

**From:** [Haley Lehman](#)  
**To:** [CityRecorder](#)  
**Subject:** Oppose the Elimination of Off Street Parking Requirement  
**Date:** Sunday, March 12, 2023 7:34:24 AM

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Hello,

I'd like to write to the city council to express my opposition to the elimination of off street parking requirements. I have a hard enough time finding parking for small businesses in the Salem area. Eliminating the need to provide off street parking will make it harder and more inconvenient for people to buy local and support small businesses/restaurants. If I have to hunt for parking, honestly, I will probably just not go. I know providing parking is still an option, but if it's not required, many developers will likely opt out.

Thank you,  
Haley Lehman

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Haley Lehman

**From:** [Mocaby, Breanne](#)  
**To:** [CityRecorder](#)  
**Subject:** Public Comment for Ordinance 4-23, Item 7.1a 23-76  
**Date:** Monday, March 13, 2023 1:21:10 PM

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Black & Veatch, an industry leader in the engineering, procurement and construction of nationwide charging networks, is writing in support of City of Salem Ordinance Bill # 4-23. Minimum parking count standards are a major obstacle for the construction of Electric Vehicle Charging Stations (EVCS). Electric Vehicle (EV) adoption is heavily dependent upon the charging infrastructure being accessible and convenient. The most efficient and climate friendly way to provide this network is to use existing commercial parking lots. Commercial property owners are interested in installing EVCS as a benefit to their customers. When Code requires parking minimums, EVCS installations are forced into existing landscaping areas or to less convenient sites. Also, burdensome zoning code requirements and process discourage private property owners from installing EVCS. Ordinance Bill #4-23 will benefit the City of Salem by encouraging climate friendly infrastructure on existing developments.

**Breanne Mocaby**

Land Services Specialist

Environmental & Land Services – Engineering & Development Services

Black & Veatch

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March 13, 2023

To the Salem City Council:

The proposal to eliminate minimum off-street parking requirements in Salem is at best naïve. At worst, it is bowing to commercial interests at the expense of those of the public. Allowing “the market to determine parking amounts” is ludicrous, for the “market” always chooses the path of least expense, not one benefiting the public. Current downtown parking is already limited, especially during peak usage, to the point where I often prefer to have downtown experiences in Independence or Corvallis. Why should less parking be needed for new businesses? “Green” policies will not result in more mass transit use or fewer people, which would be the only reasons to change new parking provisions. Electric vehicles still need parking spaces. If any change should be made, it should be that many of the new spaces must have charging stations to accommodate this technology. Downtown Salem continues to be plagued by the triple whammies of Internet commerce, the Pandemic, and the ongoing homeless crisis. Allowing new businesses to provide fewer or no additional parking will only discourage downtown visitation, further eroding Salem’s economy and quality of life.

Sincerely,

James R. LaBonte  
1570 Kenard Street NW  
Salem, OR. 97304

## Eunice Kim

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**From:** Amy Johnson  
**Sent:** Tuesday, April 4, 2023 12:51 PM  
**To:** Eunice Kim  
**Subject:** FW: Submission  
**Attachments:** ATT00001.bin

FYI – I'll add this comment to the file before I publish the agenda tomorrow.

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**From:** noreply@cityofsalem.net <noreply@cityofsalem.net> **On Behalf Of** pinkmingo49@gmail.com  
**Sent:** Monday, April 3, 2023 9:30 PM  
**To:** CityRecorder <CityRecorder@cityofsalem.net>  
**Subject:** Submission

Your Name	Lynnette C. Martino
Your Email	<a href="mailto:pinkmingo49@gmail.com">pinkmingo49@gmail.com</a>
Your Phone	5038514479
Street	296 Gerth St NW
City	Salem
State	OR
Zip	97304
Message	I object to the proposed parking minimum changes. In particular, those that reference the off-street parking standards be changed along Transit District routes. The City has no control over those routes and there is no guarantee that routes will not change. Therefore, there is no way to make developers comply with the minimum standards if the route change or are eliminated. This change is not necessary and is in fact detrimental to properties along Transit District routes.. Lynnette Martino

This email was generated by the dynamic web forms contact us form on 4/3/2023.

