

City of Salem

Salem Heights Avenue S Street Refinement Plan



Acknowledgments

The access opportunities described in this plan are not possible without the support of the people of Salem, who generate the resources to make change possible.

Thank you, City leadership, for the resource and policy commitment to ensure accessibility for all Salemites:

Mayor Chris Hoy

Councilor Jose Gonzalez

Councilor Virginia Stapleton

Councilor Julie Hoy

Councilor Linda Nishioka

Councilor Vanessa Nordyke

Councilor Trevor Phillips

Councilor Micki Varney

Councilor Deanna Gwyn

City Manager Keith Stahley

Special thanks to Salem Heights Avenue S neighbors and Project Advisory Committee members, including:

Bill Blitz

Laura Hutchings

Ted Burney

Annie Marges

Julie Curtis

Nathan Rietmann

Bill Dixon

Jeanine Stice

Ron Eachus

Piet Vermeer

Laurel Goode

Table of Contents

1. Introduction	7
2. Concept Development	8
3. Street Cross Section Alternatives	14
4. Funding Opportunities & Strategies	21
5. Next Steps: Incorporation into Transportation System Plan . . .	23
Appendices	24
Appendix A - Historic and Development Materials	25
Appendix B - Public Outreach Materials	39

Executive Summary

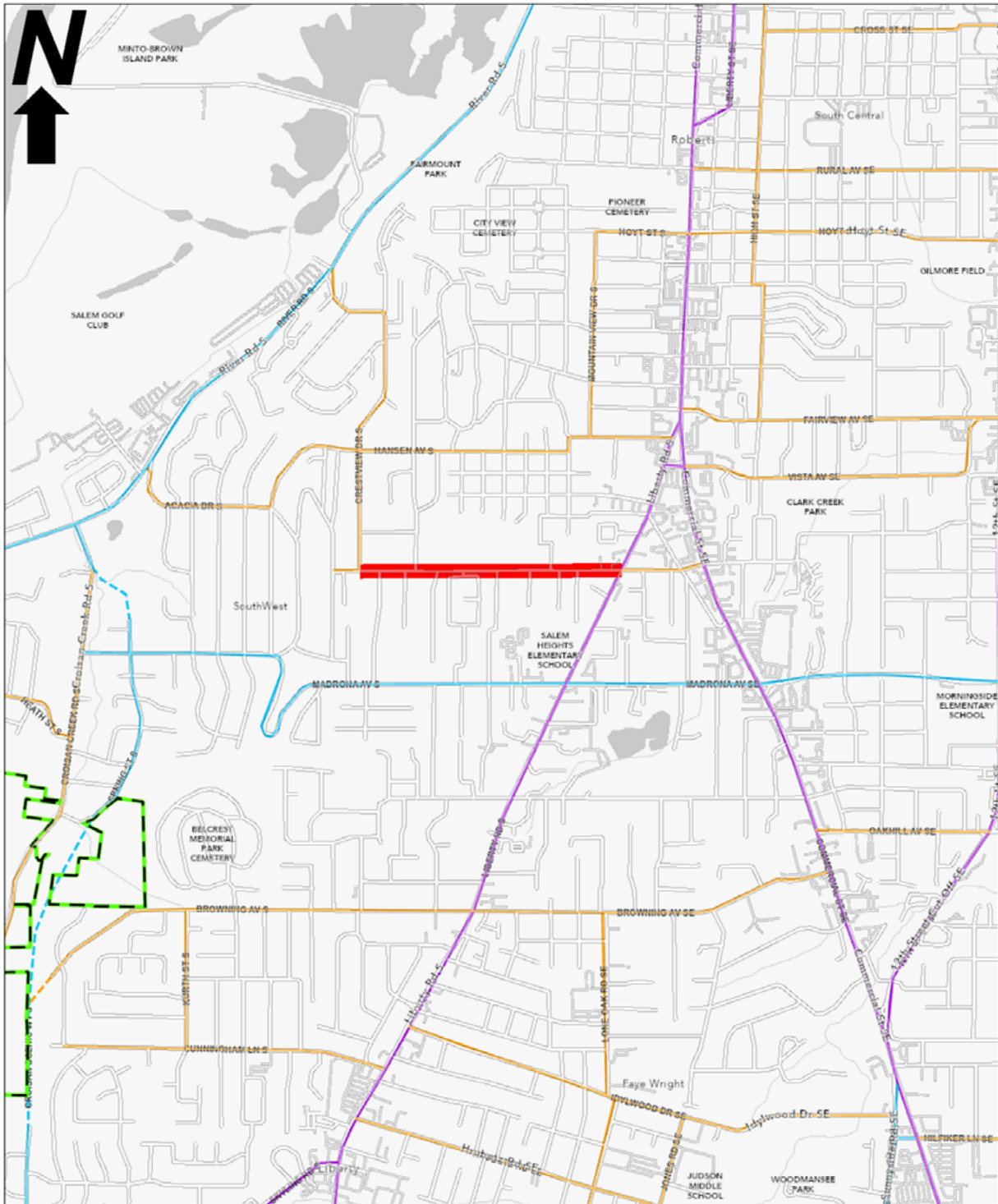
The Salem Heights Avenue S Street Refinement Plan was developed by the City of Salem Public Works Department to address safety and operations on Salem Heights Avenue S west of Liberty Road S. The goal of the plan is to make the street a safe and pleasant experience for all users without compromising the existing neighborhood character and tree canopy.

