

From: [Kathleen Lempka](#)
To: [CityRecorder](#)
Subject: Testimony for City Council Agenda item 4c #22-160 - Robins Lane Case SUB-UGA-ADJ22-01
Date: Monday, April 25, 2022 3:01:42 PM

Please enter my Testimony as follows:

April 25, 2022

TO: Salem Mayor Bennet and City Councilors

FROM: Kathleen Lempka
2120 Robins Ln SE Un it #59
Salem, OR 97306

SUBJECT: PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01

LOCATION: 2527 Robins Lane SE, Salem OR 97306

Dear Mayor Bennett and City Councilors:

My husband and I live in Ward #4 at 2120 Robins Lane SE, the 55+ Senior community of Terrace Lake Park in South Salem. I also serve on the South Gateway Neighborhood Association Board.

I previously provided written public testimony regarding this same Subject at the City Council's Annexation Hearing a year ago on April 26, 2021 voicing my serious concerns about the safety and livability of residents on Robins Lane, both current and future that this Subdivision would cause.

Currently, it appears the numbers of homes on or just off of Robins Lane might be in the high hundreds, which could very well equate to well over a thousand residents tucked in this area. There is the very large 'Robins Lane Apartment' complex, plus the 5 other large single-family-home communities of Oak Pointe, Oak Hollow, Genesis, Robin Hood Glen, and my Senior 55+ manufactured-home community of Terrace Lake Park, which in itself has over 200 homes and averages 350 residents.

I am appealing to the City Council and urge you to approve and fund at least the following traffic improvements prior to proceeding with any development:

1. Install an east access point for this new development at approximately at the northeast corner where the roads of Battle Creek and Brentwood intersect. Perhaps this would be within the first 100' of Brentwood but not to interfere with ODOT's usage for the future I-5 widening project. This new road perhaps labeled as Athena Drive on the development plan, would initially be dedicated as the sole construction entrance/exit, but would become a permanent entrance/egress for use by residents of this new development as well as those already living in the neighborhoods of Robins Lane and Genesis/Mistymorning. I'm aware this would require an access agreement to be developed between ODOT, Marion County and the City of Salem but would alleviate many issues going forward.
- 2) Install speed humps at regular intervals the full length of Robins Lane.
- 3) Install an additional lane, dedicated solely for right turns from westbound Robins Lane onto the existing right lane of Commercial Street and add a right turn light to the existing traffic light.

There is already a high volume of vehicle traffic and excessive speed which was captured last September by the City of Salem traffic monitoring ropes, and all must travel west on Robins Lane SE to access Commercial Street SE. It can be a very precarious situation when our senior residents attempt to depart our community turning left onto Robins Lane and encounter a vehicle exceeding the speed limit coming over the blind hill.

I request the City Council further review my concerns and take the appropriate and necessary steps to ensure the safety and livability of all residents in this area.

Per the Salem Transportation System Plan dated January 13, 2020, *“Providing mobility is the key to how we shape our future community. Mobility is the ability to travel safely within our neighborhoods, our city, our region, and beyond. A vibrant community such as Salem should not strangle in its own congestion. Mobility is the result of careful community planning that prudently builds needed infrastructure, respects the livability of neighborhoods, reflects fiscal realities, and realizes that the development of land uses and our transportation system are forever linked.”*

Thank you,

Kathleen & Marlyn Lempka

From: [Elissa Edge](#)
To: [CityRecorder](#)
Subject: TESTIMONY FOR PUBLIC HEARING - agenda item 4C
Date: Monday, April 25, 2022 2:40:42 PM

Mayor Bennett and City councilors

**Re: TESTIMONY FOR PUBLIC HEARING - PHASED SUBDIVISION / URBAN GROWTH AREA
PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01
Agenda item # 4.c. – File # 22-160**

LOCATION: 2527 Robins Lane SE, Salem OR 97306

Is the safety of our neighborhood children being auctioned off...going, going...GONE! to the highest bidder?!

I live on Round Table, just off of Robbins Lane. I share the concerns of my neighbors about the impact of additional traffic on Robbins Lane. Many of us walk our dogs and/or children in the neighborhood. It is frightening to think of the safety of our pets and children being compromised due to thousands of additional vehicles speeding through the area each day.

