities and rural communities in accordance with OAR 660-022-0010(6) and (7). For the purposes of this division, the area need only meet the definitions contained in the Unincorporated Communities Rule although the area may not have been designated as an unincorporated community in accordance with OAR 660-022-0020.
- (43) "Separated or protected bicycle facilities" means bicycle facilities that are physically separated or protected from motor vehicle traffic by barriers that inhibit intrusion into the bicycle facility. Protection may include parked motor vehicles. Separated or protected bicycle facilities may be unidirectional or two-way. Separated or protected bicycle facilities are designed to address conflicting traffic at intersections and other vehicular accesses to the street or highway.
- (44) "Shared parking" means parking spaces used to meet the parking mandates for two or more uses, structures, or parcels of land, to the extent that the owners or operators show the overall demand for parking spaces can be met by the shared parking.
- (45) "Transit-Oriented Development (TOD)" means a mix of residential, retail, and office uses and a supporting network of roads, bicycle, and pedestrian ways focused on a major transit stop designed to support a high level of transit use. The key features of transit-oriented development include:
- (a) A mixed-use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;
 - (b) High density of residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD;
 - (c) A network of roads, and bicycle and pedestrian paths to support high levels of pedestrian access within the TOD and high levels of transit use.
- (46) "Transportation Facilities" means any physical facility that moves or assist in the movement of people or goods including facilities identified in OAR 660-012-0020 but excluding electricity, sewage, and water systems.
- (47) "Transportation System Management Measures" means techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping of high occupancy vehicle (HOV) lanes.
- (48) "Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of this division. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Goal 12 and this division, and attaining the state's goals for greenhouse gas emissions reduction, especially those for avoiding principal reliance on any one mode of transportation.
- (49) "Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.
- (50) "Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county, or associated group of counties.
- (51) "Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.

(52) "Transportation Options Provider" means an entity providing services that work to change travel behavior in order to increase transportation system efficiency.

(53) "Transportation Project Development" means implementing the transportation system plan (TSP) by determining the precise location, alignment, and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.

(54) "Transportation Service" means a service for moving people and goods, such as intercity bus service and passenger rail service.

(55) "Transportation System Plan (TSP)" means a plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

(56) "Urban Area" means lands within an urban growth boundary, two or more contiguous urban growth boundaries, and urban unincorporated communities as defined by OAR 660-022-0010(9). For the purposes of this division, the area need only meet the definition contained in the Unincorporated Communities Rule although the area may not have been designated as an unincorporated community in accordance with OAR 660-022-0020.

(57) "Unbundled parking" means a requirement that parking spaces for each unit in a development be rented, leased, or sold separately from the unit itself. The parking space(s) must be rented, leased, or sold at market rates for comparable local off-street parking. The renter, lessor, or buyer of the unit must be allowed to opt out of renting, leasing, or buying the parking space.

(58) "Urban Fringe" means:

(a) Areas outside the urban growth boundary that are within five miles of the urban growth boundary of an MPO area; and

(b) Areas outside the urban growth boundary within two miles of the urban growth boundary of an urban area containing a population greater than 25,000.

(59) "Vehicle Miles Traveled (VMT)" means all jurisdiction household-based light vehicle travel regardless of where the travel occurs.

(60) "Walkway" means a hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.712, ORS 197.717, ORS 197.732 & ORS 197.012

History:

[LCDD 3-2022, amend filed 08/17/2022, effective 08/17/2022](#)

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LCDD 1-2014, f. & cert. ef. 8-15-14

LCDD 11-2011, f. 12-30-11, cert. ef. 1-1-12

LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

LCDD 3-2005, f. & cert. ef. 4-11-05

LCDD 6-1998, f. & cert. ef. 10-30-98

LCDC 4-1995, f. & cert. ef. 5-8-95

LCDC 3-1995, f. & cert. ef. 3-31-95

LCDC 1-1991, f. & cert. ef. 5-8-91

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660-012-0400**Parking Management**

(1) OAR 660-012-0400 through OAR 660-012-0450 apply to:

(a) Cities within metropolitan areas; and

(b) Portions of counties in a metropolitan area within an urban growth boundary, where the population of the unincorporated area within the urban growth boundary is 5,000 or more, and the area is served with urban water and sanitary services.

