



Parking Reform

Climate Friendly and Equitable Communities

Climate Action Plan Committee – November 2022

Climate Friendly and Equitable Communities



OREGON

Department of
Land Conservation
& Development

- New state rules focused on land use and transportation changes
(Rulemaking started in 2020, rules adopted in July 2022)
 - Reduce greenhouse gas emissions from transportation
 - Promote equity
- Aligns with Our Salem and Climate Action Plan



Greenhouse Gas Emissions Reduction

Salem's
Goal:
Carbon
Neutral
Citywide
by 2050



2050 GHG targets
for Oregon metropolitan areas
per capita light vehicle GHG emissions reduction¹

Light-Vehicle
Emission
Reduction

Adopted target	Metropolitan area
35%	Portland Metro Albany Bend Corvallis Eugene-Springfield
30%	Middle Rogue Rogue Valley Salem-Keizer

¹ Reductions beyond expected vehicle and fuel improvements

Policy Options for Salem

Option 1

Option 2

Option 3

Policy Options for Salem

Option 1

Eliminate all
minimum
parking
requirements
citywide

Option 2

Many things

More things

Option 3

More things

Today: City has minimum off-street parking requirements

Eating and drinking establishments

1 per 250 sq. ft.

Use	Minimum Number of Spaces Required	Conditions & Qualifications
Healthcare		
Single family	None	Apply to townhomes.
Two family	None	Apply to all other single family.
Three family	None	Apply to all other single family.
Four family	None	Apply to all other single family.
Multiple family**	None	Apply to all other multiple family.
Office	1 per 100 sq. ft.	Apply to all other office.
Professional services	1 per 100 sq. ft.	Apply to all other professional services.
Education	1 per 100 sq. ft.	Apply to all other education.
Government	1 per 100 sq. ft.	Apply to all other government.
Public facilities	1 per 100 sq. ft.	Apply to all other public facilities.
Other	1 per 100 sq. ft.	Apply to all other uses.
Food and Beverage		
Restaurants	1 per 100 sq. ft.	Apply to all other restaurants.
Food service	1 per 100 sq. ft.	Apply to all other food service.
Bar/nightclub	1 per 100 sq. ft.	Apply to all other bar/nightclub.
Event space	1 per 100 sq. ft.	Apply to all other event space.
Other	1 per 100 sq. ft.	Apply to all other food and beverage.
Retail		
Retail	1 per 100 sq. ft.	Apply to all other retail.
Warehouse	1 per 100 sq. ft.	Apply to all other warehouse.
Office	1 per 100 sq. ft.	Apply to all other office.
Professional services	1 per 100 sq. ft.	Apply to all other professional services.
Education	1 per 100 sq. ft.	Apply to all other education.
Government	1 per 100 sq. ft.	Apply to all other government.
Public facilities	1 per 100 sq. ft.	Apply to all other public facilities.
Other	1 per 100 sq. ft.	Apply to all other retail.
Industrial		
Industrial	1 per 100 sq. ft.	Apply to all other industrial.
Warehouse	1 per 100 sq. ft.	Apply to all other warehouse.
Office	1 per 100 sq. ft.	Apply to all other office.
Professional services	1 per 100 sq. ft.	Apply to all other professional services.
Education	1 per 100 sq. ft.	Apply to all other education.
Government	1 per 100 sq. ft.	Apply to all other government.
Public facilities	1 per 100 sq. ft.	Apply to all other public facilities.
Other	1 per 100 sq. ft.	Apply to all other industrial.
Transportation		
Transportation	1 per 100 sq. ft.	Apply to all other transportation.
Warehouse	1 per 100 sq. ft.	Apply to all other warehouse.
Office	1 per 100 sq. ft.	Apply to all other office.
Professional services	1 per 100 sq. ft.	Apply to all other professional services.
Education	1 per 100 sq. ft.	Apply to all other education.
Government	1 per 100 sq. ft.	Apply to all other government.
Public facilities	1 per 100 sq. ft.	Apply to all other public facilities.
Other	1 per 100 sq. ft.	Apply to all other transportation.
Other		
Other	1 per 100 sq. ft.	Apply to all other uses.

Today: No parking required for some uses or some places

1. Citywide:

- Accessory dwelling units (2017)
- Room and board facilities (2020)
- Middle housing (2022)

