



PARKING STUDY ADVISORY COMMITTEE AGENDA

Thursday, January 31, 2019 - 3:00 PM

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

The meeting location is accessible to persons with disabilities. A request for an interpreter for the DEAF AND HARD OF HEARING, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

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. INTRODUCTIONS

1.A Review and Amend Agenda, as Needed.

1.B Confirm September 11, 2018 Meeting Minutes.
[Draft Minutes 09-11-18.pdf](#)

2. WRAP-UP DISCUSSION ON PARKING STUDY IMPLEMENTATION

2.A Implementation Options Memo.
[Memo.pdf](#)

2.B Updated Maps.
[Nye Beach Parking_Alternative_Final.pdf](#)
[Bay Front Parking_Map_Final.pdf](#)
[Nye Beach Parking_Study_Recommendation_Final.pdf](#)

- 2.C ADA Wheelchair User Parking Meter Exemption.
[Exemption.pdf](#)
- 2.D Dolphin Street / Whaler Development Concept.
[Hallmark Development Concept.pdf](#)
- 3. PARKING ADVISORY COMMITTEE STRUCTURE
- 3.A Draft Ordinance Establishing the Standing Committee.
[Ordinance Creating Parking Advisory Committee_Draft.pdf](#)
- 4. CHANGES TO PARKING ENFORCEMENT (DISCUSSION WITH POLICE CHIEF)
- 5. PARKING CODE ALTERNATIVES (DRAFTS TO BE DISTRIBUTED AT MEETING)
- 6. ADDITIONAL OUTREACH NEEDS
- 7. PUBLIC COMMENT/QUESTIONS
- 8. NEXT MEETING

Draft MINUTES
Parking Study Committee
Meeting #10
Newport City Hall Council Chambers
September 11, 2018

Committee Members Present: Jody George, Cris Torp, Wendy Engler, Linda Neigebauer, Frank Geltner, Janet Webster, Sharon Snow, Aaron Bretz, and Julie Kay.

Committee Members Absent: Bill Branigan (*excused*), Laura Anderson, Gary Ripka, Kathy Cleary, Cynda Bruce, Tom McNamara, William Bain, and Jeff Lackey.

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

1. **Call to Order & Roll Call.** Meeting called to order at 3:10 p.m.
- 2a. **Review and Amend Agenda, as Needed.** Tokos asked for amendments to agenda. Torp requested to discuss handout he shared with the AC.
- 2b. **Approval of Minutes.** Neigebauer gave Marineau corrections to the June 24 2018 minutes.

MOTION was made by Webster, and seconded by Torp to approve the June 24, 2018 minutes with corrections. All approved.

3. **Conflicts of Interest Review.** City Attorney, Steve Rich, addressed the AC and gave a training on conflicts of interest and Oregon ethics laws. He explained the difference between bias and conflict of interest. Tokos reminded that in the context of the Parking Study, the City Council appointed them as a policy advisory body to represent an interest. When this was done, he thought there was no need to disclose there was a conflict of interest. Rich said to be careful when considering properties you own. He suggested that the AC minutes reflect the potential conflicts of interest because of business ownership. Torp asked if the AC had to fill out the statement of economic interest. Rich didn't think so. Torp said the AC was aware of who they all represent, and asked if they needed to recuse themselves. Rich said they didn't have to declare the conflict until you knew the conflict and could move forward once the declaration was made.

4. **Parking Study Implementation.** Tokos reviewed the maps and memo that were passed out to the AC at the meeting. He noted discrepancies on the maps. Tokos asked the AC for their feedback and noted that the memo included a non-meter alternative.

