

## Barbara Chestler

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**From:** Susan Ramos <texasstar56@gmail.com>  
**Sent:** Thursday, May 20, 2021 9:11 AM  
**To:** Barbara Chestler  
**Subject:** South Bridge Project

We are NOT in favor of this project that is projected for the area south of the bridge. Parking is limited as is and definately will affect contact and access to the businesses currently in place. Please record our NOT in favor concern. Appreciate your assistance .

Sincerely

Michael & Susan Ramos  
1136 Morning Walk  
Depoe Bay, Oregon 97341

We the Business Owners and Property Owners on the South Side of the bridge, (Mazatlan Mexican Restaurant, Depoe Bay Chamber, Hippy Trip, Bay View Thai Kitchen, Whale, Sealife & Shark Museum, Whale Research EcoExcursions, Whale Bites Cafe and Loren and Dorinda Goddard) make the following recommendations:

1) Do not decrease parking on the south side of the bridge since the original intent of the grant was to Enhance Access to Businesses on the south side and increase the number of tourists to the south side. Leave the present configuration with head on and diagonal parking. The present plan shows a decrease of parking of almost 50% (28 vs 50 spots). This could mean a “death sentence” to businesses on the south side. Ramifications of decreased parking will cause three things: a) Tourists and locals not stopping at the businesses on the south side due to limited parking, b) Parking in the neighborhood which would cause locals to have decreased parking in front of their home and c) An increase of people who would normally park on the south side to park on the north side and reduce parking for north side businesses. According to the Chamber, the number one complaint among visitors coming to Depoe Bay is the “Lack of Parking!” The present plan will further exasperate this problem.

2) Instead of doing only a 2-block section with major changes, do less change in the 2 blocks and take those monies to extend the sidewalk as far south as possible. On the east side, extend the sidewalk to the Grant property or further depending on funding. On the west side extend the sidewalk to the fire station. The original intent of the grant was to connect as many parts of the city as possible (for example, walking safely to the park on an actual sidewalk). Focus these funds on doing sidewalks with handicap cut outs on both the east and west side and put sidewalks on the east side closer to the buildings so as to not disrupt present parking. Having sidewalks is our number one safety issue since many people have fallen down on the present sidewalks. At this point do NOT do any lane changes, a bike lane or a cross walk but keep that on the table for a later date. For the future, also keep in mind a parking lot for south side visitors.

3) If a crosswalk is needed, then we recommend putting it by the fire station at Evans Street with flashing lights. Bump outs not necessary. This would allow the fire engines to easily access Highway 101 when an emergency is at hand. Having the crosswalk further south would also slow traffic down before reaching the businesses.

We as businesses and property owners understand that if we don't use the money then we may lose it but please take into consideration the ultimate, original purpose of the grant which was not to hurt businesses and property owners but to help them! We hope you will sincerely consider our recommendations!

Thank-You,  
South Side.Businesses and Property Owners

MAY 20 2021

For the Depoe Bay City Council and at-large members of the Urban Renewal Agency  
(For the 5/24/2021 mtg)

## An outsider's views—The south Hwy 101 Improvements

From D Smith-same zip code- just outside the City

MAY 21 2021

## South of Bridge Depoe Bay Business District

### WEST side Hwy 101 business impact

Current 17 (All Hwy angle-no bus. provided spaces)

Proposed 11 (All Hwy parallel-no bus. provided spaces)

**WEST side loss -6** (35% loss)

### EAST side Hwy 101 business impact

Current 33 (Hwy & bus. provided spaces)

Proposed 17 (Hwy only-no bus. provided allowed)

**EAST side loss -16** (48.5% loss)

### **Total Impact**

50 includes present Hwy & business provided spaces to Evans st. only

28 Proposed plan—only Hwy-no business provided spaces to Evans st. only

**-22 44% loss** of current available spaces proposed in City/ODOT plan

All above calculated spaces are direct access to Hwy 101—Bridge to Evans st.

All figures above and used here are in and from City 5/4 handout

Note: The current, business provided parking --30 spaces all on the East side—are calculated in the above 50. (These are acknowledged in City handout)

The 8 “not allowed” spaces included in the above 50 do exist and are in use by businesses. (See pg 2 “Total Project”, 5/4 City handout)

From a business standpoint, the “real loss” is the 22 spaces. This is the business decision point, not the “7” in the 5/4 City handout.

“Real loss” vs. stated loss.

