



**FINAL REPORT  
CITY OF NORTH BEND  
DOWNTOWN PARKING STUDY**

**December 1997**

*Prepared for*  
**The City of North Bend**

*Prepared by*  
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## CHAPTER 1: INTRODUCTION AND OVERVIEW

The City of North Bend has adopted an urban renewal plan for 350 acres of the city that includes the downtown and waterfront area. This area contains a broad mix of uses including retail and service, commercial, public facilities, residential, professional offices, industrial uses, and vacant property.

The goal of the urban renewal plan is to strengthen and integrate the redevelopment of the downtown and the waterfront areas. One specific element is to provide adequate parking for both employees and patrons of the downtown. The North Bend Urban Renewal Report defines specific projects to increase the supply of parking in the downtown and on the waterfront.

Parking is an essential component of any successful downtown. It is important that the City of North Bend provide the appropriate amount of parking. Too little parking will deter use of the area and discourage new businesses from locating there. Too much parking, or parking located in the wrong place or facility, may be unused, unnecessarily costly, and may take valuable land out of the development supply.

To provide guidance to the City of North Bend, this study develops a parking plan for the downtown area defined in Figure 1. This study:

- inventories existing parking supply and determines present and future demand;
- identifies parking issues through interviews with downtown North Bend stakeholders;
- reviews parking programs in the cities of Roseburg, Albany and Tualatin;
- proposes parking strategies including management techniques and new construction; and
- outlines costs and potential funding strategies.

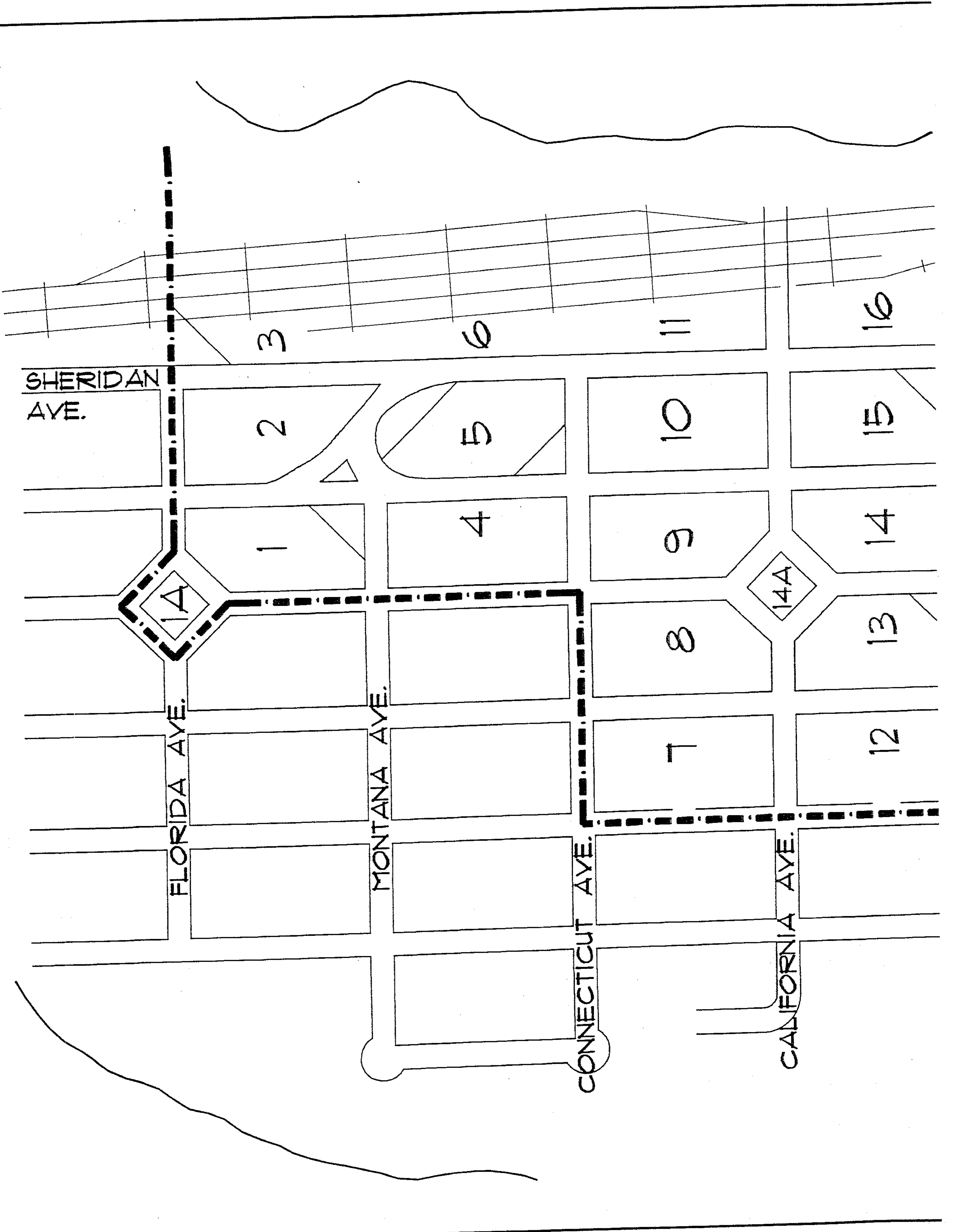
The downtown study area contains 1,633 public and private parking spaces, about 1/3 of which are on-street. While peak occupancy rate is about 50 percent, some areas have higher use and there is concern that patrons are turned away by the lack of convenient parking. Therefore, this study recommends parking strategies that:

- provide more on-street parking through the use of angle parking;
- provide better direction to public parking lots;
- discourage downtown workers from parking on-street;
- makes better use of off-street parking; and
- develop an on-going parking management program.

As the city grows, the downtown will need additional parking. This study estimates it will need about 200 more spaces which may be located:

- on parking decks over the two existing parking lots; and
- in new parking lots at the corner of Union and Virginia Avenues and east of Sheridan Avenue south of California Avenue.

These new facilities are estimated to cost about 2.2 million dollars including both land acquisition and construction. The city will, therefore, need to look at a range of funding sources including system development charges, special district fees or property taxes, and Rural Investment Fund grants.



SHERIDAN  
AVE.

FLORIDA AVE.

MONTANA AVE.

CONNECTICUT AVE.

CALIFORNIA AVE.

3

6

11

16

2

5

10

15

1

4

9

14

1A

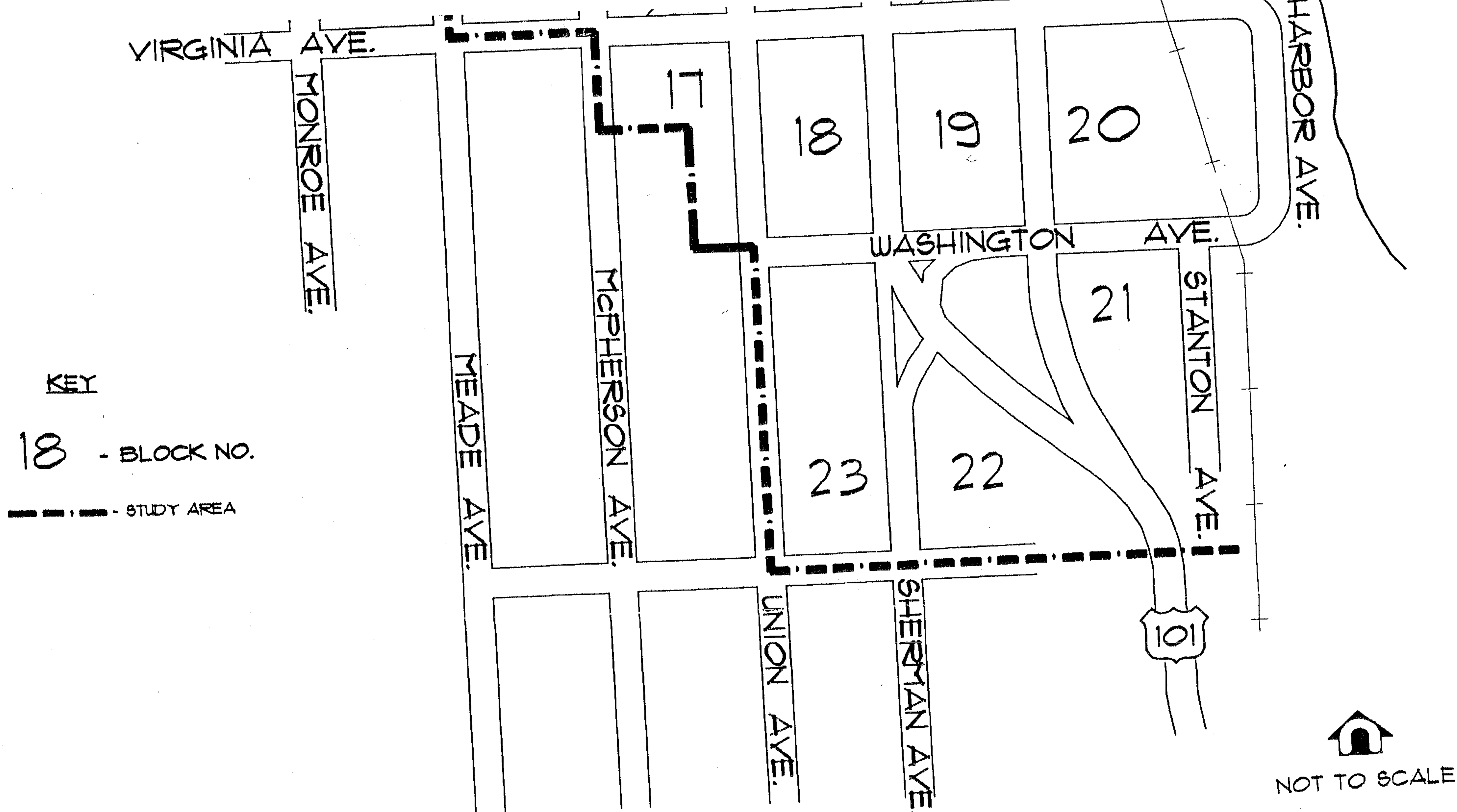
14A

8

13

7

12



**KEY**

18 - BLOCK NO.

--- - STUDY AREA

**FIGURE 1**  
**STUDY AREA**

**NORTH BEND**  
**PARKING EVALUATION**

  
NOT TO SCALE



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## CHAPTER 2: EXISTING INVENTORY

To develop a parking plan that meets the needs of North Bend's downtown area, it is essential to have a good understanding of its baseline parking inventory. This chapter describes the existing inventory of public and private parking spaces within the study area. It specifies the number of on-street and off-street spaces, the number of two-hour on-street spaces and the location of public parking lots and diagonal parking.

### METHODOLOGY

We determined information about parking through an on-site inspection of the study area depicted in Figure 1. We used the posted signs to determine parking time limits or other restrictions. We determined the number of curb side parking spaces by measuring the street length and applying the criteria presented in Table 1.

TABLE 1  
ON-STREET PARKING SPACE CRITERIA

Distance as Measured Along Curb (feet)	Number of Parking Spaces
<15	0
15-35	1
35-60	2
60-85	3
85-110	4
110-135	5
135-160	6
160-185	7
185-210	8
210-235	9
235-260	10
260-285	11
285-310	12

### PARKING INVENTORY\*

There are a total of 1,633 parking spaces in the study area. Of these, 597 are on-street and 1,036 are off-street. Of the total, 368 spaces or 22 percent are located between the east side of Sheridan Avenue and the bay. Table 2 presents the parking inventory by block. Figure 1 locates these blocks. It should be noted that parking for each block includes off-street parking internal to the block and on-street parking adjacent to that side of the block. This study includes off-street parking in the inventory to gain a full understanding of downtown parking patrons and use, not to require owners to open these spaces to the public. Off-street parking is primarily privately owned. Private owners may chose to develop these parking areas, thus decreasing the amount of private off-street parking.

\* Since this study was completed, the City of North Bend striped parking spaces, slightly modifying the total number of on-street spaces.



**TABLE 2  
PARKING INVENTORY BY BLOCK**

	Block	On-Street Capacity	Off-Street Capacity	Total Capacity
Between Florida and Montana Avenues	1	24	26	50
	1A	15	0	15
	2	20	29	49
	3	11	23	34
Between Montana and Connecticut Avenues	4	20	50	70
	5	22	37	59
	6	2	25	27
Between Connecticut and California Avenues	7	29	70	99
	8	32	58	90
	9	26	36	62
	10	18	52	70
	11	26	2	28
Between California and Virginia Avenues	12	33	113	146
	13	33	42	75
	14	29	38	67
	14A	12	0	12
	15	24	62	86
	16	39	56	95
Between Virginia and Washington Avenues	17	51	74	125
	18	41	55	96
	19	35	25	60
	20	27	138	165
Between Washington and Vermont Avenues	21	17	11	28
	22	0	14	14
	23	11	0	11
<b>Totals</b>		<b>597</b>	<b>1036</b>	<b>1633</b>

As indicated in Table 3, there are an additional 98 spaces along the boundaries of the study area.