(2) Cities and counties shall adopt comprehensive plans and land use regulations that implement provisions of OAR 660-012-0405 through OAR 660-012-0415.

(3) Cities and counties shall remove parking mandates as directed under OAR 660-012-0420. In lieu of removing parking mandates, cities and counties may amend their comprehensive plans and land use regulations to implement the provisions of OAR 660-012-0425, OAR 660-012-0430, OAR 660-012-0435, OAR 660-012-0440, OAR 660-012-0445, and OAR 660-012-0450.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

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LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0405**Parking Regulation Improvements**

(1) Cities and counties shall adopt land use regulations as provided in this section:

(a) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(b) Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities; and

(c) In applying subsections (a) and (b), land use regulations must allow property owners to go below existing mandated minimum parking supply, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.

(2) Cities and counties shall adopt policies and land use regulations that allow and encourage the conversion of existing underused parking areas to other uses.

(3) Cities and counties shall adopt policies and land use regulations that allow and facilitate shared parking.

(4) Cities and counties shall adopt land use regulations for any new development that includes more than one-quarter acre of surface parking on a lot or parcel as provided below:

(a) Developments must provide one of the following:

(A) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the property. Panels may be located anywhere on the property. In lieu of installing solar panels on site, cities may allow developers to pay \$1,500 per parking space in the development into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;

(B) Actions to comply with OAR 330-135-0010; or

(C) Tree canopy covering at least 50 percent of the parking lot at maturity but no more than 15 years after planting.

(b) Developments must provide street trees along driveways but are not required to provide them along drive aisles; and

(c) Developments must provide street-like design and features along driveways including curbs, pedestrian facilities, and buildings built up to pedestrian facilities.

(d) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.

(e) In providing trees under subsections (a), (b) and (c), the following standards shall be met. The tree spacing and species planted must be designed to maintain a continuous canopy. Local codes must provide clear and objective standards to achieve such a canopy. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for planting and tree care no lower than 2021 American National Standards Institute A300 standards, and a process to ensure ongoing compliance with tree planting and maintenance provisions.

(5) Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

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660-012-0410**Electric Vehicle Charging**

(1) This rule applies to cities within a metropolitan area.

(2) Cities shall ensure new development supports electric vehicle charging pursuant to amendments to the state building code adopted pursuant to ORS 455.417.

(3) As authorized in ORS 455.417(4), for new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012, ORS 197.712 & ORS 455.417

History:

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LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0415

Parking Maximums and Evaluation in More Populous Communities

(1) Cities with populations over 100,000, counties with populations over 100,000 outside city limits but within the urban growth boundary, and cities with populations over 25,000 within the Portland Metropolitan Area, shall set parking maximums in climate-friendly areas and in regional centers and town centers, designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map. Those cities and counties shall also set parking maximums on lots or parcels within the transit corridors and rail stop areas listed in OAR 660-012-0440.

(a) Parking maximums shall be no higher than 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit in a multi-unit development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums shall include visitor parking;

(b) Parking maximums shall be no higher than five spaces per 1,000 square feet of floor space for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses;

(c) For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building;

(d) In setting parking maximums, cities and counties shall consider setting maximums equal to or less than 150 percent of parking mandates in their adopted land use regulations in effect as of January 1, 2020. A city or county that sets a higher parking maximum must adopt findings for doing so. In no case shall the city or county exceed the limits in subsections (a) through (c) in climate-friendly areas and for developments on parcels or lots within one-half mile of transit corridors and three-quarters mile of rail transit stops listed in OAR 660-012-0440; and

(e) Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section.

