

## **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 That program proved outdated, and beginning in 2009 business owners petitioned the City to establish Economic Improvement or “Parking Districts” to fund parking system improvements through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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> Street, and 9 <sup>th</sup> Street	4,830	293
Nye Beach	Coast Street, Olive, and 3 <sup>rd</sup> 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 <sup>th</sup> & 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 <sup>th</sup>	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 <sup>th</sup> (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 <sup>1</sup>	Ancillary Repairs <sup>2</sup>	Striping	Permit Program <sup>3</sup> (if implemented)	Metering <sup>3</sup> (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

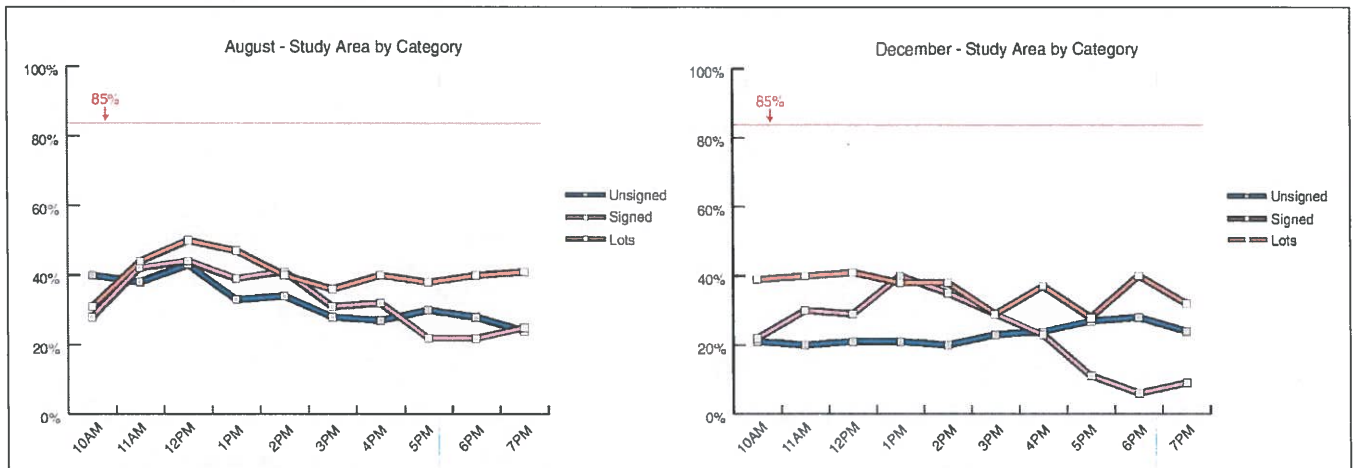


Figure 2: Nye Beach Parking Utilization

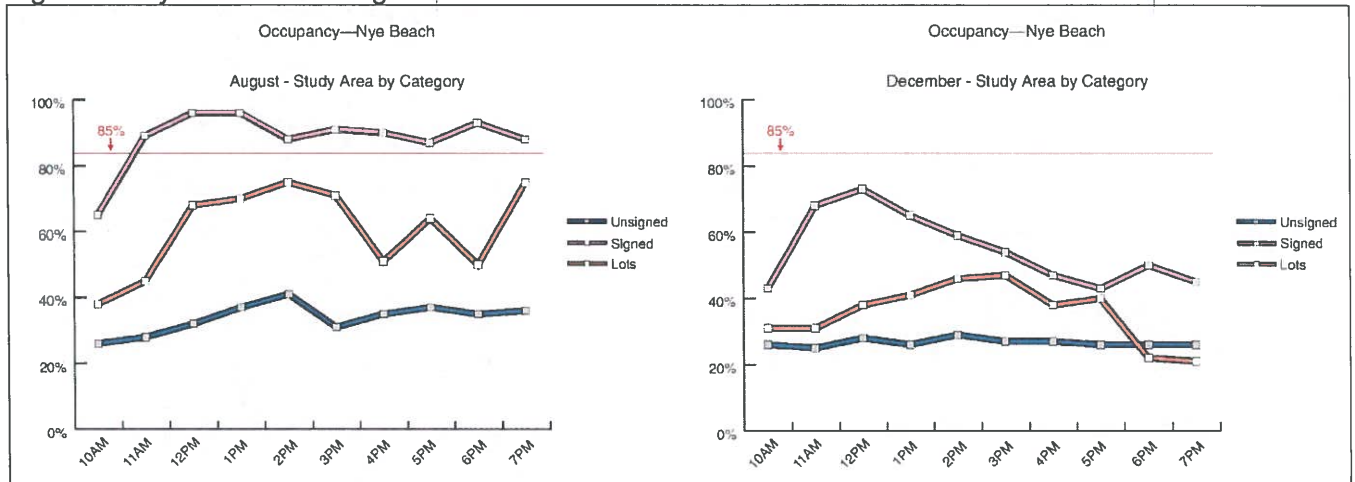
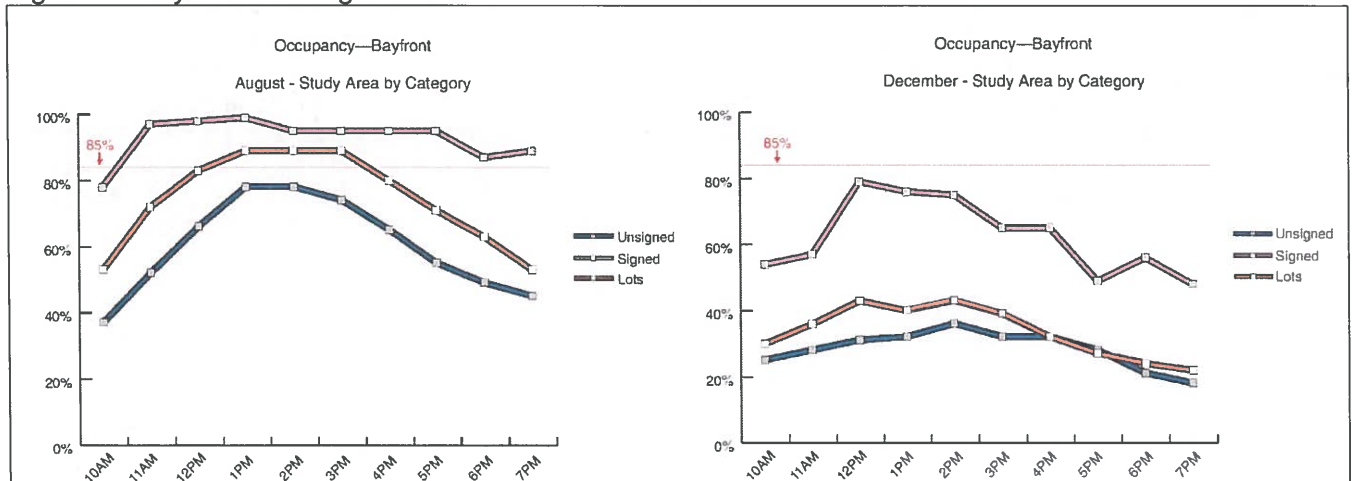


Figure 3: Bayfront Parking Utilization



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.

