



Staff Report

File #: 18-196

Version: 1

Date: 5/14/2018

Item #: 3.3b.

TO: Mayor and City Council

THROUGH: Steve Powers, City Manager

FROM: Kristin Retherford, Urban Development Dept. Director

SUBJECT:

Downtown Housing Parking Reservation Agreement

Ward(s): 1

Councilor(s): Kaser

Neighborhood(s): CANDO

ISSUE:

Shall City Council allow owners of new and existing residential properties in the downtown core to use City parking structures to satisfy the parking requirement of the Salem Revised Code?

RECOMMENDATION:

Authorize the City Manager to execute the Downtown Housing Parking Reservation Agreement for use by owners of new and existing residential properties in the downtown core to satisfy the parking requirement in the Salem Revised Code.

SUMMARY AND BACKGROUND:

On July 27, 2009, City Council approved a Downtown Parking Reservation Agreement (Agreement) (Attachment 1) for owners of existing downtown buildings. The Agreement allows property owners, subject to City approval and payment of parking permit fees, to reserve parking spaces in two of the City's downtown parking structures, Chemeketa and Liberty Parkades, to satisfy parking requirements in the Salem Revised Code.

The proposed Agreement (Attachment 2) expands the scope of the Agreement to include residential units in newly constructed buildings, and all four downtown parking structures.

FACTS AND FINDINGS:

Development of additional residential units in newly constructed buildings is planned or already under construction. The Unified Development Code (UDC) generally does not require dedicated off-street parking for uses within the Downtown Parking District. However, residential uses (both single family and multi-family) in the District are required to provide off-street parking for their residents.

If residential development in the downtown is unable to utilize the City's parking structures to meet the UDC parking requirements, developers would be required to construct off-street parking within their development, or seek to rent spaces from other private parties. For existing buildings, construction of off-street parking is not feasible in most instances. For new residential development, construction of off-street parking would be expensive, could result in less residential units, and would discourage development.

Allowing new and existing residential development to reserve parking spaces in all four of the City's downtown parking structures (Marion, Pringle, Chemeketa, and Liberty Parkades), subject to City approval and availability, encourages residential development in the City's core.

If Council approves the revised Agreement, staff will develop a residential permit program for the four downtown parking structures for Council consideration.

Clint Dameron
Real Property Services Manager

Attachments:

1. Current Agreement
2. Proposed Agreement