Salem Heights Avenue S is a collector street that was incorporated into the City of Salem from Marion County in 1947. It is largely unchanged since that time and does not meet the current City standards of a collector street. The absence of bicycle and pedestrian facilities make the street difficult to negotiate for many users.

City Staff worked with neighbors to conduct a comprehensive public outreach campaign designed to inform the development of feasible improvements to Salem Heights Avenue S. Public outreach included creation of a Project Advisory Committee, public meetings, and neighborhood surveys. The issues, planning process, and solutions put forth in this plan were heavily guided by public feedback and participation. Public participation in this plan was robust. Attendance at each community meeting numbered in the dozens, and the two surveys distributed received over 500 responses.

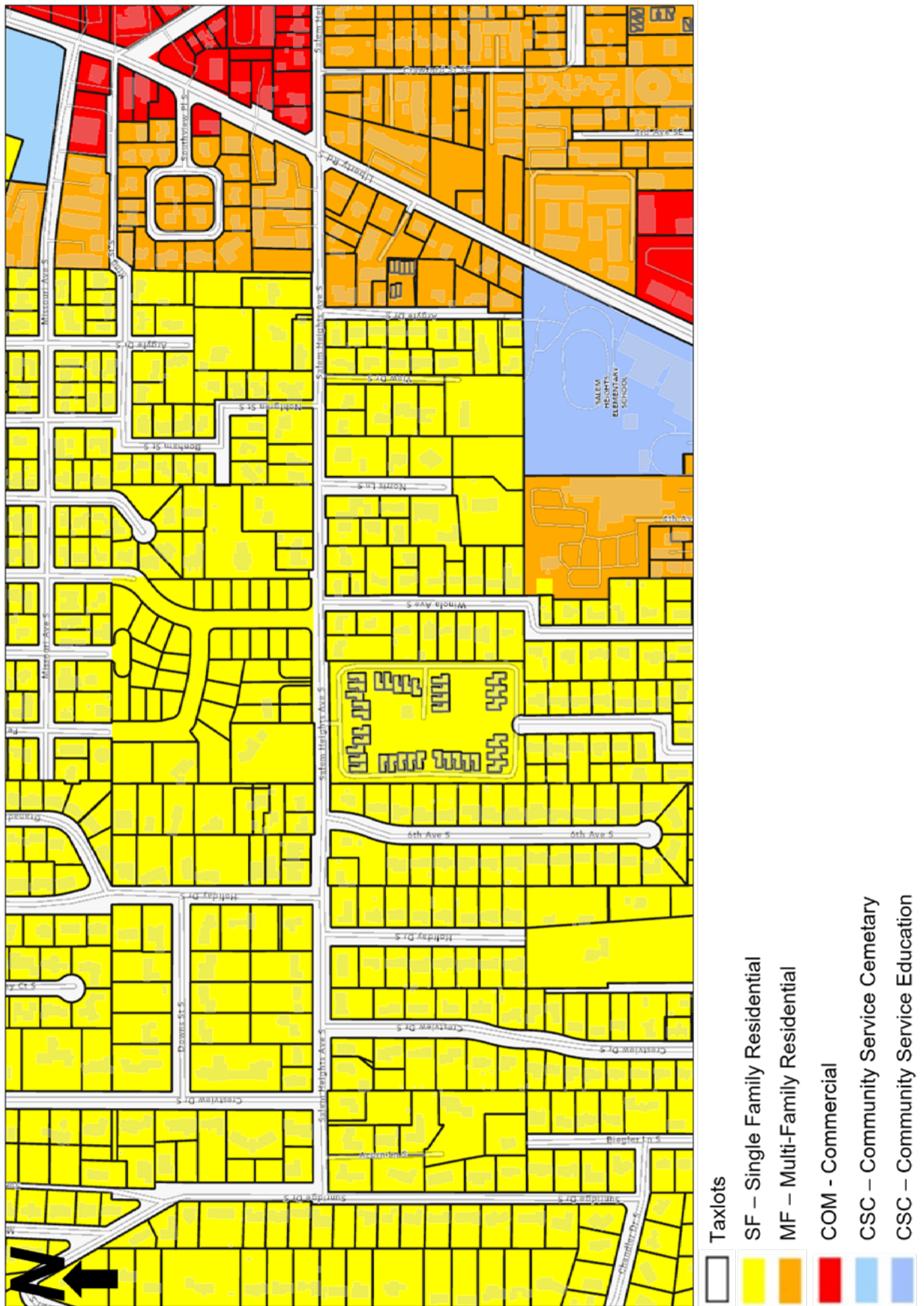
Three alternatives were developed and analyzed to identify a preferred cross section for Salem Heights Avenue S. Based on planning level analysis and public feedback, it was recognized that the best cross section for Salem Heights Avenue S would include a 24-foot street curb-to-curb with a dedicated 10-foot wide multi-use path. The path will be separate from the street to maximize user comfort, and oriented in such a way as to minimize any impacts to the mature tree canopy that currently exists along Salem Heights Avenue S.

Salem Heights Avenue S – Vicinity Map



- | | |
|--|---|
| ■ Project Extent | — Collector |
| - - - City Limits | - - - Future |
| | — Major Arterial |
| | — Minor Arterial |
| | - - - Future Minor Arterial |

Salem Heights Avenue S – Extent Map & Land Use



1. Introduction

Salem Heights Avenue S west of Liberty Rd. S has changed relatively little since it was annexed into Salem in October 1947. The street is very narrow, and there are significant hills that inhibit sight lines and create safety hazards for pedestrians and bicyclists. There are no sidewalks or bicycle facilities. Curbs and stormwater facilities only exist in one small area.