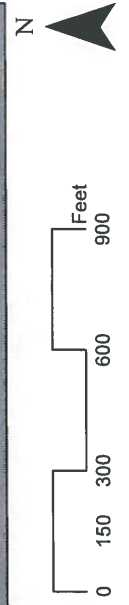
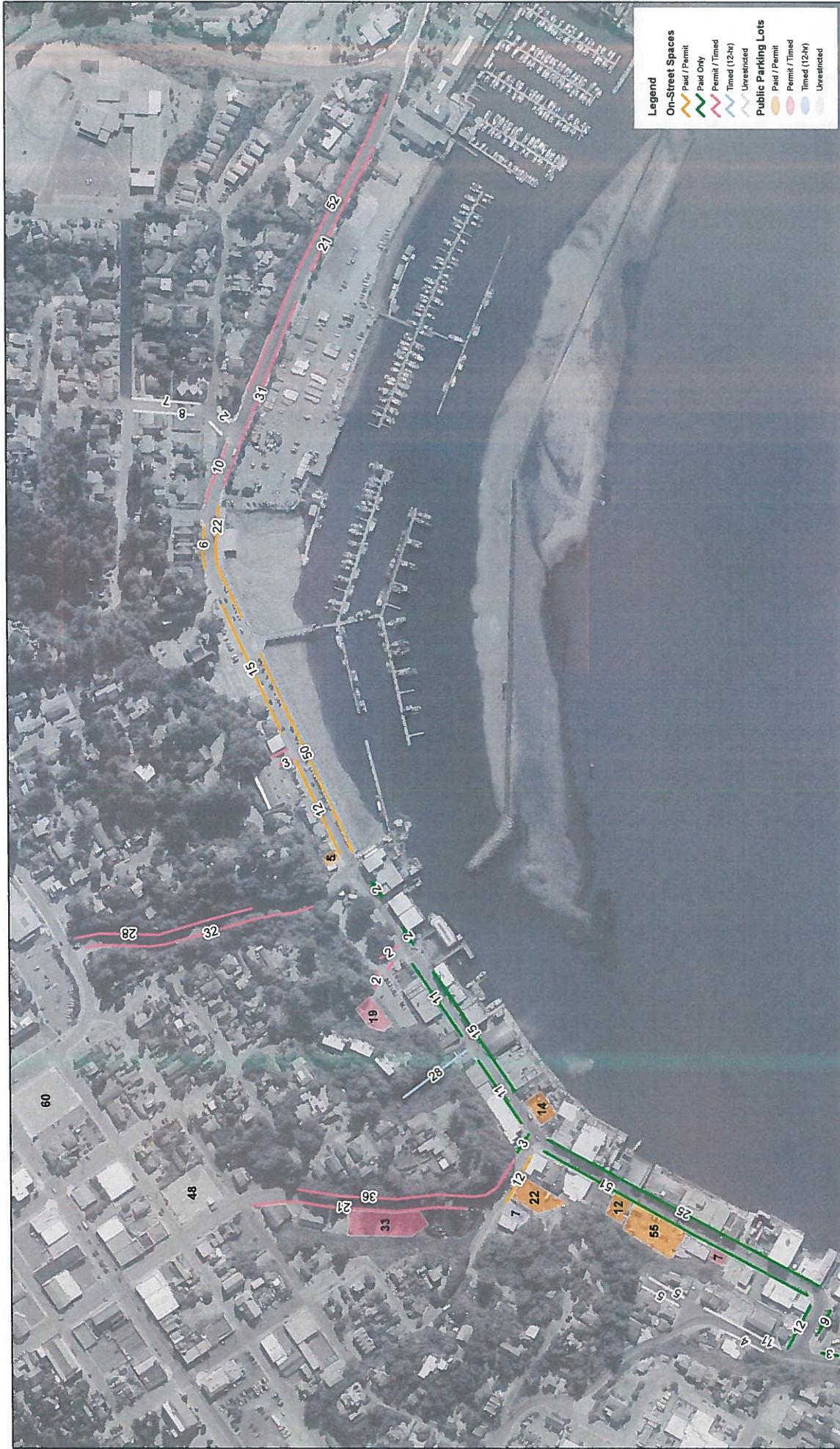
### Parking Improvements

- 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  
 169 SW Coast Highway  
 Newport, OR 97365  
 Phone: 1.541.574.0623  
 Fax: 1.541.574.0644

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

**Figure 5: Nye Beach Parking Management (Alternative)**



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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 overstay 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 <sup>rd</sup> & 6 <sup>th</sup> 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



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 <sup>1</sup>	144	117	242	72
	Public Lot	0	103	52	23
Nye Beach	On-Street <sup>1</sup>	9	105	268	747
	Public Lot	45	0	21	186

<sup>1</sup> 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 <sup>1</sup>	Paystation Cost <sup>1</sup>	Signage Cost <sup>2</sup>	Total Cost
Bay Front	364	43	\$344,000	\$91,000	\$435,000
Nye Beach	159	20	\$160,000	\$39,750	\$199,750

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

<sup>2</sup> 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.