I watch busses pick up and drop off children. They currently have to do some tricky maneuvers to back up on to Genesis in order to turn around to head back down Robbins Ln towards Commercial. This looks mildly dangerous already, but imagine thousands of additional vehicles coming up behind the busses as they attempt to turn around? I shudder to picture it.

We've asked for traffic calming measures. I read the report from City Staff in response to our previous requests, and saw the note about speed bumps not being allowed on commuter streets. But what about other options to slow traffic? Are speed humps allowed? What about speed cushions (the rubber cushions that slow people down)? Have we considered adding stop signs? Speed radar? How about rumble strips? Or even speed bars (basically an optical illusion to make drivers slow down)? It seems there are many alternatives. I hope you take these into consideration before allowing the developer to put up houses without adequate roads to drive on.

Connecting Wiltsey or Madras to the development as another commuter street might also help.

Thanks for your thoughtful consideration.

Sincerely,

Elissa Edge

Resident: 2511 Round Table Ave SE



Virus-free. www.avast.com

From: [Kathleen Lempka](#)
To: [CityRecorder](#)
Cc: [Elaine Day #1](#)
Subject: Robins Lane Case SUB-UGA-ADJ22-01_ Elaine Day testimony
Date: Monday, April 25, 2022 1:00:19 PM

Due to her visual impairment, Elaine Day asked me to submit the following testimony (below) on her behalf.

Respectfully,
Kathleen Lempka

April 25, 2022

TO: Salem Mayor Bennett and City Councilors

FROM: Elaine Day
2120 Robins Ln SE #1
Salem, OR 97306

SUBJECT: PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01

LOCATION: 2527 Robins Lane SE, Salem OR 97306

Dear Mayor Bennett and City Councilors:

My name is Elaine Day. I live at Terrace Lake Park, a 55+ manufactured home park, located at 2120 Robins Lane SE. I have lived at this address since 2002. My home is the first one inside the gate and is actually parallel to Robins Lane. In the last 20 years I have witnessed a large increase in the traffic.

Last year during the canyon fire, I became concerned about the safety of the residents and their homes at Terrace Lake Park (TLP). There are 220 houses with residents that are age 55 plus.

There is only one entrance/exit located on Robins Lane. Should there be a need to evacuate TLP, it would not be possible without loss of life. First, there would be 220 + cars attempting to exit from a single lane entrance. Then these cars must exit onto Robins Lane. This street runs east to west. To legally exit the park, it would be necessary to cross the eastbound lane to get to the westbound lane. For these cars to merge into the westbound lane (to Commercial Street), it would require the line of westbound traffic to be willing to let these cars go before them. In speaking with emergency personnel, I was told this was a very unlikely scenario.

Increasing the amount of traffic on Robins Lane would potentially create a disastrous situation for not only those seniors at TLP but to anyone living on the south side of Robins Lane.

Please consider your decisions carefully.

Elaine Day

From: [Patrice Aiello](#)
To: [CityRecorder](#)
Subject: Robins Lane Case SUB-UGA-ADJ22-01
Date: Monday, April 25, 2022 11:41:06 AM

To: The Mayor and City Council of Salem
From: Patrice Aiello (Pikes Pass and Mistymorning)

My letter of last week was submitted as a support for Robins Lane improvements. Today I am writing about the access problems posed by the current plan for this development.

At the bottom of the page you will see a map provided in the traffic study done by Enloe that was submitted to the City Planning Department. It is on page one in chapter one entitled "Introduction and Summary" .

#1 is Commercial/Robins. #2 is Robins/Genesis. #4 is Commercial/Madras. #5 is Commercial/Wiltsey. #6 is Wiltsey/Madras/Reed. #7 is Fabry/Reed. #8 is Fabry/Battle Creek.

Please, please look at this. The access points are at Mistymorning which enters at the southwest corner of the rectangle; then #2 Robins/Genesis; then just east of Genesis on Robins, a new access street to be named Zeus. This is way at the tip of the long peninsula reaching downward to the south.

This is shocking and unacceptable access for 178 homes. Even aside from the traffic issues, those residents are trapped in a bottleneck in an emergency. Also in the case of a mass exodus as in a fire, these people fleeing onto Robins are going to trap the Robins residents in their neighborhoods that all have Robins as their ABSOLUTELY ONLY access to Commercial St. Robins is not a through street and has no connecting streets to use as alternatives.

Does the city want the responsibility of massive casualties when people are trapped in an emergency because of faulty planning decisions ???