## Eunice Kim

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**From:** HPPG <scanparks2023@gmail.com>  
**Sent:** Wednesday, April 5, 2023 6:47 PM  
**To:** Chris Hoy; Vanessa Nordyke; Linda Nishioka; Trevor Phillips; CityRecorder  
**Cc:** Eunice Kim  
**Subject:** correction: COMMENTS AGENDA ITEM 4.b RE: PROPOSED ELIMINATION OF MINIMUM PARKING REQUIREMENTS CITYWIDE -- CASE FILE No. CA23-01 / ORDINANCE BILL No. 4-23

typing correction Agenda Item 4.b -- not 4.c

----- Forwarded message -----

From: **HPPG** <[scanparks2023@gmail.com](mailto:scanparks2023@gmail.com)>  
Date: Wed, Apr 5, 2023 at 6:38 PM  
Subject: COMMENTS AGENDA ITEM 4.b RE: PROPOSED ELIMINATION OF MINIMUM PARKING REQUIREMENTS CITYWIDE -- CASE FILE No. CA23-01 / ORDINANCE BILL No. 4-23

To: <[choy@cityofsalem.net](mailto:choy@cityofsalem.net)>, Vanessa Nordyke <[vnordyke@cityofsalem.net](mailto:vnordyke@cityofsalem.net)>, Linda Nishioka <[lnishioka@cityofsalem.net](mailto:lnishioka@cityofsalem.net)>, <[tphillips@cityofsalem.net](mailto:tphillips@cityofsalem.net)>, <[cityrecorder@cityofsalem.net](mailto:cityrecorder@cityofsalem.net)>  
Cc: Eunice Kim <[ekim@cityofsalem.net](mailto:ekim@cityofsalem.net)>

Mr. Mayor, Councilors Nishioka, Nordyke, Phillips:

### I. BACKGROUND

In January 2023, the SCAN Board received a report from the SCAN Transportation Committee, a working group, with a resolution to support the proposed Elimination of Minimum Parking Requirements Citywide.

A presentation and a written proposed resolution was put forward by the Committee Chair and the resolution discussed. Board members also received a copy of the resolution prior to the Board meeting to review. A Motion was made to table the support resolution. The Motion was tabled, 6 to 5.

In March 2023, a Motion was made to remove the resolution from the table for further discussion. Motion to remove the resolution from table passed unanimously.

After further open floor discussion, give and take of perspectives, questions, a vote to support the proposed ordinance to Elimination of Minimum Parking Requirements Citywide, failed 7-5.

Board members were encouraged to provide individual comments to Council.

### II. CONCERNS

Concerns, I express, are:

A. Potential increased neighbor-to-neighbor conflict and competition for limited street parking. The neighbor-to-neighbor competition for street parking is rising. Adjacent to multi-family housing and commercial. And on streets with insufficient width, curbs and sidewalks.

B. The City is moving forward without the infrastructure or infrastructure investment to accommodate the resulting shifts and outcomes.

C. The incomplete assessment of impacts scenarios and regulatory gaps to address parking need, for example, conversion of triplexes to short term rentals (STRs), in essence creating a small hotel without ample parking in a residential neighborhood.

### III. RECOMMENDATIONS FOR YOUR CONSIDERATION

A. Request on-going data collection, location identification of parking saturation, and a periodic comparative report to Council on the outcome of the elimination of minimum parking standards, e. g., current standard v no minimum standard.

B. Include a sunset in 3 years, with the option to renew or modify this new policy.

Thank you for the opportunity to comment.

Respectfully,

Jon Christenson  
SCAN resident

## Eunice Kim

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**From:** Marissa Theve <marissatheve@gmail.com>  
**Sent:** Friday, April 7, 2023 4:26 PM  
**To:** CityRecorder; citycouncil  
**Subject:** testimony for 4/10 city council meeting item 4.b.: Proposed Code Amendment to Eliminate Minimum Parking Requirements Citywide

Greetings,

I would like to submit the following testimony for the April 10th Salem City Council meeting item 4.b.: Proposed Code Amendment to Eliminate Minimum Parking Requirements Citywide:

My name is Marissa Theve and I'm a Salem resident in Ward 1 (97301).

I'm writing in support of Ordinance Bill No. 4-23. I believe abolishing parking mandates is right for Salem because it would complement the work that City Council and Staff have already begun on the Our Salem code changes and the Climate Action Plan, which specifically calls out parking reform as low-hanging fruit. Salem has already removed parking minimum requirements within ¼ mile of core transit, so this ordinance would simply be an upward adjustment from there. My neighborhood (Grant) in particular is nearly entirely within ¼ mile of transit so there would be no change where I live if parking minimums were entirely removed. I believe a lot of folks in town concerned with the ordinance are confused about what it means and do not understand how removing parking requirements is not only required by state law, but will slowly yet cumulatively benefit Salem.

As a soil scientist, I see the value in keeping our cities dense and walkable. We have amazingly fertile and diverse soils in Oregon, and staying within the urban growth boundaries has spared many acres of prime farmland from being scraped off, compacted, and paved over. Let me remind you that soils are our largest terrestrial carbon sink. As our population steadily increases, removing parking mandates would help to keep us building up, not out by letting the market decide how much parking we truly need. Thank you for this opportunity to provide public comment and thank you all for your good work.