Figure 6: Newport Transit Loop

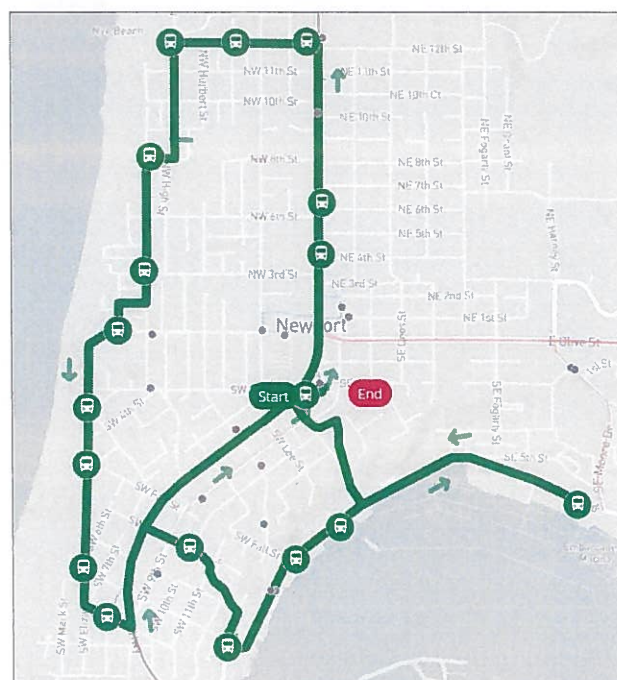


Table 8: Meter Revenues

**Annual Revenues (Assumes no Business License Surcharge)**

Parking District	Meter <sup>1</sup>	Permit (Aggressive) <sup>2</sup>	Permits (Conservative) <sup>3</sup>
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, reinstituting 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 <sup>1</sup>	\$13,750	Current Business License Surcharge Revenue	\$6,450
Maintenance Shortfall	<b>-\$44,600</b>	Maintenance Shortfall	<b>-\$43,150</b>
New Revenue from Parking Permits <sup>2</sup>	\$25,700	New Revenue from Parking Permits <sup>1</sup>	\$19,700
New Revenue from Business License Surcharge Fees <sup>3</sup>	\$18,900	New Revenue from Business License Surcharge Fees <sup>2</sup>	\$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

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### 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 assess whether or not a scaled down metering concept, focused

on core commercial areas is acceptable or if a non-metering option that consists of fees, 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.

CITY OF NEWPORT

ORDINANCE NO. \_\_\_\_\_

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

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

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

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

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

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

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

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

**2.05.085 Parking Advisory Committee**

A. **Parking Advisory Committee Established.** There is hereby established a Parking Advisory Committee. The Committee shall consist of seven (7) members. Members shall be appointed by the Mayor and confirmed by the City Council. To be eligible for appointment, members shall reside, own property, own a business, or work within a special parking area as defined in Section 14.14.100. The Parking Advisory Committee membership shall include:

1. Two members each from the Bayfront, Nye Beach, and City Center special parking areas; and
2. At least one of the representatives from the Bayfront shall be affiliated with the commercial fishing industry or Port of Newport; and
3. At least one of the representatives from Nye Beach shall reside within the boundaries of the special parking area.

B. **Term of Office.** Appointments will be made for a term of three years or until successors are appointed. Initial appointments will serve staggered terms. Terms of office shall



begin the first day of the calendar year. Any vacancy shall be filled for the remainder of the unexpired term in the same manner provided in A. above.

C. **Committee Leadership and Meetings.** A Chair and Vice-Chair shall be elected by the Committee members at the first meeting of each calendar year. The Committee will hold quarterly meetings with additional special meetings as needed.