Discussion Items on the Bayfront Map:

- Torp asked if the permit would be for people with trailers. Tokos said it would be permissible where there was no stripping. Torp asked if a long trailer who parked there would get a ticket. Tokos said if over time limit they would.
- Webster thought Case Street should be permit timed. She thought the ones on 28th behind the Barge Inn and the six by the Coffee House were odd to be unrestricted. Tokos said this was a rough parking area to start with and was a public ROW. Webster said the one by coffee house was a high usage lot and should be a paid permit. She said Hurbert Street by the Barge Inn (#28) could be employee parking. Tokos said the discussion had to do with them not being heavily used and could be used by the charters. George said it made more sense to have it as part of the whole system. Webster said it could be permit timed and have it longer timed. Tokos understood the desire was to have the Coffee House be paid permit.
- Tokos said he would take off Fall and Fogarty Streets and have them be unrestrictive. Torp said it was either a parking lot or not parking. They should be recognized as public lots. He suggested saying Hurbert (#28) and Fall Streets (#7) be fishing charter parking only. Tokos said it could be a 12 hour time limit or permit.
- Tokos asked for input on extending Abbey lot. Webster thought there would be more people than spots. Tokos said this was where the discussion on permit caps would come into place. Webster thought that even

with the improvements they would still have a problem with employee parking. Snow wanted to see more than 4 hours. Tokos said if limiting permits, you don't want to defeat the whole purpose of permits.

- Webster thought on summer weekends there needed to be a shuttle from Abbey Street and City Hall. Tokos would look at a shuttle and look at four hour lots. The AC was in general agreement to keep permits at four hours.
- There was a discussion on how permits worked and hour limits. Permits were permits and the lots would have time limits.
- George asked about the lot at Geno's. Tokos said he had heard it as paid permit.
- Torp asked if the big lot at 9th and Hurbert Street be a part of inventory of the Bayfront. Tokos said it was inventoried but not a part of the Bayfront Map. Torp was concerned it would be a loss and wanted it show on the map. Tokos said it would be listed as unrestrictive. Webster thought employees should know they could park there all day, and this included the Angle Street parking lot.
- Bretz said the Port was pushing a few ideas around and they had on the capital improvements lists to put in parking spaces across from #52. It was taken off the budget but there was ideas there and the would need to find a way to do the improvements then get it done. Bretz also said the shoreline next to the old fir plant viewing platform could be filled in to provide parking spaces. He was looking into how possible it would be. Tokos thought elevating it on piles might be better environmentally. Bretz said the fill idea was to shore up the marina and wouldn't have the impact. A discussion ensued regarding ways to develop parking for the Port.
- Engler asked if there was a discussion on RV parking. Tokos said it wasn't anything in these maps and was discussed in Wayfinding to figure out to keep them out of the Bayfront. George asked if there was a way to strip for a double space designated for RVs or two cars. Tokos said there was a way to stripe this. Webster thought it was more of a signage issue.
- Webster asked about loading zones and asked if they would be reviewed. Tokos said for metering they would have to. There would be places where kiosks wouldn't work and they would put in a pole there.
- Bretz asked if the area across from the Port office that was 100 yards long. He thought the sign lent toward semi-trucks not running their engines there. He said this was an important place for the Port and it constricted what the Port could do with a lot of trucks. He thought there should be a long loading/holding zone around #52. Bretz said it wasn't a problem but shifting it may make it a problem. Kay said she lived there and the trucks weren't there that long and didn't think it would be a problem. George said if it was striped it could become a problem. Kay said as things were pushed down the Bayfront, it could become a problem.
- Geltner said the RV sign by Hatfield has been overgrown and still needed to be addressed.
- Torp said the areas that weren't striped and unrestricted should not be counted. Tokos said it was still a part of the inventory. Webster said it proved that we are under resourced for the Bayfront.

Discussion Items on the Nye Beach Maps:

- Tokos reviewed the differences in the Study recommendation and alternative maps for the Nye Beach map.
- Webster asked if the PAC stayed unrestrictive. Tokos said it would be addressed and noted that Don Davis Park was a bad candidate for permits. George said it should be paid. Webster suggested it be timed. Neigebauer thought it should be timed because people just utilized it to use the restroom. George said it could be permit timed.
- Geltner said there wasn't any other spaces where there was paid timed parking in the City. George said these were the two main beach access. Tokos said it can be changed to permit/timed. The AC was in general agreement.
- George asked about the High Street being permit. Tokos said it was in the study and would be a permit time arrangement. A discussion ensued regarding how High Street was used. Tokos said these areas could be added later.
- Engler asked about the 5 spaces on 6th Street on the study but on the alternative they weren't included. She thought they should be permitted timed. Neigebauer thought if they moved the center line it could help with parking on the south side.
- Engler noted the area west of the PAC where Olive Street turned into Elizabeth where people parked overnight on Dolphin Street. Tokos said it was a ROW and couldn't say what the break was between public/private. It might be better to wait and see on this one. Geltner thought a bulk of the property was The Whaler's property. Torp thought if it was signed, it would thwart it. Engler thought if it was going to be parking, we needed it to be marked. Geltner asked where the concrete blocks came from. Tokos to look into it. Webster suggested it be a connector trail as part of the Park System Master Plan.

- Engler asked about the piece of property next to The Whaler. Tokos said if there was a lead purchase clause that if not developed within a certain amount of time the city could purchase it at a discounted cost.
- Engler said between High Street and 3rd Street had residents upset about businesses parking there. It would be good to get their input.
- Engler asked if the permits would have a differentiation between resident and commercial numbers of permits. Tokos said they could talk about it but it wasn't a part of the plan. She asked if VRDs would have to purchase permits per bedroom. Tokos said there was a lodging and day use pass. The parking permit program would have a day use permit as an option but they would have to pay for it. It would be a day use not annual. Owners would usually buy them in lump sums.

5. Options for Structuring Permit Parking Program. Tokos reviewed memo on the implementation options and figures.

Discussion Items:

- Tokos noted that it wasn't common to have ADA spots outside of metering. Neigebauer asked about employees with ADA stickers parking all day in ADA spots. Tokos would look into it.
- Tokos thought the permits (conservative) was a better options for Newport in terms of annual revenues.
- Torp asked for an explanation on how to figure caps. Tokos explained this and said it would be based on the dynamic of who would be using the permits.
- Torp was concerned that if they caused businesses and employees to park considerable blocks away from where they walked, there would still be the issue on how we got them to where they were going. Bretz said people visited by the amenities and the attractions and felt it was important.
- Tokos said there would be enough revenue between permits and metering to pay for shuttling. He discussed what could be done if with the different alternatives.
- Geltner asked where Administrative expenses for the permit programs were budgeted. Tokos said it was under annual expenses. It would be managed by the Finance Department at City Hall.
- Webster asked about enforcement. Tokos said there would be additional resources for metering but enforcement would be paid out of tickets.
- Geltner asked if there was some reference to enforcement included in the memo on what the initial costs were. Tokos would add this. Geltner was concerned about shortfalls. Tokos said shortfalls would be covered by meter revenues.
- Tokos asked the AC if they thought they were good with respect to the alternatives and modification for Nye Beach and if they were okay with moving forward with them. The AC was in general agreement on this.
- Engler asked about lighting for 3rd and 6th Streets and asked if it was included in the current budget. Tokos said no, it was discussed as priorities to fund.
- Webster asked if annual maintenance and striping included in annual cost. Tokos said it was part of annual maintenance costs.
- Engler asked if the Agate Beach Landfill fund could be used for other projects. Tokos said it was a reserve fund and said they could do inter-fund loans for future projects. There was a minimum threshold for the fund and could be how to pay upfront costs for metering.
- Geltner asked about Nye Beach permanent spot next to Don Davis Park. Tokos said it was in the study and why it was on the sheet and would be evaluated for park purposes. He didn't think it was doable at this time. Geltner recommended removing it. Webster said if it was being done it was a good time to update the Wayfinding because of signing that needed updating. Engler thought that the Wayfinding Committee needed to get input from the AC. Webster asked if the two committees could merge. Neigebauer suggested getting members from other committees join the Wayfinding committee.
- Webster wanted to see the permits at \$100 with an option of a half year. Geltner suggested having it devisable by 12 months if prorating. Snow thought they should have to pay for the whole year. The AC was in general agreement to have all or nothing. Tokos said they were thinking on doing it as a singular permit that would work in Nye Beach and the Bayfront. The Port would be a separate permit.
- Neigebauer suggested a different color for the Bayfront and Nye Beach. Geltner said if you were going to set a quota it would take some thought. There was a concern that people would buy up a disproportionate number of permits from each area. Tokos explained that the permits would be affixed to the vehicles and the lodging style permits would be a door hanger style. Geltner thought the consultants would have enough expertise to give input on how to do the permits and suggested asking them for advice.

