# PORT OF NEWPORT COMMERCIAL FISHING USERS GROUP COMMITTEE

Wednesday, September 6, 2023, 9:00 a.m. 600 SE Bay Blvd Newport, OR

This will be a hybrid meeting, which means you can attend in-person, or you can view the live stream of this meeting on our website: <a href="https://www.portofnewport.com/2023-09-06-commercial-fishing-users-group-committee-september-6-2023-9-00-a-m">https://www.portofnewport.com/2023-09-06-commercial-fishing-users-group-committee-september-6-2023-9-00-a-m</a>

Anyone interested in making public comment must complete the form on our website and submit it by 11:00 a.m. on Tuesday, September 5, 2023: <a href="https://www.portofnewport.com/2023-09-06-commercial-fishing-users-group-committee-september-6-2023-9-00-a-m">https://www.portofnewport.com/2023-09-06-commercial-fishing-users-group-committee-september-6-2023-9-00-a-m</a>

I. C	all to Order
II.	Changes to the Agenda
	Approval of Minutes  Minutes to Approve:  November 14, 2022
	City of Newport Bayfront Parking Improvements – Derrick Tokos, Planning Page 6
V.	Port Dock 7 Update – Bretz
VI.	NIT Update – Bretz
VII	. Public Comment (3-minute limit per person)

VIII.Adjournment

## PORT OF NEWPORT COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

November 14, 2022

OSU Extension Office, 1211 SE Bay Boulevard, in Newport

This is not an exact transcript. The audio of the meeting is available on the Port's website.

#### CALL TO ORDER

Committee Chair Heather Mann called the Commercial Fishing Users Group Committee Meeting to order at 9:00 a.m.

<u>Committee Members Present</u>: Bob Eder (Pos. #9); Clint Funderburg (Pos. #1); Heather Mann (Pos. #5); Gene Law (Pos. #7); and Cari Brandberg (Pos. #4).

Alternates Present: Jim Seavers (Alt. #11); John Holt (Alt. #7); and Gary Ripka (Alt. #2).

<u>Committee Members Absent:</u> Mark Newell (Pos. #3); Ted Gibson (Pos. #6); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); Mike Pettis (Pos. #2); and Mark Cooper (Alt. #5).

**Port Commission Liaisons:** Jim Burke and Kelley Retherford.

<u>Management and Staff</u>: Paula Miranda, General Manager; Aaron Bretz, Director of Operations; Mark Brown, Director of Finance and Business Services; Don Moon, International Terminal Supervisor; and Kody Robinson, Harbormaster.

<u>Members of the Public and Media</u>: Yogi Briggs; Mike Retherford; and Angela Nebel, Summit Public Relations Strategies.

#### **CHANGES TO THE AGENDA**

Mann added updates on offshore wind and terminal use to the agenda.

#### **APPROVAL OF MINUTES**

MOTION was made by Eder, seconded by Ripka, to approve the minutes of April 14, 2022. The motion carried unanimously in a voice vote.

#### **COMMERCIAL MARINA UPDATE**

<u>Update on PD7 Planning, PD5 Power Pedestals, and PD5 Moorage Assignments</u>. Bretz reported the Commission approved moving forward on planning to redesign and rebuild Port Dock 7. He noted he has been working this last year with the Army Corps to dredge the channel into the Commercial Marina and Port Dock 7 at minus 20 feet to provide enough depth for larger vessels to get into the marina and use the new dock. He stated the Port is trying to add some mooring space in the marina in the next several years. He indicated pedestals and materials are

on order to rewire Port Docks 3 and 5, but due to supply chain issues, the Port is looking at late summer or fall of 2023 to get the parts and then schedule the work. He added on November 1, staff moved forward with assigned moorage in the Commercial Marina.

Bretz reported staff got most everyone what they were looking for. He noted there are a few folks who would like to be in different spots. He stated the Port hired a Wharfinger to manage the spaces. He indicated staff can't give everyone everything they want. He added everyone can agree it's best to allow the Port to make the decision on assignments.

Mann asked if he is getting a lot of pushback on moorage assignment. Bretz replied only a few folks. He added the assignments are not arbitrary. Mann asked why some out-of-town boats are moored at Port Dock 5. Robinson replied those are moving; they are left over from the summer. Mann noted the Pacific Storm, which is a research vessel, is in the Commercial Marina.

Briggs overviewed ownership of the Pacific Storm and its mission. Miranda stated that vessel is at a commercial dock, not specifically a fishing dock. She noted it's very difficult to get funds for fishery docks because they are tied to the Department of Agriculture. She explained if the Port focuses on having only fishing docks, the Port's avenues of getting funds are going to diminish. She indicated in the long run, it benefits fishermen if the Port has other users. Discussion ensued on specific moorage assignments. Brandberg suggested having paperwork available to exchange spaces through the Port, rather than between fishermen. Bretz emphasized the final decision is the Port's, and the real root of the issue is not enough space.

Mann asked when new cleats will come in. Robinson replied in the next few weeks. Mann asked if boats could moor at the Terminal. Bretz replied they can't have long-term moorage there, but short-term is available.

Funderburg asked when assignments will be put into effect. Bretz replied the effort is ongoing. Funderburg asked what the amperage of the power pedestals will be. Bretz replied everyone will have the option to go with 50- or 30-amp service; it is up to the boat. Ripka confirmed with staff that Robinson will look into his slip assignment. Mann summarized there is going to be some growing pains with the moorage assignments. Miranda added this will not last forever since Port Dock 7 will be replaced in the next three, four, or five years, and that will open up opportunities. She asked folks to bear with the Port until the project is done.

Mike Retherford confirmed with staff the Wharfinger will monitor the docks. Ripka asked if there will be nametags. Robinson replied there will be general signs and, eventually, numbers. Funderburg recommended set protocol for docking ahead of time. Mann suggested seeking grants for signs for each boat.

Holt asked if the Port has a VHF channel designated. Robinson replied staff monitor channel 14, but most people use cellphones or email. He explained there are transient docks rather than transient spaces.

Kelley Retherford stated folks need to remember the Port is working toward the transition. Mann stated part of the charge of this group is not just to provide feedback to the Port, but also to share information with the fleet. Eder asked what the plan for crab season is. Bretz replied a 40-feet boat may squeeze in, but an 80-feet boat may have to anchor out or side tie. Miranda added space is not guaranteed. She noted people should check to see if there is space available. Eder asked if any space is available in South Beach. Bretz replied there is not much space there and end ties are in bad shape. Funderburg clarified with staff the Facilities Code procedures.

Burke stated the Port has made an effort to be transparent, and having this group is part of that. Mann stated longshoremen claim this is a union port. She asked if that something that can be discussed at some point. Miranda replied there is one lines agreement. She stated staff can bring that to the table and discuss.

Port Facilities Code Adjustments on Retail Sales of Fish Directly from Boats. Bretz reported he wanted to bring this up to the group before staff start changing the code. He stated the Facilities Code does not adequately cover the sale of fish from a boat. He noted there is no difference from fish buying station or fisherman selling directly. He read the Code and stated the Port has never defined in the code what is a buying station. He explained staff don't want to exclude or stop anything but allow what is existing and do it under a written framework. He indicated what needs to be done is define what is a buying station and set up a process with a permit. He emphasized staff are not looking to reduce the amount but enable to it to occur.

Mann confirmed with staff the Port is not trying to generate revenue off of the permit. Brandberg explained licenses involved with selling fish. She suggested requiring those licenses as part of the permit. Bretz stated the term fish buying station is in the administrative rules, which covers commercial fisheries. He noted the Code could refer to that. He indicated the downside is that rule may change. Brandberg stated that rule has not changed in last several years.

Bretz explained when the Port changes the Code, that is done through ordinance and has to be read twice for public comment. He added the permit is done by resolution and passed by the Commission. Brandberg emphasized this service is an important part of the promotion of commercial fishing.

<u>Security Measures</u>. Bretz reported theft and vandalism has been getting worse lately. He noted people are on boats that aren't supposed to be. He stated one of the biggest problems is that Port facilities are so open, all manner of folks pass through. Brandberg overviewed thefts and vandalism that occurred to them.

Bretz stated staff have to nail down what the access looks like; the solution that works best. He noted there are vendors that have vandal and weather resistant gates and proximity card readers. A member of the audience suggested looking at the Port of Toledo's shipyard. Bretz explained card readers make access less convenient, a little more expensive, and tighter. He noted if someone is a problem, staff can turn their card off.

Mann asked if there is a way to pay for this with insurance. Miranda replied every year the Port gets about \$5,000 from insurance. She stated staff have used it for cameras and lights. She indicated that will only go so far, but staff will use that. She explained when it comes to security, it's not just security but also liability. She stated some areas have hazards, especially tripping hazards. She added security may mean more of a pain for access, but if it's easy for fishermen to get in, it's easy for everyone. She noted once the Admin Building is ready, staff will try to separate parking and storage. She added the Port can get grants in some cases but doesn't want to apply if fishermen are against it.

Mann confirmed with staff the gates for docks and fences for storage areas could be open during the day. Bretz stated for proximity cards, it would work best to have anyone who needs access to have a letter from vessel owners that reference their account number. Funderburg expressed support for fencing gear storage and gates with open working hours. Bretz added proximity cards mean staff know who people are and have a way to motivate compliance. Eder added a good place to start is securing the gear. Mann stated the consensus is to move forward with this.

Bretz stated implementation would probably be next fiscal year at the earliest. Kelley Retherford stated the Port and fishing fleet work together, and the Port needs support from the fishing industry to make sure information gets to the community. She emphasized it is important to work together for the betterment of the community.

<u>Update on Offshore Wind</u>. Mann thanked the Commission for passing its resolution on offshore wind. She noted it was the first one, and there are now 18 from Astoria to Brookings, which have taken a position based on what the Port did. She added those are ports, cities, and counties. She explained that and the work with the coastal caucus and the US congressional delegation has moved the needle in Oregon. She stated BOEM has changed their process, and they are doing things differently here than they've done in any other place. She indicated the process has slowed down. She added they are producing draft areas within call areas to provide comment and feedback on.

Mann reported BOEM is using a new spatial mapping tool. She noted the Port was instrumental in making sure BOEM does this the Oregon way. She stated there will not be any new renewable energy areas until next year. She added they are auctioning areas off in California.

Miranda stated she has been talking with federal legislators, and they seem to understand the issue. Mann stated it's not about saying no forever, it's about doing it the right way. She noted fishermen don't want to lose fishing grounds, but also there are some significant environmental impacts that need to be understood first. She added there is also an onshore wind effort that is a separate process but needs to be considered together.

A member of the audience asked what are the differences between state goals and federal goals. Mann replied the federal goals are 30 Gigawatts of offshore energy by 2030, with 15 Gigawatts of floating offshore wind. She stated Oregon's goal is 3 Gigawatts of offshore energy. She noted the grid can't take that. She indicated California is a lost cause. She stated the country is on track to meet the federal goals without Oregon and Washington. She added the tribes are not for it. Briggs noted concerns with albatross and cable lengths.

<u>Update on Terminal Interest</u>. Miranda reported staff were talking to some forest industry businesses, but it didn't work out for this year because of equipment needs. She noted, however, efforts will continue to be made. She stated the Port did not get the MARAD grant for equipment; the only port in Oregon that got a grant is the Port of Portland. She added she is continuing to discuss possibilities, but there is nothing concrete. She noted staff will grade nine acres at the Terminal even without the grant. She explained the Port will also remove dredge material from the Rondy's property. Mann asked about the inspection on the RORO Dock. Bretz replied he doesn't have all the reports yet, but so far, there are no major concerns.

#### **ADJOURNMENT**

Having no further business, the meeting a	djourned at 10:39 a.m.
	ATTESTED:
Heather Mann, Chair	Paula J. Miranda, General Manager

## **City of Newport**

# Community Development Department

# Memorandum

To: Commercial Fishing Users Group

From: Derrick I. Tokos, AICP, Community Development Director

Date: August 30, 2023

Re: Bayfront Parking Management Strategy Rollout

At the end of October, the City of Newport will implement a parking management strategy that establishes paid parking, paid/permit, and permit/timed parking for public parking areas along the Bayfront. The plan is based upon a parking study that the City completed with stakeholder input in 2018, and which was formally adopted in 2020.

The purpose of the parking pay stations and electronic permits is to increase vehicle turnover in high demand areas so that more parking is available to Bayfront users. This will reduce congestion and improve public safety. For much of the year, available parking is over 85% utilized, meaning it is "functionally full." Users cannot find a place to park, which leads to congestion, frustrated drivers, and vehicles being parked in an unsafe manner. Meter/permit revenue will be used to fund parking enforcement, improve parking areas, and enhance overall access to the Bayfront. Attached is a draft Frequently Asked Question (FAQ) flyer that we have put together for the new parking program along with a large format map of the management program.

Before installing the pay stations, the City will refurbish its three public parking lots along Bay Blvd, identified as the Abbey Street, Bay Blvd, and Hatfield lots. That work is expected to start within the next 2-3 weeks and advance notice will be provided indicating when the individual lots will be closed so that the contractor can complete the work. Enclosed is a copy of the plans for the parking lot improvements, along with a per stall breakdown of the cost.

The City selected T2 Systems, Inc. as its parking management vendor. They are providing the solar powered pay station kiosks (10 total), support for electronic permitting, "text to pay" functionality, and License Plate Recognition (LPR) technology for enforcement. Enclosed is a set of slides that they put together with additional information about their services and capabilities.

In addition to the parking lot work, the City will be swapping out old sign posts, and installing new ones, that will host over 100 regulatory and informational signs to inform users of their parking options. A contractor has been selected to assist the Newport Public Works Department with this effort, which will occur over several weeks in late September and early October. A copy of the sign install plans is enclosed, along with a template for the new signage. Loading zones will not be subject to paid or permit parking requirements; however, the signage will be upgraded as part of the program.

The City is implementing the parking management strategy at the end of October because that is the transition to the off-season period when the paid/permit limitations will only apply on the weekends. This should make the transition a little easier, and City parking enforcement will provide a break-in period of at least 30-days to help educate users about the new rules, with warnings being issued during that time period. Lastly, enclosed is an implementation schedule for the project that identifies other outreach efforts the City will be undertaking.

Attachments: Draft Bayfront Parking FAQ, Large Format Parking Plan, Bayfront Parking Lot Refurbishment Plans, Cost Summary of Parking Improvements, T2 Systems Parking Management Slides, Sign Installation Plans, Parking Sign Layout, and Implementation Schedule

Page 6



#### What is the City's Plan for Managing Parking along the Bayfront?

The City's plan for managing parking is to establish paid parking, paid/permit, and permit/timed parking areas along the Bayfront streets and parking lots. The plan is based upon a parking study that the City completed with stakeholder input in 2018, and which was formally adopted in 2020.

#### Why Install "Pay to Park" Pay Stations and Charge for Permits?

The purpose of the parking pay stations and electronic permits is to increase vehicle turnover in high demand areas so that more parking is available to Bayfront users. This will reduce congestion and improve public safety.