D. **General Powers and Duties.** The Parking Advisory Committee shall have the following powers, duties, and functions as it relates to special parking areas:

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

E. **Administrative Support.** The Community Development Department shall perform administrative functions for the Parking Advisory Committee.

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

Adopted by the Newport City Council on \_\_\_\_\_, 2019

Signed by the Mayor on \_\_\_\_\_, 2019.

\_\_\_\_\_  
Dean Sawyer, Mayor

ATTEST:

\_\_\_\_\_  
Peggy Hawker, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven E. Rich, City Attorney

**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.

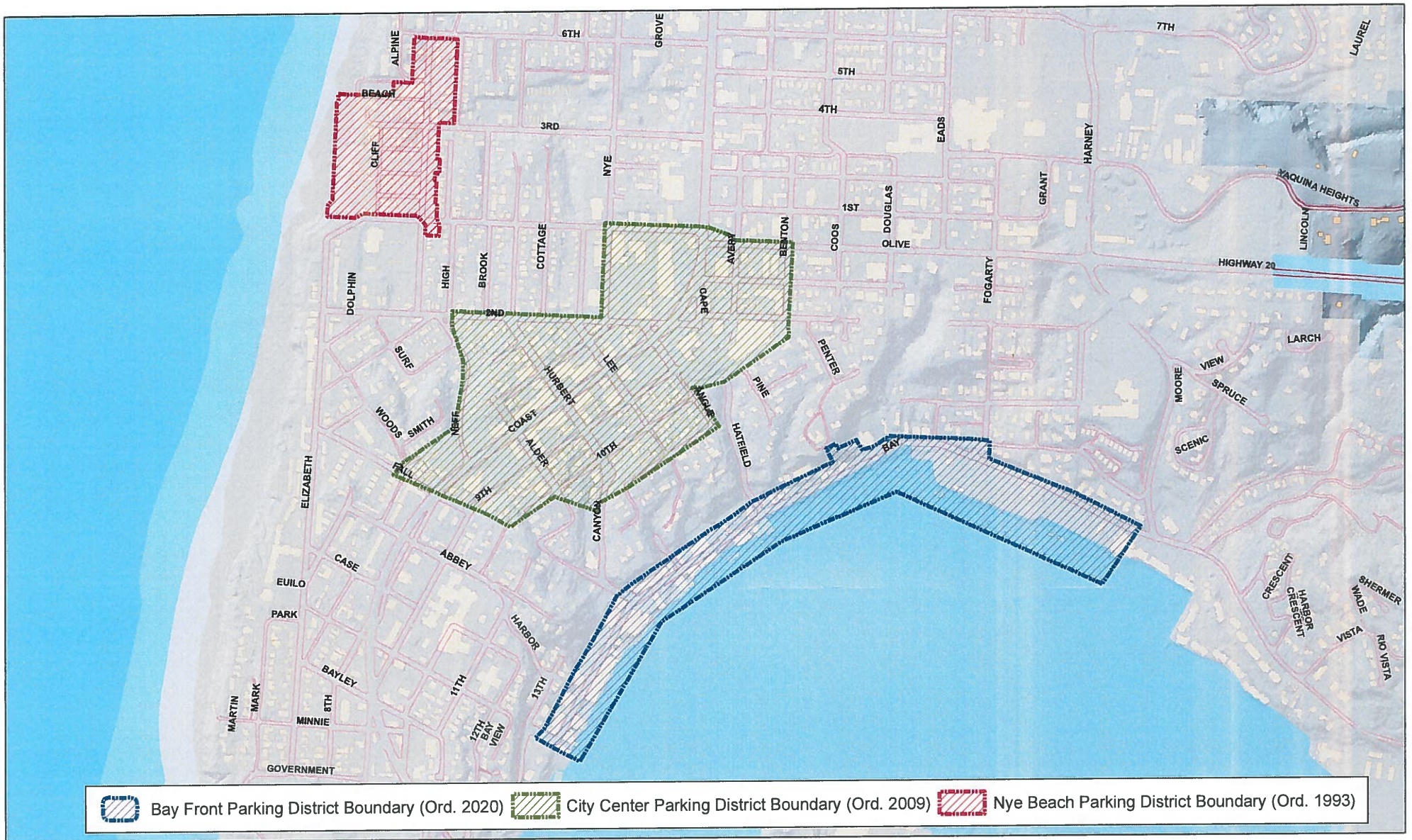
Adopted by the Newport City Council on June 17, 2019