- Bretz was concerned about getting a disproportionate number of permits in each area. Tokos said internally they could manage this. A discussion ensued regarding how people could play the system. Neigebauer was concerned that people could play the system. Webster didn't see a problem with people using a permit in both areas to be able to access each area. Neigebauer thought there needed to be some criteria on who could buy the permits.

6. **Structure of Future Advisory Committee.** Tokos reviewed what would be brought to the AC at the next meeting and the structure of the future AC. He noted he would give the AC cleaned up versions of the maps that reflected the AC's changes. Tokos noted there was a section of the code under permitting that would need amendments. He would bring those to the AC so they could start to frame some of the questions on permitting and how the program could work. Tokos said that the structure of the committee would be a standing committee. He noted that there would be components of Wayfinding included as well. There would also be some changes in the zoning codes in terms of parking standards.

Discussion Items:

- Engler asked how enforcement was going to be any different than now. Tokos said they would have a chance to sit with the Police Department to discuss. There were some ease of enforcement with metering that you didn't have with timed parking. Geltner thought this was an areas where the consultant should be consulted.
- Webster thought that at the next meeting they needed to clarify who could buy a permit and what the cost of them would be. She noted there wasn't clarity among fishermen on this as well on if they were buying a permit from the Port would it mean they had a permit to park still. Torp said they needed to decide how many days of the week the permits would be valid. Tokos said the discussion was that it would be seasonal. They would be seven days a week from June to September then shift to the weekends for the enforcement of the meters on the balance of the year.
- Geltner asked about improved lighting was included in this budget and not on the City's budget. Tokos said there was a desire for this to get better parking spaces.

7. **Public Comment/Questions.** None.

8. **Adjournment.** Having no further business, the meeting adjourned at 5:11 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

Memorandum

To: Parking District Advisory Committee
 From: Derrick I. Tokos, AICP, Community Development Director 
 Date: January 28, 2019
 Re: Bayfront and Nye Beach Implementation Options

The following information was reviewed at the September 11, 2018 meeting and has been updated to reflect requested revisions and to break out ADA spaces as exempt.

Parking Stall Management (By Type)							
District	Type	Paid	Paid/Permit	Permit/Timed	Timed (12-hr)	Unrestricted	ADA (exempt)
Bay Front	On-Street	144	115	238	28	42	2
	Public Lot	0	103	58	7	0	6
Nye Beach	On-Street	9	105	266	0	747	0
	Public Lot	45	0	46	0	143	15

Meter Options					
Parking District	# Spaces	# Paystations ¹	Paystation Cost ¹	Signage Cost ²	Total Cost
Bay Front	362	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.

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	\$30,000	\$20,850

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.

Annual Expenses					
Parking District	Lot Resurfacing ¹	Ancillary Parking Repairs ²	Striping	Permit Program	Metering ³ (if implemented)
Bay Front	\$70,000	\$17,500	\$3,000	\$10,000	\$28,800
Nye Beach	\$40,000	\$8,000	\$2,000	\$10,000	\$13,200

1 Costs from pavement condition assessment prepared during the Parking Study. Resurfacing Costs proportioned by district.

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

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

No-Metering Alternative (Timed Parking with Permits)			
Bayfront (Revenues)		Nye Beach (Revenues)	
Permits ¹	\$32,900	Permits ¹	\$23,550
Business License Surcharge ²	\$19,750	Business License Surcharge ²	\$8,000
Maintenance Shortfall (excluding metering)	-\$47,850	Maintenance Shortfall (excluding metering)	-\$28,450

¹ Assumes annual sales at 50% of available spaces in all areas identified as paid, paid/permit, or permit/timed. Timed parking limitations would need to be tightened to make permits a viable option. Priced at \$100.00 per permit. Could be district specific or area wide.