For much of the year, available parking is over 85% utilized, meaning it is "functionally full." Users cannot find a place to park, which leads to congestion, frustrated drivers, and vehicles being parked in an unsafe manner. Meter revenues will be used to fund parking enforcement, improve parking areas, and enhance overall access to the Bayfront.

#### So... What is the Parking Plan?

Attached to the back of this FAQ is a map showing the locations and pricing of the paid and permit parking areas along the Bayfront. A limited number of electronic permits will be available for purchase online through the City of Newport website. Persons in paid parking areas will be able to pay by phone using a "text to pay" option or they can use one of the ten pay stations that the City will be installing. Pay stations include coin, credit card, and coupon code functionality.

#### Which Parking Areas will this apply to?

Public parking areas along the Bayfront. It will not apply to private lots and Port of Newport parking areas.

#### When will the Changes go into Effect?

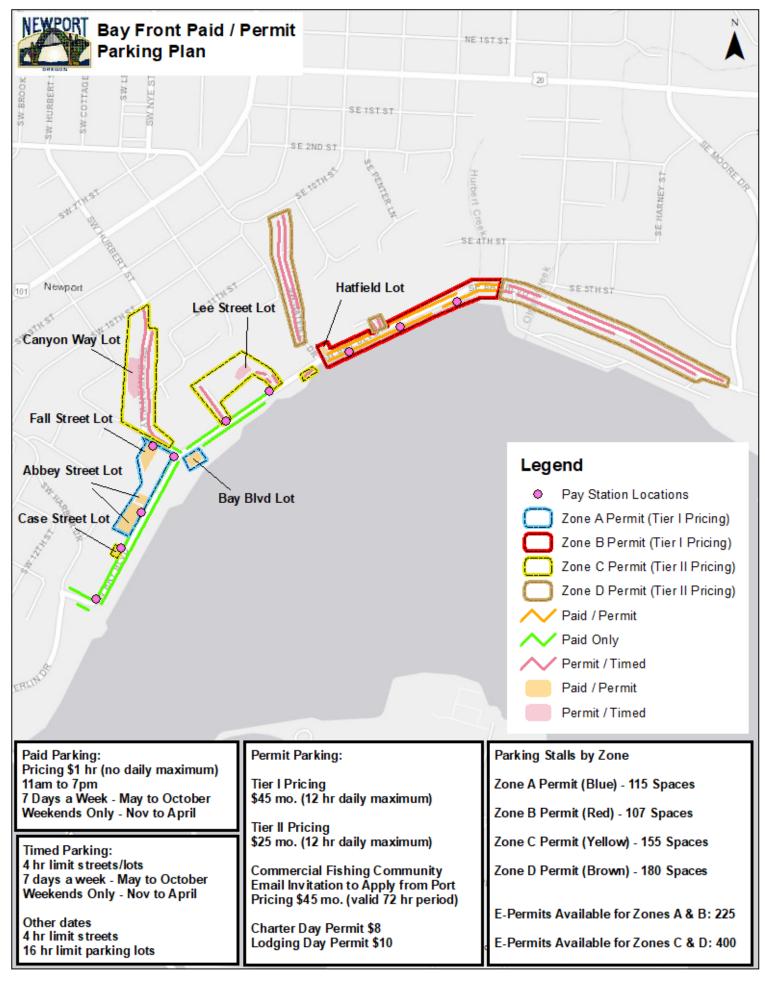
While a specific date has not been set, the plan is to put the new rules in effect in mid-October, when the pay stations will only be active on weekends. The City will be resurfacing parking lots along Bay Blvd and installing new regulatory and parking signs prior to the implementation date. That work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

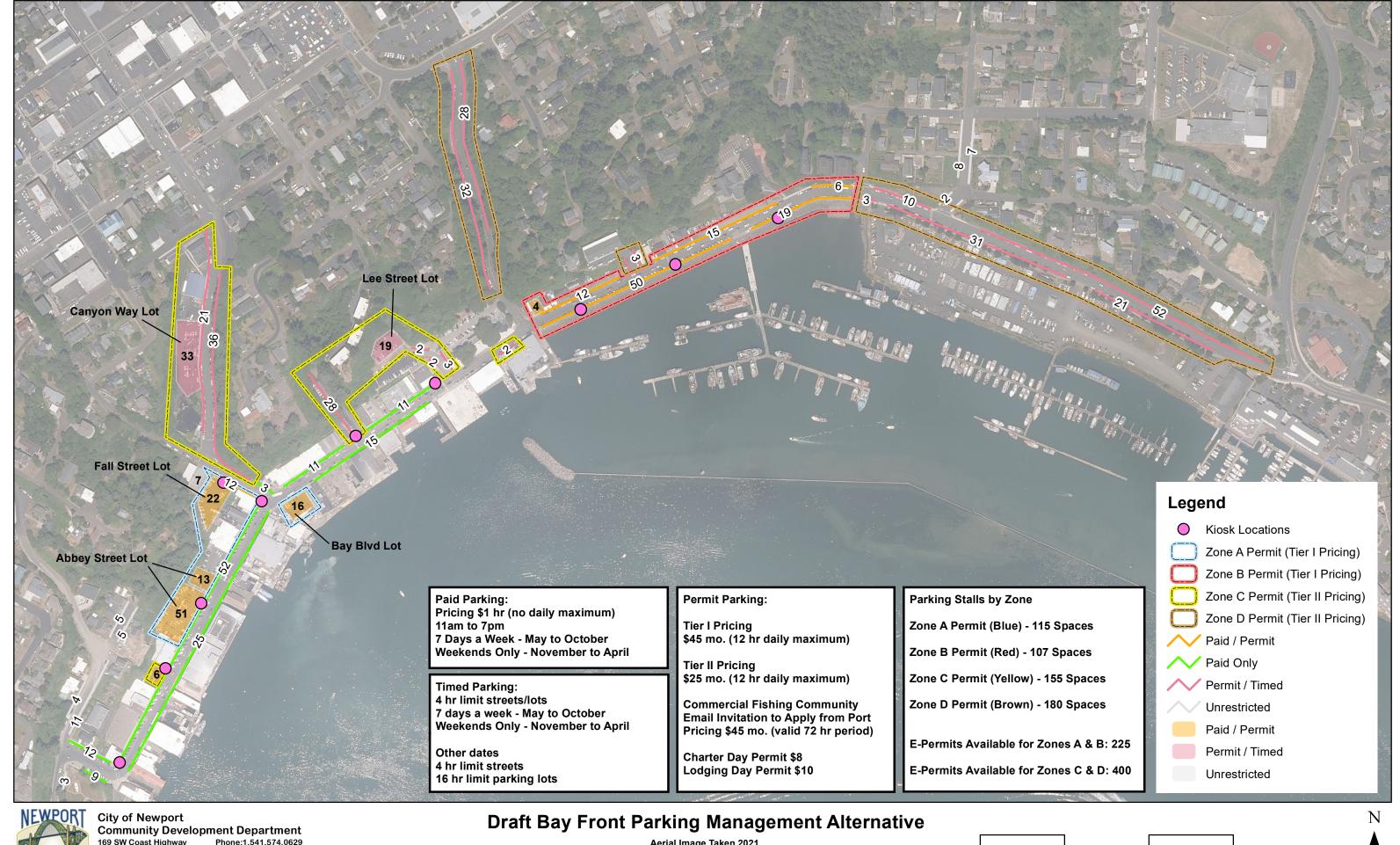
#### How will this Impact Parking Enforcement?

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

#### Who do I Contact to Learn More about Upcoming Changes?

For additional information, you can contact the City of Newport Community Development Department at 541-574-0626 or <a href="mailto:publiccomment@newportoregon.gov">publiccomment@newportoregon.gov</a>. You can also attend Parking Advisory Committee meetings, which are typically held on the third Wednesday of the month at Newport City Hall.

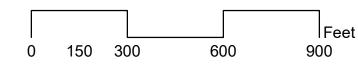






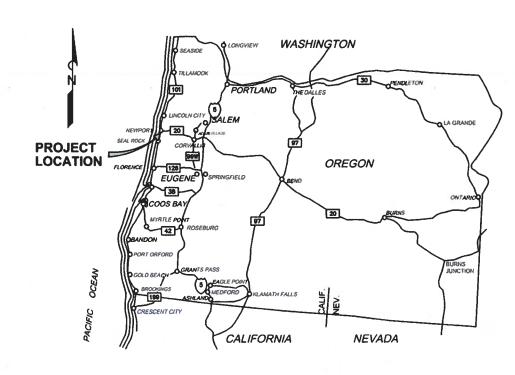
Phone:1.541.574.0629 169 SW Coast Highway Newport, OR 97365 Fax:1.541.574.0644

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

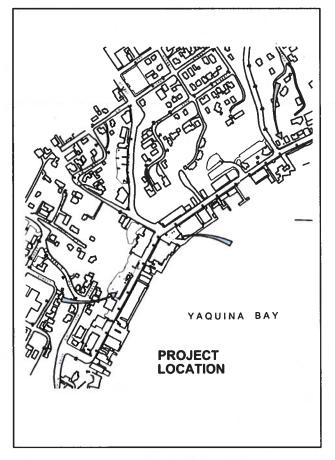


# CITY OF NEWPORT, OREGON BAYFRONT PARKING LOT REFURBISHMENT

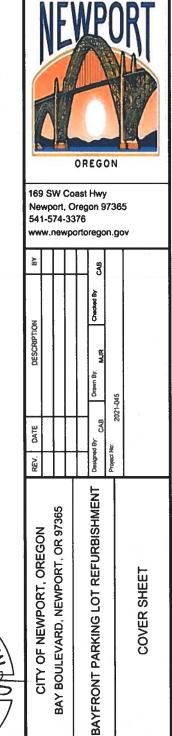
**PROJECT NO. 2021-045** 



**LOCATION MAP** 



VICINITY MAP



G1 JULY 2023

#### **GENERAL NOTES**

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

NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION ADMINISTRATION CENTER: (503) 232-1987.

STAT. AUTH.: ORS 757.542 THROUGH ORS 757.562 AND ORS 757.993.

- 2. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- 3. PROPERTY AND RIGHT OF WAY LINES SHOWN IN THIS PLAN SET ARE APPROXIMATE AND BASED ON BEST AVAILABLE INFORMATION, CONTRACTOR SHALL OBTAIN TEMPORARY CONSTRUCTION ACCESS OR PERMISSION FROM PRIVATE LAND OWNERS PRIOR TO ENTERING PRIVATE PROPERTY.
- 4. ALL WORK SHALL COMPLY WITH THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (OSS), LATEST
- 5. SURVEY FOR STRIPING LAYOUT IS THE RESPONSIBILITY OF CONTRACTOR, OWNER WILL ASSIST CONTRACTOR WITH LAYOUT OF LANDSCAPE ISLANDS.
- 6. TEMPORARY DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, FLOW DIVERSION, IS THE RESPONSIBILITY OF THE CONTRACTOR WHERE WEEP AREAS FROM ADJACENT HILLSIDES ARE SHOWN ON THE PLANS.
- 7. ALL TESTS MUST BE COMPLETED WITH CITY REPRESENTATIVE PRESENT.

#### SHEET INDEX

SHEET#

SHEET NAME

**GENERAL** 

G1 -

G2 -GENERAL NOTES, ABBREVIATIONS, LEGEND, & SHEET

G3 -

PROJECT OVERVIEW

#### **ABBEY STREET PARKING LOT - EXHIBIT A**

STRIPING & SITE PLAN

STRIPING & SITE PLAN

C2 C3 C4

PART 1 DEMOLITION AND SURFACING PLAN PART 2 DEMOLITION AND SURFACING PLAN

#### FALL STREET PARKING LOT - NOT IN CONTRACT

C5 C6 C7

**BAY BLVD PARKING LOT - EXHIBIT C** 

STRIPING & SITE PLAN

**DEMOLITION & SURFACING PLAN** 

#### CANYON WAY PARKING LOT - NOT IN CONTRACT

C10 C11

C12

SHEET# SHEET NAME

GENERAL

#### LEE ST PARKING LOT - NOT IN CONTRACT

C14 -C15 -

#### HATFIELD PARKING LOT - EXHIBIT F C16 - STRIPING & SITE PLAN

DEMOLITION & SURFACING PLAN

#### DETAIL

D1 - NOT IN CONTRACT

D2 D2A - NOT IN CONTRACT

- SIGN DETAIL - PARKING STOP DETAIL D3

D4 D5 - STRIPING DETAILS

- STRIPING DETAILS

- EROSION CONTROL DETAILS - EROSION CONTROL DETAILS D7

- NOT IN CONTRACT

OREGON

169 SW Coast Hwy Newport, Oregon 97365 541-574-3376

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TES, ABBREVIATIONS, & SHEET INDEX

