



**Staff Report**

**File #:** 19-174  
**Version:** 1

**Date:** 5/13/2019  
**Item #:** 7.1a.

**TO:** Mayor and City Council  
**THROUGH:** Steve Powers, City Manager  
**FROM:** Kristin Retherford, Urban Development Director

**SUBJECT:**

Revisions to Salem Revised Code Chapter 102- Parking

Ward(s): All Wards  
Councilor(s): All Councilors  
Neighborhood(s): All Neighborhoods  
Result Area(s): Good Governance

**ISSUE:**

Shall the City Council conduct first reading of Ordinance Bill No. 2-19 (Attachment 1), amending Salem Revised Code Chapter 102. - Parking, and advance to second reading for enactment?

**RECOMMENDATION:**

Conduct first reading of Ordinance Bill No. 2-19 (Attachment 1), amending Salem Revised Code Chapter 102. - Parking, and advance to second reading for enactment.

**SUMMARY:**

The proposed Ordinance Bill No. 2-19 amends SRC 102.005, (Parking Definitions); SRC 102.035, (Method of Parking); SRC 102.040 (Prohibited Parking); 102.045, (Prohibited Parking in Downtown Parking District)

**FACTS AND FINDINGS:**

The proposed amendments to SRC 102 - Parking, are in Exhibit A to Ordinance No. 2-19 (Attachment 2) and listed below:

1. 102.005. Definitions.  
Loading zone means a designated parking area reserved for the exclusive use of vehicles

during the loading or unloading of passengers or cargo **for a period of time not to exceed 30 minutes.**

Off-Street parking facility means any publically owned **building, structure, land or facility used for off-street parking of motor vehicles** parking facility established pursuant to ORS 223.805-223.845

2. 102.035. Method of parking.

(c) A vehicle which is parked in **an angled parking zone or in an angled off-street parking space shall be parked headed toward the nearest curb or edge of the roadway or curb stop or edge of the painted marking.** a marked parking zone shall be parked headed toward the nearest curb or edge of the roadway.

3. 102.040. Prohibited parking.

(k) Any junk motor vehicle as described in SRC 50.025(a)(25) on a street, or in an off street parking facility. **Any motor vehicle meeting the definition of "Junk" in SRC 50.025(a) and which is in a parking zone, alley, landscape strip, on a street or in an off-street parking facility.;**

**(p) Any motor vehicle that has expired registration as described in ORS 803.455(1) and which is in a parking zone, alley landscape strip, on a street or in an off-street parking facility;**

**(q) Any vehicle owned by a person whose residence is located within the Downtown Parking District boundary in a City owned off-street parking facility without a valid parking permit.**

4. 102.045. Prohibited parking in Downtown Parking District.

(d) Except when authorized by a valid parking permit, the following persons may not park a motor vehicle in the Downtown Parking District in any on-street parking zone ~~or in an off-street parking facility~~, between the hours of 8:00 a.m. and **8:00 p.m. 9:00 p.m. or in an off-street parking facility, 24 hours a day**, except Sundays and legal holidays:

5. 102.085. Parking for persons with disabilities; parking violation of disabled parking laws prohibited.

(a) Pursuant to ORS 811.635(2), a person holding a "Wheelchair User" **or "Oregon Wounded Warrior"** placard or decal, or another person while transporting its holder to or from the parking location, may:

The proposed amendments to SRC 102 - Parking will not have budgetary or operational impacts.

**BACKGROUND:**

The amendments to the parking code are proposed to improve clarity for the public, for parking enforcement, and to address and manage increased on and off-street parking demand. An amendment to incorporate the recent legislation for disabled veterans who qualify for the "Oregon Wounded Warrior" disabled placard is included.

Parking Services staff enforce parking codes citywide. It is not uncommon for vehicle owners who receive citations to have questions regarding the parking codes. The proposed amendments provide clarification to help the public better understand parking codes.

Downtown Salem is experiencing an increase in private development. Currently proposed projects include a mix of uses including housing, which will increase the demand for on and off-street City parking resources. In addition, future development of the Union Gospel, Saffron sites, and Nordstrom Building may also increase the demand for parking resources in downtown.

The Commercial Business District (CBD) zoning requirement for buildings with housing is one parking space for every housing unit developed. Because it can be challenging due to site constraints and financial costs to build on-site structured parking and to recover those costs through rental rates, developers are requesting parking adjustments or considering City structured resources through an agreement as a solution to meet their onsite parking needs.

Without a paid on-street parking system that would incent utilization of the free off-street parking resources, or a permit requirement for residents currently utilizing the parking garages for long-term parking for free, these users are not contributing to the cost to operate and maintain the City parking resources.

On April 8<sup>th</sup>, staff proposed a parking code revision that prohibited parking for a person whose residence is located within one quarter mile of the Downtown Parking District. Because there was negligible impacts to the areas adjacent to the Parking District boundary where downtown residents may park to avoid the purchase of a permit, including the City owned Pringle Parkade, that revision was removed from consideration. If impacts become significant, a code change will be brought to City Council.

Residents who need to load or unload items can utilize one of the 46 thirty-minute parking spaces located throughout downtown. Loading and unloading for up to 30 minutes is also allowed in alleys. If there is a need for an on-street parking space for more than 30 minutes, a permit can be purchased to reserve a space. This is not an uncommon request for receptions and construction projects.

The permit requirement for downtown residents will allow staff to manage the supply and demand for parking spaces in the parking garages and vehicle contact information for parking communications.

The permit costs will be the same as what is available to employees. This revenue will go towards the operations and maintenance of the parking structures.

If adopted, the parking ordinance revisions will be communicated as follows:

- 1) City website will be updated.
- 2) A communication will be created that summarizes the parking code changes and location for purchasing permits. This communication will be sent to property owners with housing units, off-street vehicles that have been identified as potential residents in downtown, and posted at the elevator entrances in parking garages.
- 3) A warning will be issued, instead of a parking citation, for the first violation as an additional education tool. All future parking violations will be cited.

Sheri Wahrgren  
Downtown Revitalization Manager

**Attachments:**

1. Ordinance Bill No. 2-19
2. Exhibit A to Ordinance Bill No. 2-19