2. Downtown Parking District:

All uses

- Funds from businesses support parking garages



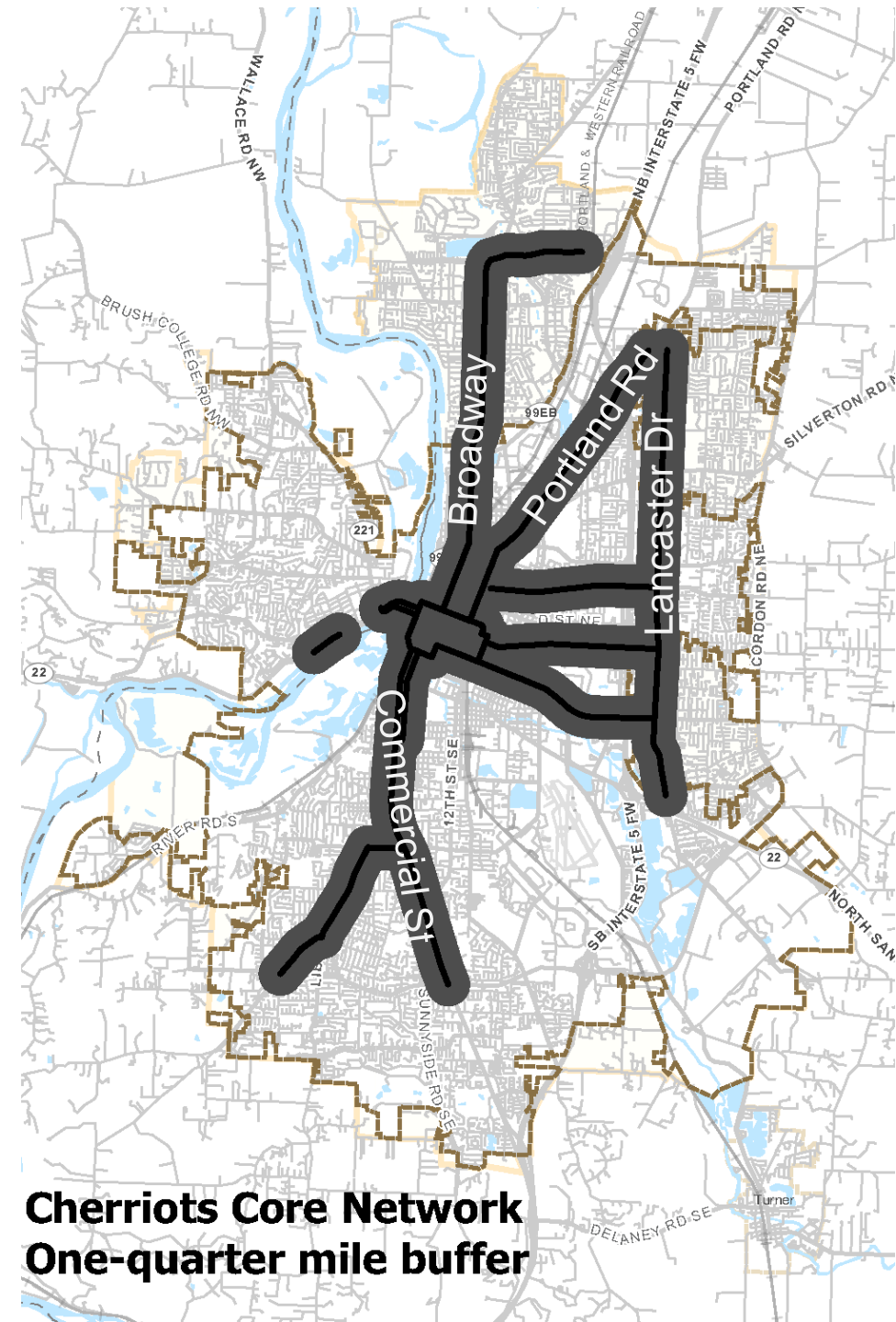
Today: No parking required for some uses or some places