The *Salem Heights Avenue S Refinement Plan* (Plan) is a community driven street plan intended to provide the guidelines for an engaging and inclusive cross section that considers the needs of all users while maintaining the existing character of the neighborhood. The plan preserves the strengths of Salem Heights Avenue S as a residential neighborhood defined by a generally mature housing stock and well developed tree canopy.



1961 - Salem Heights Avenue S

Goal Statement

The goal of this Plan is to:

- Improve the safety and utility of Salem Heights Avenue S for all users
- Preserve the existing character of the neighborhood
- Recommend one or a series of projects that can be adopted into the Salem Transportation System Plan (TSP) and implemented as resources are available

This Plan provides a summary of the process that has been carried out to achieve the community's vision for Salem Heights Avenue S.

2. Concept Development

Existing Conditions

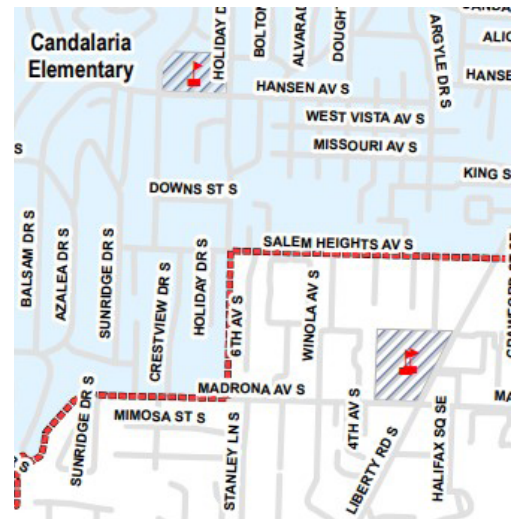
The Project Extent is a 3,370-foot segment of street in a residential area of south Salem. This Plan captures the portion of Salem Heights Avenue S from Liberty Road S at the east end to Crestview Drive S at the west. Salem Heights Avenue S is classified as a Collector Street in the TSP connecting residential neighborhoods to Liberty Road S, a Major Arterial with traffic volumes over 18,000 AADT that connects the area to major regional destinations like downtown, bridges to West Salem, and OR-22. The street is zoned almost entirely Residential, with the lone exception being a Commercial Office building at the southwest corner of the Liberty Road S intersection.

Land Use	# Lots/Units
Single Family Residential	55
High Density Residential	59
Commercial	1
TOTAL	115

The Project Extent includes two high density residential developments. The Villa Candalaria Condominiums contains 35 condominium units in a 5.73-acre lot, and the Salem Heights Court Apartments house 24 apartment units on 1.24 acres.

There are two elementary schools in the near vicinity to the Project Extent. Salem Heights Elementary School on Liberty Road South is approximately 1,000 feet south of Salem Heights Avenue S. Candalaria Elementary School is 1,400 feet north of Salem Heights Avenue S, at the intersection of Hansen Avenue S and Holiday Drive S. The school attendance area boundary between the two schools is drawn along Salem Heights Avenue S in such a way that all lots on the north side of the Project Extent are in the Candalaria Elementary School attendance area. The south side lots east of 6th Avenue S are in the Salem Heights Elementary School attendance area.

The Project Extent is characterized by numerous significant trees, including Oregon white oaks, Douglas fir, giant Sequoia, and other species.



Elementary school boundary along Salem Heights S

The street itself has varying features over the Project Extent, with three segments defining specific characteristics. The pavement is 21 feet wide through the entire Project Extent. However, the topography, striping, and right-of-way available vary in each segment.

Segment A – Crestview Drive S to 6th Avenue S, 1,215 feet long

- Moderate topography
- Dashed centerline striping
- Right-of-way varies between 47 feet and 65 feet wide

Segment B – 6th Avenue S to Norris Lane S, 1,080 feet long

- Moderate topography
- Dashed centerline striping
- Right-of-way varies between 40 feet and 54 feet wide

Segment C – Norris Lane S to Liberty Road S, 1,050 feet long

- Significant topography
- Solid double centerline striping
- Right-of-way is 40 feet wide

Traffic Characteristics

In 2018 and 2019 Staff recorded traffic volumes and speeds at two locations on Salem Heights Avenue S.

Average Daily Traffic (ATDT)	
Weekday Average Daily Traffic	1500 vehicles/day
Weekend Average Daily Traffic	1404 vehicles/day

Speed (MPH)													
Range	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70+
%	2.17	3.81	20.19	36.43	27.68	8.36	1.18	0.13	0.03	0.02	0.01	0.00	0.03

Two crashes occurred on Salem Heights Avenue S between 2016 and 2020:

- 2016 – 2 vehicle crash at the entrance to the Villa Candalaria Condominiums. Property damage due to driver failing to yield. No injuries.
- 2017 – 1 vehicle crash between Holiday Drive S and Crestview Drive S. Property damage due to driver inattention. No injuries.

Status as a Collector Street

Policy 1.5 of the Street System Element of the TSP states:

“The City’s street system shall contain a network of collector streets that serve to connect local traffic to and from the arterial street system.”