² Assumes collections at current rates, including \$6,000 annual contribution from the Port of Newport.

Parking System Enhancements (Per study except for refined meter information)		
Description	Upfront Cost	Annual Cost
Implementation of Metered Areas	\$634,750	\$42,000
Newport Transit Loop		\$200,000+
Expanded Striping	\$10,000	\$5,000
Improved Lighting at 3 rd & 6 th Street	\$235,000	\$45,000
Construct 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 Structured Parking	\$2,400,000	\$15,000
Bayfront Structured / On-Pier Parking	\$4,000,000	\$25,000

Funds have been budgeted to implement the metering options listed. Anticipated meter revenue exceeds annual expenses and would provide a funding stream to enhance the parking system. Non-metering option could be supplemented with other city funding sources and/or an increase in the business license surcharge to maintain status quo and low cost enhancements (i.e. striping and wayfinding). Stall turnover would be better with meter versus non-meter option.

Projection of Parking Lot Surface Maintenance Needs

(Road surface only. Does not account for striping, drainage, curb/sidewalks, walls, railing, etc.)

Parking Lot	District	Size (SF)	Spaces	Condition	1-5 Years	5-10 Years	10-15 Years	15-20 Years
US 101 & Angle	City Center	30,000	65	Good	New \$151,024	Seal \$55,500		Seal \$73,500
City Hall	City Center	57,900	112	Good		Seal \$107,115		Seal \$141,855
Don Davis Park	Nye Beach	9,800	25	Good		Seal \$18,130		Seal \$24,010
Performing Arts Center	Nye Beach	74,800	151	Good		Seal \$138,380		Seal \$183,260
Jump Off Joe	Nye Beach	6,100	10	Good		Seal \$11,285		Seal \$14,945
Port Dock 7	Bay Front	14,000	TBD	Good		Seal \$25,900		Seal \$34,300
Lee Street	Bay Front	11,000	19	Good		Seal \$20,350		Seal \$26,950
Abbey (row)	Bay Front	5,800	10	Good		Seal \$10,730		Seal \$14,210
Case (row)	Bay Front	3,600	6	Good		Seal \$6,660		Seal \$8,820
9th & Hurbert	City Center	29,700	48	Fair	Seal \$47,817		Rebuild \$157,113	
US 101 & Hurbert	City Center	9,200	20	Fair	Seal \$14,812		Rebuild \$48,668	
Fall & 13th	Bay Front	11,800	22	Fair	Seal \$18,998		Rebuild \$62,422	
Hurbert (row)	Bay Front	13,400	28	Fair	Seal \$21,574		Rebuild \$70,886	
Canyon Way	Bay Front	23,000	33	Fair	Seal \$37,030		Rebuild \$121,670	
Nye Beach Turnaround	Nye Beach	40,400	45	Poor	Rebuild \$130,000		Seal \$86,052	
Visual Arts Center	Nye Beach	12,900	21	Poor	Rebuild \$51,600		Seal \$27,477	
Fall & Bay	Bay Front	8,600	13	Poor	Rebuild \$34,400		Seal \$18,318	
Abbey Lot	Bay Front	21,200	53	Poor	Rebuild \$84,800		Seal \$45,156	
Fogarty & 5th (row)	Bay Front	6,300	TBD	N/A				
					Cost: \$592,055	\$394,050	\$637,762	\$521,850
								Total Cost: \$2,145,717
								Annual: \$107,286

Seal Coat Inflationary Adjustment (SF)

Year 1-5	\$1.61
Year 5-10	\$1.85
Year 10-15	\$2.13
Year 15-20	\$2.45

Rebuild Inflationary Adjustment (SF)