3. Central Salem Development Program: Multifamily housing (2020)
Shelters (2022)



Today: No parking required for some uses or some places

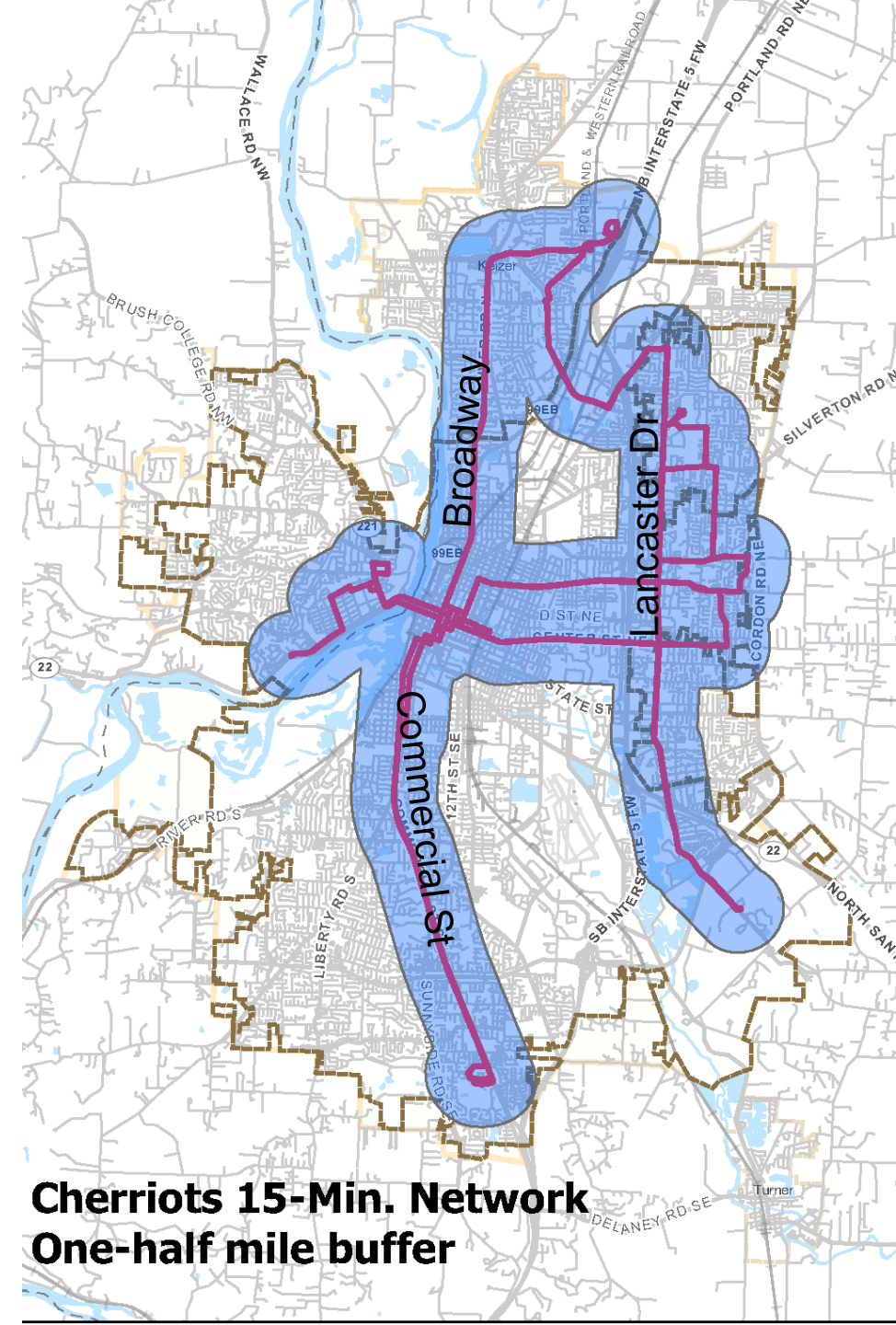
4. ¼ mile of Cherrlots Core Network:
Multifamily housing (2020)
Shelters (2022)
5. Any use in a mixed-use zone near the Core Network if developed with multifamily (2022: *Our Salem*)



**Cherrlots Core Network
One-quarter mile buffer**

Mandated State Changes No Required Parking:

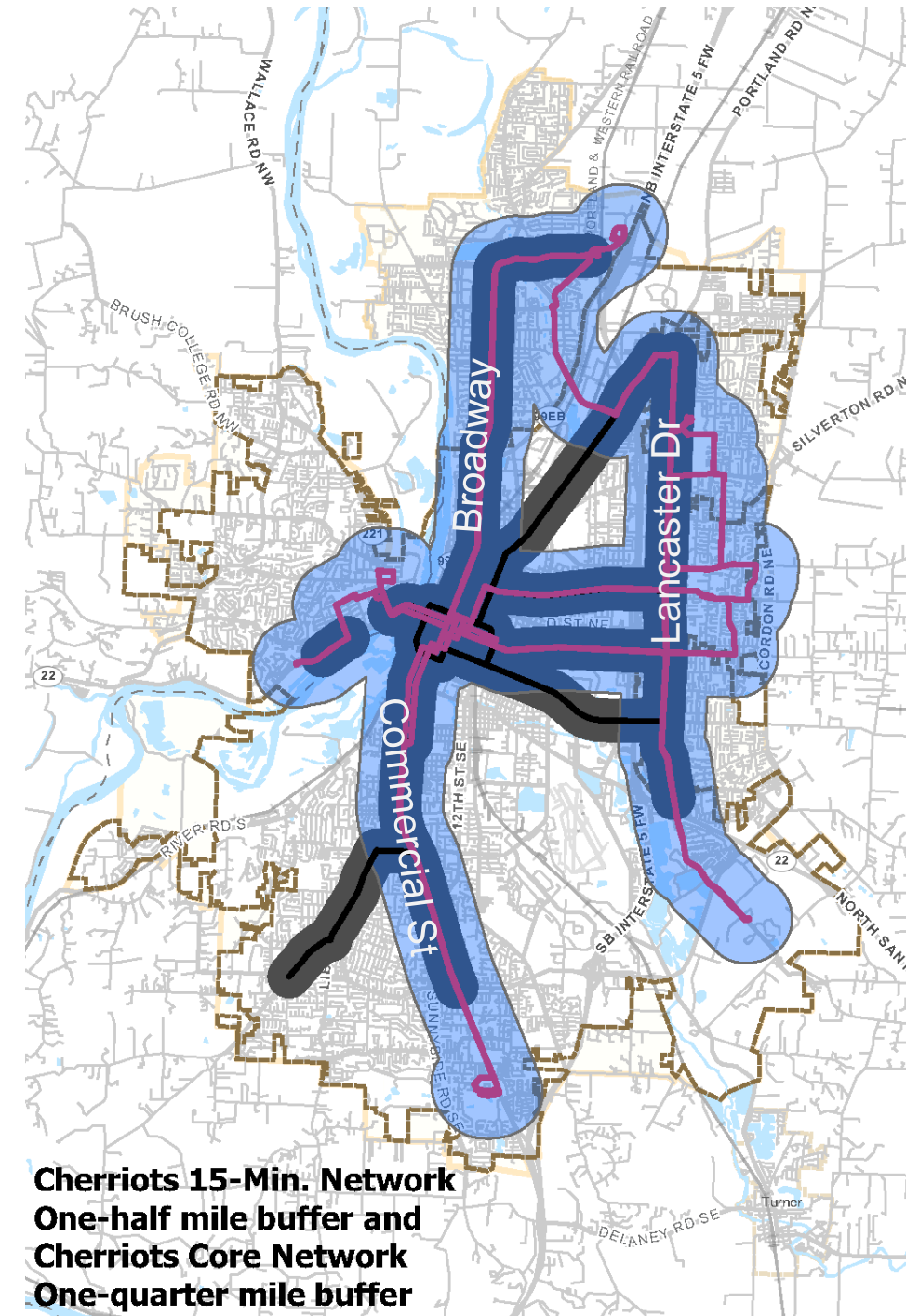
- Within ½ mile of 15-minute bus routes:
All uses
- Citywide:
 - Facilities for people with disabilities
 - Childcare facilities
 - Housing units <750 sf
 - Affordable housing (*80% of area median income*)
 - Publicly supported multifamily housing (*gov. assistance and affordability restriction*)
 - Shelters
- **Both effective beginning of 2023**
 - Code amendment in adoption process (Nov. 14 hearing)