  
David N. Allen, Council President

ATTEST:

  
Margaret M. Hawker, City Recorder







**Draft MINUTES**  
**Parking Study Advisory Committee**  
**Meeting #16**  
**Newport City Hall Council Chambers**  
**June 4, 2019**

**Committee Members Present:** Cris Torp, Janet Webster, Bill Branigan, Linda Neigebauer, Gary Ripka, Frank Geltner, and Jody George.

**Committee Members Absent:** Jeff Lackey (*excused*), Wendy Engler, Sharon Snow, Aaron Bretz, Laura Anderson, Julie Kay, Kathy Cleary, Cynda Bruce, Tom McNamara, and William Bain.

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

**Public Present:**

1. **Call to Order & Roll Call.** Meeting called to order at 3:00 p.m.

1a. **Review and Amend Agenda, as Needed.** Tokos asked the Parking Study Advisory Committee (PSAC) to move the Comprehensive Plan agenda item to the end of the meeting.

1b. **Approval of Minutes.** Torp asked that future minutes include names of any public members present.

**Motion** was made by Torp, seconded by Webster, to approve the April 30, 2019 minutes. All approved.

2a. **Draft Ordinance Establishing a Standing Parking Advisory Committee.**

**Discussion Items:**

- Neigebauer wanted to discuss the parking district for Nye Beach to be extended down to 2nd Street. Tokos said the map was pulled from the ordinance that established the parking districts. He felt this would be a discussion that would happen with Nye Beach merchants.
- Neigebauer noted that businesses on Hurbert Street like the Canyon Way Restaurant and Bookstore, and the new Tap Room should be a part of a parking district. Tokos explained that special parking areas were established before the economic districts. The parking district boundaries were established, along with economic improvement district areas. Tokos explained that special parking areas had different boundaries than the economic improvement districts. Torp asked why the city didn't improve the economic improvement districts in 2009. Tokos explained that one of the discussions they had at that time was to determine the boundaries in which businesses would have to pay a business license surcharge. These areas were smaller areas than the overall boundaries. Neigebauer said parking was no longer about economic improvements and more about parking demand in the overall area. She thought the boundary should be bigger and everyone should pay into it. Tokos requested this topic be discussed in the fee resolution discussion.
- Webster asked what would happen to the parking district if the PSAC's resolution went into effect on July 1, 2019. Tokos explained that the Parking Advisory Committee (AC) would take over when the parking districts went away.
- Webster asked if they would do away with the Wayfinding Committee as a separate committee. Tokos explained that Wayfinding would be in the scope of what the AC reviewed. Webster thought it would be good to collapse Wayfinding in the committee. Geltner reported there wasn't a current Wayfinding Committee.

**Motion** made by Webster, seconded by Torp to forward the ordinance to the City Council for consideration. All in favor.

Geltner asked if a member of City Council would be on the AC. Tokos said if it became a standing committee they would have a liaison appointed with a member as a backup. George asked if Wayfinding had been referenced. Tokos said it was in section D2. Neigebauer asked what they would do if they couldn't get two people from each district on the AC. Tokos suspected they could find two but the AC would operate with open spots. Neigebauer was concerned about getting a quorum if they didn't have the two members from the City Center. Geltner asked if the hospital could have one of the a representatives according to the ordinance as part of the special parking area. Tokos reviewed the parking district boundaries and noted that the hospital did not fall within the city center parking district.