Salem Heights Avenue S performs the critical function of connecting neighborhood residents to regionally significant resources on the east via Liberty Road S, which is classified a Major Arterial. At the west end it connects to River Road S (classified Minor Arterial) via Crestview Road S and Schurman Drive S. As a Collector Street, Salem Heights Avenue S primarily distributes traffic between neighborhoods, activity centers, and the arterial street system. It also performs the task of providing property access. However, it does not meet the current City standard as defined in the TSP. Salem Heights Avenue S lacks sidewalks, bicycle amenities, and does not meet the 60-foot minimum right-of-way.

City of Salem Street Classification System and Basic Design Guidelines								
Collector	1,600-10,000 ADT	Distributes Traffic Between Neighborhoods	Minimum 2 Travel Lanes	Bicycle Lane	Has Sidewalks	Has On-Street Parking	Minimum Street and Driveway Spacing	60-Foot Right-of-Way
Salem Heights Avenue S	Yes	Yes	Yes	No	No	No	Yes	No

Strengths & Challenges

There are several existing conditions that make Salem Heights Avenue S a desirable street on which to live. The tree canopy is a major strength. Salem Heights Avenue S is lined with a variety of mature trees that create a verdant canopy over one or both sides of the street.

The street connects the neighborhood to regional destinations via Liberty Road S at the east end of the Project Extent. The west end of the Project Extent is less than a mile from River Road S via Crestview Drive S. River Road S is a Minor Arterial that connects to Downtown Salem, Minto-Brown Island Park, and the cities of Independence and Monmouth to the south. The proximity to Salem Heights Elementary School and Candalaria Elementary School provides easy access to both the schools and the playgrounds and fields on their respective grounds. The current available right-of-way on the west half of the Project Extent varies from 47 feet to 65 feet, which is wider than the 40 feet available on the east half. In addition, the recently constructed Wren Heights development has installed the only curb and stormwater collection on Salem Heights Avenue S along 470 feet on the north side of the street.



Salem Heights Avenue S Tree Canopy

Salem Heights Avenue S has numerous challenges. The street lacks sidewalks and bicycle facilities. With the exception of the frontage along the recently constructed Wren Heights development there are no curbs or stormwater collection facilities. Shoulders exist intermittently on Salem Heights Avenue S. The entire Project Extent contains hills, but the portion east of Doughton Street S has significant topography. This creates sight line issues looking west up the hill, particularly at the Argyle Drive S and View Drive S intersections. The topography, as well as drivers trying to make the green light at the Liberty Road S intersection, can encourage driving speeds that exceed the 25 MPH speed limit. There is almost no additional right-of-way beyond 40 feet available east of Doughton Street S. There are also some lots that contain houses constructed within the 20-foot required setback from the property line, resulting in short driveways and a lack of shoulders.

Role of Transportation System Plan

The goal of the TSP is to provide a framework of goals, objectives, and policies that guide the City's efforts at achieving mobility. In addition, the TSP outlines how the City must invest its resources in transportation programs and infrastructure to meet anticipated planning demands. The Salem Heights Avenue S Refinement Plan is guided by the objectives and policies outlined within the TSP. Once accepted into the TSP the recommendations in the Plan will compete with other City projects for funding and staff consideration for design and implementation.

Public Engagement Phase 1 – Cross Section Concept Development

The idea for the Plan arose in 2018 from a group of neighbors concerned about the impending Wren Heights residential development. This group approached the City requesting a plan to improve the street's usefulness and functionality for all users, and eventually became the Project Advisory Committee (PAC). The PAC began meeting with City staff in December 2018 and continued to do so throughout the planning process. The PAC's role has been threefold:

- Provide guidance and direction for City planning efforts
- Recommend a preferred alternative for the street cross section
- Spearhead public outreach efforts, including:
 - Developing outreach strategy
 - Defining geographic area for mailings and notices
 - Conduct in-person, door to door outreach efforts in support of public meeting notice, survey participation, and general planning process participation
 - Securing venues for community meetings
 - Shaping and interpreting public surveys
 - Conduct in-person walkthrough of Project Extent

Project Advisory Committee - Salem Heights Avenue S Refinement Plan	
Member	Role
Ron Eachus	Neighbor
Bill Dixon	Southwest Association of Neighbors (SWAN) Neighborhood Association Board Member, Neighbor
Julie Curtis	Neighbor
Ted Burney	SWAN Chair, Neighbor
Jeanine Stice	SWAN Chair, Neighbor
Laurel Goode	Neighbor
Piet Vermeer	Neighbor
Laura Hutchings	Neighbor
Piet Vermeer	Neighbor
Annie Marges	Neighbor
Nathan Rietmann	Neighbor
Penny Caliva	Neighbor

The PAC hosted two Community Meetings that helped shape the Plan. These meetings served as effective bookends to the planning process.

Community Meeting #1 - June 25, 2019

Community Meeting #1 was held at Salem Heights Elementary School. The meeting was attended by approximately 30 neighbors living on or near Salem Heights Avenue S. City staff was in attendance to answer questions and provide background information. Discussion centered around three general questions:

- 1) What do you like about Salem Heights Avenue S?
- 2) What don't you like about Salem Heights Avenue S?
- 3) What concerns do you want to communicate to the City regarding Salem Heights Avenue S?