Cherriots 15-Min. Network
One-half mile buffer

Mandated State Changes No Required Parking:

- Within ½ mile of 15-minute bus routes:
All uses
- Citywide:
 - Facilities for people with disabilities
 - Childcare facilities
 - Housing units <750 sf
 - Affordable housing (*80% of area median income*)
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Policy Options for Salem

Option 1

Option 2

Option 3

Policy Options for Salem

Option 1

Eliminate all
minimum
parking
requirements
citywide

If City chooses option 1, no additional parking reforms are required

(could voluntarily do more)

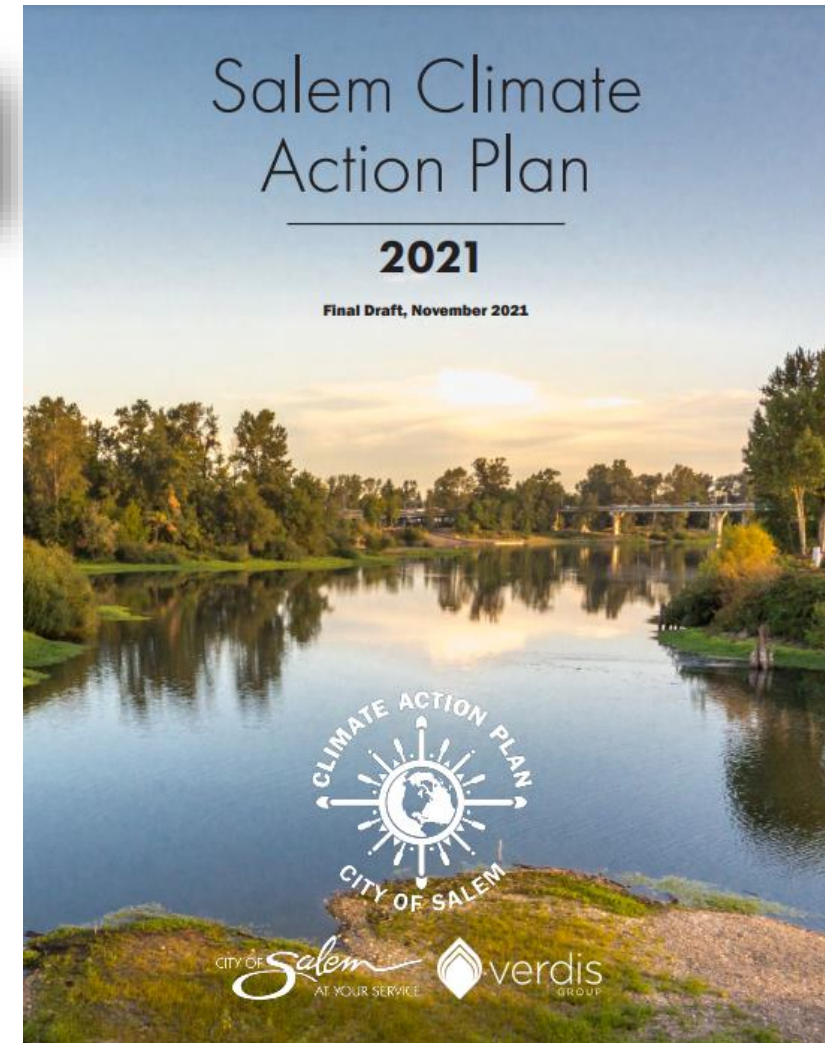
Option 1 Considerations: Staff Recommendation

- Aligns with Climate Action Plan Strategy **TL40**

Amend City code to eliminate parking minimums throughout Salem, with priority focus along Cherrits' Core Network.