(2) Cities with populations over 200,000 shall, in addition to the requirements in section (1) of this rule:

(a) Study the use of priced on-street timed parking spaces in those areas subject to OAR 660-012-0435 or 660-012-0440. This study shall be conducted every three years or more frequently. Cities shall adjust prices to ensure availability of on-street parking spaces at all hours. This shall include all spaces in the city paid by minutes, hours, or day but need not include spaces where a longer-term paid residential permit is required;

(b) Use time limits or pricing to manage on-street parking spaces in an area at least one year before authorizing any new structured parking on city-owned land including more than 100 spaces in that area after March 31, 2023;

(c) Adopt procedures ensuring prior to approval of construction of additional structured parking projects of more than 300 parking spaces designed to serve existing uses, developer of that parking structure must implement transportation demand management strategies for a period of at least six months designed to shift at least 10 percent of existing vehicle trips ending within one-quarter mile of the proposed parking structure to other modes; and

(d) Adopt design requirements requiring applicants to demonstrate that the ground floor of new private and public structured parking that fronts a public street and includes more than 100 parking spaces would be convertible to other uses in the future, other than driveways needed to access the garage.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

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660-012-0420

Exemption for Communities without Parking Mandates

(1) Cities and counties that adopt land use regulations that do not include parking mandates are exempt from OAR 660-012-0425 through OAR 660-012-0450.

(2) Cities and counties that retain land use regulations with parking mandates shall conform with OAR 660-012-0425 through OAR 660-012-0450.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

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LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0425

Reducing the Burden of Parking Mandates

(1) This rule applies to cities and counties that:

- (a) Are within a metropolitan area; and
 - (b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.
- (2) Cities and counties shall adopt and enforce land use regulations as provided in this section:
- (a) Garages and carports may not be required for residential developments;
 - (b) Garage parking spaces shall count towards off-street parking mandates;
 - (c) Provision of shared parking shall be allowed to meet parking mandates;
 - (d) Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel of a site. If any parking is provided on site, required parking for parking for people with disabilities shall be on site. If all parking is off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance;
 - (e) Parking mandates shall be reduced by one off-street parking space for each three kilowatts of capacity in solar panels or wind power that will be provided in a development;
 - (f) Parking mandates shall be reduced by one off-street parking space for each dedicated car-sharing parking space in a development. Dedicated car-sharing parking spaces shall count as spaces for parking mandates;
 - (g) Parking mandates shall be reduced by two off-street parking spaces for every electric vehicle charging station provided in a development. Parking spaces that include electric vehicle charging while an automobile is parked shall count towards parking mandates; and
 - (h) Parking mandates shall be reduced by one off-street parking space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities.
- (3) Any reductions under section (2) shall be cumulative and not capped.
- (4) Cities and counties shall require the parking for multi-family residential units in the areas in OAR 660-012-0440 be unbundled parking.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

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LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0430

Reduction of Parking Mandates for Development Types

- (1) This rule applies to cities and counties that:
- (a) Are within a metropolitan area; and
 - (b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.
- (2) Cities and counties may not require more than one parking space per unit in residential developments with more than one dwelling unit on a single legally-established property.
- (3) Cities and counties may not require parking for the following development types:
- (a) Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400;
 - (b) Child care facility as defined in ORS 329A.250;
 - (c) Single-room occupancy housing;
 - (d) Residential units smaller than 750 square feet;
 - (e) Affordable housing as defined in OAR 660-039-0010;
 - (f) Publicly supported housing as defined in ORS 456.250;
 - (g) Emergency and transitional shelters for people experiencing homelessness; and
 - (h) Domestic violence shelters.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012, ORS 197.712, ORS 329A.250, ORS 443.400 & ORS 456.250

History:

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LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0435

Parking Reform in Climate Friendly Areas

- (1) This rule applies to cities and counties that:
- (a) Are within a metropolitan area; and

(b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.