A discussion ensued regarding the location of the boundaries of the parking districts and who could be included as representatives for the AC. Webster asked if the boundaries could be expanded. Tokos said the Transportation System planning outreach would start up in the fall and would be a forum to discuss if it was appropriate to adjust the boundaries. Webster reconsidered her motion and wanted to include an adjustment to the boundaries. Tokos suggested Webster do a separate motion for this. The PSAC was in general agreement that the boundary adjustments should be an issue that should be addressed. Tokos noted that Canyon Way was included in the special parking areas but not in the economic improvement districts.

Geltner asked if the PSAC favored Canyon Way being a part of City Center or the Bayfront. Ripka thought it should be part of the Bayfront district because of the meters. Geltner though this should be a part of a motion to recommend what district Canyon Way should be included with.

**Motion** by Webster, seconded by Torp that if the Parking Advisory Committee was established by ordinance, that they address the boundaries of the special parking areas as a priority issue, and give additional recommendations that the special parking areas become contiguous so parking could be dealt with holistically through the corridors from the Bayfront to Nye Beach. All approved.

Ripka asked the PSAC to consider the number of people that would be on the AC and if the extra person should be from the Bayfront.

**Motion** by Ripka, seconded by Neigebauer, to recommend that the seventh person on the Parking Advisory Committee be from the Bayfront. All approved.

Torp thought that the AC would need to have some sort of historical perspective on the difficulties the PSAC shared and worked through, and felt that the PSAC recommendations needed some weight. Webster thought the new AC needed some flexibility. She noted that vacation rentals were a hot topic on the Bayfront and may need more flexibility on the Bayfront. George stated she thought that Nye Beach had the same concerns, but felt it was a reasonable idea that the Bayfront have three people represented on the new AC.

**2b. Draft Resolution Continuing Existing Parking District Business License Fees.** Tokos reviewed the resolution to continue existing parking district business license fees.

**Discussion Items:**

- Webster asked if the new AC would be looking at fees. Tokos confirmed they would.
- Geltner asked if Section 1 of the resolution applied to the PSAC's earlier discussions. Tokos said it didn't. It was saying parking districts were where the fees applied. Tokos noted that it was set up then, the parking districts were a subset of the special parking areas. He explained this could be changed because it was a fee resolution and the standing committee would have authority to make recommendations to things in that regard.

- Neigebauer asked if vacation rentals were being assessed a parking district fee. Tokos said vacation rentals in the Nye Beach boundary would have to pay the fees. Neigebauer asked if they would pay based on the use of the lot. Tokos explained that it was based off the number of off-street parking spaces they could provide and the fees were the current fees they had been charged.
- Neigebauer asked if hotels paid these fees. Tokos said they would if they were within the boundaries.
- Ripka asked if the Farmers Market had to have a business license. Tokos said they had a single license for the market and their vendors were under their one license. Neigebauer asked if they were not-for-profit. Neither Tokos or Malloy knew this.
- Webster asked if they went ahead with meters/permitting on the Bayfront, would the business license surcharge go away. Tokos said the discussion was that it would go away because the revenues would compensate for the surcharge fee. This was addressed in the resolution.

**Motion** by Webster, Seconded by George to adopt the resolution setting parking district business license fees. All in favor.

**2c. Chris Torp Email Discussion.** Torp reviewed his email and thoughts that the City Council would have timeline and process issues going forward. He wanted to see more ways to incentivize difficulties for parking on the Bayfront and ways to make these incentives equitable. Torp felt metering in just one area of the City on the Bayfront would be a disadvantage. Ripka disagreed because he thought that the Bayfront was such a destination and where people came when visiting Newport. Webster thought locals wouldn't come down to the Bayfront and not a part of the problem. Ripka didn't think locals were a problem, but tourism was. Webster thought the discussion for the new committee was to get back to incentives and how they could get businesses to think about employee parking. A discussion ensued regarding incentivizing. Torp thought permit costs needed to be addressed. Webster thought the \$60 parking permit fee should be at least \$100.

**2d. Draft Pubic Parking Facilities Element Amendment to the Newport Comprehensive Plan.** Tokos reviewed the Comprehensive Plan amendments. He noted that at the last meeting, the PSAC discussed driving metering in the Bayfront and the revenue generated from meters would be targeted back to that district.