- Goes beyond parking reductions adopted with **Our Salem**
- Allows market to determine parking amounts (*maximums still apply*)
- Can be implemented through a code amendment (*relatively quick with no additional staff*)

Option 1



Policy Options for Salem

Option 1

Eliminate all
minimum
parking
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citywide

Option 2

- Price at least 10% of all on-street parking
- Unbundle parking for some multifamily housing
- Allow for reductions in parking requirements
- Reduce/eliminate parking requirements in walkable, mixed-use areas

Implement fair
parking policies

Option 3

Eliminate or reduce
more parking

Policy Options for Salem

Option 1

Eliminate all
minimum
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Option 2

- Price at least 10% of all on-street parking
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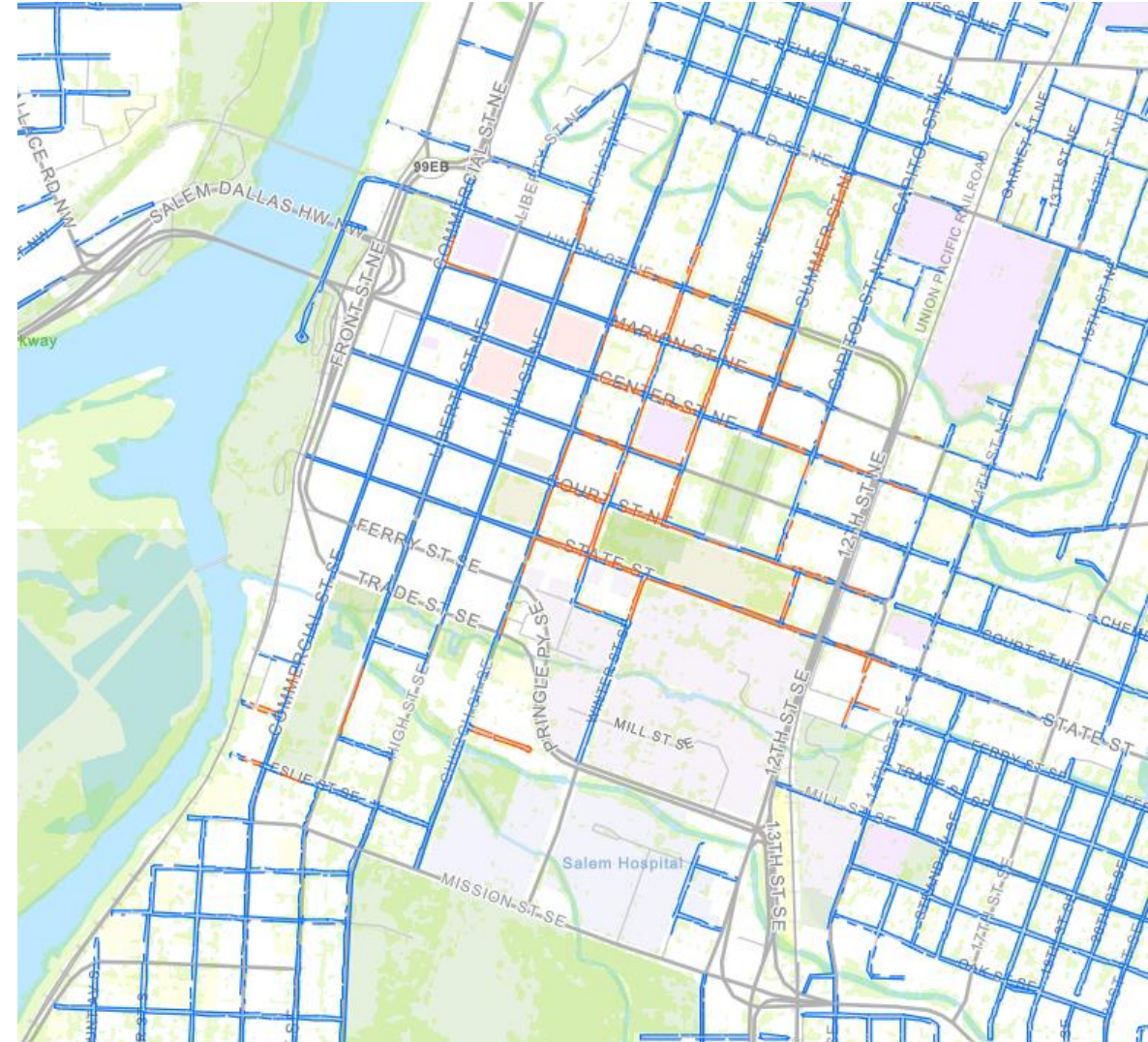
Implement fair
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Option 3

Eliminate or reduce
more parking

Pricing Parking

- Charge for parking on at least 10% of all on-street parking spaces by Sept 2025 (or alternative date)
- **Salem:** Charge for <math><1\%</math> of on-street parking spaces
 - If significantly increase price of residential parking, then close to 4%
 - If also charge for all downtown area parking spaces, then close to 5.5%