**TABLE 3  
BOUNDARY AREA PARKING**

	Capacity
West Side of McPherson (between Washington and Virginia)	9
South Side of Virginia (between McPherson and Meade)	No Parking
West Side of Meade (between California and Virginia)	13
West Side of Meade (between Connecticut and California)	13
North Side of Connecticut (between Union and McPherson)	7
North Side of Connecticut (between Union and Sherman)	8
West Side of Union (between Montana and Connecticut)	14
West Side of Union (between Montana and Florida)	19
North Side of Florida (between Union and Sherman)	7
North Side of Florida (between Sherman and Sheridan)	8
<b>Totals</b>	<b>98</b>

Within the study area, 77 spaces are angle parking. These consist of:

- 5 spaces on the south side of California Avenue near the dead end at the bay;
- 15 spaces on the west side of McPherson Avenue between Virginia and California Avenues;
- 35 spaces on the east side of McPherson Avenue, south of Virginia Avenue; and
- 22 spaces on both sides of Washington Avenue between Union and Sherman Avenues.

Parking signs indicate 199 spaces or 33 percent of all on-street parking are limited to two hours. Figure 2 locates these spaces. Another 16 spaces are designated loading, 30-minute or 15-minute spaces.

The city maintains two off-street parking lots, a 26-space lot at the corner of Washington and Sherman Avenues and a 23-space lot on Sheridan Avenue north of Virginia Avenue. The spaces in the parking lot on Washington Avenue have a two-hour time limit. One sign at the entrance to each lot indicates it is open to the public.

There are no on-street or public off-street parking spaces designated for recreational vehicles.