GENERAL NOTE

BAYFRONT PARKING LOT REFURBISHMENT NEWPORT, OF I

G<sub>2</sub> **JULY 2023** 

#### **GENERAL ABBREVIATIONS**

PAVEMENT AC

**BACK OF WALK** 

**CATCH BASIN** 

DRAIN

**EDGE OF PAVEMENT** 

EX EXISTING

STORM DRAIN

MANHOLE

SIDEWALK

RIGHT OF WAY

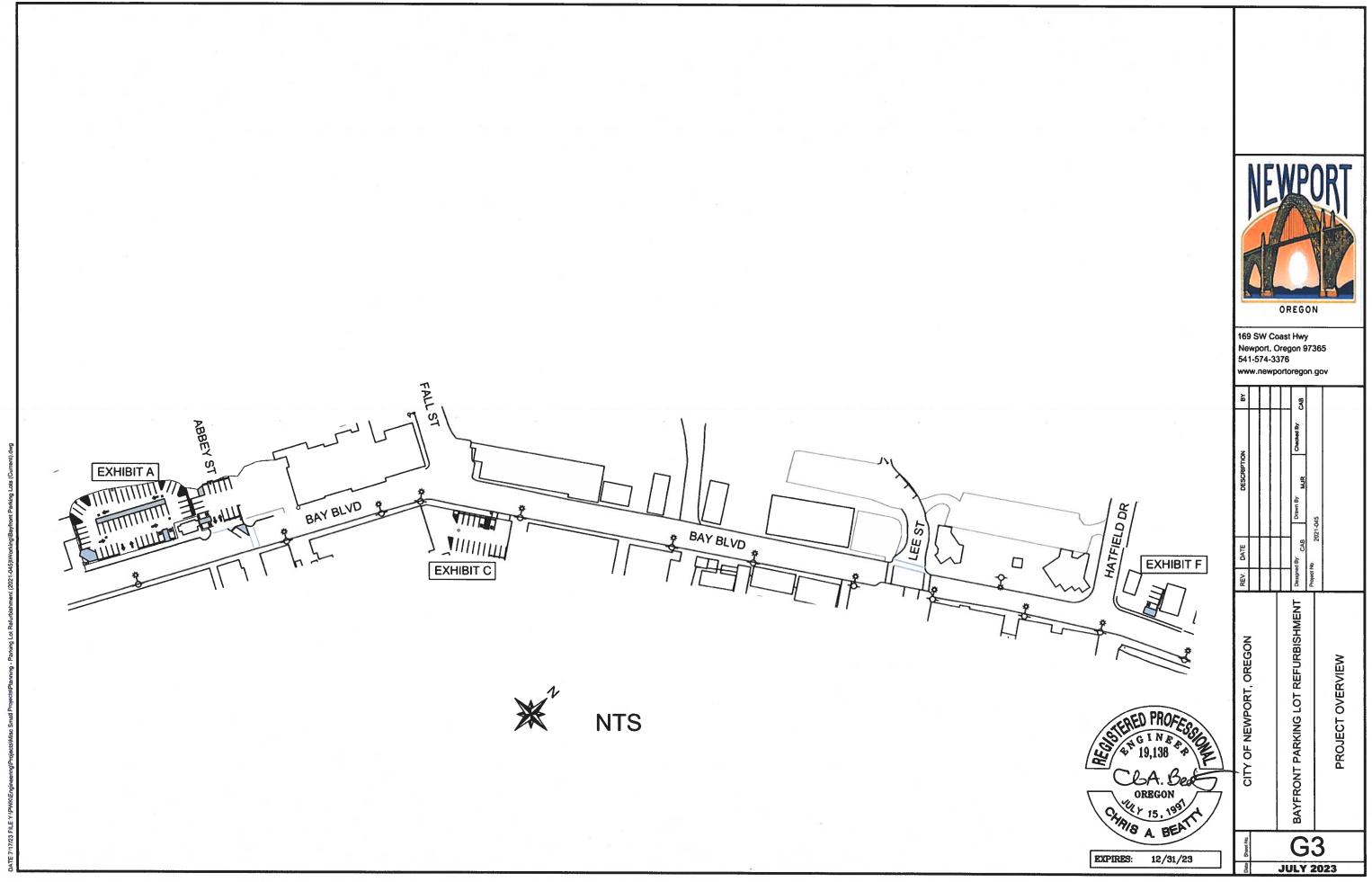
#### HATCH LEGEND

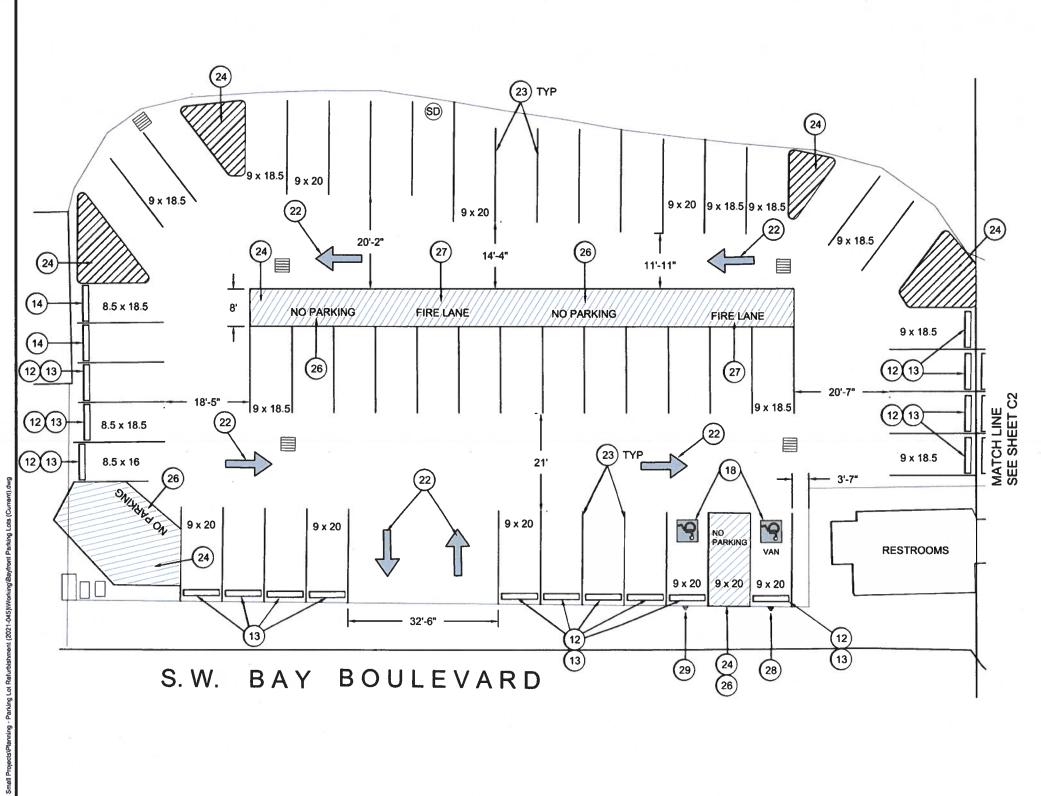








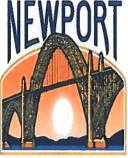








- 12 REMOVE AND SALVAGE CONCRETE WHEELSTOP FOR RE-INSTALLATION.
- INSTALL SALVAGED CONCRETE WHEEL STOP.
- FURNISH AND INSTALL CONCRETE WHEEL STOP PER DETAIL T-503 SHEET D4.
- INSTALL DISABLED PARKING PAVEMENT LEGEND (HC) PER DETAIL TM500 ON SHEET D5.
- INSTALL DISABLED PARKING SIGN PER MUTCD DETAIL R7-08P ON NEW SIGN POST PER DETAIL ON SHEET D3.
- 20 INSTALL DISABLED PARKING WITH VAN ACCESSIBLE SIGN PER MUTCD DETAIL R7-08P ON **NEW SIGN POST PER DETAIL ON SHEET D3.**
- 22 INSTALL DIRECTIONAL ARROW (SA) PER DETAIL TM501 ON SHEET D6.
- 23 INSTALL 4" WHITE LINE (W) PER DETAIL TM500 ON SHEET D5.
- 24 INSTALL 4" WHITE CROSSHATCH PAVEMENT STRIPING PER DETAIL TM500 ON SHEET D5.
- 26 INSTALL "NO PARKING" STENCIL IN PAINTED WHITE LETTERS, 6" HIGH.
- 27 INSTALL "FIRE LANE" STENCIL IN PAINTED WHITE LETTERS, 6" HIGH.
- INSTALL VAN ACCESSIBLE SIGN ON EXISTING POST PER MUTCD DETAIL R7-08P.
- 29 PROTECT EXISTING SIGN(S) AND POST.



OREGON

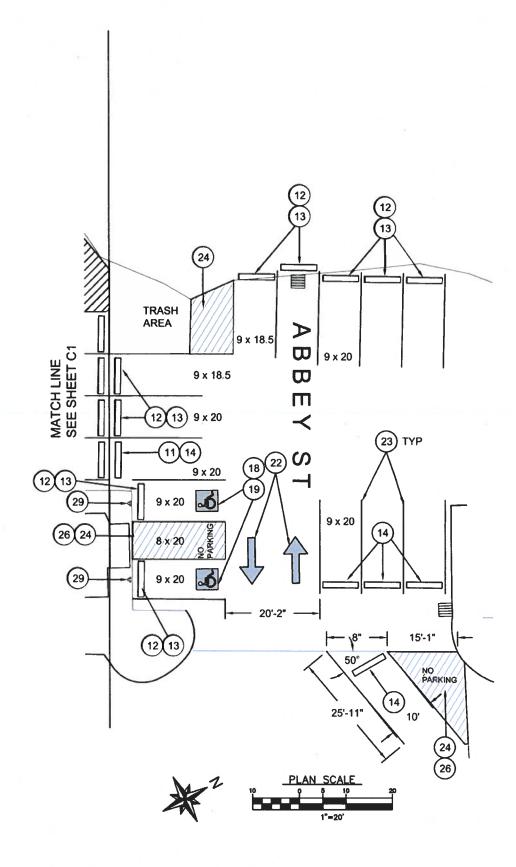
169 SW Coast Hwy Newport, Oregon 97365 541-574-3376 www.newportoregon.gov

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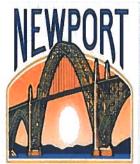
BAYFRONT PARKING LOT REFURBISH



EXPIRES: 12/31/23 **JULY 2023** 

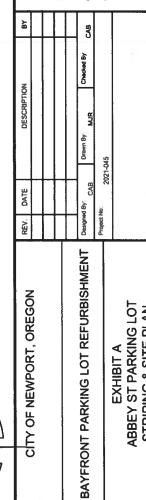


- 11 REMOVE AND DISPOSE OF EXISTING CONCRETE WHEEL STOP.
  12 REMOVE AND SALVAGE CONCRETE WHEELSTOP FOR RE-INSTALLATION.
- 13 INSTALL SALVAGED CONCRETE WHEEL STOP.
- 14 FURNISH AND INSTALL CONCRETE WHEEL STOP PER DETAIL T-503 SHEET D4.
- INSTALL DISABLED PARKING PAVEMENT LEGEND (HC) PER DETAIL TM500 ON
- INSTALL DIRECTIONAL ARROW (SA) PER DETAIL TM501 ON SHEET D6.
- 23 INSTALL 4" WHITE LINE (W) PER DETAIL TM500 ON SHEET D5.
- 24 INSTALL 4" WHITE CROSSHATCH PAVEMENT STRIPING PER DETAIL TM500 ON SHEET D5.
- 26 INSTALL "NO PARKING" STENCIL IN PAINTED WHITE LETTERS, 6" HIGH.
- 29 PROTECT EXISTING SIGN(S) AND POST.

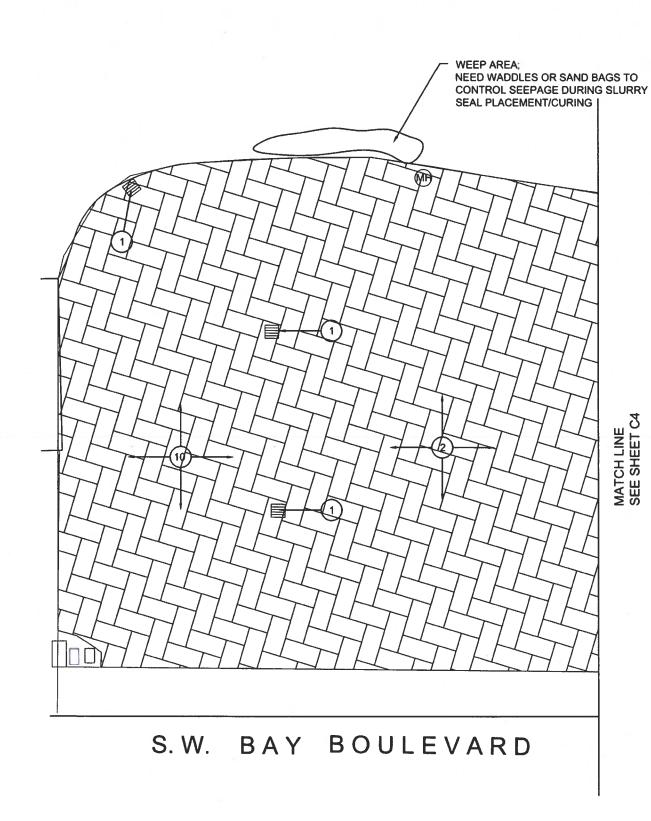


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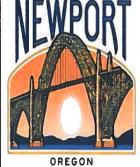


EXPIRES:



- 1 INSTALL INLET PROTECTION, TYPE 3, PER DETAIL RD1010 ON SHEET D7. 2 FURNISH AND APPLY LEVEL 1 EMULSION SLURRY SEAL.

10 CRACK SEAL EXISTING ASPHALT PAVEMENT.

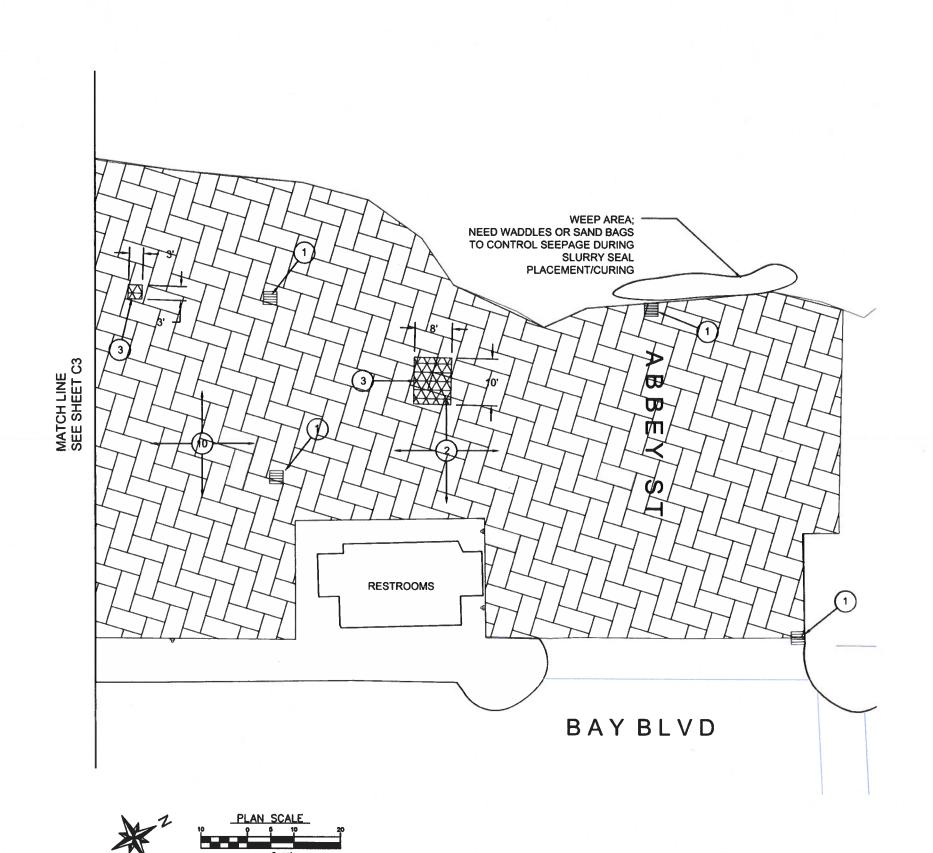


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BAYFRONT PARKING LOT REFURBISHMENT EXHIBIT A
ABBEY ST PARKING LOT
DEMOLITION & SURFACING PLAN

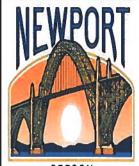
EXPIRES: 12/31/23

**C**3





- 1 INSTALL INLET PROTECTION, TYPE 3, PER DETAIL RD1010 ON SHEET D7.
- 2 FURNISH AND APPLY LEVEL 1 EMULSION SLURRY
- PAVEMENT DIGOUT INCLUDING SAWCUT, EXCAVATION, 4" OF LEVEL 2 1/2" DENSE ASPHALT CONCRETE PAVEMENT IN TWO LIFTS OVER 8" OF 1"-0" CRUSHED ROCK. APPROXIMATE LIMITS SHOWN ON THE PLAN.
- 10 CRACK SEAL EXISTING ASPHALT PAVEMENT.