(2) Cities and counties shall adopt land use regulations addressing parking mandates in climate-friendly areas as provided in OAR 660-012-0310. Cities and counties in Metro shall adopt land use regulations addressing parking mandates in regional centers and town centers designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map. In each such area, cities and counties shall either:

(a) Remove all parking mandates within the area and on parcels in its jurisdiction that include land within one-quarter mile distance of those areas; or

(b) Manage parking by:

(A) Adopting a parking benefit district with paid on-street parking and some revenues dedicated to public improvements in the area;

(B) Adopting land use amendments to require no more than one-half off-street parking space per dwelling unit in the area; and

(C) Adopting land use regulations without parking mandates for commercial developments.

(3) Cities and counties that opt to retain parking mandates under OAR 660-012-0400 shall require the parking for multi-family residential units in the areas listed in section (2) be unbundled parking.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

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660-012-0440

Parking Reform Near Transit Corridors

(1) This rule applies to cities and counties that:

(a) Are within a metropolitan area; and

(b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.

(2) Cities and counties may not require parking spaces for developments on a lot or parcel that includes lands within three-quarters mile of rail transit stops.

(3) Cities and counties may not enforce parking mandates for developments on a lot or parcel that includes lands within one-half mile of frequent transit corridors, including:

(a) Priority transit corridors designated under OAR 660-012-0710;

(b) Corridors with bus service arriving with a scheduled frequency of at least four times an hour during peak service; and

(c) Corridors with the most frequent transit route or routes in the community if the scheduled frequency is at least once per hour during peak service.

(4) Cities and counties may use either walking distance or straight-line distance in measuring distances in this rule.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

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660-012-0445

Parking Management Alternative Approaches

(1) In lieu of adopting land use regulations without parking mandates under OAR 660-012-0420, cities and counties shall select and implement either a fair parking policy approach as provided in subsection (a) or a reduced regulation parking management approach as provided in subsection (b).

(a) A fair parking policy approach shall include at least three of the following five provisions:

(A) A requirement that parking spaces for each residential unit in developments that include five or more leased or sold residential units on a lot or parcel be unbundled parking. Cities and counties may exempt townhouse and rowhouse development from this requirement;

(B) A requirement that parking spaces serving leased commercial developments be unbundled parking;

(C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;

(D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and

(E) A reduction of parking mandates for new multifamily residential development to no higher than one-half spaces per unit, including visitor parking.

(b) A reduced regulation parking management approach shall include all of the following:

(A) A repeal of all parking mandates within one-half mile pedestrian travel of climate-friendly areas;

(B) A repeal of parking mandates for transit-oriented development and mixed-use development;

- (C) A repeal of parking mandates for group quarters, including but not limited to dormitories, religious group quarters, adult care facilities, retirement homes, and other congregate housing;
- (D) A repeal of parking mandates for studio apartments, one-bedroom apartments and condominiums in residential developments of five or more units on a lot or parcel;
- (E) A repeal of parking mandates for change of use of, or redevelopment of, buildings vacant for more than two years. Cities and counties may require registration of a building as vacant two years prior to the waiving of parking mandates;
- (F) A repeal of requirements to provide additional parking for change of use or redevelopment;
- (G) A repeal of parking mandates for expansion of existing businesses by less than 30 percent of a building footprint;
- (H) A repeal of parking mandates for buildings within a National Historic District, on the National Register of Historic Places, or on a local inventory of historic resources or buildings;
- (I) A repeal of parking mandates for commercial properties that have fewer than ten on-site employees or 3,000 square feet floor space;
- (J) A repeal of parking mandates for developments built under the Oregon Residential Reach Code;
- (K) A repeal of parking mandates for developments seeking certification under any Leadership in Energy and Environmental Design (LEED) rating system, as evidenced by either proof of pre-certification or registration and submittal of a complete scorecard;
- (L) A repeal of parking mandates for schools;
- (M) A repeal of parking mandates for bars and taverns;
- (N) Setting parking maximums consistent with OAR 660-012-0415(1), notwithstanding populations listed in that section; and
- (O) Designation of at least one residential parking district or parking benefit district where on-street parking is managed through permits, payments, or time limits.
- (2) Cities and counties may change their selection between subsections (1)(a) and (b) at any time.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022

LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

660-012-0450

Parking Management in More Populous Communities

- (1) Cities with populations over 100,000 shall either:
- (a) Adopt land use regulations without parking mandates; or
- (b) Price at least 10 percent of on-street parking spaces, and report the percentage of on-street parking spaces that are priced as provided in OAR 660-012-0900. Residential parking permits priced at lower than \$15 per month, 50 cents per day per space, or equivalent amounts do not count towards this total.
- (2) Cities may change their selection made between subsections (1)(a) or (b) at any time.

Statutory/Other Authority: ORS 197.040

Statutes/Other Implemented: ORS 197.012 & ORS 197.712

History:

LCDD 3-2022, adopt filed 08/17/2022, effective 08/17/2022

LCDD 2-2022, temporary adopt filed 06/01/2022, effective 06/01/2022 through 11/27/2022

MINUTES
City of Newport Planning Commission
Work Session
Newport City Hall Council Chambers
September 26, 2022
6:00 p.m.

Planning Commissioners Present: Jim Patrick, Bob Berman, Braulio Escobar, Jim Hanselman, Bill Branigan, Gary East, and John Updike.

PC Citizens Advisory Committee Members Present: Annie McGreenery.

PC Citizens Advisory Committee Members Absent: Dustin Capri (*excused*), and Greg Sutton.

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

1. **Call to Order.** Chair Patrick called the Planning Commission work session to order at 6:00 p.m.

2. **New Business.**

A. **Discuss Priorities for Updating Special Parking Area Requirements.** Tokos reviewed the staff memorandum with the Commission. He covered the three special area parking requirements for Chapter 14.14.00 for Nye Beach, Bayfront, and City Center. Tokos then reviewed questions the city should be asking when doing the updates. Hanselman asked if the parking district maps were accurate. Tokos confirmed they would make sure they were close.

Patrick questioned if they would be able to require parking spaces under the conditional use rules if there was commercial with residential on the top floors. He thought they should require off-street parking for these. Escobar stated that he had difficulty supporting, reducing or eliminating the off street parking requirements because parking was at a premium in Newport. He gave an example of the 4-plex that was built by Nana's restaurant that wasn't required to have parking. Tokos reminded that the Nye Neighborhood Association was asked if they observed any problems with parking in the area and they said there were no issues. Escobar pointed out that the parking at the Inn at Nye Beach might be different than Nana's. Tokos noted the difference between commercial and residential was that they are often being utilized at different times. Branigan reminded that they were only metering in the Bayfront first then they would proceed to the other areas. Tokos clarified that what they were only talking about putting language in to eliminate or reduce off street parking requirements where metering was implemented.

Hanselman asked if Nye Beach could be a metering section eventually. Tokos explained they were not moving forwards with metering in Nye Beach, only the Bayfront. Nye Beach would be assessing how the Bayfront worked and then the city would be talking to Nye Beach to see if the permit program should be expanded. This would be a metering/permit combo program. Tokos reminded the Commission that they could frame this how they saw fit. They could say metering only, or metering as a component. Berman asked what the impact of eliminating parking requirements would have had on the new grocery store that almost went in on the Bayfront. Tokos reported they would have had to put in some off-street parking to supplement. Escobar asked if some of the properties on the Bayfront were sold, such as the Sail Inn or the Coffee House, would the requirement to have off-street parking