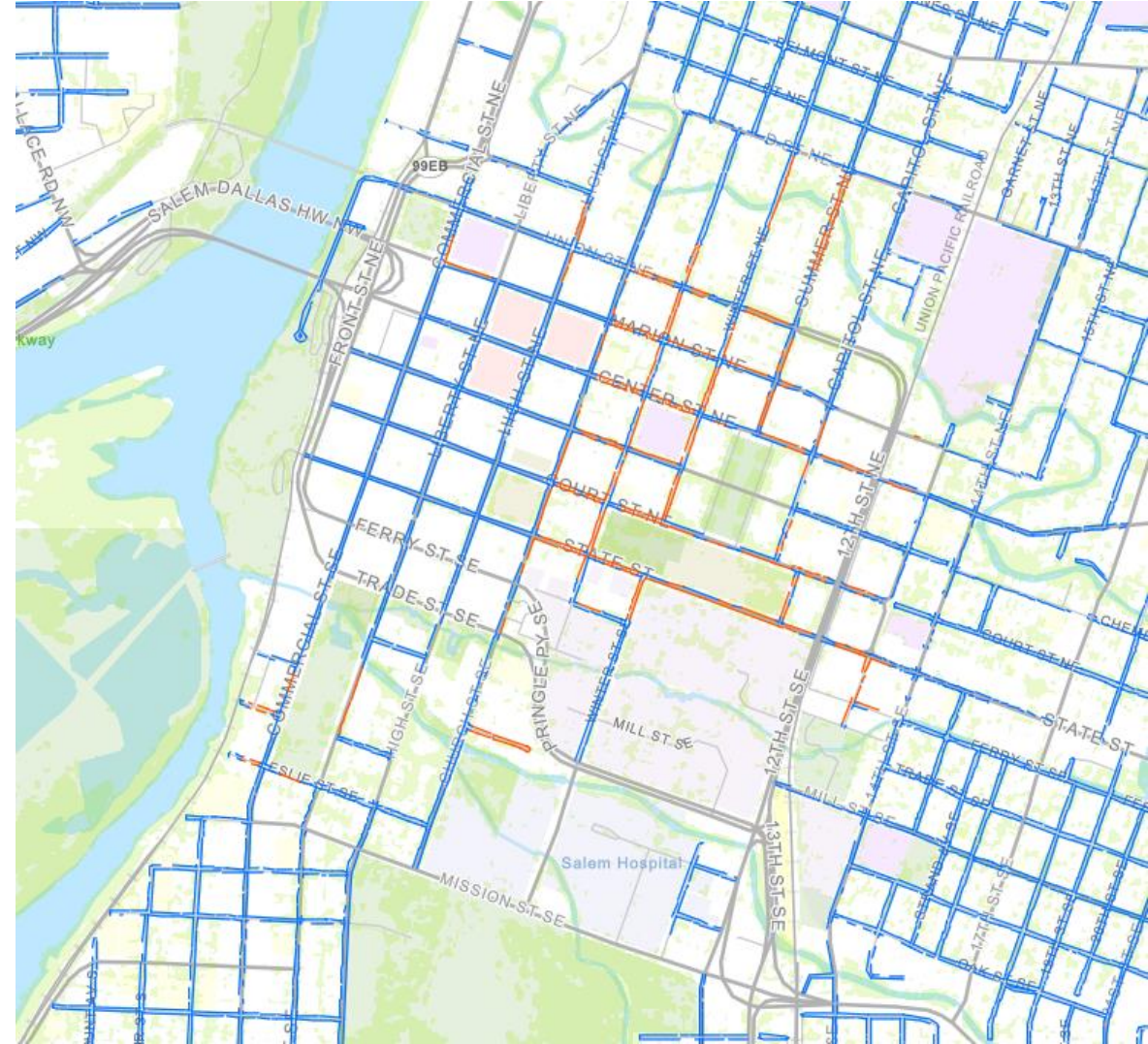


Red shows on-street metered parking spaces

Pricing Parking

- **Considerations**

- Additional locations?
- Time and budget to set up?
- Management and enforcement?
- Equity?



Red shows on-street metered parking spaces

Unbundle Parking

- Cost of parking must be separated from the cost of renting or buying a multifamily dwelling unit
 - Applies to new and existing units
 - Residents can opt out of paying
 - Spaces priced at market rate
- Applies in and near walkable, mixed-use areas and within ½ mile of frequent transit
 - Build off Our Salem for walkable, mixed-use areas



Unbundle Parking

- Seattle
 - No citywide notification of the requirement to building owners
 - Complaint-based enforcement by inspectors but not many complaints
 - Increases in rent more frequent than increases in parking costs
- **Considerations**
 - Code amendment
 - New program to administer and enforce
 - Education to tenants and building owners



Allow for Parking Reductions

- Allow for the following reductions (more than current regulations allow):
 - 1 space for each 3 kw of **solar/wind** power capacity
 - 1 space for each dedicated **car-sharing** space
 - 2 spaces for each electric vehicle **charging station**
 - 1 space for every 2 units that are **accessible** to people with mobility disabilities
- Reductions must be accumulative (*no cap*)