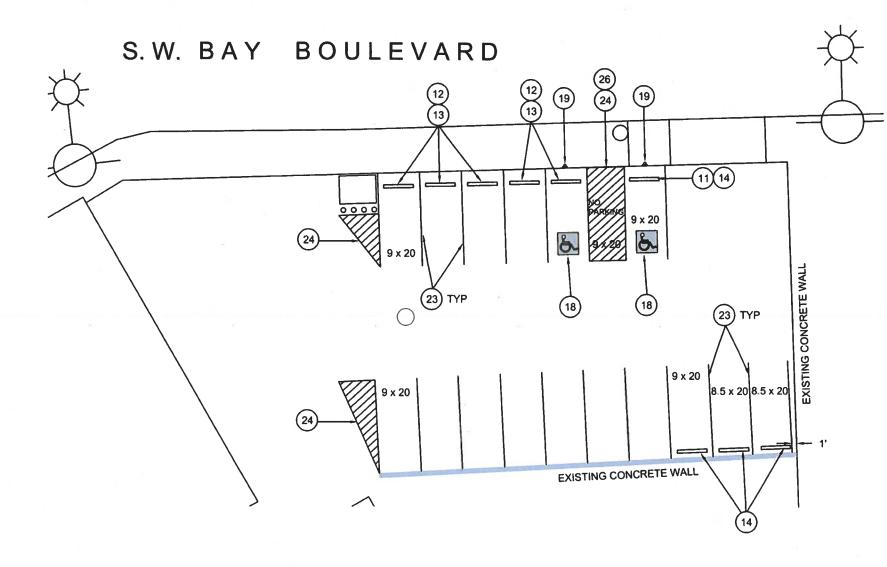
OREGON

169 SW Coast Hwy Newport, Oregon 97365 541-574-3376 www.newportoregon.gov

BAYFRONT PARKING LOT REFURBISHMENT



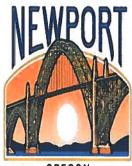








- 11 REMOVE AND DISPOSE OF EXISTING CONCRETE WHEEL STOP.
  12 REMOVE AND SALVAGE CONCRETE WHEELSTOP FOR RE-INSTALLATION.
- INSTALL SALVAGED CONCRETE WHEEL STOP.
  FURNISH AND INSTALL CONCRETE WHEEL STOP PER DETAIL T-503 SHEET D4.
- 18 INSTALL DISABLED PARKING PAVEMENT LEGEND (HC) PER DETAIL TM500 ON SHEET D5.
   19 INSTALL DISABLED PARKING SIGN PER MUTCD DETAIL
- R7-08P ON NEW SIGN POST PER DETAIL ON SHEET D3.
- 23 INSTALL 4" WHITE LINE (W) PER DETAIL TM500 ON SHEET D5.
- INSTALL 4" WHITE CROSSHATCH PAVEMENT STRIPING PER DETAIL TM500 ON SHEET D5.
- 26 INSTALL "NO PARKING" STENCIL IN PAINTED WHITE LETTERS, 6" HIGH.



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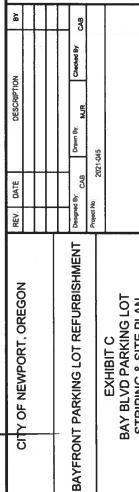


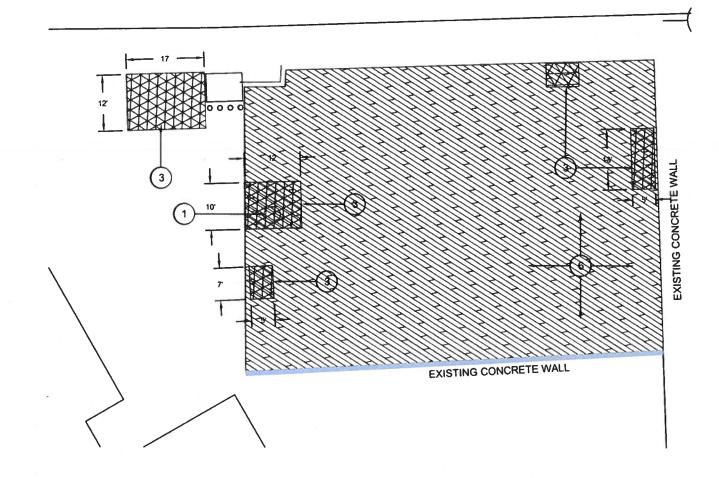
EXHIBIT C
BAY BLVD PARKING LOT
STRIPING & SITE PLAN

EXPIRES: 12/31/23

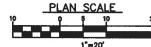


**C8** 

## BAY BOULEVARD





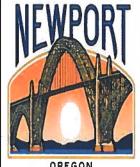


- CONSTRUCTION NOTES

  1 INSTALL INLET PROTECTION, TYPE 3, PER DETAIL RD1010 ON SHEET D8.

  3 PAVEMENT DIGOUT INCLUDING SAWCUT, EXCAVATION, 4" OF LEVEL 2 1/2" DENSE ASPHALT CONCRETE PAVEMENT IN TWO LIFTS OVER 8" OF 1"-0" CRUSHED ROCK. APPROXIMATE LIMITS SHOWN ON THE PLAN.

  6 2" COLD PLANE WITH 2" OF LEVEL 2 -1/2" DENSE ASPHALT CONCRETE

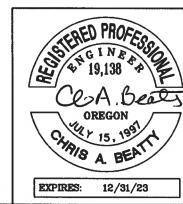


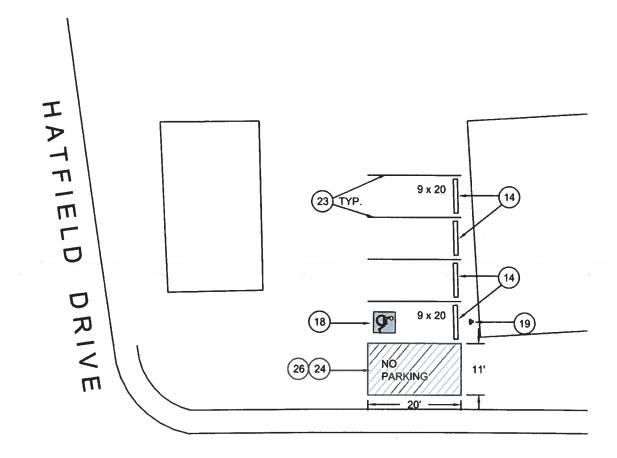
OREGON

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	Project No.	50	2021-045				

BAYFRONT PARKING LOT REFURBI

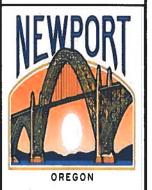




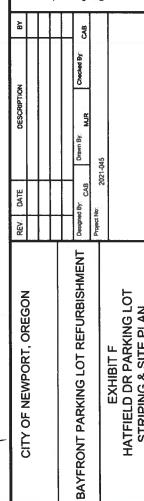




- 14 FURNISH AND INSTALL CONCRETE WHEEL STOP PER DETAIL T-503 SHEET D4.
  18 INSTALL DISABLED PARKING PAVEMENT LEGEND (HC) PER DETAIL TM500 ON SHEET D5.
- INSTALL DISABLED PARKING SIGN PER MUTCD DETAIL R7-08P ON NEW SIGN POST PER DETAIL ON SHEET D3.
- 23 INSTALL 4" WHITE LINE (W) PER DETAIL TM500 ON SHEET D5.
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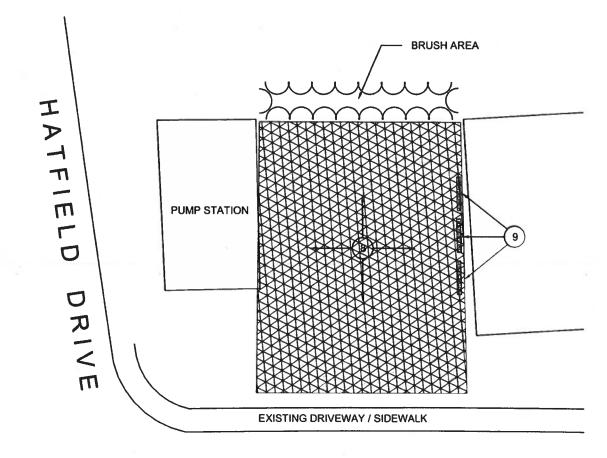


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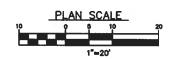




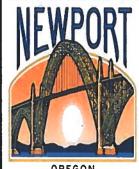
C16







- 8 REMOVE EXISTING GRAVEL FOR NEW ASPHALT PAVEMENT SECTION PER DETAIL ON SHEET D1.
- 9 REMOVE EXISTING WOOD PARKING STOPS.



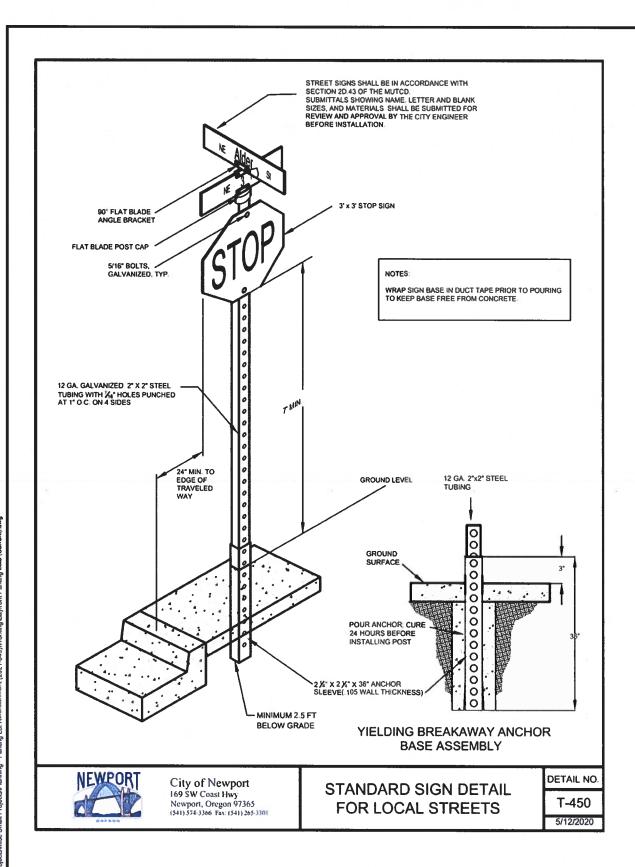
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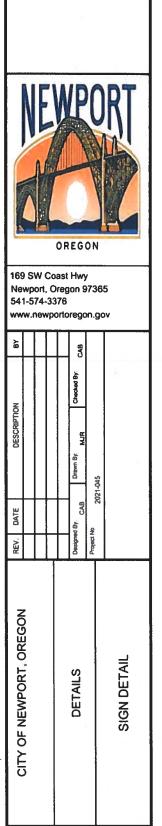
169 SW Coast Hwy Newport, Oregon 97365 541-574-3376 www.newportoregon.gov

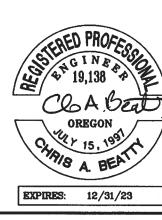
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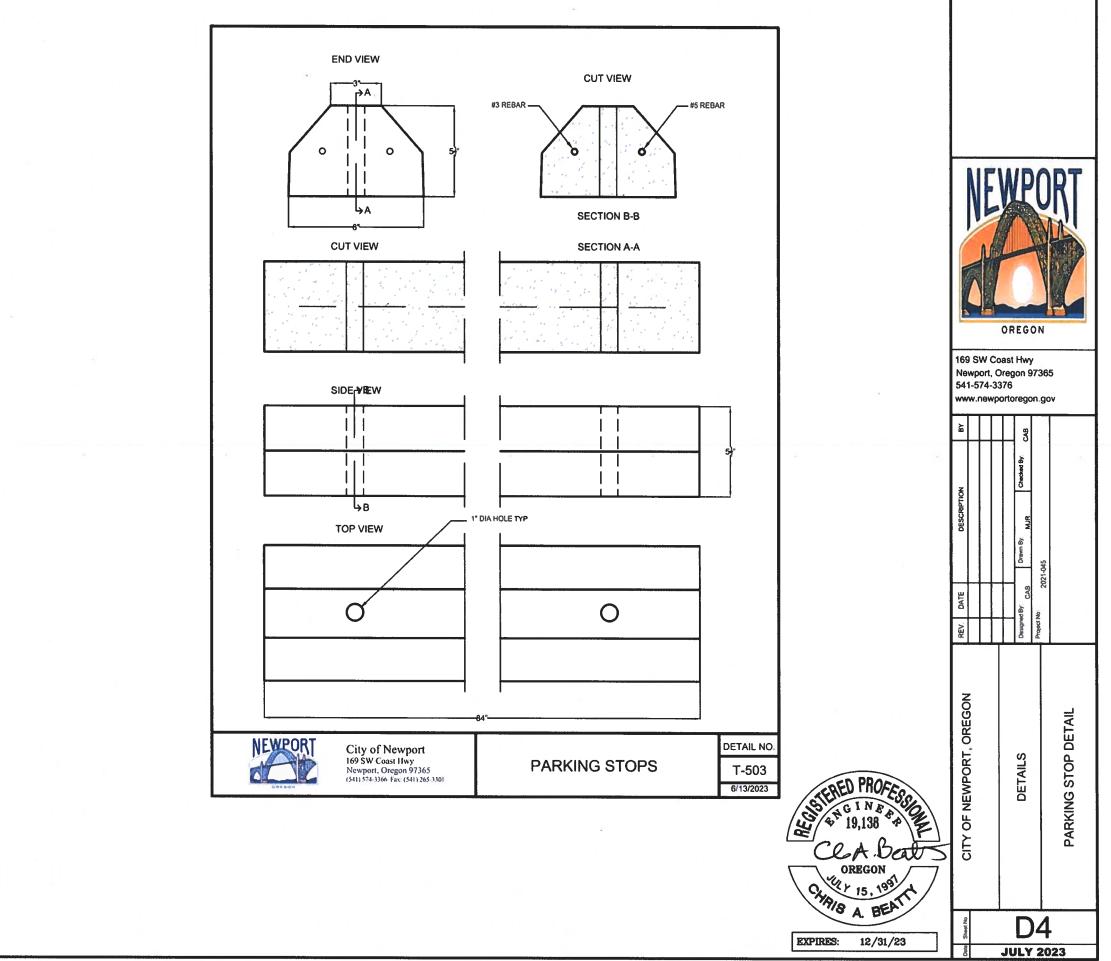
EXPIRES: 12/31/23