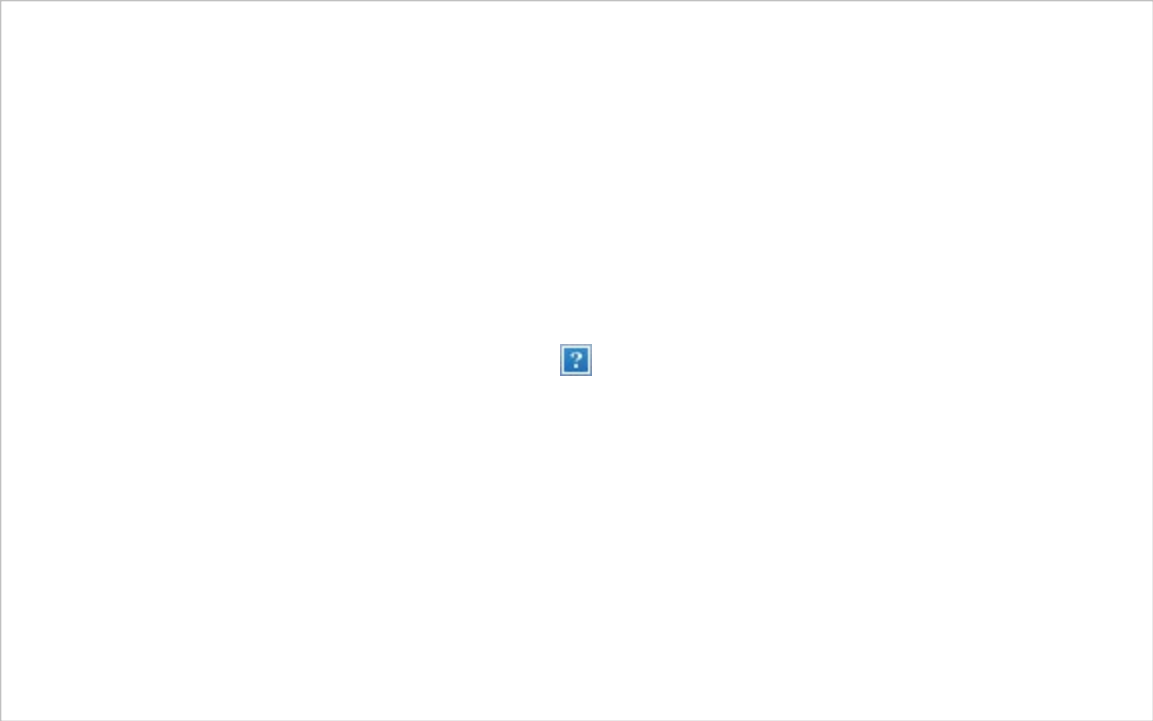
Mistymorning is ludicrous as a secondary but significant entrance. Misty and it's connectors; Dewpointe, Kari Dawn and Pikes Pass are all narrow residential streets that have the width of 3 cars. If one car is parked, the other 2 have to squeeze by each other. Misty is adequate as a minor access point. However, it will not be minor when Robins is the only other choice. And as you can see on this map, Mistymorning is going to be a very direct route for people traveling to and from the east. Think of Kuebler and the freeway and then look at this map.

This development must have an eastern entrance!!!!

We all know by now that ODOT has control over Brentwood Drive which comes off of Battle Creek and runs along the eastern boundary of this parcel. ODOT needs most of Brentwood for their future freeway expansion. However, as many of our area residents and myself have confirmed by visiting the start of Brentwood at Battle Creek, there is adequate accessibility to create an entrance into this proposed development. Use of the builder's property makes expansion of this intersection viable.

We are asking the City Council of Salem to require the builder to work with the city, state and county to create this absolutely essential eastern access.

Respectfully,
Patrice Aiello



From: [Randy Hicklin](#)
To: [CityRecorder](#)
Subject: Phased Subdivision
Date: Monday, April 25, 2022 1:37:08 PM
Attachments: [Robins Lane Development Residents" issues.docx](#)

From

Randy Hicklin
2120 Robins Ln SE
Salem, 97306

To the City council
Salem

Dear Mayor and councilors

Re: PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01

LOCATION: 2527 Robins Lane SE, Salem OR 97306

I'm a resident of Robins Lane in South Salem and wish to provide my testimony regarding the proposed development at 2527 Robins Lane SE. I have serious reservations about the proposed development, especially relating to safety and livability of the residents, both current and future.