be eliminated. Tokos explained if they eliminated the off-street parking requirement, he could see properties utilizing their driveway for outdoor seating permanently and those areas wouldn't go back to parking. The concept with metering was that they would see a revenue stream that was significant enough that they could get a vanpool or enhanced transit going, or save up for a period of time to make a legitimate run at structured parking. Escobar asked if metering would generate more overturned spaces. Tokos explained it would because it was a proven commodity at that point. Hanselman asked if this required enforcement and consequences for people move out of the parking space. Tokos confirmed this was the expectation. The budget included funding for an enforcement officer once the metering was in place to create a revenue stream to help pay for the officer. There would be people who occasionally didn't pay and why there would be enforcement. Hanselman asked what the residential population of Bay Blvd was. Tokos reported it was almost nonexistent. Hanselman thought the competition for parking on the Bayfront was different due to the residential demand in Nye Beach. Branigan reported that he spent time talking to the city of Bend about their parking program and they told him they have a full time parking manager. There were a lot of parking systems available, and Bend's system was paid through an app through a person's cell phone. A person would key in their license number when they used their app to park. The enforcement officer would look at the license plates to determine who was in violation and then issue a parking ticket. They also asked people to pay voluntarily and most people paid. Escobar asked if this allowed people to use the app to pay for their parking. Branigan said they could, and noted they had different zones that had time limits. Most park people are honest, and the revenue stream was enormous from Bend.

Berman had a problem with eliminating off-street parking. He asked if there was a way to put a box around it specifically to address situations such as the new grocery store to say if they were going to be developing more than a certain number of square feet they must have a certain number of parking spaces. Tokos asked if he was saying they should put in language for eliminating parking but also include a policy alternative to reduce but not eliminate. Berman agreed with this but thought they could say for all development under a certain parameter of either square feet or dollars. Patrick thought they should go by what the anticipated traffic was. Updike asked if they were eliminating the requirement for the parking, not the parking itself, because certain lenders required certain parking requirements. He reported that his experience in Tucson, which had the same concerns as Newport, was that eliminating the requirement didn't create problems when it was implemented along with permit parking programs. In most cases it was the lenders who would look to see if there was enough parking spaces to make the project financially feasible. Patrick suggested they be given a couple of policy options.

Tokos reviewed the question to require ADA parking spaces in the right-of-way or if the city would address it programmatically. He thought that the best way to deal with it was for the city to add them programmatically on the Bayfront. Patrick pointed out that the map didn't pick up the parking on Lee Street and further up. Tokos reported that the Parking Committee had this on their radar and as they worked on metering they would have more detailed maps. Berman asked how they did ADA spaces for parallel parking. Tokos noted this could be done but they would have to do a ramp for them. He thought the better play for ADA was to address the needs in the public realm where the bulk of the parking was, and do it programmatically with city funding.

Escobar asked how they anticipated implementing EV charging stations in the areas where parking meters were. Tokos explained EV charging was getting more efficient and could provide a charge in a timeframe that somebody could park and enjoy the Bayfront. He noted the State was now requiring the infrastructure to support EV charging to go in new commercial and multifamily projects with over five dwelling units. They didn't have to put the chargers in but they had to size for their power.

Berman asked what “programmatically” meant. Tokos explained this meant taking a look at the off street parking they’ve seen on the Bayfront and if they wanted to introduce EV charging they did it in a thoughtful way as a project.

Tokos thought he could pull together some alternative bicycle parking standards as opposed to what was in the current code. This would cover wall mounted attachments for bikes on the Bayfront as an alternative to the conventional bike racks. Berman asked if this was limited to the parking districts. Tokos explained they were putting these in the special parking areas because the areas had space constraints. Updike suggested there be another programmatical opportunity for bike lockers that were off street. Berman suggested the little pump station location for this. Patrick suggested doing a combination bicycle parking and motorcycle parking where there were small stall spaces. Berman thought EV charging should have a clause for e-bikes, e-scooters, and motorcycles.

3. Unfinished Business.

- A. Discuss Scope of Camping Related Land Use Amendments. Tokos reported they hadn’t touched the land use rules at this juncture. They would do a land use fix on the heels of the camping ordinance that was to be adopted by the City Council. The latest version of the amendments were sent to the Commission before the current meeting. The version changed Subsections B and C to just Subsection B. Tokos covered the changes to the rules for three vehicles or tents on commercial, industrial, public, or religious institutions.