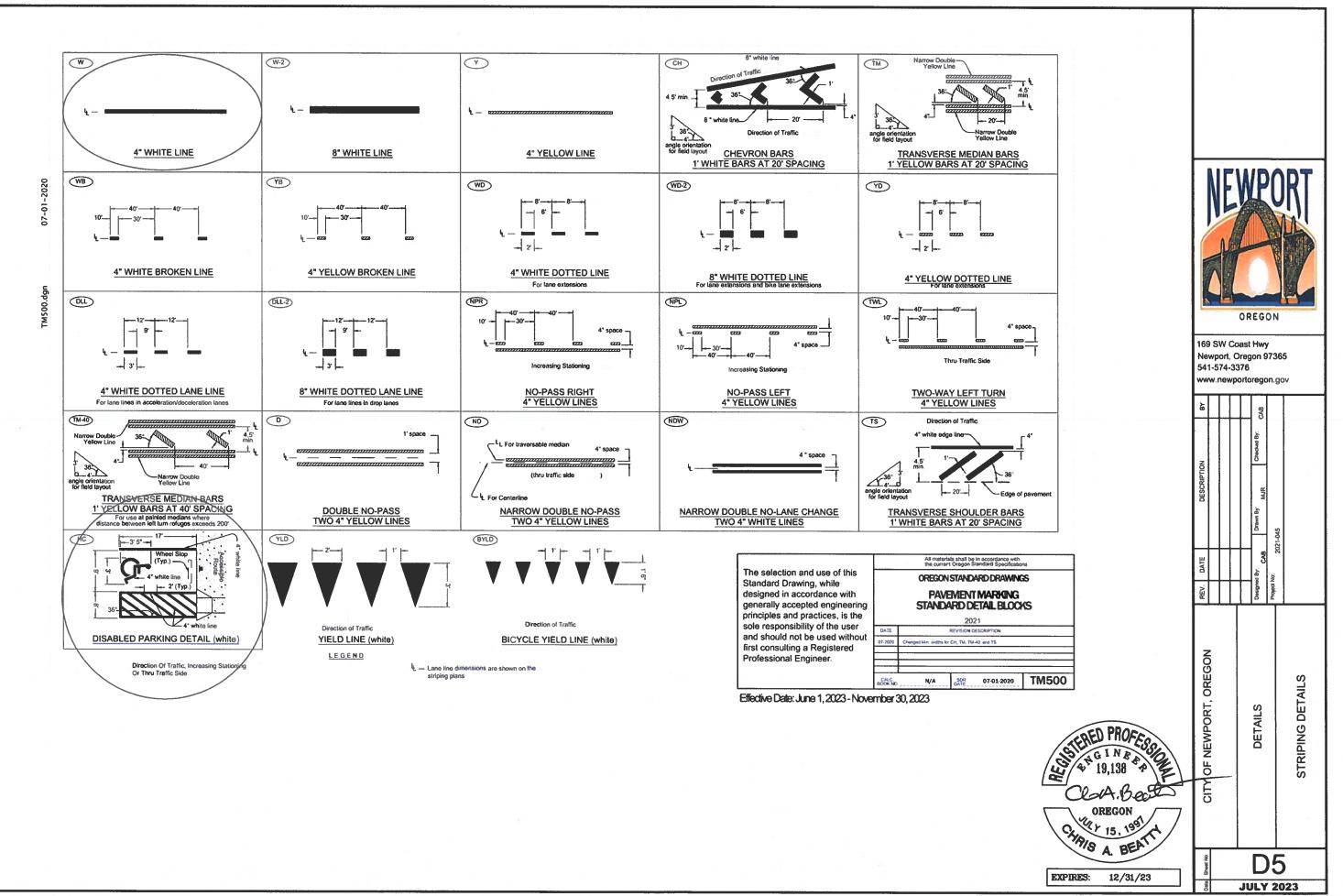


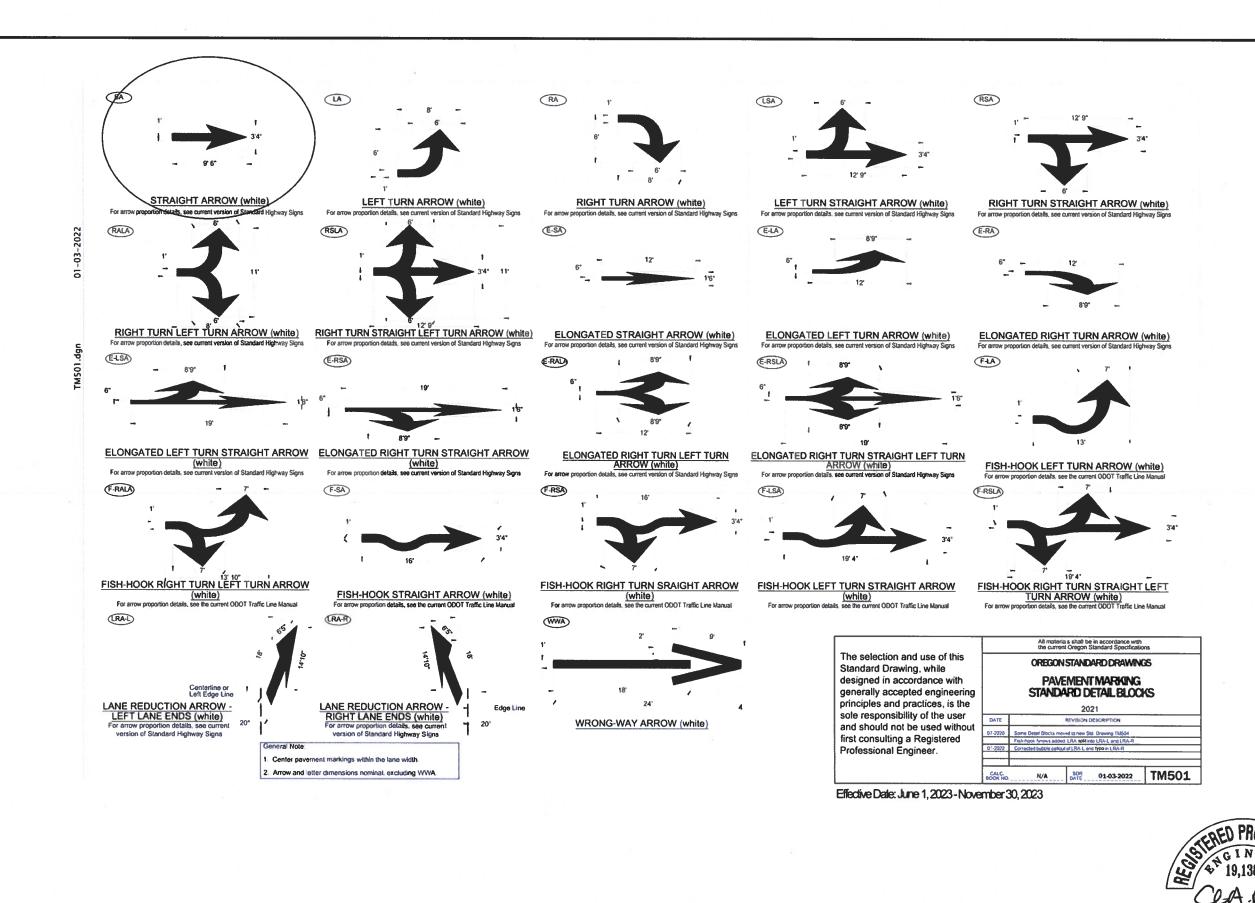


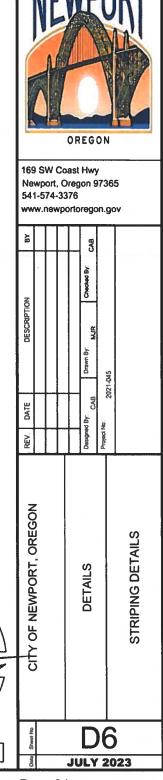


**D3** 



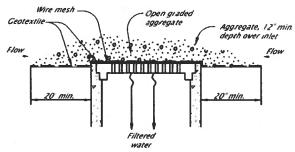




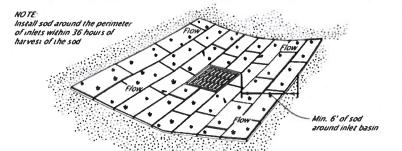


CHAIS A. BEAT

EXPIRES: 12/31/23



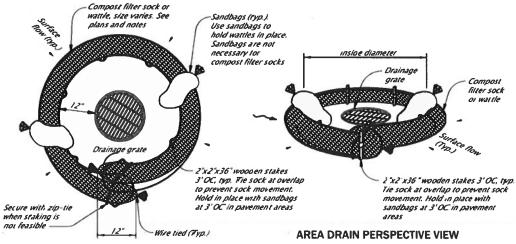
#5 Rebar #5 Rebar

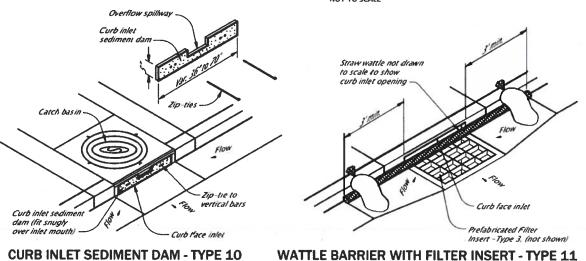


**GEOTEXTILE/WIRE MESH/AGGREGATE - TYPE 2** NOT TO SCALE

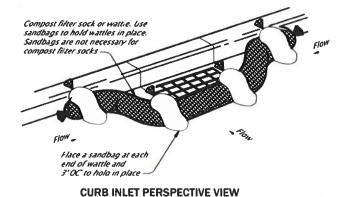
**PREFABRICATED FILTER INSERT - TYPE 3** 

**SOD PROTECTION - TYPE 6** 





#### **AREA DRAIN PLAN**



**COMPOST FILTER SOCK OR WATTLE - TYPE 7** 

NOTES: Type 2 - Geotextile/wire mesh/aggregate Place the wire mesh over the grate.
Place sediment fence geotextile over the wire mesh and perimeter area around

Install aggregate over the geotextite labric. Type 3 - Prefabricated silter inserts Install prevabricated filter inserts according to the plans, special provisions, and

manutactuser recommendations. Prefabricated inserts with provisions for overflow are allowed only when accompanied by additional BMP's to prevent the potential of sediments entering project storm systems.
Field labricated inserts are not allowed.

Type ? - Compost filter sock
Drive 2"x2" wood stakes a minimum of 6" Into grouno and flush with the top of the sock.

Overlap ends of sock per manufacturers recommendations (12 min., 36 max.). Use 8' to 12" dia sock on curbside in traffic (Type 7 cont.)
Use 12" to 18" dia sock in non-traffic areas or areas where the larger socks can be used safely. use synthetic mesh socks for temporary

Type 10 - Curb inlet sediment dam fit curb inlet sediment dam snugly into inlet mouth. Curb inlet seatment dam is required for use with inlet filter insert where at-grade inlet grate and curb inlet are combined at a catch basin.

Type 11 - Wattle barrier with Milter insert Install prefabricated filter insert per Type 3 detail.

Install wattles over opening and 36" to each side of opening tight against curb. Adjust wattle to iforce storm water to flow through filter insert or wattle prior to reaving the

Adjust, replace or modify the inlet protection as needed to prevent sediment laden water from entering the catch basin.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications OREGON STANDARD DRAWINGS **INLET PROTECTION** TYPE2,3,6,7,10AND11 2021 EMOVED CALC BOOK HUMBERS

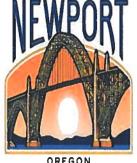
20-JAN-2021 RD1010

CHAIS A. BEAT

12/31/23

EXPIRES:

Effective Date: June 1, 2023 - November 30, 2023



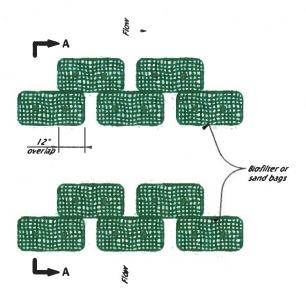
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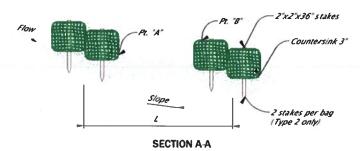
	- 2
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2021-045	

EROSION CONTROL DETAILS NEWPORT, Ю

**D7 JULY 2023** 



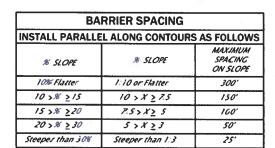
PLAN

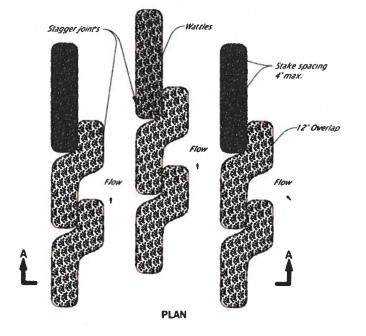


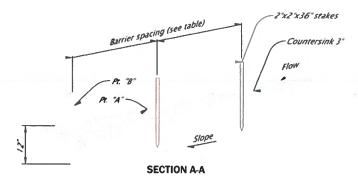
#### BIOFILTER BAG / SAND BAG BARRIER - TYPE 2 AND 4

- 1. For Type 2 barrier, drive stakes flush with top oif bag and into undisturbed ground a min. of 12". Omit stakes if bags are placed on paved surface.
- 2. For Type 2 and Type 4 barriers, space bags (L) so that the elevation of point "A" is less than or equal to the elevation of

Type 2 - Biofilter bags Type 3 - Wattles Type 4 - Sand bags







**FIBER ROLL BARRIER - TYPE 3** NOT TO SCALE

All materials shall be in accordance with the current Oregon Standard Specification The selection and use of this OREGON STANDARD DRAWINGS Standard Drawing, while designed in accordance with SEDIMENT BARRIER generally accepted engineering TYPE2,3AND4 principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer. SDR 20-JAN-2021 RD1030

2021

Effective Date: June 1, 2023 - November 30, 2023



**D8** 

**JULY 2023** 

**EROSION CONTROL** 

## **Bayfront Parking Lot Maintenance Costs**

24-Aug-23

Prepared By: Chris Beatty - Engineering Department

	Maintenance					
Parking Lot	Method	Size (SF)	Parking Spaces	Total Costs	Cost/Space	Cost/SF
Abbey Street Lot	Slurry Seal	19,000	51	\$ 66,567.42	\$ 1,305.24	\$ 3.50
Abbey Street R/W	Slurry Seal	5,500	14	\$ 30,646.83	\$ 2,189.06	\$ 5.57
Bay Boulevard	Grind/Inlay	5,600	16	\$ 117,780.98	\$ 7,361.31	\$ 21.03
Hatfield Drive	4" Asphalt	2,570	4	\$ 33,319.52	\$ 8,329.88	\$ 12.96