I've explained the reasoning for my issues in detail and I hope the City council takes the appropriate necessary steps to ensure equity, fairness and good sense prevail for the betterment of our beloved city of Salem.

Issues with the development on 2527 Robbins Lane

1.

Congestion and traffic movement – Robins Lane is going to be the single point of access to the proposed development. During the construction phase, a construction lane is to be constructed from Robins Lane SE as part of Phase 1 and all construction vehicles and equipment shall utilize this entrance for entering and leaving the site.

There are no improvements proposed as part of Phase 1 to Robins Lane.

As part of Phase 2, Robins Lane is proposed to be widened starting from Robin Hood St. but no improvements are proposed from the Commercial St junction. This will result in a huge bottleneck from the entry onto Robins Lane, past all the current residential neighborhoods, compounded by the fact that large, heavy construction vehicles have only one point of entry into the development. Further, it is completely inconsistent with planning standards that one part of a street is expanded to collector standards, while the existing, most heavily used part of Robins Lane remains unimproved.

This goes completely contrary to the principles of safety and livability of the residents of the neighborhood and in fact, dilutes the value of the new homes proposed via the development. In fact, we don't believe new home buyers would be attracted to a

development that has a constrained entry point from the city's main thoroughfare. We're not sure whether the developers are ready to face the possibility of unsold homes due to bad street design going into the development and as fellow residents, wouldn't want to encourage bad street design in our neighborhood as well.

Recommendations:

a.

Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with collector street standards

b.

Add exclusive right and left turn lanes from Robins Lane to Commercial

c.

Investigate usage of the blocked connection to Brentwood for construction vehicle access only

2.

Vehicular speed and people Safety: Robins Lane currently serves more than 300 homes and apartments, with over 2500 vehicles entering Robins Lane daily. This is per the report of City of Salem Traffic Engineer, Mr. Tony Martin with over 85% of traffic traveling at speeds over 30 MPH. Robins Lane is categorized as a collector street – yet, in terms of the width of the street, it does not meet the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

We have also been told by the Traffic engineer, Mr. Tony Martin, that being a collector, it is not eligible for traffic bumps. So we are facing a weird situation where Robins Lane is categorized as a Collector but does not have the attributes of a collector street; yet, the restrictions placed on a collector street in terms of traffic bumps are being imposed on it. This is highly illogical, absolutely impractical and can even be termed as being discriminatory against the current residents of Robins Lane, especially since the width of Robins Lane is being widened near the new proposed development but not on the existing stretch. Clearly, we need the city to revisit the situation on Robins Lane and correct it, before the new development goes in. We recommend the city councilors to take a drive through the Robins Lane neighborhood to understand the gravity of the situation.

We also believe this will be a deterrent to new home buyers for the proposed development since those families will be compelled to use Robins Lane to exit their homes to get to the city for work and/or leisure. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development.

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- b.**
Add exclusive right and left turn lanes from Robins Lane to Commercial
- c.**
Add Traffic humps on Robins Lane to slow down traffic
- d.**
Investigate usage of the blocked connection to Brentwood for construction vehicle access only

3.

Emergency vehicle access: We believe that the entire new development will be served for emergency access (Fire and Medical) via Robins Lane and likely Misty Morning Avenue. However, neither of these streets are appropriate for emergency vehicles navigation, especially maneuvering around the tight corners of the narrow width inside streets of the neighborhood. Even though Robins Lane is designated as a collector, it is not up to the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

This will create huge safety issues for residents of existing and new neighborhoods, if emergency vehicles cannot serve the needs of the residents.

We also believe this will be a deterrent to new home buyers for the proposed development since those families will be equally impacted if emergency vehicles cannot access the neighborhood in a timely fashion. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development. We also believe insurance costs for that development will increase, since the risk profile of that neighborhood would be significantly higher compared to other neighborhoods in South Salem.

Recommendations:

- e.**
Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with collector street standards
- f.**
Add exclusive right and left turn lanes from Robins Lane to Commercial
- g.**
Add Traffic humps on Robins Lane to slow down traffic

We believe that all these issues will cause a negative impact on safety and livability of both, current and future, residents of Robins Lane, including the potential homeowners of the proposed

development.