New Hwy rules apply if project goes thru. Current “old” remain if it does not. New rules restrict. Old rules retain.

Ergo the dilemma.

Expect your decision to face:

Weighing the benefits to the larger community while facing all the real losses to the businesses.

Mitigating—after—all the impacts this decision produces.

What follows explains the details of the above. A good cure for insomnia or pass it on to staff.

## General Status/Impacts

At present—in a Covid environment—there are more than 30 employees. Multiple businesses here use volunteers as well.

Majority of owners work in their business.

New State parking will eliminate all 30 business provided parking spaces and the limited control businesses have over them.

After current plan implementation, the City of Depoe Bay will only be able to help the business parking by purchase of and development of off Hwy parking. Short of this, only addition of Hwy parking extended south beyond Evans st. would boost parking.

No one wants to lose an improvement to the community. Everyone wants to make things work. Serious discussions of compromise should be preferred over giving in to financial pressures right now to proceed. A lost opportunity could result.

For many years, a tenuous parking situation here has been made to work by these businesses no matter the demands. These proposed plan “improvement” sacrifices may ask too much.

## Parking

City provided loss figures (7 total) do not take into consideration the “real loss” to businesses. Factoring in the business provided spaces currently in use with direct, connected Hwy 101 access; the “real loss” is more than threefold greater. (22 total lost spaces--6 on West side, -16 on East side)

This is the single greatest negative impact to all businesses. This represents a real loss of 44% of currently available, in use, parking for local businesses and it is 22 spaces---not 7. Therefore: “real loss” vs. stated loss. Business decisions have to be made on the real 22 spaces lost no matter what they are called or categorized. They are in use and available now. They will not be after.

#### West side parking impacts—net loss of 6 spaces

The 6 West side parking losses result from the change from angle to parallel parking. Here, there is no business provided parking available. The loss number may seem low, but the impact is great on the business density in the first block. Future use of the 2 storey, full basement Rush owned building (currently vacant) will add additional pressure to future parking needs on the West side.

No handicap parking is evident in these plans for the West side, unlike those available in the north business district. This requires those using the proposed East side handicap spaces (2) to cross hwy 101 for West side business access. Here, Mazatlan, Dockside Charters, The Chamber and Hippy Trip are the current draw.

Planned Hwy 101 parking extends south only a short distance. It stops at Evans st. No further extension of this parking south exists in the proposed plan. Doing so should be a priority.

The possibility of a 5/4/21 City meeting recommendation for employee use of community parking, unchallenged then, leaves uncertain if it was serious or not. Employees and their owners understand the business disadvantage in taking up customer spaces during business hours. The average customer does not feel comfortable parking in residential neighborhoods. Anyone unfamiliar with local neighborhoods does not roam about in them for parking. And, it is doubtful homeowners would be open to such use of “their” parking. There is plenty of competition for parking in this very limited, narrow street, single main road, south community with rentals and overflow now. Expectations that “residential” areas will absorb parking deficits are not practical.

#### East side parking impacts—net loss of 16 spaces

On this East side there is no option for parking in the connecting community. None exists. There are no intersecting roads until Schoolhouse Street. No developed community exists directly eastward of Hwy 101. From the Spore property to the south properties are Industrial in classification.

East side overflow parking would be forced into the north business community area or just lost. Unfortunately, in peak periods it is more likely that potential customers would be lost. This scenario exists now when there are 22 more spaces than after “improvements.” This is why there is an outcry from businesses.

Businesses here are, north to south: Whale Bites Café, The Whale, Sea Life & Shark Museum, the Whale, Research EcoExcursions, the Thai Bay cafe, and two Tribal owned buildings (said to be in lease use at present.) All are in a dense cluster along the first 300’ of Hwy 101

access. 30 business provided spaces are here. Keep in mind, none of these 30 will be available after the change. To the south, between the Tribe building and the Spores property the topography drops sharply not offering development or parking. Industrial properties follow after.

The greatest volume of parking activity is generated in this portion of the East side.

Whale tours commonly form from individual family or friend groups arriving at 8:00 AM and earlier commonly in multiple vehicles. This repeats in 2 hour cycles through the day. At peak season times there would be 31 people every two hours and whatever number of vehicles they arrive in. It is hectic. During this same time the Whale Bites café, Thai Bay restaurant, and Tribal facilities often end up sharing any spaces available. Customers do not always understand the distinctions of these spaces parking wherever space exists. The loss here will send early arriving tour customers into the West side first with any overflow into the North district next.