**Total Project Cost** 

\$ 248,314.75

# T2 Luke® Cosmo Pay Station

#### **Recommended Model**





#### **LUKE COSMO SPECIFICATIONS**

- Certified
  - ADA compliant, PCI compliant, PA-DSS validated
- Features and Components
  - Payment Options Coins, Credit, Contactless, Smart Cards, Value Cards, Campus Cards, Coupons, Pay-by-Phone Services, Coin Escrow optional. No Bill Acceptance
  - Card Reader Non ingest reader, no moving parts, reads Tracks 1, 2 & 3
  - Printer 2" receipt width
  - Display Color backlit LCD with 640x480 resolution
  - Keypad 38-key alphanumeric with tactile buttons
  - Communication Options Wireless LTE modem, Ethernet
  - Power Solar or AC
  - Operation Modes Pay and Display, Pay by Space, Pay by License Plate
  - Multilingual Support Up to four languages
  - Color Charcoal gray; additional custom colors (increases manufacturing timeline)

#### Secure and Resilient

- 12 gauge cold rolled steel with anti-corrosion coating
- Locks Can be re-keyed twice without removal of lock cylinder
- Access Separate compartments for maintenance and collections
- Functions in Environments between -40 degrees F to 140 degrees F, humidity up to 95%
- Audible Alarm Senses shock and vibration
- Internal cabinet hinges





# T2 Pay Stations

## **COUPONS**

#### **FEATURES**

- Operates as an online applications
- Deploys either as single or multi-use
- Use can be restricted to only once-daily
- Provides a method of validation
- Coupon codes can be alphanumeric and up to 10 digits
- Allows parking to be purchased at a reduced rate either by a dollar amount or percentage
- Easily configured through T2 Iris



### **APPLICATIONS**

- A goodwill gesture to consumers who have a valid consumer service concern
- A promotional giveaway to increase adoption of a new parking system
- As part of a local merchant loyalty program
- If the pay station is unable to accept payment, using coupons in lieu of payment allows consumers to avoid any unnecessary citation
- Complimentary parking for special guests or VIP's
- Staff or guest parking, optionally billed to a certain department or organization
- Volunteer parking, as a form of compensation





# **CityCite**<sup>®</sup>

## Citizen Connect e-Commerce Site

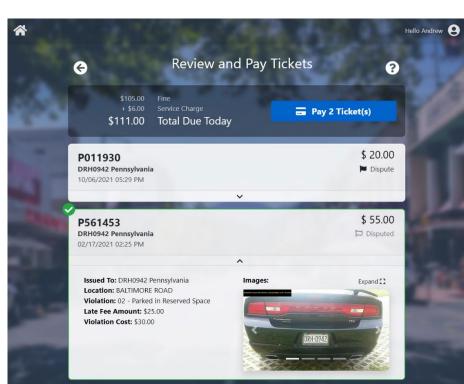
- Fully customizable eCommerce Site and Pay By Phone (IVR)
- All images available for patron review
- Patrons may pay or dispute tickets
- All major credit/debit cards accepted
- Tickets are closed as PAID after payment and details are logged
- Patrons cover the credit card processing fee
- Option for organization to cover processing fees

- Eliminates need to interact with separate credit card gateway and payment processor
- Full fines remitted nightly via ACH
- Automated daily reconciliation reports sent to your accountants
- PCI DSS Level 1 and SOC 2 Type II Compliant









# T2 Mobile Pay Your Customer. Your Brand. Your Revenue.

- You are the retailer, T2 provides the platform
- Manage and monetize customer relationships
- No app to download, instant adoption
- No account to create, information tokenized
- Public Messaging, Ad Space and Customer Surveys
- Find My Car, Buy More Time, Validate, Park Another Car
- 15-minute expiration reminder texts
- White label ready
- Fully integrated with T2 Iris and Luke Pay Stations
- Deploy with or without pay stations







**Own Your Payment Data** 

**Unified Rate Capabilities** 

100% White Label Included







All-in-One Solution



No App, No Accounts

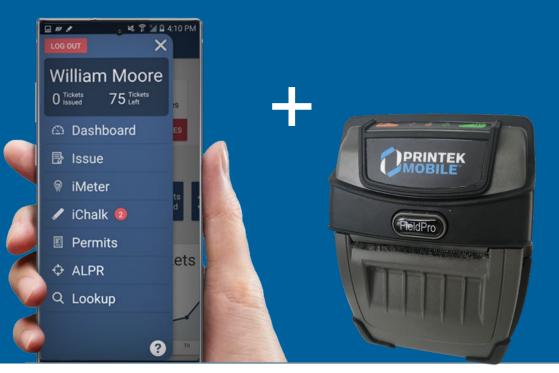






# **CityCite**® **Hardware Options**

## Samsung Galaxy Note 20 + Printek Bluetooth Printer





VS.



- Note 20 Device
- Separate 3" Printer
- Consumer-grade device
- Barcode scanning via camera
- 6-8 hr battery
- 5G LTE Data Connectivity

- Integrated 3" Printer
- Ultra-rugged IP65 device

- Optional 2D Laser Barcode Scanner
- Hot swappable battery
- 5G LTE Data Connectivity





# Vehicle Mounted ALPR

# **Optimize Your Parking Enforcement**

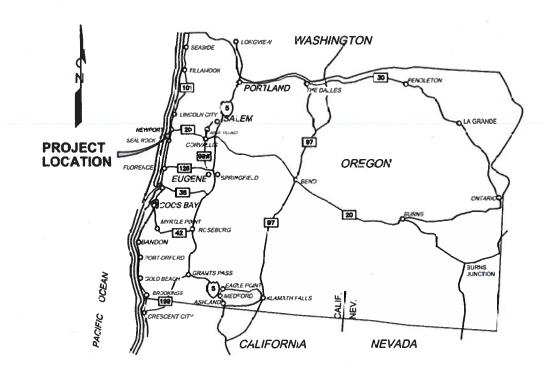
- Streamlines parking enforcement
- Hassle-free technology
- Real-time information
- Best in class camera hardware
  - High resolution
  - Night illumination



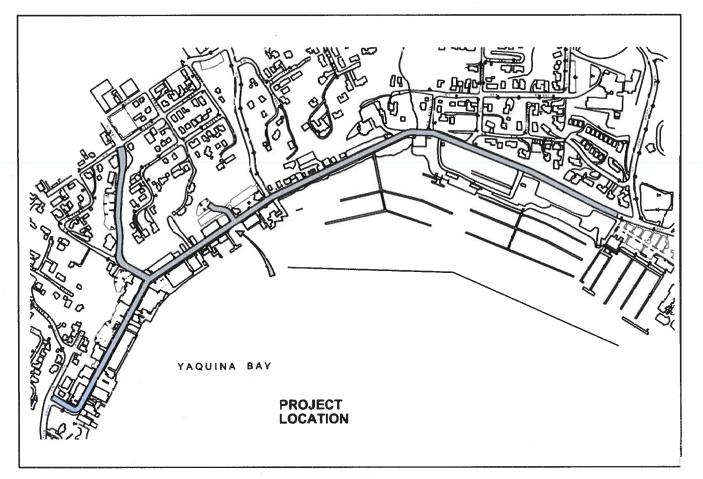
## CITY OF NEWPORT, OREGON

# **BAYFRONT PARKING IMPROVMENTS**

**PROJECT NO. 2021-045** 



**LOCATION MAP** 



**VICINITY MAP** 



Page 34 EXPIRES:

169 SW Coast Hwy Newport, Oregon 97365 541-574-3376 BAYFRONT PARKING IMPROVEMENTS G1

#### GENERAL NOTES

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

NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION ADMINISTRATION CENTER: (503) 232-1987.

STAT. AUTH.: ORS 757 542 THROUGH ORS 757.562 AND ORS 757.993.

- 2. THE CONTRACTOR SHALL CONTACT 'ONE CALL' FOR UTILITY LOCATES PRIOR TO EXCAVATION. (1-800-332-2344)
- AL. WORK SHALL COMPLY WITH THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (OSS), LATEST
- 4. SURVEY FOR STRIPING LAYOUT IS THE RESPONSIBILITY OF CONTRACTOR, OWNER WILL ASSIST CONTRACTOR WITH
- 5. TEMPORARY DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, FLOW DIVERSION, IS THE RESPONSIBILITY OF THE CONTRACTOR WHERE WEEP AREAS FROM ADJACENT HILLSIDES ARE SHOWN ON THE PLANS.
- 6. ALL TESTS MUST BE COMPLETED WITH CITY REPRESENTATIVE PRESENT.

#### SHEET INDEX

SHEET # SHEET NAME

#### GENERAL

G2 GENERAL NOTES, ABBREVIATIONS, LEGEND, & SHEET

G3

INDEX PROJECT OVERVIEW

SIGNAGE PLAN - REMOVED FROM CONTRACT SIGNAGE PLAN - REMOVED FROM CONTRACT

SIGNS S1 S2 S3 S4 S5 S6 S7

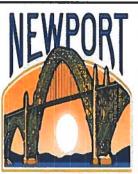
SIGNAGE PLAN - REMOVED FROM CONTRACT SIGNAGE PLAN

SIGNAGE PLAN

S8 -S9 -S10 -SIGNAGE PLAN SIGNAGE PLAN

#### DETAIL

D1 T450



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BAYFRONT PARKING IMPROVEMENTS

G<sub>2</sub>

Page 35 EXPIRES:

#### **GENERAL ABBREVIATIONS**

PAVEMENT

BACK OF WALK

CATCH BASIN

DRAIN

EDGE OF PAVEMENT

MANHO\_E

ROW RIGHT OF WAY

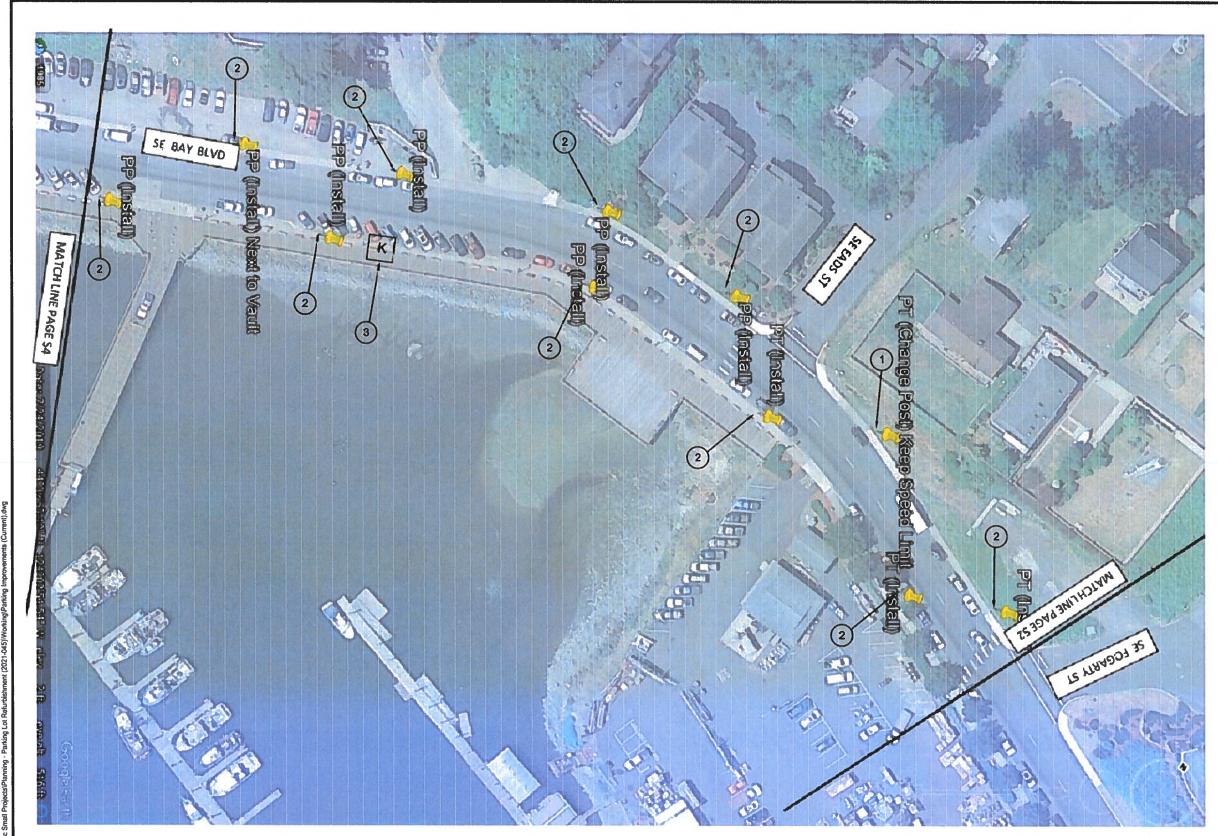
STORM DRAIN



Page 36

**EXPIRES**: 12/31/23

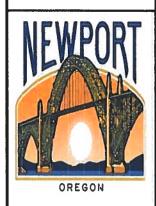
G3



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

- VERIFY LOCATION WITH CITY BEFORE INSTALL; SEE SHEET D2 FOR **CONSTRUCTION DETAILS**
- 4 YELLOW CURB REMOVED BY OTHERS
- LOADING ZONE MOVED BY OTHERS
- SIGN CLEANED BY OTHERS
- REMOVE POST; SIGN TO CITY
- 8 IGNORE NOTE