Year 1-5	\$4.00
Year 5-10	\$4.60
Year 10-15	\$5.29
Year 15-20	\$6.08

Legend

On-Street Spaces

- Paid Only
- Paid / Permit
- Permit / Timed
- Unrestricted

Public Parking Lots

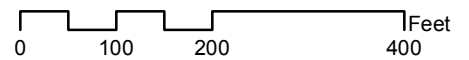
- Paid
- Permit / Timed
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City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
Phone: 1.541.574.0629
Fax: 1.541.574.0644

Nye Beach Parking Management (Alternative)

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



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Legend

On-Street Spaces

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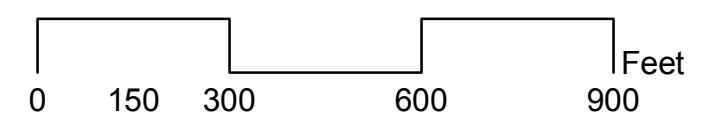
Public Parking Lots

- Paid / Permit
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- Timed (12-hr)
- Unrestricted

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

Bay Front Parking Management Alternative





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






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Legend

On-Street Spaces

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-  Paid Only
-  Permit / Timed
-  Unrestricted

Public Parking Lots

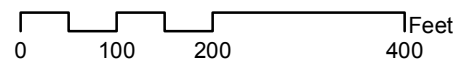
-  Paid
-  Paid / Permit
-  Unrestricted



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 Newport, OR 97365 Fax: 1.541.574.0644

**Nye Beach Parking Management
 (Study Recommendation)**

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



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2017 ORS 811.635¹

Privileges granted by disabled person parking permit other than program placard

All of the following apply to the parking privileges granted to persons with disabilities under a disabled person parking permit other than a program placard described in ORS 811.607

(Program placards):

- (1) The privileges granted under a permit may be exercised notwithstanding ORS 811.575 (Violation of posted parking restrictions on state highways), any authority granted under ORS 810.160 (Controlling parking on highways) or parking restrictions imposed by any city or county and without violation thereof.
- (2) Subject to the limitations under subsection (4) of this section, a "Wheelchair User" placard or decal allows its holder, or another person while transporting its holder to or from the parking location, to exercise the following privileges:
 - (a) Park a motor vehicle in any public parking zone restricted as to the length of time permitted therein without incurring penalties imposed for overtime parking in such zones.
 - (b) Park a motor vehicle in any public parking zone with metered parking without being required to pay any parking meter fee.
- (3) A city or county may allow any person who holds a disabled person parking permit to exercise the rights described in subsection (2) of this section.
- (4) The privileges granted under subsection (2) of this section do not include any of the following:
 - (a) Parking in zones where stopping, parking or standing of all motor vehicles is prohibited.
 - (b) Parking in the late evening or overnight where such parking is prohibited.
 - (c) Parking in zones reserved for special types of motor vehicles or activities.
 - (d) Parking in zones where parking is permitted only for 30 minutes or less.
 - (e)

Parking in a parking space marked or signed for "Wheelchair User Only," unless displaying a "Wheelchair User" placard or decal issued under ORS 811.613 (Wheelchair User placard).

- (5)** In addition to other privileges granted under a permit, the person issued a permit, or another person while transporting the person issued the permit to or from the parking location, may use the permit to park in a parking space that is marked or signed to provide parking for persons with disabilities without violation of ORS 811.615 (Unlawful parking in space reserved for persons with disabilities). [1983 c.338 §683; 1985 c.139 §4; 1987 c.187 §5; 1989 c.243 §11; 2007 c.70 §341; 2007 c.468 §7]

Paying for parking improves access for all

Changes are coming to the City of Portland Bureau of Transportation's Disabled Parking Program. **Effective July 1, 2014**, new rules take effect to make it easier for persons with disabilities to park near their destinations as well as to increase the availability of short-term parking spaces for all people parking in downtown Portland and other metered districts.

1 Pay to Park

If you use a state-issued Disabled Parking Placard, you will be required to pay at parking meters. If you use a state-issued Wheelchair User Placard, there will be no change in parking rules.

2 Payment Options

The Portland Bureau of Transportation is creating several payment options to make paying and parking easier for persons using Disabled Parking Placards.

