

1 **ORDINANCE BILL NO. 17-21**

2 AN ORDINANCE RELATING TO LAND USE; AMENDING SRC 64.025.

3 *The City of Salem ordains as follows:*

4 **Section 1.** SRC chapter 64 –Comprehensive Planning – is hereby amended as set forth in Exhibit A, attached hereto and by reference incorporated herein.

5 **Section 2. Findings.**

6 SRC Chapter 64 is a land use regulation. As such, the criteria for amending SRC 64.025 is that it be consistent with applicable Salem Area Comprehensive Plan (SACP) policies. The following policies are applicable to the recommended amendment to SRC 64.025.

8 *SACP Policies Plan, Urban Area Goals and Policies, J. Transportation:*

9 *System Efficiency – 13. The implementation of transportation system and demand management measures, enhanced transit service, and provision for bicycle and pedestrian facilities shall be evaluated as a first choice for accommodating travel demand and relieving congestion in a travel corridor, before widening projects are constructed.*

13 *Finding:* The proposed amendments to SRC 64.025 establish thresholds for what are considered small increases in daily traffic volume and a threshold for defining when a change in the calculated v/c ratio is consistent with the adopted performance standard for the purpose of evaluating major plan map amendments. This amendment allows the City to accept small increases in travel demand and therefore supports efforts to implement transportation system and demand management, enhanced transit service, and provision of bicycle and pedestrian facilities before pursuing roadway widening projects. The proposed amendments to SRC 64.025 are therefore consistent with this policy.

20 *Salem Transportation System Plan, Street System Element*

21 *Policy 2.5 Capacity Efficient Design and Level of Service (LOS) Standards*

22 *The City of Salem shall apply the street design standard that most safely and efficiently provides motor vehicle capacity respective to the functional classification of the street.*

*The City shall design its streets and intersections to the following LOS criteria:*

1 1. *Definition of Capacity Deficient. A street or intersection shall be determined to be*  
2 *capacity deficient when traffic volumes exceed its peak hour design LOS. A street*  
3 *or intersection shall be determined to be over-capacity when traffic volumes*  
4 *exceed its effective peak hour capacity.*

5 2. *Peak Travel Periods*

6 a. *The City shall design its streets and intersections to function at the lower*  
7 *end of LOS D (where traffic volumes approach 90 percent of the street's*  
8 *effective capacity) during the peak hour.*

9 b. *When the peak hour LOS exceeds LOS D on existing streets and*  
10 *intersections, the City shall first employ transportation system*  
11 *management measures, where feasible, to alleviate congestion. (See*  
12 *Transportation System Management Element.)*

13 c. *The City shall allow its existing streets and intersections to function at*  
14 *LOS E (where traffic volumes generally are approaching or at 100*  
15 *percent of the street's effective capacity) during the morning and evening*  
16 *peak travel hours. However, traffic impacts created by new development,*  
17 *as identified in a traffic impact analysis, must be mitigated to maintain*  
18 *peak hour LOS D or better.*

19 d. *When existing streets and intersections experience, or are expected to*  
20 *experience, extended periods of LOS E or instances where the street is at*  
21 *LOS F (where traffic volumes exceed the effective capacity of the street)*  
22 *despite the aggressive use of transportation system management*  
*measures, the City shall consider designing and constructing additional*  
*physical capacity.*

e. *Regardless of its peak hour operating LOS designation, both*  
*transportation system management measures and additional physical*  
*capacity shall be considered for the effective mitigation of violations of*  
*regional air quality standards.*

*Finding:* The proposed amendment to SRC 64.025 implements the performance standard for existing streets and intersections established in the *Salem Transportation System Plan*,

1 Street System Element, Policy 2.5(2)(c). Therefore, the proposed amendment to SRC  
2 64.025 is consistent with this policy.

3 **Section 3. Codification.** In preparing this ordinance for publication and distribution, the  
4 City Recorder shall not alter the sense, meaning, effect or substance of this ordinance, but  
5 within such limitations, may:

- 6 (a) Renumber sections and parts of sections of the ordinance;
- 7 (b) Rearrange sections;
- 8 (c) Change reference numbers to agree with renumbered chapters, sections or other  
9 parts;
- 10 (d) Delete references to repealed sections;
- 11 (e) Substitute the proper subsection, section or chapter, or other division numbers;
- 12 (f) Change capitalization and spelling for the purpose of uniformity;
- 13 (g) Add headings for purposes of grouping like sections together for ease of  
14 reference; and
- 15 (h) Correct manifest clerical, grammatical or typographical errors.

16 **Section 4. Severability.** Each section of this ordinance, and any part thereof, is  
17 severable, and if any part of this ordinance is held invalid by a court of competent  
18 jurisdiction, the remainder of this ordinance shall remain in full force and effect.  
19

20 PASSED by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

21 ATTEST:

22 City Recorder

Approved by City Attorney: \_\_\_\_\_

Checked by: Julie Warncke