The main takeaways from the discussion were:

- The existing trees are a major strength; their preservation is an important priority.
- The neighborhood character (older homes, small scale neighborhood feel) is also a strength
- Proximity to both elementary schools is an advantage
- The lack of sidewalks and bike facilities makes street dangerous to anyone on foot or a bike
- Topography causes dangerous sight distance issues
- Speeding is a problem behavior

Community Survey #1 – June 2021-July 2021

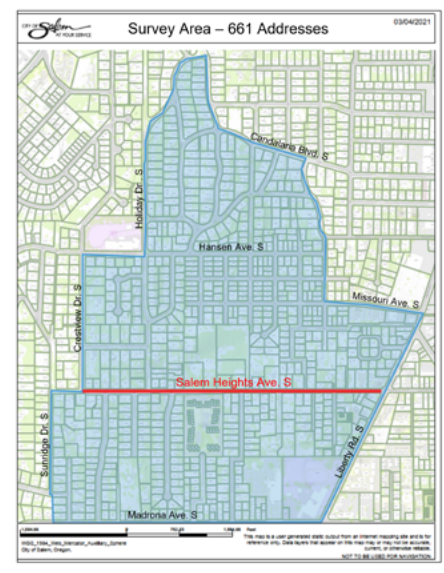
To help guide PAC and City staff discussions on Plan development, a survey was designed to gather feedback on key questions that arose during Community Meeting #1 and several PAC meetings. A survey area measuring approximately .37-square miles and capturing approximately 660 residences was selected to receive mailed paper surveys. The survey was also posted on the City website for online participation.

The survey was designed to gather community feedback on:

- User behavior on Salem Heights Avenue S
- Perception of safety on Salem Heights Avenue S
- Preferred types of improvements along Salem Heights Avenue S
- Prioritization of safety improvements versus tree canopy preservation

City staff received 195 responses to Community Survey #1. The responses resulted in two main takeaways:

- 79% of respondents wanted bicycle and pedestrian improvements on Salem Heights Avenue S
- 53% of respondents said they were ok with some reduction of the tree canopy in exchange for street improvements



Survey Area

PAC Site Visit of Project Extent – June 21, 2022

On June 21, 2022 City staff accompanied PAC members on a walkthrough of the entirety of the Project Extent. Staff used measuring equipment to estimate the location of the right-of-way at each segment of Salem Heights Avenue S. It was a useful exercise to be able to help define both the concept of right-of-way and the location of land, trees, and other features previously thought to be on private property.

City staff and neighbors engaged in these public engagement exercises in order to guide City efforts to design street cross section alternatives that would best reflect the public interest.

3. Street Cross Section Alternatives

Based on the existing conditions within the Project Extent and the feedback received through the initial public engagement process, City staff developed three street cross sections designed to incorporate bicycle and pedestrian facilities into Salem Heights Avenue S:

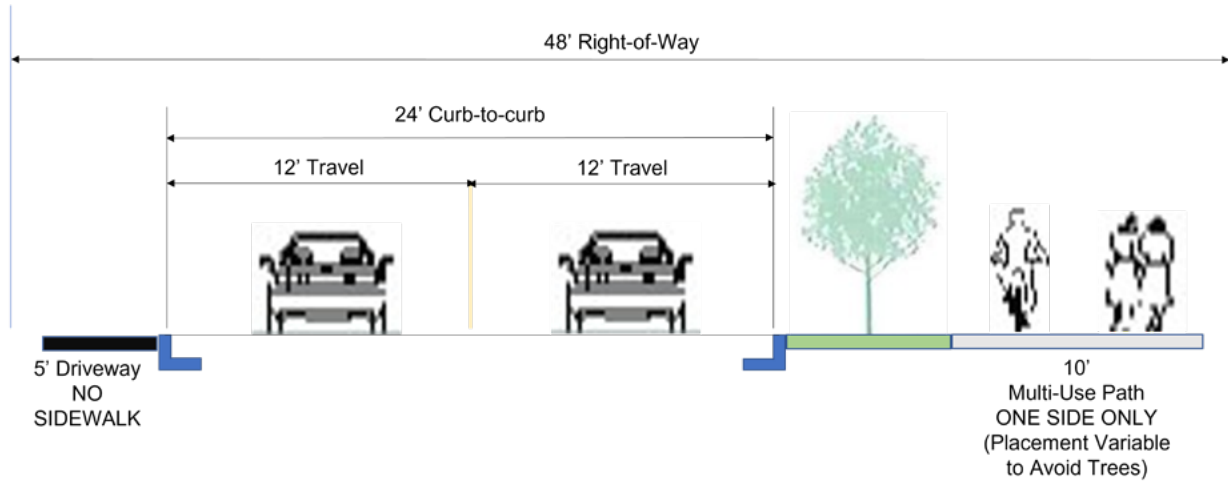
- 1) A dedicated 10-foot wide multi-use path on one side of the street
- 2) Sidewalks on both sides of the street with a 6-foot wide on-street bike lane
- 3) A sidewalk on one side of the street with a 6-foot wide on-street bike lane

Special Street Cross Sections

The *Salem Transportation System Plan (TSP)* sets 60 feet as the minimum right-of-way width for Collector streets. However the TSP acknowledges that there are circumstances that require adjustments to either the right-of-way required or the physical improvements to the street. The Public Works Director has the authority to approve adjustments to street cross sections or right-of-way requirements in response to those circumstances.

Right-of-way access is limited along the Project Extent. A 60-foot right-of-way standard for Salem Heights Avenue S would create a hardship for several property owners whose homes and driveways would fall within that right-of-way. In response to these constraints City staff developed three 48-foot cross section alternatives for the Project Extent.