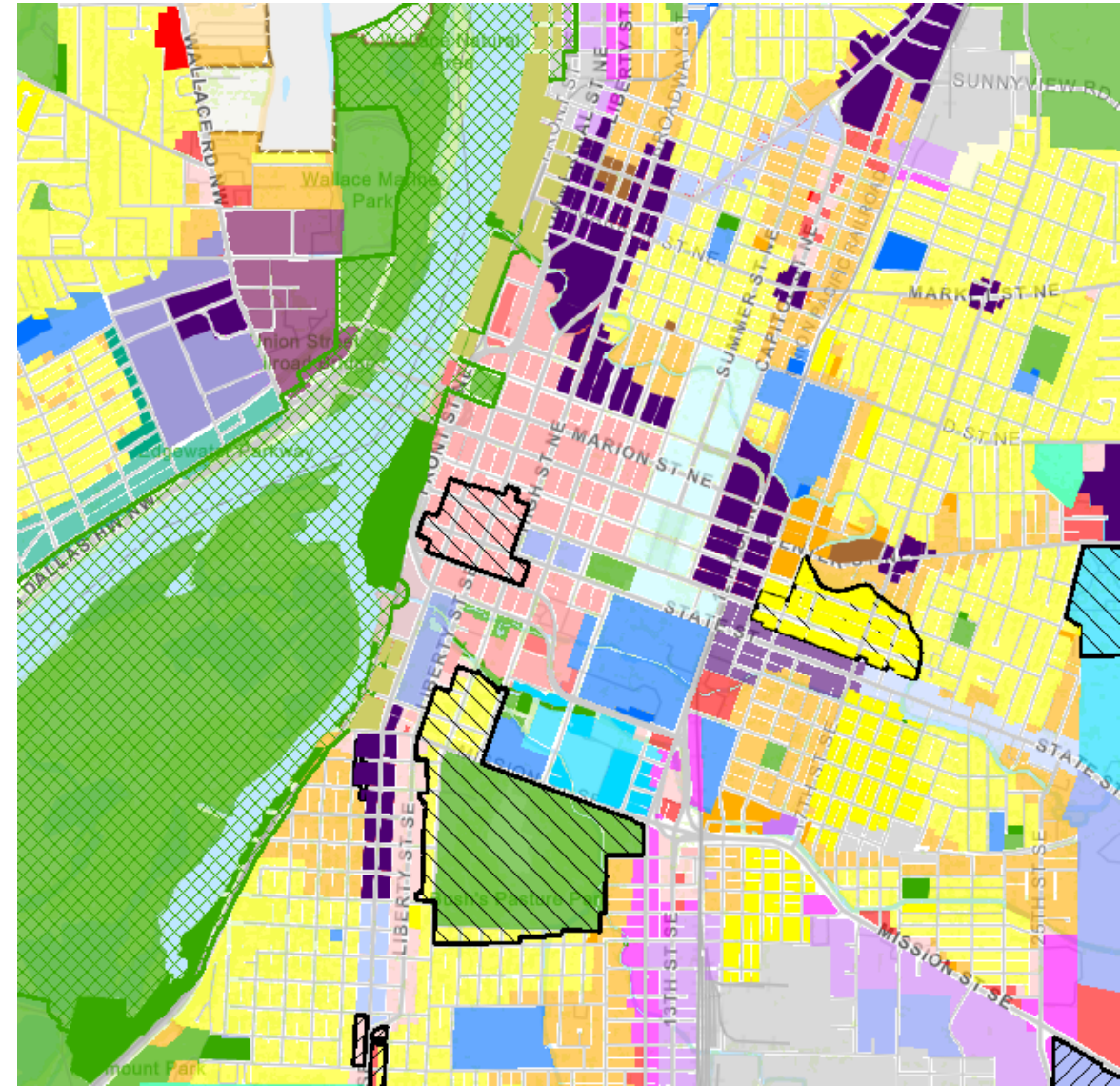


Reform Parking in Walkable, Mixed-Use Areas

- No parking required in these areas and within ¼ mile of the areas

OR

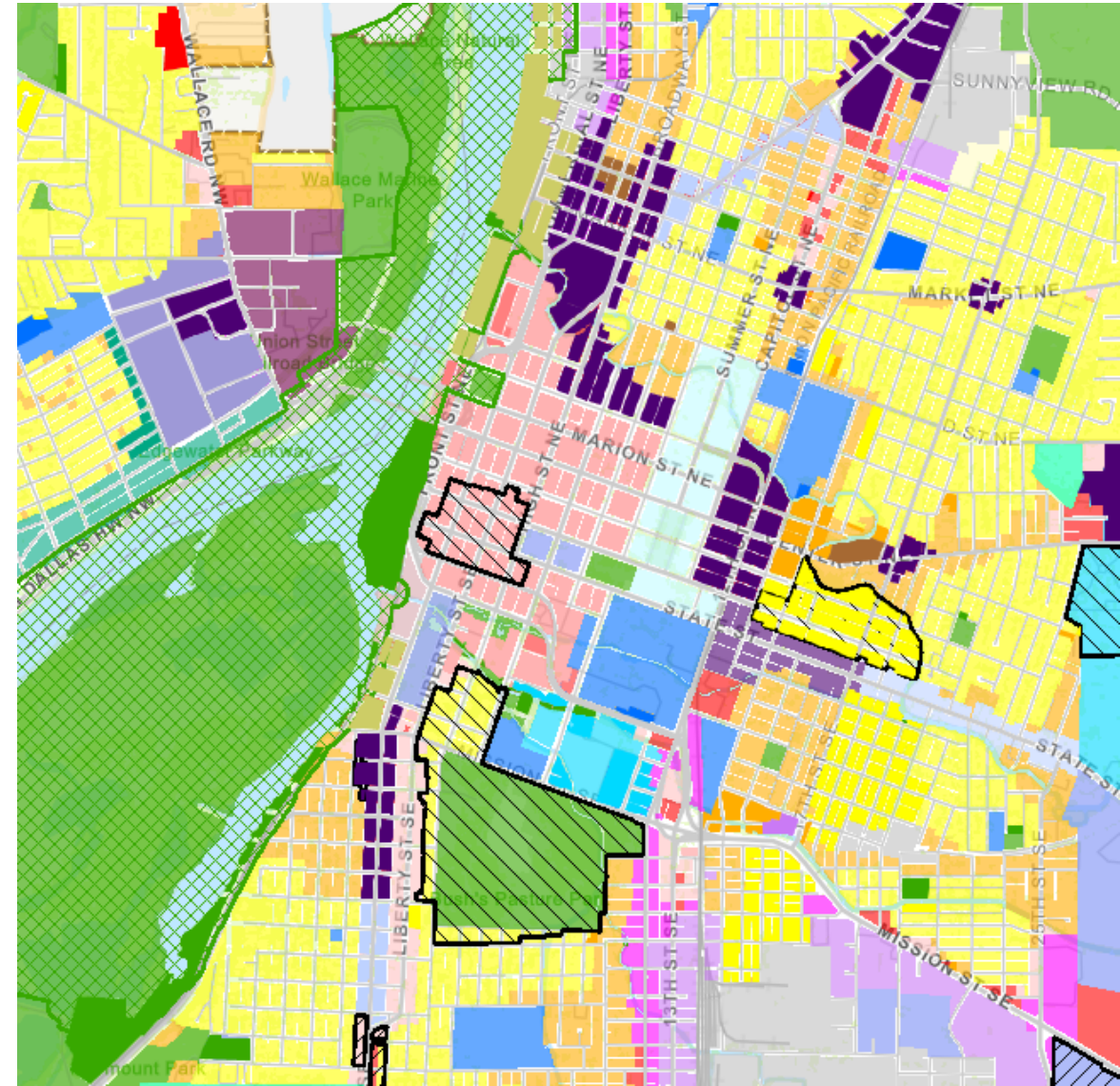
- No parking required for commercial uses in walkable, mixed-use areas
- 0.5 spaces/unit in those areas
- Parking benefit district with on-street paid parking in the area



Reform Parking in Walkable, Mixed-Use Areas

- **Considerations**

- Code amendment
- Formation, location and administration of parking benefit district
 - *Fees or permits?*
 - *Public benefits?*
 - *Staff?*



Option 2

Option 1

Eliminate all
minimum
parking
requirements
citywide

Option 2

- Price at least 10% of all on-street parking
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Implement fair
parking policies

Option 3

Eliminate or reduce
more parking

Option 2: Implement Fair Parking Policies

PICK at least 3:

1. Unbundle parking for all multifamily citywide (not just walkable, mixed-use areas and near transit)
2. Unbundle parking for all leased commercial citywide
3. Commute benefit by large employers (50+ employees)
4. Tax on commercial parking lot revenue (10% of income)
5. 0.5 spaces/unit for multifamily housing



Option 2: Implement Fair Parking Policies

PICK at least 3:

1. Unbundle parking for all multifamily citywide
2. Unbundle parking for all leased commercial citywide
3. Commute benefit by large employers
4. Tax on commercial parking lot revenue
5. 0.5 spaces/unit for multifamily housing

• Considerations

- Additional staff
- New programs
- Enforcement



Option 3

Option 1

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minimum
parking
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citywide

Option 2

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Implement fair