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Marissa Theve, Ward 1, 97301  
Pronouns: she/her/hers



## 350 Salem OR<sup>1</sup> Comments

Proposal to eliminate minimum parking requirements city-wide

4/10/2023 Council Meeting Agenda Item 4.b. 23-119

Phil Carver, Co-coordinator

April 7, 2023

Greetings to the Mayor, City Council members and Staff

**350 Salem supports the proposal in its entirety.** It will help the City meet the dual challenges of the climate and housing crises. It does not mean that new dwellings or businesses won't provide off-street parking. Instead, it allows the market to decide the amount (up to a maximum) rather than having the government mandate a minimum. There is no indication that the public benefits from mandating off-street parking would outweigh the climate and housing benefits of this proposal.

### Climate Crisis

While increased use of electric vehicles will help the City meet its greenhouse gas reduction goals, that alone is not enough. More compact development is needed. Having fewer off-street parking spaces will increase density, making trips shorter and encouraging walking, biking and transit use. It will also decrease the heat-island effect from paved surfaces in Salem.

### Housing Crisis

Mandating off-street parking increases the cost of housing. That is the last thing we should do when adequate housing is already out of reach for many Salem residents. If off-street parking is not created by the market that indicates the private cost of providing the parking exceeds the private benefits.

Parking minimums discourage existing commercial businesses from installing electric vehicle charging stations (EVCS). As noted by Breanne Mocaby on behalf of the engineering firm Black & Veatch:

*The most efficient and climate friendly way to provide this [EVCS] network is to use existing commercial parking lots. Commercial property owners are interested in installing*

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<sup>1</sup> 350 Salem OR is a local chapter of 350.org, an international non-profit dedicated to reducing climate pollution and human-caused climate disruptions, such as the 2020 Labor Day Santiam Canyon wildfire, the June 2021 heat dome event and the 2023 "fir-magedon" dieoff of true fir trees in central and eastern Oregon.



*EVCS as a benefit to their customers. When Code requires parking minimums, EVCS installations are forced into existing landscaping areas or to less convenient sites.*

The proposal makes several other appropriate changes, including:

1. Reduces the maximum number off-street parking spaces for studio apartments
2. Increases the amount of bicycle parking required for multifamily housing to 1 space per dwelling unit (the minimum amount required by the CFEC rules)
3. Allows bicycle parking requirements to be met by existing bicycle parking spaces in the public right-of-way when existing buildings are converted to other uses in mixed-use zones
4. Exempts the installation of electric vehicle charging stations from triggering pedestrian connection requirements in parking lots
5. Deletes pedestrian access standards that are no longer necessary in zones or overlay zones due to newer pedestrian access standards that apply citywide
6. Clarifies the definition of building frontage

Thanks for the opportunity to comment.

**From:** [Victor Dodier](#)  
**To:** [CityRecorder](#)  
**Subject:** Item 4.b. Support proposal to eliminate minimum parking requirements  
**Date:** Sunday, April 9, 2023 6:31:07 PM

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Mayor Hoy & Council Members:

I am writing in support of the proposed code amendment to eliminate minimum parking requirements citywide. Minimum parking requirements have led to developments surrounded by acres of mostly empty asphalt.

The State of Oregon's rule gives the City little choice. I only wish that the staff recommendation had estimated the cost of the limited alternatives offered by the State's rule. Such estimates would have provided better support than what is provided in the staff recommendation.

I am not concerned with parking around commercial developments. Property owners and commercial developers are aware of their markets and parking needs. Further, too few parking spaces at a commercial development merely results in lower patronage.

I am concerned about residential areas. The City should anticipate devoting more effort to code enforcement (i.e., parking on sidewalks, on lawns, etc) and neighbor-to-neighbor mediation to resolve the conflicts that may arise when developers provide too few off-street parking spots. This may be especially true of redevelopment in the older parts of Salem where lots are smaller, the housing stock is older, and streets are narrow when a single-family structure is demolished and replaced by a duplex, triplex or fourplex.

Victor Dodier

**From:** [Erin Kingsley](#)  
**To:** [CityRecorder](#)  
**Subject:** off-street parking comments  
**Date:** Sunday, April 9, 2023 2:25:58 PM

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I would like to submit a comment regarding the city council's agenda item regarding parking. It reads that the council is debating whether to uphold an ordinance to eliminate minimum off-street parking requirements citywide. While the Statesman Journal article only mentioned business locations, I am very concerned that this will flow over into residential areas. This means that a developer could put apartments into a neighborhood without any consideration for parking. Profit maximization would dictate building more apartments in lieu of parking spaces. Residents might then be forced to flood out into the neighborhood and park permanently in front of neighbor's houses contributing to strife on both parties.