Alternative #1: Multi-Use Path



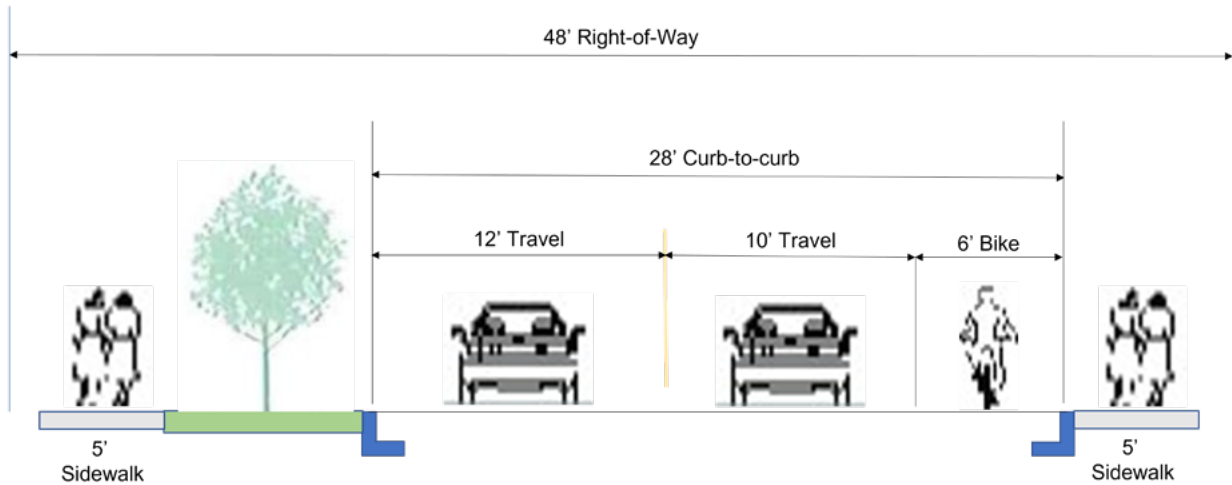
Alternative #1 Strengths

- 10-foot wide multi-use path provides a dedicated bicycle/pedestrian separated from the roadway by a planter strip
- Multi-use path accommodates bicycle/pedestrian traffic in both directions

Alternative #1 Weaknesses

- Bicycle/pedestrian facility is only provided on one side of street
- Bicycles and pedestrians share facility, potentially leading to conflicts

Alternative #2: Sidewalks on Both Sides of the Street



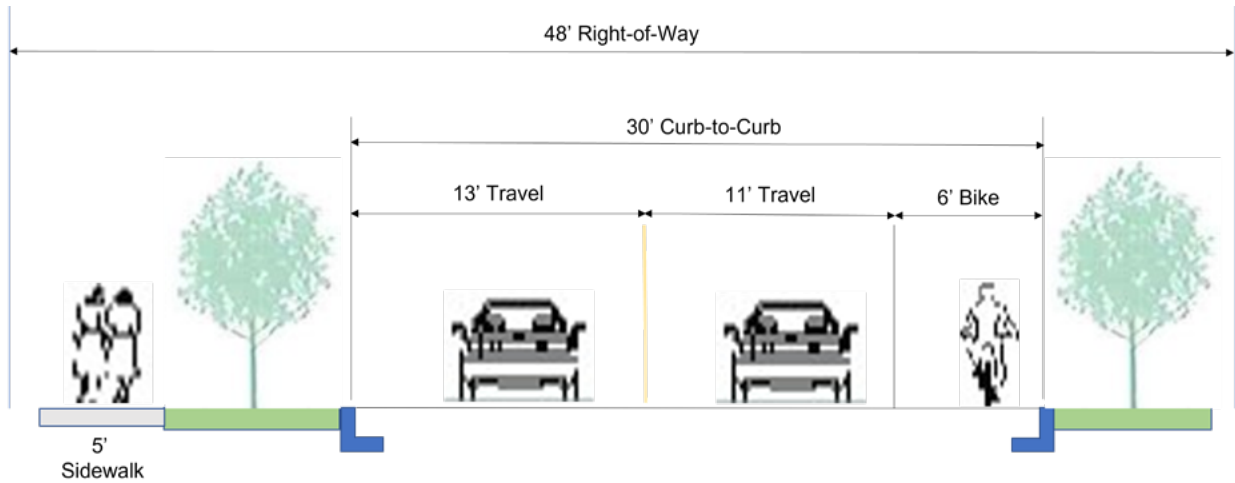
Alternative #2 Strengths

- Pedestrian facilities are provided on both sides of the street
- One sidewalk is separated from the street by a planter strip
- Bicycle lane on north side of street functions separately from sidewalk, separating bicycles from pedestrians
- Sharrows in eastbound lane will indicate need to share road with bicyclists

Alternative #2 Weaknesses

- Bicycle lane exists on pavement as an on-street facility flowing with automobile traffic
- One sidewalk would not be separated from the street by a planter strip

Alternative #3: Sidewalk on One Side of Street



Alternative #3 Strengths

- Space is provided for planter areas on both sides of street
- Sidewalk is separated from street by planter strip
- Bicycle lane on north side of street functions separately from sidewalk, separating bicycles from pedestrians
- Sharrows in eastbound lane will indicate need to share road with bicyclists

Alternative #3 Weaknesses

- Pedestrian facilities are only provided on one side of the street
- Bicycle lane exists on pavement as an on-street facility flowing with automobile traffic

Public Engagement Phase 2 – Cross Section Selection

Once the cross section alternatives were developed, the PAC and City Staff worked together to develop a public outreach strategy that would help inform the selection of a preferred alternative. This strategy comprised of another Community Survey and Community Meeting designed to share and discuss the alternatives as well as welcoming feedback.