It is incumbent on the city council to ensure that future developments do not compromise on the safety and livability of residents. It is also incumbent on the city council to ensure that, while zoning regulations may allow for a development, these developments do not impose an unreasonable and inequitable burden on the existing residents of the neighborhood, without making the necessary improvements to the access streets and other infrastructure. We are not against the new development; we just want to ensure that the infrastructure is appropriately right sized to meet the needs. In this specific case, upgrading only one section of Robins Lane to meet collector standards, while letting the existing sections of Robins Lane remain at their current levels, is clearly discriminatory, myopic and completely against all notions of a practical approach to residential development. This will come back to bite the neighborhood and the residents will pay a heavy price, unless suitable measures are taken to mitigate the effects of this development. It will also be an undesirable legacy for our beautiful city, if the development is allowed to continue in the current form, without improvements to Robins Lane and other neighborhood streets and the development is not attractive to buyers due to the poor quality of infrastructure surrounding the development.

To quote the Salem Transportation System Plan, Jan 13, 2020, *“Providing mobility is the key to how we shape our future community. Mobility is the ability to travel safely within our neighborhoods, our city, our region, and beyond. A vibrant community such as Salem should not strangle in its own congestion. Mobility is the result of careful community planning that prudently builds needed infrastructure, respects the livability of neighborhoods, reflects fiscal realities, and realizes that the development of land uses and our transportation system are forever linked.”*

We request the Salem City council to act on the Salem TSP and ensure that appropriate safeguards and guardrails are incorporated in the approval for this proposed development. The city council has to think of the future of this community by ensuring Robins Lane is brought up to Collector standards, ensure congestion is avoided in the narrow local streets of the neighborhood during construction, ensure proper access to emergency vehicles and promote safety and livability of the current and future residents of the neighborhood. This can be done by implementing our proposed recommendations.

Thanks

From

To the City council
Salem

Dear Mayor and councilors

Re: PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01

LOCATION: 2527 Robins Lane SE, Salem OR 97306

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I've explained the reasoning for my issues in detail and I hope the City council takes the appropriate necessary steps to ensure equity, fairness and good sense prevail for the betterment of our beloved city of Salem.

Issues with the development on 2527 Robbins Lane

- 1. Congestion and traffic movement** – Robins Lane is going to be the single point of access to the proposed development. During the construction phase, a construction lane is to be constructed from Robins Lane SE as part of Phase 1 and all construction vehicles and equipment shall utilize this entrance for entering and leaving the site.

There are no improvements proposed as part of Phase 1 to Robins Lane.

As part of Phase 2, Robins Lane is proposed to be widened starting from Robin Hood St. but no improvements are proposed from the Commercial St junction. This will result in a huge bottleneck from the entry onto Robins Lane, past all the current residential neighborhoods, compounded by the fact that large, heavy construction vehicles have only one point of entry into the development. Further, it is completely inconsistent with planning standards that one part of a street is expanded to collector standards, while the existing, most heavily used part of Robins Lane remains unimproved.

This goes completely contrary to the principles of safety and livability of the residents of the neighborhood and in fact, dilutes the value of the new homes proposed via the development. In fact, we don't believe new home buyers would be attracted to a development that has a constrained entry point from the city's main thoroughfare. We're not sure whether the developers are ready to face the possibility of unsold homes due to bad street design going into the development and as fellow residents, wouldn't want to encourage bad street design in our neighborhood as well.

Recommendations:

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- b.** Add exclusive right and left turn lanes from Robins Lane to Commercial
- c.** Investigate usage of the blocked connection to Brentwood for construction vehicle access only

- 2. Vehicular speed and people Safety:** Robins Lane currently serves more than 300 homes and apartments, with over 2500 vehicles entering Robins Lane daily. This is per the report of City of Salem Traffic Engineer, Mr. Tony Martin with over 85% of traffic traveling at speeds over 30 MPH. Robin Lane is categorized as a collector street – yet, in terms of the width of the street, it does not meet the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

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We also believe this will be a deterrent to new home buyers for the proposed development since those families will be compelled to use Robins Lane to exit their homes to get to the city for work and/or leisure. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development.

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Thanks

From: noreply@cityofsalem.net on behalf of shanson636@comcast.net
To: [CityRecorder](#)
Subject: City meeting public comment
Date: Monday, April 25, 2022 3:29:47 PM
Attachments: [Robins Lane Development Residents" issues.docx](#)

Your Name	Sharon K Hanson
Your Email	shanson636@comcast.net
Your Phone	5038518957
Street	2120 Robins Lane SE, #35
City	Salem
State	OR
Zip	97306
Message	Re: PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01

This email was generated by the dynamic web forms contact us form on 4/25/2022.