Any overflow parallel parking to south from the Tribal property (like that in north Depoe Bay) is not a plan option. It would help greatly even in present status.

Net loss of 16 of the 33 (30 business provided, 3 Hwy 101) spaces on the East side does not end just with that loss.

At present East business has some element of control in frontal parking on their properties. After this Hwy change there is no element of control for the reduced number of spaces. Space competition with Fishermen and other non-customers currently parking in these spots can, and is now, mitigated effectively. When parking demands are low, allowances for this use are made. Spaces are shared frequently between businesses. It works. Business rivalry here is not an option. This is how these businesses remain functional. This possibility will be lost completely in the proposed system. None of the new spaces or their use, will allow any business control. Difficulty estimating scheduling times or how their parking needs will be met on a consistent basis will quickly become a new challenge.

Dead of winter, it should all work fine.

### Sidewalk

The original plan to go to harbor & city park with sidewalk on the East side now appears to end this sidewalk at the Evans st. intersection. (See pg 2, 5/4 City provided map) It is unclear how this would encourage increase of tourist or customer base into this area where access to the park & harbor might have. Sidewalk extension as proposed would be a "sidewalk to nowhere."

The original plan for an attractive Bay View walk to a harbor and city park offered businesses hope....once. This walk could also extend the 2.2 mile Depoe Bay Hiking Trail now ending north of the bridge. Bikers are already accommodated in the Hwy design. Creating an easterly easement to Shell Avenue from where the proposed sidewalk ends could still turn this concept into a reality.

15 years of consideration of this project (maybe as much as a decade with grant money) makes it unclear how the original intent of the sidewalk extension and grant monies—dedicated for this and not transportation expenses--has now become so entangled ending far short of the harbor and park sidewalk destination. It also lacks the original possibility of underground utilities. Some of this should be set right.

### Traffic Lane reduction

At present the 2 lanes of traffic passing angle parking spots leaves a driver with some dubious safety margin (changing lanes) to avoid cars backing into the highway. The proposed turn lane would become that safety margin here requiring driver re-entry into the single traffic lane. It appears slowing vehicles in this area might be finally accomplished by cars exiting the new angle parking into one Hwy lane. This could possibly provide a benefit....except for the accident potential.

### One last observation

This south business district is populated by the hardest of the Depoe Bay business owners. They are like the early pioneers who took on the rocky ground that was left over after the good and easy stuff was gobbled up. Their tenacity, resourcefulness, creativity, and hard work are the reason there is only one empty building in this district. They, unlike the more fortunate cousins to the north, have learned to survive on minimized public amenities and through the Covid pandemic.

Quite a feat.

There is a last straw. A point where enough is enough. Will that be the “improvements” businesses are about to face?

Thank you for your time. Good fortune. D Smith



# MEMORANDUM

# MEMORANDUM

**To: Depoe Bay Urban Renewal**  
**From: Jaime White, City Planner**  
**Date: May 4, 2021**  
**Subject: HWY 101 South of the Bridge – Property Owners**