#### **Discussion Items:**

- Webster asked if meters were equitable if Nye Beach wasn't included. Tokos said this would mean less attention to the lots in Nye Beach unless revenues picked up in that area.
- George was concerned that it would be a big task for the new AC to figure out how Nye Beach would generate revenues without meters. Tokos thought it might make more sense for them to tackle each district one at a time, starting with the Bayfront, instead of all at the same time. Neigebauer noted they would be doing permitting already and suggested changing meters to timed parking and permits to get people used to the idea.
- Webster asked if the public parking facilities would be forwarded to the Planning Commission for review. Tokos said it would be forwarded to them and they would initiate a legislative process with public hearings.
- Neigebauer was concerned about code revisions that eliminated minimum off-street parking requirements for new development and redevelopment. Tokos explained that this section was saying it would look to reduce or eliminate in areas where the City metered and in meter/permit zones only. He noted this wouldn't apply to Nye Beach at that time. Neigebauer stated she was serious about eliminating residential from an exemption for off-street parking. She thought "non-residential" needed to be added to this section. Tokos thought these concerns would be a part of the re-write of the parking requirements in the Nye Beach parking district. He didn't think there was good rationale to add "non-residential". Tokos explained this provision came into play if the location of the development/redevelopment was in a meter or permit/meter zone. If meters came into play for Nye Beach there would be a lengthy discussion about it beforehand. Tokos reminded

that these were just policies. A discussion ensued regarding the reasoning for eliminating off-street parking requirements for the Nye Beach area in anticipation of meters and meter/permit zones being established.

- Webster thought that “livability of the area” needed to be added to Goal Policy 3.2. A discussion ensued regarding new single family residences that were being built in the Nye Beach area and thoughts on how they affected the livability of the area. Tokos suggested the PSAC do a second motion for this so the Planning Commission had a chance to work on it. He reminded that this wasn’t a zoning code but more of a philosophy. When dealing with residential, the State of Oregon said for needed housing the city was legally obligated to provide a path that was clear and objective standards.
- Webster asked if Malloy was collecting parking fees right now. Malloy said they were collecting fees now but they would be going up in July. Ripka asked if enforcement could be done for larger vehicles that stuck out in traffic on the Bayfront. Malloy said there were things to address for this but the Police Department was working with Public Works on getting better signage to help. Malloy reported that Officer Garbarino was doing a lot of outreach on the Bayfront.
- Webster suggested adding to Goal 3 that it meets the needs for businesses and “residents” so it wasn’t just businesses.
- Webster asked if Policy 1.3.2 should be just along the Bayfront. Tokos said it went hand in hand with where there were meters, you support them with a permit zone. Webster asked if it should say specifically along the Bayfront because 1.3.1 said along the Bayfront. Tokos said it could say “to support metering where implemented with a permit program”. Webster questioned if “for residences, businesses and the fishing community” should be taken out.
- Webster was concerned about saying if Nye Beach wanted to do a permitting system, they would do outreach. She questioned if they truly would do the outreach. Tokos thought it would be okay to leave it in Implementation Measure 1.3.3.
- Webster asked if the Goals and Policies went in the Comprehensive Plan, would it ever removed. Tokos said sometimes there would be re-writes to sections or chapters.
- Webster asked how the PSAC’s concerns were conveyed to the Planning Commission (PC). Tokos said he would let everyone know when the PC work session meeting was so the PSAC could share their thoughts with them. Branigan thought the PC would like this. Torp suggested the PC invite the PSAC to specific meetings so they knew there was a time on the agenda for a discussion.

**Motion** made by Torp, seconded by Webster to recommend the Newport Planning Commission initiate the legislative process to amend the Newport Comprehensive Plan to add a new Public Parking Facilities Element as outlined in the draft set of amendments dated May 31, 2019, with one amendment. All approved.

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

4. **Adjournment.** Having no further business, the meeting adjourned at 4:42 p.m.

Respectfully submitted,

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Sherri Marineau  
Executive Assistant