From: Sharon Hanson

To the City council
Salem

Dear Mayor and councilors

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- b.** Add exclusive right and left turn lanes from Robins Lane to Commercial
- c.** Add Traffic humps on Robins Lane to slow down traffic
- d.** Investigate usage of the blocked connection to Brentwood for construction vehicle access only

- 3. Emergency vehicle access:** We believe that the entire new development will be served for emergency access (Fire and Medical) via Robins Lane and likely Misty Morning Avenue. However, neither of these streets are appropriate for emergency vehicles navigation, especially

maneuvering around the tight corners of the narrow width inside streets of the neighborhood. Even though Robins Lane is designated as a collector, it is not up to the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

This will create huge safety issues for residents of existing and new neighborhoods, if emergency vehicles cannot serve the needs of the residents.

We also believe this will be a deterrent to new home buyers for the proposed development since those families will be equally impacted if emergency vehicles cannot access the neighborhood in a timely fashion. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development. We also believe insurance costs for that development will increase, since the risk profile of that neighborhood would be significantly higher compared to other neighborhoods in South Salem.

Recommendations:

- a. Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with collector street standards
 - b. Add exclusive right and left turn lanes from Robins Lane to Commercial
 - c. Add Traffic humps on Robins Lane to slow down traffic
4. **Major incident:** An issue that hasn't been addressed is the possibility of a major incident that would require evacuating the neighborhoods around Robins Lane. Hundreds of vehicles would try to exit via Robins Lane & Commercial which would result in a bottle neck. Cars on the south side of Robins Lane would have a difficult time even getting into the west bound lane. Or if a major incident (intense fire) occurs in the buildings at west end of Robins Lane, there is no other **adequate** access to escape the area.

Recommendation. Install an east access point for this new development at approximately the northeast corner where the roads of Battle Creek and Brentwood intersect, perhaps within the first 100' of Brentwood but not to interfere with ODOT's usage for the future I-5 widening project. This new road perhaps labeled as Athena Drive on the development plan would initially be dedicated as the sole construction entrance/exit, but would become a permanent entrance/egress for use by residents of this new development as well as those already living in the Robins Ln, Misty Morning neighborhoods. I'm aware this would require an access agreement to be developed between ODOT, Marion County and the City of Salem.

We believe that all these issues will cause a negative impact on safety and livability of both, current and future, residents of Robins Lane, including the potential homeowners of the proposed development.

It is incumbent on the city council to ensure that future developments do not compromise on the safety and livability of residents. It is also incumbent on the city council to ensure that, while zoning regulations may allow for a development, these developments do not impose an unreasonable and inequitable

burden on the existing residents of the neighborhood, without making the necessary improvements to the access streets and other infrastructure. We are not against the new development; we just want to ensure that the infrastructure is appropriately right sized to meet the needs. In this specific case, upgrading only one section of Robins Lane to meet collector standards, while letting the existing sections of Robins Lane remain at their current levels, is clearly discriminatory, myopic and completely against all notions of a practical approach to residential development. This will come back to bite the neighborhood and the residents will pay a heavy price, unless suitable measures are taken to mitigate the effects of this development. It will also be an undesirable legacy for our beautiful city, if the development is allowed to continue in the current form, without improvements to Robins Lane and other neighborhood streets and the development is not attractive to buyers due to the poor quality of infrastructure surrounding the development.

To quote the Salem Transportation System Plan, Jan 13, 2020, *“Providing mobility is the key to how we shape our future community. Mobility is the ability to travel safely within our neighborhoods, our city, our region, and beyond. A vibrant community such as Salem should not strangle in its own congestion. Mobility is the result of careful community planning that prudently builds needed infrastructure, respects the livability of neighborhoods, reflects fiscal realities, and realizes that the development of land uses and our transportation system are forever linked.”*

We request the Salem City council to act on the Salem TSP and ensure that appropriate safeguards and guardrails are incorporated in the approval for this proposed development. The city council has to think of the future of this community by ensuring Robins Lane is brought up to Collector standards, ensure congestion is avoided in the narrow local streets of the neighborhood during construction, ensure proper access to emergency vehicles and promote safety and livability of the current and future residents of the neighborhood. This can be done by implementing our proposed recommendations.

Thanks

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