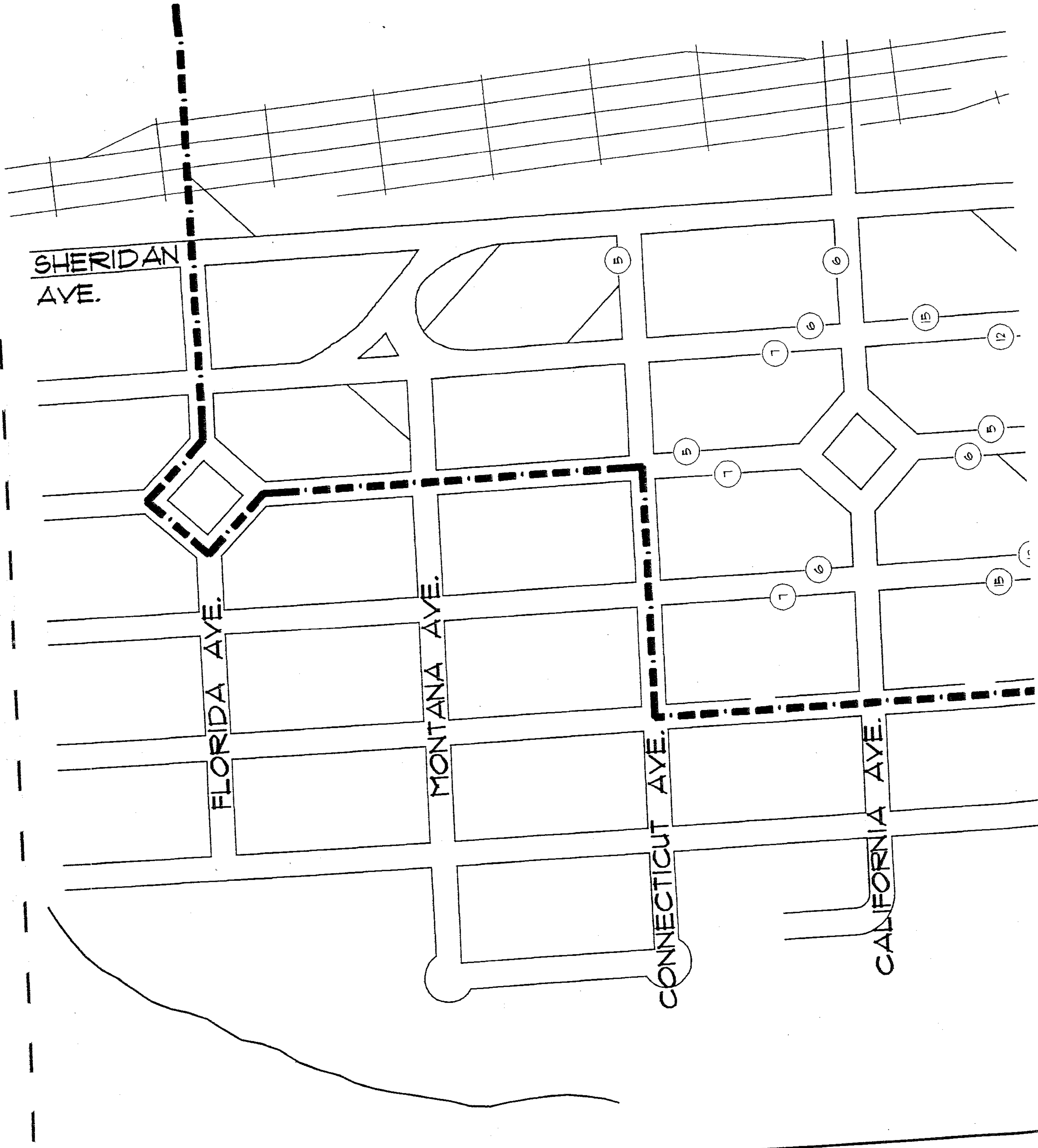
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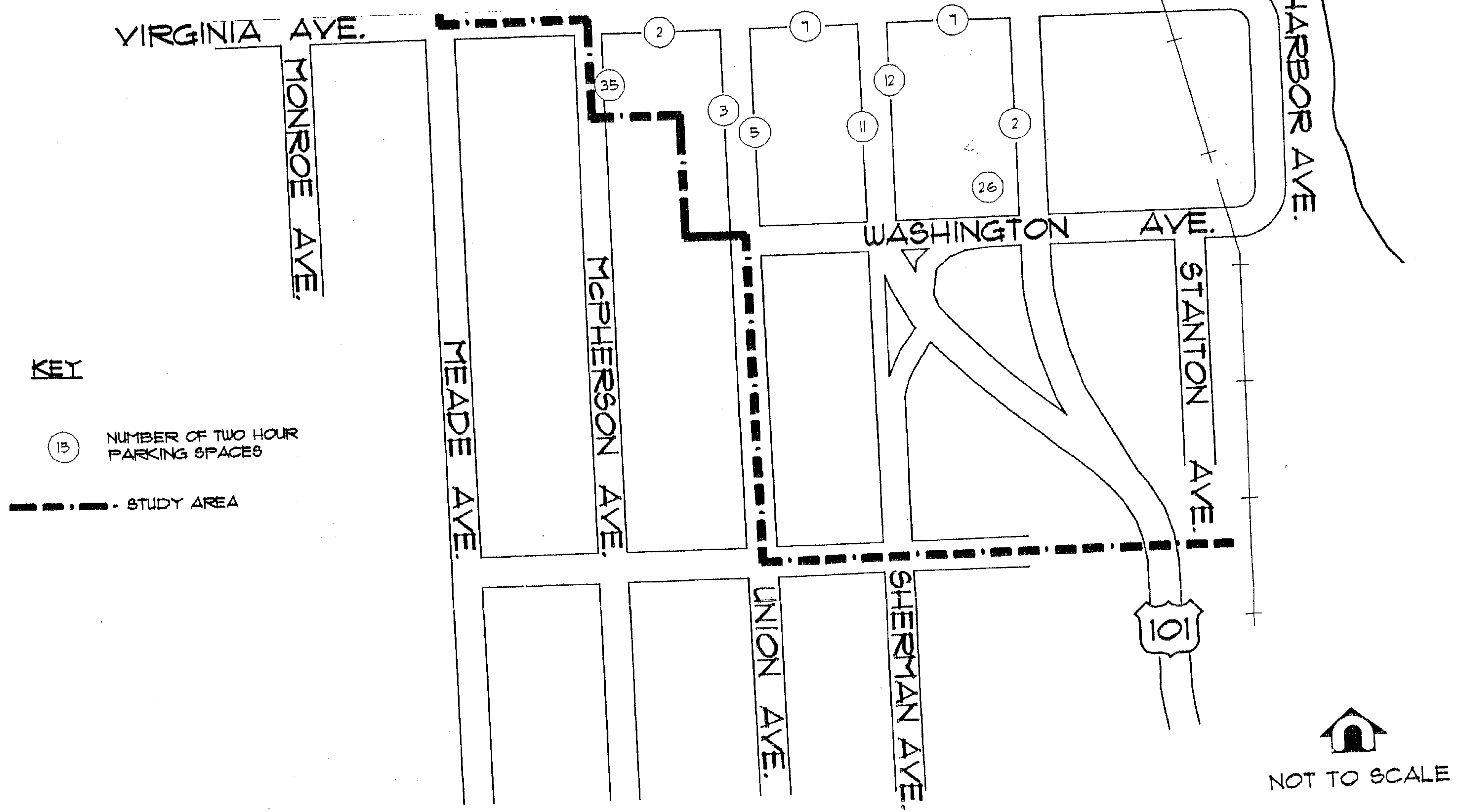
FLORIDA AVE.

MONTANA AVE.

CONNECTICUT AVE.

CALIFORNIA AVE.





**KEY**

○ 15 NUMBER OF TWO HOUR PARKING SPACES

--- STUDY AREA

**FIGURE 2**

**TWO HOUR PARKING**

**NORTH BEND**

**PARKING EVALUATION**

**de**

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