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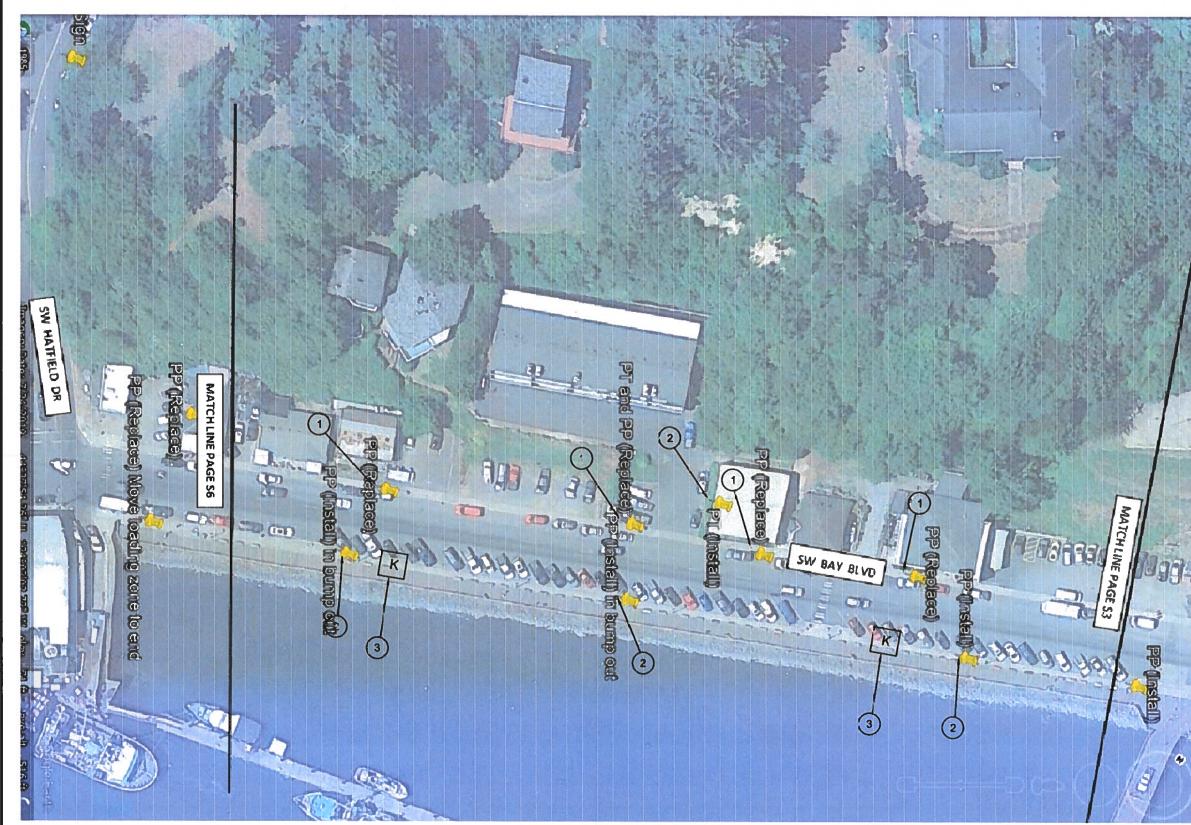
www.newportoregon.gov

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	Project No:		2021-045			
SIGNAGE PLAN						

**S**3

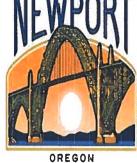
**JULY 2023** 

Page 37 **EXPIRES**: 12/31/23



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

- INSTALL; SEE SHEET D2 FOR **CONSTRUCTION DETAILS**
- 4 YELLOW CURB REMOVED BY OTHERS
- LOADING ZONE MOVED BY OTHERS
- SIGN CLEANED BY OTHERS
- REMOVE POST; SIGN TO CITY
- 8 IGNORE NOTE



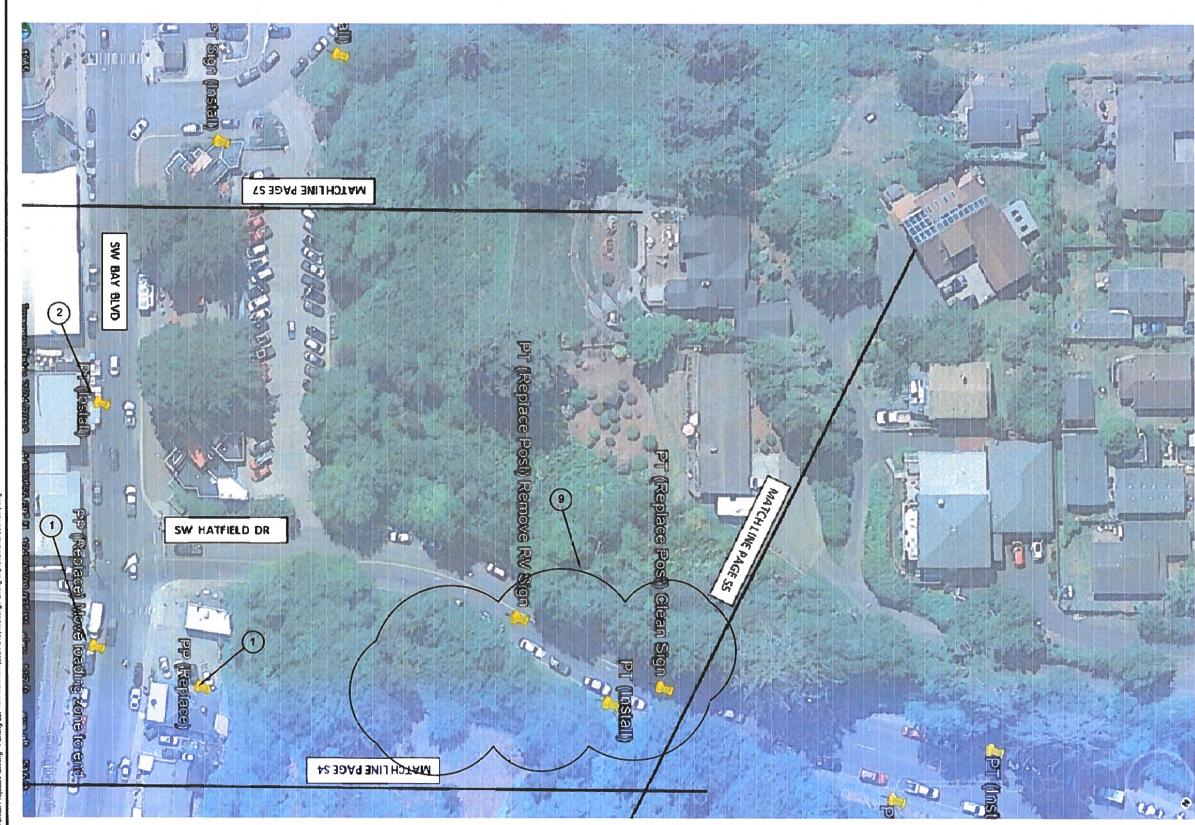
169 SW Coast Hwy Newport, Oregon 97365 541-574-3376 www.newportpregon.gov

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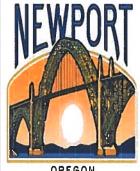
BAYFRONT PARKING IMPROVEMENT

**S4** 12/31/23 **JULY 2023** 





- 1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 2 INSTALL SIGN POST; SEE DRAWING T-450 SHEET **D1 FOR CONSTRUCTION DETAILS**
- 3 INSTALL KIOSK CONCRETE FOUNDATION; VERIFY LOCATION WITH CITY BEFORE INSTALL; SEE SHEET D2 FOR CONSTRUCTION DETAILS
- YELLOW CURB REMOVED BY OTHERS
- LOADING ZONE MOVED BY OTHERS
- SIGN CLEANED BY OTHERS
- REMOVE POST; SIGN TO CITY
- IGNORE NOTE
- SIGN WORK DONE BY CITY WITHIN CLOUD AREA



OREGON

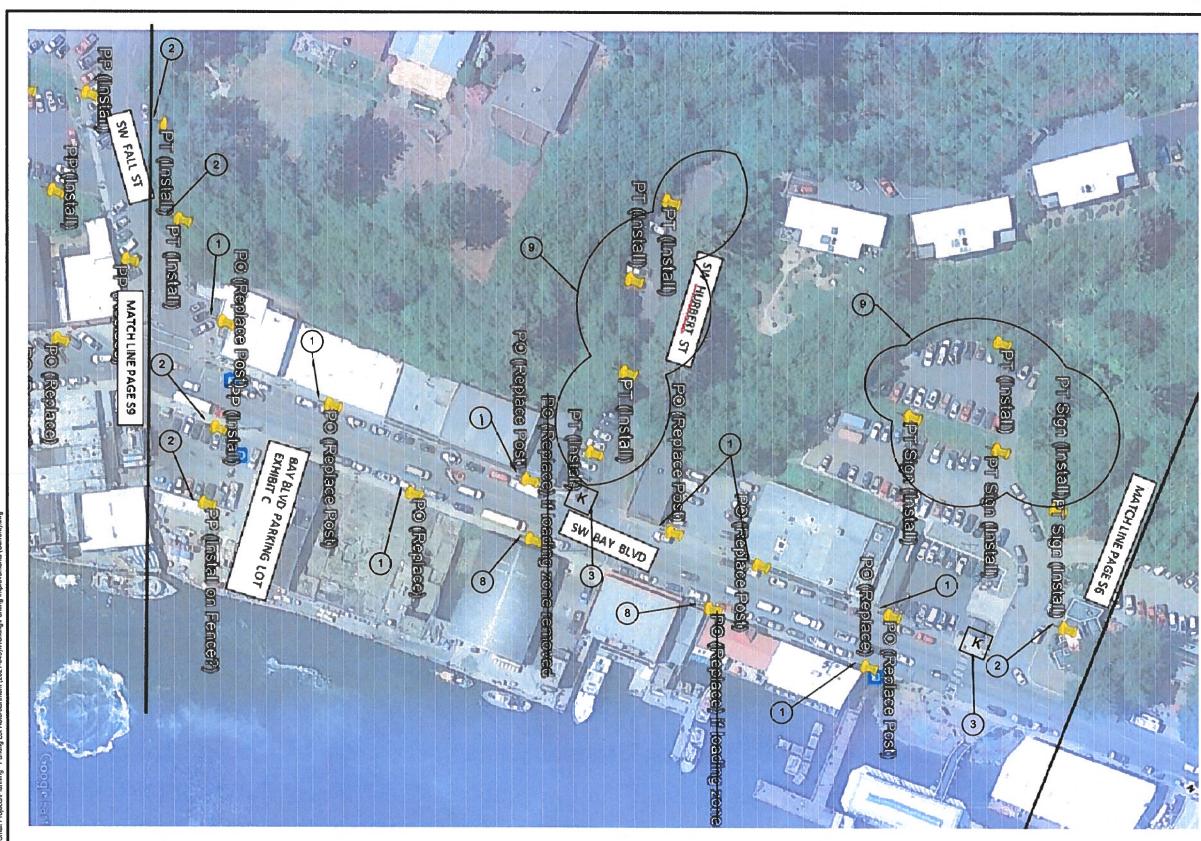
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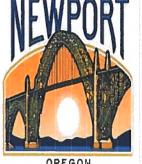
CITY OF NEWPORT, OREGON

BAYFRONT PARKING IMPROVEMENTS **S6** 

12/31/23 **JULY 2023** 



- 1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 2 INSTALL SIGN POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
- 3 INSTALL KIOSK CONCRETE FOUNDATION; VERIFY LOCATION WITH CITY BEFORE INSTALL; SEE SHEET D2 FOR CONSTRUCTION DETAILS
- 4 YELLOW CURB REMOVED BY OTHERS
- LOADING ZONE MOVED BY OTHERS
- 6 SIGN CLEANED BY OTHERS
- **REMOVE POST; SIGN TO CITY**
- **IGNORE NOTE**
- 9 SIGN WORK DONE BY CITY WITHIN CLOUD AREA



OREGON

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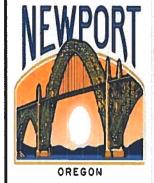
BAYFRONT PARKING IMPROVEMENTS

**S7 JULY 2023** 

Page 40

EXPIRES: 12/31/23

- 1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION DETAILS
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- SIGN CLEANED BY OTHERS
- REMOVE POST; SIGN TO CITY
- **IGNORE NOTE**
- SIGN WORK DONE BY CITY WITHIN CLOUD **AREA**



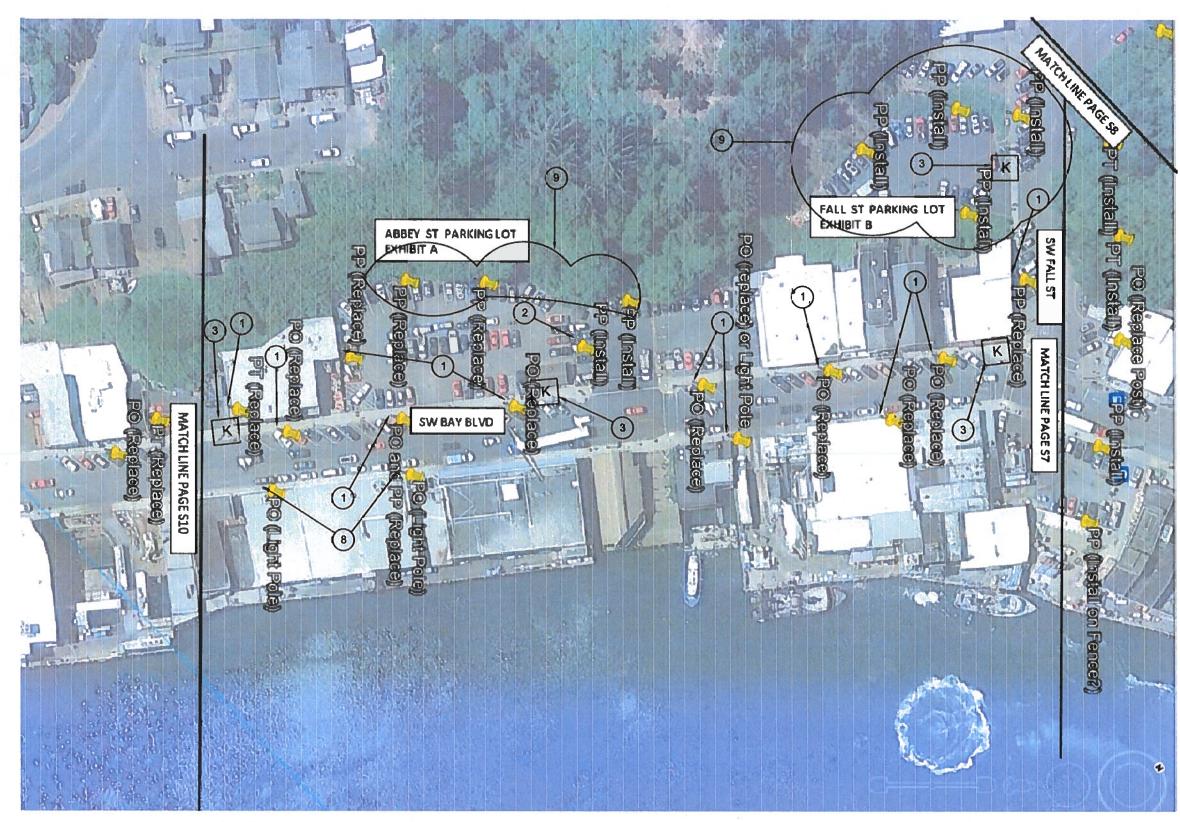
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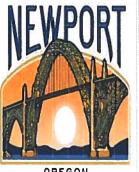
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BAYFRONT PARKING IMPROVEMENTS SITY OF NEWPORT, OREGON SIGNAGE PLAN **S8** 12/31/23 **JULY 2023** 

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- 1 REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING T-450 SHEET D1 FOR CONSTRUCTION **DETAILS**
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- 3 INSTALL KIOSK CONCRETE FOUNDATION; VERIFY LOCATION WITH CITY BEFORE INSTALL; SEE SHEET D2 FOR CONSTRUCTION
- **DETAILS**
- YELLOW CURB REMOVED BY OTHERS
- LOADING ZONE MOVED BY OTHERS
- SIGN CLEANED BY OTHERS
- REMOVE POST; SIGN TO CITY
- IGNORE NOTE
- 9 SIGN WORK DONE BY CITY WITHIN CLOUD AREA