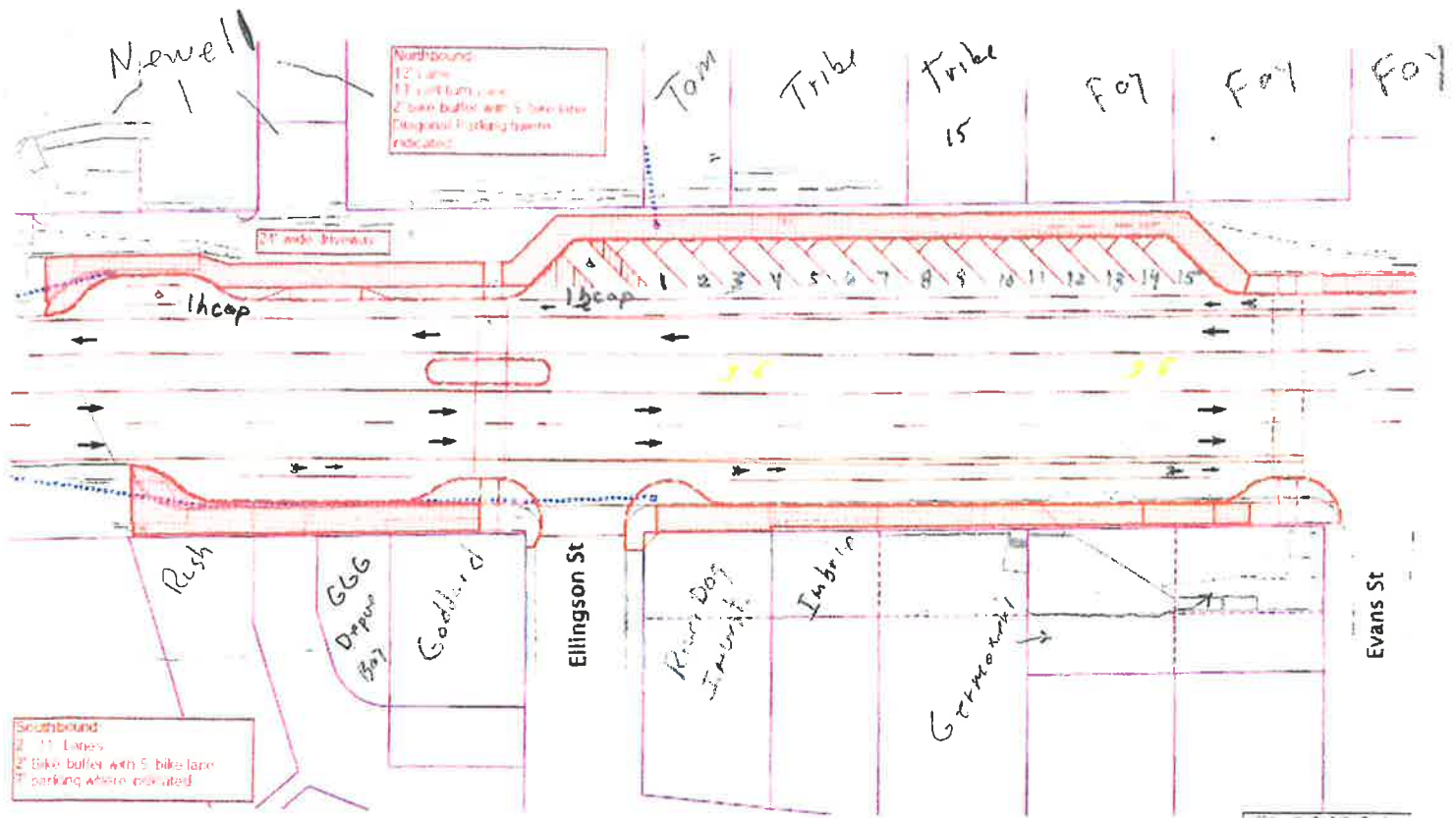
## Ground Rules:

- City of Depoe Bay OWNS project. Decision to move forward, change design, or cancel project is 100% decision of the City of Depoe Bay.
- However, US Highway 101 belongs to ODOT/Feds. Therefore, ALL improvements must be per ODOT and Federal design standards.
  - AASHTO – American Association of State Highway and Transportation Officials
  - ODOT Blueprint for Urban Design – All modes, parking, transit
  - 1971 Bike Bill – all new and major improvements must include bike facilities

### Background:

- The need was identified in the 2005 Hwy 101/Downtown Refinement Plan
- Grant Application 2015
- Grant included sidewalks, crosswalks, bike lanes, parking, and utility improvements.
- May 19, 2020 – Urban Renewal & City Council approved design to move forward under the direction of City Planner. Design includes:
  - Sidewalk on east from bridge to Spores residence. Limited new sidewalks and repairs to existing sidewalk on west.
  - ADA ramps and crosswalks
  - Bike lanes North & South
  - One northbound lane
  - Two southbound lane
  - Center turn lane.





### Parking:

Location	Existing (includes spots that would not be allowed/permitted)	Existing Allowed	Proposed	Loss of permitted spaces
West side of Highway 101 from the Bridge to Ellingson	7 existing diagonal spaces (2 of which would not be allowed/permitted)	5	3 parallel	2
West side of Highway 101 from Ellingson to Evans	10 existing diagonal spaces (2 of which would not be allowed/permitted)	8	8 parallel	0
East side of Highway 101 from the Bridge to Evans	26 diagonal spaces (4 of which would not be allowed/permitted)	22	17 spaces (16 diagonal, 1 parallel ADA @ bridge)	5
<b>Total Project</b>	<b>See Existing Allowed Column</b>	<b>35</b>	<b>28</b>	<b>7</b>

8' not allowed  
43 + 1

Item III on agenda  
Project 18852