parking policies

Option 3

Eliminate or reduce
more parking

Option 3: Eliminate/Reduce More Parking

Do all:

1. Repeal minimum parking requirements for:
 - Transit-oriented/mixed-use development
 - Schools, bars, group quarters
 - Studios/one-bedroom apartments
 - Vacant buildings (2+ yrs)
 - Change of use/redevelopment
 - Business expansions
 - Historic districts/buildings
 - Small businesses
 - LEED/Reach Code
 - ½ mile of walkable, mixed-use areas
2. Update parking maximums

Timelines

- Initial deadline is **June 2023**
 - *Except paid parking: September 2025*
- Plan to request an **alternative deadline** to provide more time to complete parking reform

Discussion and Recommendation to City Council

1. Should the City pursue **Option 1** - Repeal minimum parking requirements?
 - Aligns with Climate Action Plan strategy
 - Fairly straight forward code amendment
 - Could also explore other reforms in options 2 and 3, and add them voluntarily



Discussion and Recommendation to City Council

1. Should the City pursue **Option 1** - Repeal minimum parking requirements?
 - Aligns with Climate Action Plan strategy
 - Fairly straight forward code amendment
 - Could also explore other reforms in options 2 and 3, and add them voluntarily
2. Or should the City continue investigating **Options 2 and/or Option 3**?
 - Longer implementation timeline due to additional research/outreach needed
 - Would require additional City resources to implement (e.g., new programs)



Discussion and Recommendation to City Council

Staff Recommendation

1. Should the City pursue **Option 1** - Repeal minimum parking requirements?
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 - Fairly straight forward code amendment
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