I implore the council to investigate whether this ordinance impacts RS zones and what that would look like to those trying to live there.

Thank you,  
Erin Kingsley

**From:** [Ted Burney](#)  
**To:** [CityRecorder](#)  
**Cc:** [John Lattimer](#); [Ken Freeman](#)  
**Subject:** Comment for City Council on Agenda item 4.b 23-119 Elimination of Minimum parking Requirements Citywide  
**Date:** Monday, April 10, 2023 10:45:50 AM  
**Attachments:** [SWAN Parking CA23-01 comment.pdf](#)

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Hello,

Attached is a PDF with comment from the Southwest Association of Neighbors regarding the proposed code amendment to eliminate minimum parking requirements city wide. This item is on this evenings council agenda.

Could you please include our comments in council packets for this evening?

Thank you,

Ted Burney  
Chair, Southwest Association of Neighbors

4/10/2023

**To:** Mayor Chris Hoy, City Council Members, and Keith Stahley, City Manager

**From:** Southwest Association of Neighbors

**Subject:** Proposed Code Amendment to Eliminate Minimum Parking Requirements  
Citywide CA23-01

The Southwest Association of Neighbors (SWAN) acknowledges the mandate for Salem to eliminate minimum parking requirements is coming down to the city level from the state.

However, we feel strongly that we need to have a viable plan for vehicle parking and improved citywide public transit before eliminating the minimum parking requirements for new multi-family developments.

Without some degree of required parking space minimums for large housing complexes parking spillover into existing residential neighborhood will be inevitable. This will negatively impact the welcoming and livable community we wish to have in Salem.

Elimination of off street parking minimums for large multi family complexes creates inconvenience for existing neighborhood residents with densely parked cars clogging streets, hazards for pedestrians crossing streets between cars after finding parking and forcing bicyclists to the mid lane around an increased amount of cars parked along residential streets.

We already see this situation along South River Road near the Forest Ridge Apartments. This is where spill over parking occurs on the edge of bicycle lanes even after no parking signs have been posted.

This is a matter of enforcement but we also see the same spill over situation where residential streets are full in the evening with cars parked on Gilbert Street from adjoining multi-family complexes that do not have the room to accommodate guests or extra cars owned by residents.

Currently another new multi-family complex is going in on Schurman near Gilbert. This lack of off street parking for apartment residents will increase as only 1.2 parking spaces for the development were required for two bedroom units.

Without minimum parking requirements would the off street parking spaces for the complex decrease to one or fewer for two bedroom units? This an unknown but it is doubtful market forces will dictate more off street parking spaces than were previously required by Salem city code.

Families have more than one car especially when there is no transit option in the area. There are no transit stops along River Road or in the Schurman neighborhood where these complexes are located.

SWAN understands the desire to increase the availability of housing and lower green house gas emissions by eliminating minimum parking requirements for new development which would hopefully increase use of transit in Salem.

Until transit options are put in place where neighborhoods can actually access reliable public transit at an affordable price, we ask that you delay the implementation of the elimination of minimum parking requirements for large multi-family developments.

The state allows extensions for implementation of the elimination for minimum parking requirements and we believe the area of large multi-family developments would do well to have a delay implemented in eliminating minimum parking requirements.

The Southwest Association of Neighbors urges council to ask Cherriots to once again implement neighborhood bus routes throughout Salem.

These routes could mimic the routes that existed in the Laurel Springs/Croisan neighborhood a decade ago. We believe this return to neighborhood routes would also be beneficial in West Salem as large multi-family developments are built there.

Efforts to reduce minimum parking requirements must include efforts to improve public transportation city wide as Salem works to create more multi-family housing options for our residents.

Thank you for your consideration.

Submitted on behalf of the Southwest Association of Neighbors Land Use Committee

Ted Burney  
Chair, Southwest Association of Neighbors

## Eunice Kim

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**From:** cbj49@yahoo.com  
**Sent:** Monday, April 10, 2023 1:33 PM  
**To:** Eunice Kim  
**Subject:** Eliminating Minimum Parking Requirements

Do not do away with minimum parking requirements! Doing so only benefits developers, not the citizens of Salem. I am sick and tired of being asked to pay for parking downtown, to accept increases in utility taxes, and to be asked for a \$300 million bond(which I voted for) only to be slapped in the face by the so-called progressive City Council with giveaways to developers under the pre-tense of environmental concern. Downtown does not need added pressure for the few parking spaces for the public. If you want to build downtown, you should have the money to provide parking for your residence.

Cynthia Jones

Sent from my iPad