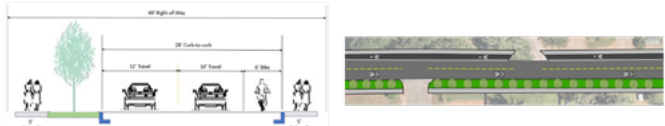
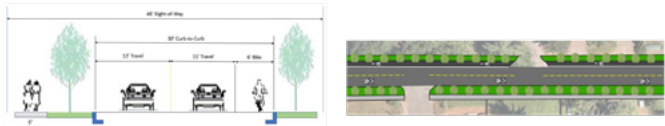
Community Survey #2 – May 2022

Following development and refinement of the cross section alternatives, a second survey was designed to ascertain the popularity of each within the community. The survey was mailed out in paper form to the same 661 addresses in the Survey #1 survey area. It was also posted on the City website for online participation. The survey only asked respondents to select which of the three cross section alternatives they preferred.

The City received 343 responses:

- 1) Multi-Use Path on One Side of Street – 163 responses (48% of respondents)
- 2) Sidewalks on Both Sides of Street – 115 responses (33% of respondents)
- 3) Sidewalk on One Side of Street – 65 responses (19% of respondents)

Cross Section Alternatives Survey – May 2022
(343 Responses)

	Responses
<p>Multi-Use Path</p> 	163 (48%)
<p>Sidewalks on Both Sides of Street</p> 	115 (33%)
<p>Sidewalk on One Side of Street</p> 	65 (19%)

Community Meeting #2 – November 17, 2022

Community Meeting #2 was held at Westminster Presbyterian Church. The meeting was attended by 46 neighbors living on or near Salem Heights Avenue S as well as Vanessa Nordyke, City Councilor for Ward 7 in Salem. City Staff was in attendance to answer questions, provide background information, and share exhibits.



Community Meeting #2 – November 17, 2022

The meeting was structured around three agenda items:

- 1) Open House Period – attendees were welcomed to visit several exhibits and discuss them with PAC members and City staff
- 2) Presentation – Ron Eachus delivered a PowerPoint presentation outlining the process for developing the Plan
- 3) Question and Answer – City staff fielded questions from attendees

The primary goal of Community Meeting #2 was to share the results of the two community surveys and to elicit feedback on the three potential street cross sections. The main takeaways from the discussion were:

- Speeding is a problem on Salem Heights Avenue S.
- Salem Heights Avenue S is not safe for walking or biking, though few people bike on it due to the topography.
- The existing tree canopy is a major strength of the street.
- Residents were initially concerned about the amount of privately owned land that would be needed to accommodate improvements. Corridor maps were available at the meeting to depict property lines and give residents an accurate summary of where the City would eventually need to acquire land to accommodate the 48-foot special cross section. City Staff reinforced that there will be future public outreach efforts to keep property owners involved in the survey and design processes.
- There was significant discussion on what short-term measures might be possible to increase safety in the short term before funding becomes available for corridor-wide improvements. Staff also shared information related to the upcoming update on the Neighborhood Traffic Management Plan.

Preferred Alternative - Alternative #1: Multi-Use Path

The Multi-Use Path Alternative is the recommended preferred cross section alternative. As described above, the Multi-Use Path Alternative performs best in the following key ways:

- It provides a dedicated facility for users of all ages and abilities.
- It accommodates bicycle/pedestrian traffic in both directions.
- It can be made to meander and vary in width in order to accommodate existing trees and flow within the context of the neighborhood.
- Separation from street increases both the safety and comfort of the user experience. The preferred alternative will provide a more attractive cross section with landscaping and trees between the sidewalk and vehicle travel lanes.

Overall, the Multi-Use Path Alternative best strikes the balance between providing a safe and comfortable bicycle/pedestrian facility and preservation of the existing tree canopy and neighborhood character.

Planning and Engineering Guidelines

This Plan is intended to be a high level document that provides the framework for the design work that will be executed by engineers and surveyors as funding becomes available for implementation. The PAC established key guidelines that should steer the process from planning through to construction:

- Every possible effort must be made to protect as many trees as possible.
- Where possible, meandering the street and/or Multi-Use Path should be kept as an option to protecting the existing tree canopy.
- Where possible, impacts to private property must be minimized.
- Altering the grade of and/or meandering the street should be considered as a means of eliminating the blind spots that currently exist in the hilly areas of Salem Heights Avenue S.
- The improvements constructed on Salem Heights Avenue S will not be determined or designed based on the existing sidewalk improvements made in the Wren Heights development.
- Crosswalks will be considered where appropriate to enable connection to sidewalks or paths on connecting streets.

4. Funding Opportunities & Strategies

The list of funding tools and sources present the range of available option the City of Salem should consider as it develops a financing plan to implement improvements to Salem Heights Avenue S.