Branigan thought they needed to add something to say that at any time the institution could say people couldn’t camp at their location anymore. Tokos confirmed this was include. Branigan thought they needed to add that private institutions had an obligation to keep the premises clean, tidy, and sanitary and to remove the trash. He also thought they needed to give 4 hours for campers to move or some sort of time limit. Tokos explained the city had the ability to trespass on properties, which went hand in hand with this.

Patrick thought that if campers didn't have permission from the land owner to camp they could be removed from the property. Tokos reported the city adopted a trespass ordinance that codified long standing city policy, which would be tweaked one or more times to line up with the ordinance. He would pass the Commission’s thoughts along to the Chief Malloy for the October Council hearing.

Escobar asked if the ordinance would allow camping on the front lawn of City Hall. Tokos reported it would not and there was a list of the city owned properties people couldn't camp on. Berman asked why the Ernest Bloch Wayside wasn't included. Tokos reported it wasn't city property and was owned by ODOT. The ordinance only applied to properties under the city’s jurisdiction. Berman noted that only the main fire station was listed, but not the other two. He asked if they should be included. Tokos explained the public didn't have access to these and they tried to limit it to areas the public could access.

Berman pointed out there wasn't any distinction between homeless type camping and recreational camping. Tokos noted the courts came down on this to say people had the right to rest. Whether or not they were homeless wasn't a part of this. Tokos explained they had guidance from the League of Oregon Cities that helped cities do legislation that wouldn't tie them up in courts. If the city had a shelter, they could send the homeless to them and they would have more leeway on moving people. Escobar asked what happened when people didn't want to go to shelters. Tokos explained the rules didn't require them to like the option of where to move, just that they had an option.

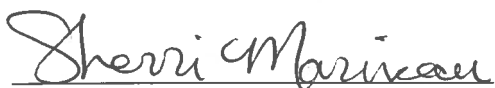
Tokos noted that the zoning ordinance changes the Commission would review were for camping on private property. Hanselman thought that the size limit of tents should be a consideration. Berman expressed concerns about people putting up a large tent for weddings. Hanselman thought it should be defined as overnight tents. Escobar asked if this had been a problem. Tokos reported it was and continued to be an issue. The clearer they could be about it would be better. Berman thought they should allow one tent on vacant lots. He thought as many doors they had for people to live in, even if in tents, he would support. Hanselman couldn't support this unless there were sanitary facilities on the lot. He felt the hardest thing to deal with was public health. If they allowed tents on lots it wouldn't consider the public health needs. Patrick suggested they could allow them if they were adjacent to facilities. Tokos thought this would work for open lots where the lot next door had a home with facilities for campers to use. Escobar didn't think they wanted to adversely impact the traditional use that families had and make it overly restrictive for when owners wanted to camp out in their backyards at their homes. Updike thought the Eugene example addressed this. Tokos thought they could change "family" to a number of individuals.

Tokos reviewed the topic of RVs being occupied on private lots. Currently they weren't allowed to occupy RVs on private lots and would have to be in a park. Berman would like to see a mechanism in place to allow this to help address the housing shortage. Tokos noted that Eugene had an example where they allowed one vehicle in a driveway. This made sense because they wouldn't be setting up next to a home that wasn't already accustomed to seeing vehicles next door. Escobar didn't see a need to change the ordinance. Berman didn't see any reason they shouldn't do this to help with the housing shortage. Patrick wanted to see two policy options so they could see what the public thought. Updike pointed out that some HOAs had restrictions for parking in driveways because this had been a problem. Tokos asked if the second policy option to allow RVs should be kept to just one. Berman agreed and thought it should say they couldn't charge for the RV to park.

B. Planning Commission Work Program Update. Tokos pointed out that there was a joint meeting with the City Council in November. This would be the Commission's work session meeting.

4. Adjourn. The meeting adjourned at 7:08 p.m.

Respectfully submitted,



Sherri Marineau,
Executive Assistant