3 New Reserved Spaces

To improve access for people who need it most, 50 parking spaces are being installed and reserved for persons using Disabled Parking Placards. Pay to park rules apply. The City is also installing 30 parking spaces reserved for persons holding Wheelchair User Placards.

Si necesita mas informacion sobre el programa de estacionamiento para discapacitados de Portland en espanol, por favor contacte a la Oficina de Transporte de Portland en disabledparking@portlandoregon.gov o llama a 503-823-5185.

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies and procedures and provide additional aids and services to persons with disabilities. Call 503-823-5185 or TDD 503-823-6868.



1120 SW 5th Ave., 8th flr.
Portland, OR 97204
503-823-5185 | @PBOTinfo
disabledparking@portlandoregon.gov
portlandoregon.gov/transportation/disabledparking

NEW DISABLED PARKING RULES

EFFECTIVE: JULY 1, 2014



If You Have A Wheelchair User Parking Placard

Parking is free

If you have a Wheelchair User Placard from Oregon or another state you may continue to park for free at any meter that is marked for 30 minutes or longer.* You may also park at one of the 30 new wheelchair user only spaces the City is installing, or use one of the 50 new spaces marked for disabled parking.

To view reserved spaces: www.portlandoregon.gov/transportation/disabledparking.



Pay to park

For meters with time limits under 30 minutes, you are required to pay the meter rate and comply with all meter regulations.

**Oregon State Law requires free parking for people holding Wheelchair User Placards.*

If You Have a Disabled Parking Placard

Pay to park

If you hold a Disabled Parking Placard you will be required to adhere to all applicable parking regulations and pay for parking at all meters beginning July 1, 2014 (see chart below). Park at any open parking space, or use one of the 50 new Disabled Parking spaces the City is installing. Pay to park rules apply. To view reserved spaces: www.portlandoregon.gov/transportation/disabledparking.



The Portland Bureau of Transportation recognizes that persons with disabilities may benefit from additional time at parking meters. For example, if you park in a 90 minute parking space, pay for 90 minutes but stay up to 3 hours. Get extra time at 1 hour, 90 minute, or 2 hour meters. Refer to the chart below:

Meter Time	Pay Up To	Stay Up To
15 or 30 mins	Time Limit	Meter Time Limit
1 hr	1 hr	3 hrs
90 mins	90 mins	3 hrs
2 hrs	2 hrs	3 hrs
3 hrs	Actual Time Used	Actual Time Used
5 hrs	Actual Time Used	Actual Time Used
11 hrs	Actual Time Used	Actual Time Used

Note: You cannot repark on the same block for at least three hours after the time expires or you may be cited.

Convenient alternatives to paying at the meter

Scratch-off permit

Handy scratch-off permits allow you to pay from your vehicle, so you don't have to visit the meter and return to your vehicle to place a meter receipt.

Monthly parking permit

If you live or work in a metered district and cannot reasonably use public transportation or an existing garage, you may purchase a monthly parking permit from the Portland Bureau of Transportation. With a monthly permit, you may park within 3 blocks in all directions of your residence or place of employment. You must obtain and pay for your monthly permit by the 20th of each month to use it the following month. For example, pay by June 20th for your July permit.