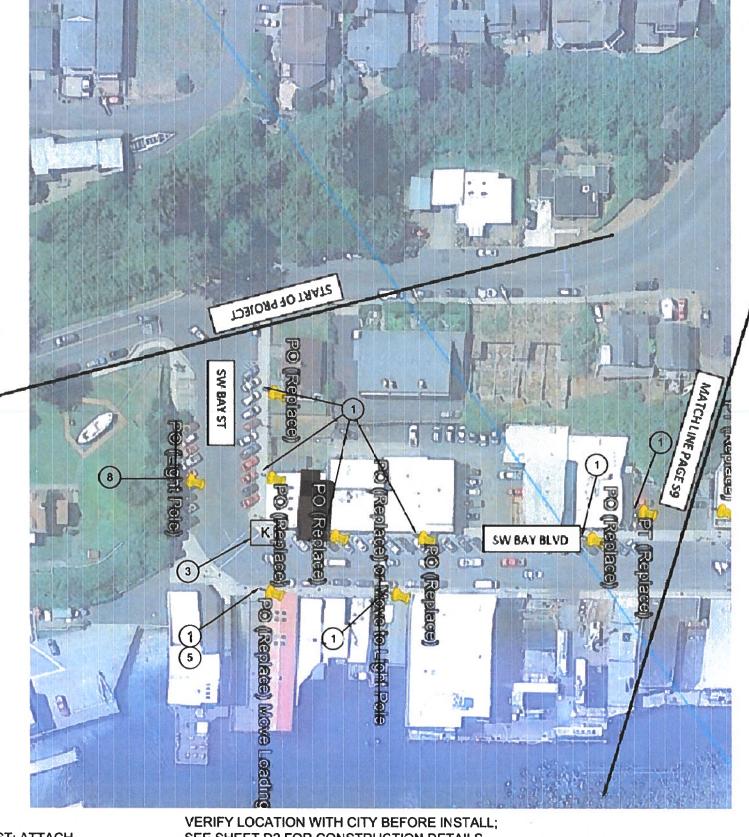
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CITY OF NEWPORT, OREGON

**S9** 12/31/23 **JULY 2023** 





- **REMOVE & REPLACE SIGN POST; ATTACH EXISTING SIGN TO NEW POST; SEE DRAWING** T-450 SHEET D1 FOR CONSTRUCTION DETAILS
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- SEE SHEET D2 FOR CONSTRUCTION DETAILS
- YELLOW CURB REMOVED BY OTHERS
- LOADING ZONE MOVED BY OTHERS
- SIGN CLEANED BY OTHERS
- REMOVE POST; SIGN TO CITY
- 8 IGNORE NOTE



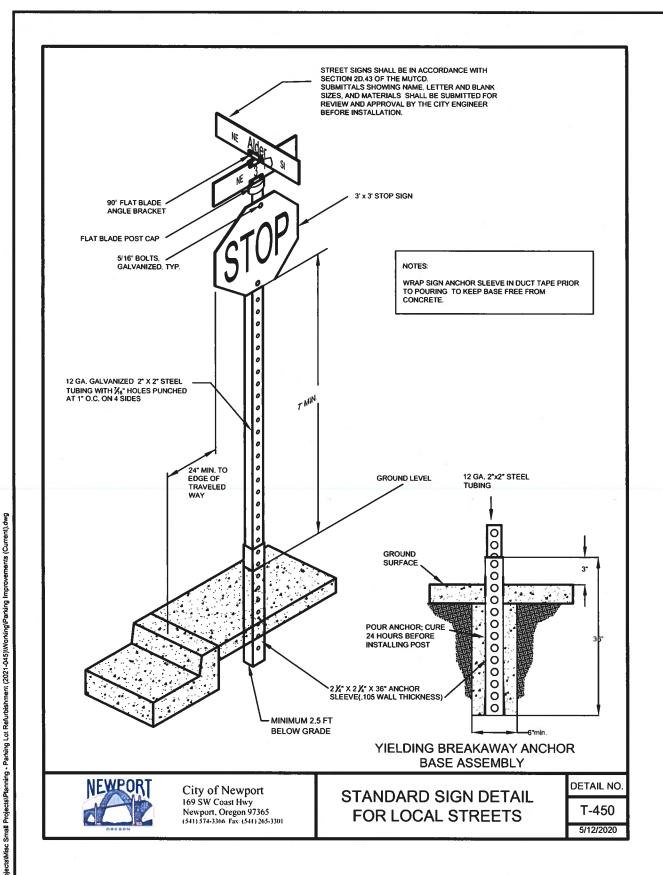
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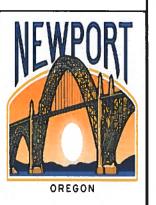
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BAYFRONT PARKING IMPROVEME! TY OF NEWPORT, OREGON **S10 JULY 2023** 





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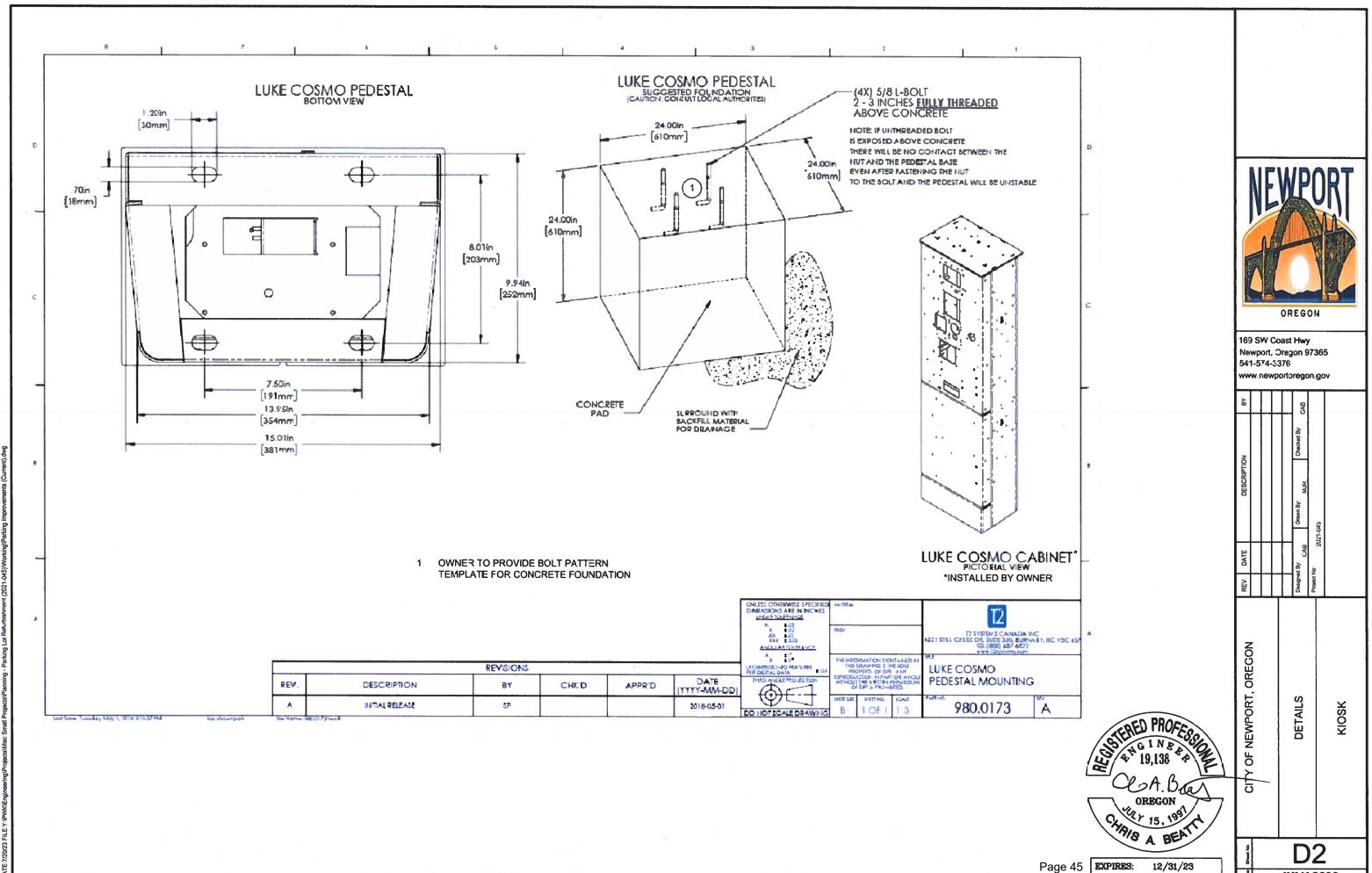
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CITY OF NEWPORT, OREGON

**JULY 2023** 

12/31/23

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**JULY 2023** 



Paid (Meter Only) Areas Green Streets on Map



Paid/Permit Streets Orange Streets on Map



Paid/Permit Lots Orange Lots on Map



Permit/Timed Streets Pink Streets on Map



Permit/Timed Lots Pink Streets on Map



Loading Zone Estuary Side of Bay Blvd



Loading Zone Options Upland Side of Bay Blvd



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<u>CITY OF NEWPORT</u> 169 SW COAST HWY NEWPORT, OREGON 97365 NEWPORT

phone: 541.574.0629 fax: 541.574.0644

http://newportoregon.gov

mombetsu, japan, sister city

COAST GUARD CITY, USA

## **Draft Bayfront Parking Management Solution Implementation Schedule**

				20	23		
Task	Apr	May	June	July	Aug	Sept	Oct
T2 Systems Contract Executed							
2. T2 Project Kick-off							
3. Stakeholder Outreach					*		*
Parking System Setup     (Mobile Pay, Permits, Enforcement)			<b>♦</b>		<b>♦</b>	<b>*</b> *	
5. License Plate Recognition Install					<b>♦</b>	*	
6. Parking Lot Improvements		<b>A</b>		•		•	
7. Sign Pole Purchase and Install				•			
8. Regulatory Sign Design and Install				<b>A</b>			
9. Pay Station Install & Configuration						•	
10. Launch Metering/Permit Program							*
Legend         ★ Wrap-up Configuration       ▲ Design         ◆ Training Sessions       ● Bid Project	:t			_	agement struction	Activities	

- T2 Parking Systems, Inc. configuration/training timeframes target November 1st "go live" date
- Public engagement to include rollout of planned implementation, pricing, etc.
  - Commercial Fishing User Group (Scheduled for 9/6/23)
  - Port Commission (Scheduled for 9/26/23)
  - Seafood Processors (TBD coordinate through Pacific Seafood and Bornstein Mangers)
  - Bayfront Businesses (TBD coordinate through Janell Goplen, Clearwater)
  - Rotary Club (Scheduled 9/21/23, facilitated by Doretta Smith, Martek Real Estate)
- Incorporate feedback into a round of adjustments and wrap-up configuration in September
- October public engagement to include information on upcoming changes and kick-off event
- 30-day minimum grace period on tickets to be provided after go live date (warnings only)

# **OLD BUSINESS**

**DATE:** August 31, 2023

RE: Port Parking Assets

TO: Commercial Fishing User Group

ISSUED BY: Aaron Bretz, Director of Operations

#### **BACKGROUND**

The City is preparing to implement paid/permit parking along Bay BLVD on the Bayfront. This will likely increase demand on Port Parking assets. To consider how this will affect the Port's parking assets, see the attached overhead view showing the Port's parking assets along with a count of the spaces.

#### **DETAIL**

The Port Dock 3 lot's capacity is about 10 parking spaces.

The Port Dock 5 lot's capacity is about 15 parking spaces.

The parking at the west end of the Commercial Marina lot is 12 parking spaces.

The parking lot at Port Dock 7 has room for at least 130 parking spaces.

The City's plan is intended to create more parking turnover, which is done both by pricing and by ordinance changes. We need to be cognizant of those prices and regulatory changes and consider how that will affect the Port's lots. Bay BLVD will consist of several tiers of prices, and those who wish to purchase City passes can choose which area is the best option for them. See the City's maps to determine what that mix of prices are, and what the time limits will be.

The Port Dock 3 and Port Dock 5 lots are not owned by the Port of Newport. The Port leases them at a nominal fee at both locations. The terms of one lot include a duty to cut brush on the hillside, and at the other location, the lease does not address this issue. Cutting the brush on both hillsides is not a minor undertaking, given the angle of those hillsides.

Enforcement in the parking areas is a contentious issue that the Port shoulders year-round. We field complaints that range from there not being enough enforcement to those who get tickets appealing and claiming that they're being "harassed" simply for parking in an available space where there was none elsewhere. The entire Port only has a security officer on duty during the daytime for four days per week due to cost. It would cost the Port about \$50K a year to have partial day coverage 7 days a week, and that would only give us one officer on call for the entire Port. This officer gets split between South Beach, the Commercial Marina, and the Terminal.

Standard parking stalls are 160 square feet (8' X 20'). The Port offers storage at a monthly rate of \$0.35 per square foot. The storage rate for a parking space would be \$56 per month. This is important when looking at space in the Commercial marina because storage space vs parking space is an important consideration. The Port considers storage space to be an extremely important service provided to users because it acts both as staging for upcoming fisheries, and long-term storage for those who don't own real estate off Port Property to keep their gear. The inability to store gear can be a barrier for entry into the commercial fishing industry, and when balanced against extra parking space, the Port favors storage both from a service standpoint as well as a revenue standpoint.

The fees for Port parking passes will have to be adjusted to even out some of the disparity between the Port's prices and the City's prices, but we will need to consider the differences between the types of parking:

The Port's parking has no time limit. It's there for those who are getting underway on boats for extended periods, and it's also there for those who are coming down to the docks daily to perform work on their boats prior to getting underway or after coming back from a trip.

85% of the Port's available parking spaces are on the Port's Commercial Marina Lot. There are a select few spots available on the leased lots at PD3 and PD5.

As the City begins to manage the street parking more actively, there will be more pressure put on the Port's parking assets both by authorized users and by those looking to avoid parking on the street. Additionally, we expect some people to be confused about the difference between City of Newport parking assets and Port of Newport parking assets. Different passes are required between these two different areas; the Port is purchasing different signage to try and better label these areas. Any additional enforcement efforts or infrastructure changes on the part of the Port above and beyond what we're currently fielding must be funded somehow.

Additional security is not currently in the budget, so our plan currently is to focus as much of the existing enforcement effort on the Port's Commercial Fishing parking assets as possible during the rollout of the City's parking changes. We also are adding signage in the Port parking areas to make them more discernable to the public so that those who are unaware can see that these areas are for holders of Port parking passes for Commercial Fishermen. The Port is considering what increase in annual parking rates is necessary to decrease the disparity between the Port's rates and the City's new rates in the coming months.