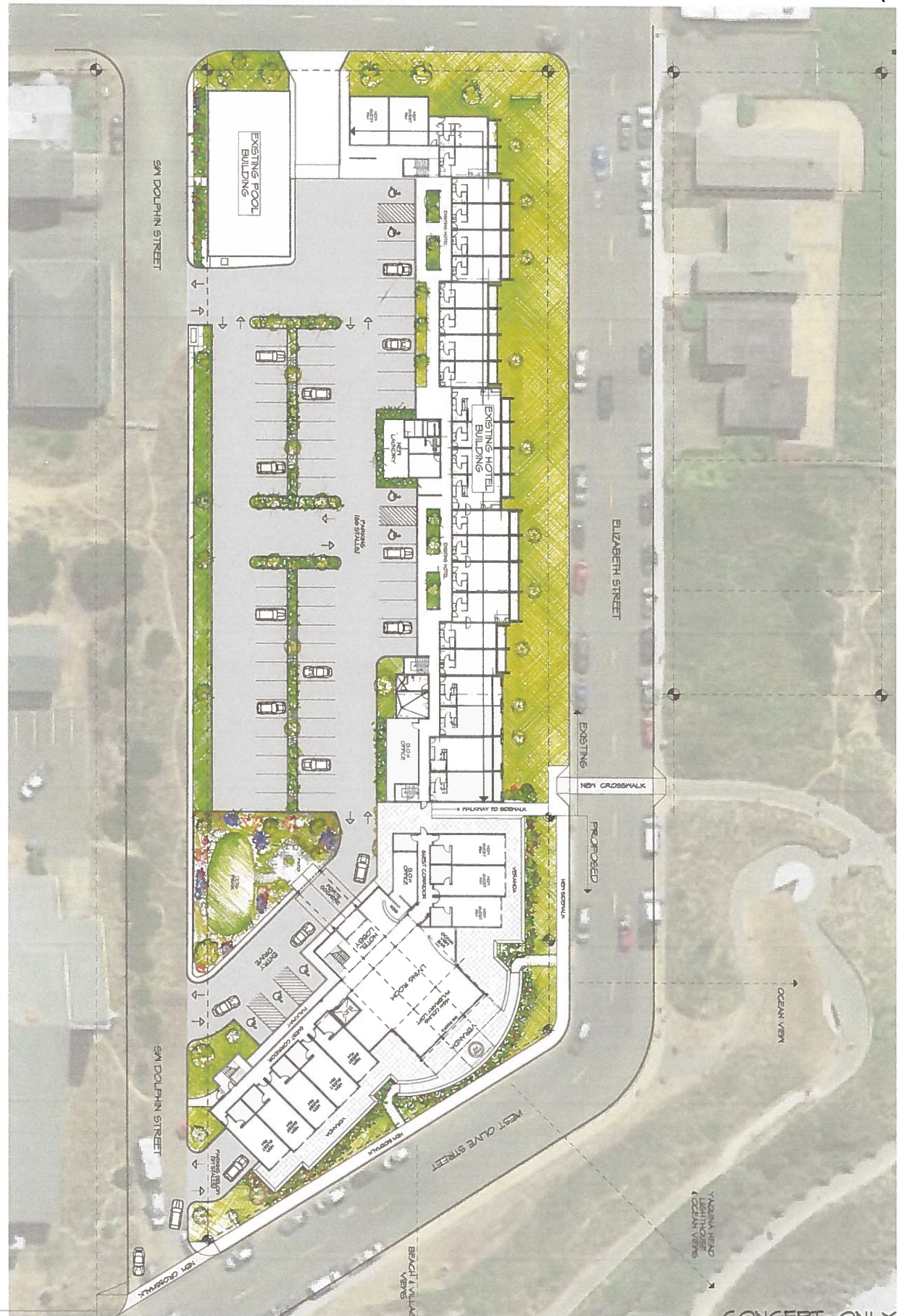
Do you live in subsidized housing?

If you live in subsidized housing in a metered district, you may obtain a free permit through June 30, 2015.

For all these options contact:

☎ 503-823-5185
✉ disabledparking@portlandoregon.gov

CONCEPT SITE PLAN
SCALE: 1" = 20'



CONCEPT ONLY

A101	DATE	9/17/18
	NO. REV.	1803
	CITY	MA
	PROJECT NAME	NEWPORT-SITE CONCEPT 1_20

THE WHALER INN

Newport • Oregon • USA

ABBOTT ARCHITECTURE

 REGISTERED ARCHITECT

 PRELIMINARY

 PROJECT NUMBER: 1803

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 commercial 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 nine (9) 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 be comprised of:

1. Three 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; and
4. At least one of the representatives from City Center shall be affiliated with an institutional user, such as Lincoln County, Samaritan Pacific Hospital or the School District.

- 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, 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 become effective July 1, 2019.

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