Tool/Source & Description	Key Features
Municipal Bonding – General obligation bonds are a form of municipal fundraising using debt secured by the City and sold to the public as bonds and repaid over time using City taxes.	<p>Bonds are the main source of funds for constructing capital improvement projects in the City. Voter-approved bonds are sold to fund street improvement projects. Transportation projects are grouped in “bond packages” that go before the public for voter approval. General Obligation Bonds are supported through the City's property tax base and the City's property tax authority.</p> <p>General Obligation Bonds pledge that the full faith and credit of the City will be used to ensure that the principal and the interest will be paid. When General Obligation Bonds are approved by voters for specific uses, the repayment of the debt is financed with a dedicated property tax levy, commonly referred to as a debt service levy. Subject to State limitations, the City has the unlimited power to levy property taxes to repay principal and interest for the term of the bonds. Because this is an unlimited pledge, the State imposes a legal debt ceiling limiting outstanding bonds to no more than 3 percent of a City's total assessed value.</p>
Local Improvement District – A local improvement district (LID) is a financing mechanism that can create capital for infrastructure construction that benefits multiple property owners and divides costs among those property owners in an equitable manner.	<ul style="list-style-type: none"> • Intended for capital infrastructure projects with a finite, one-time construction window • Cost is divided among district properties per a formula based on land area or other metrics intended to roughly correspond to expected benefits received. This calculation is typically subject to negotiation among property owners as part of district creation. • Typically, a majority (50% plus one) of property owners (usually weighted by the amount of area they own) must sign a petition in support of initiating the district. Naturally, this requires the support of property owners, and outreach and discussion among property owners may require considerable time. • Assessments may be paid in a lump sum or financed over time at the property owner's discretion. Assessments are due upon allocation of costs. • The LID creates a lien against each individual's property until all assessments are paid in full. Owners are highly motivated to make payments to remove these liens (since prospective lenders and buyers much prefer titles free of lien obligations). The liens thus create a secure income stream against which the City can issue bond debt. • Whether an LID is initiated by property owners or the City, LID debt is always issued by a government agency and thus takes advantage of low interest rates.

Tool/Source & Description	Key Features
<p>Salem-Keizer Area Transportation Study Funding - Under the Mid-Willamette Valley Council of Governments, the Salem-Keizer Area Transportation Study (SKATS) is the regional Metropolitan Planning Organization (MPO) for the Salem-Keizer area, responsible for transportation planning activities and studies of regional significance.</p>	<ul style="list-style-type: none"> Salem-Keizer Area Transportation Study (SKATS) is the designated Metropolitan Planning Organization (MPO) for the Salem-Keizer area. A MPO is a federally mandated body for any urban area over 50,000 in population. The SKATS MPO is directed by a Policy Committee (PC) composed of elected representatives from the cities of Keizer, Salem and Turner, Marion and Polk Counties, the Salem Area Mass Transit District, the Salem-Keizer School District and a manager from the Oregon Department of Transportation (ODOT) Region 2 office. SKATS focuses on transportation planning activities, plans, and studies within the Salem-Keizer urban area for transportation facilities of regional significance. <p>As required by federal regulation, SKATS produces three main products that facilitates transportation planning in the area. These are:</p> <ul style="list-style-type: none"> The Regional Transportation Systems Plan (RTSP), a 20-year plan for prioritized transportation investments on the regional system. Updated every 4 years. The Transportation Improvement Program (TIP), which discusses the near-term (4-year) allocation of federal and state transportation funds to projects. Updated every 2-3 years; and An annual Unified Planning Work Program (UPWP), which details the work undertaken in the SKATS area, focusing on planning studies (such as facility studies) and programs (traffic modeling and forecasting).
<p>ODOT Safe Routes to School Construction Grants - The Safe Routes to School Program (SRTS) provides grant funding and technical assistance to communities across Oregon. SRTS relies heavily on partnership between the City of Salem and the Salem-Keizer School District.</p>	<ul style="list-style-type: none"> Competitive Construction Grants: Funds are used to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools. Funds will be distributed through an application based, competitive, process every two years. Rapid Response Constructions Grants: funds are used for urgent needs or systemic safety issues. Funds will be distributed through an application process that is open as long as there are funds available. Project minimum cost is \$60,000 Project maximum cost is \$2 million

New Development and Redevelopment

All newly constructed improvements are required to follow the current City design standards, influenced extensively by the 2011 Public Right-of-Way Accessibility Guidelines, which are found within the Administrative Rule 109-001 to 109-007: Public Works Design Standards. These standards establish minimum design parameters and practices that must be adhered to by private developers when developing or redeveloping areas in the City of Salem. While these standards are in place to enhance public health and safety, protect the environment, and provide for the delivery of quality infrastructure, they also help to reduce the cost of such development to the public.

5. Next Steps: Incorporation into Transportation System Plan

Section 3 (Street System Element) of the TSP includes a section for recommended projects:

“Recommended Projects (High, Medium, and Low Priority): These projects are recommended to be completed in the future as funding becomes available. A general funding priority and time frame is listed for construction...”

The recommendations put forth in this plan will be incorporated into the Recommended Projects section in the next update of the TSP with the following language:

“Salem Heights Avenue S Street Refinement Plan

Salem Heights Avenue S is a narrow Collector Street with a mature tree canopy lacking any bicycle/pedestrian accommodations, curbs, or stormwater collection facilities. The Salem Heights Avenue S Street Refinement Plan calls for implementation of a special 48-foot cross section that includes two 12-foot travel lanes and a dedicated 10-foot multi-use path separated from the street by a planter strip comprised of existing trees. This cross section is to be implemented with an eye towards minimizing impacts on trees at every possible opportunity.”

This Plan will be presented by the PAC to the City Council for consideration, followed by incorporation into the TSP. Staff will then commence pursuing funding for implementation from the sources listed above and any others that may present themselves.

Appendices

Appendix A - Historic and Development Materials 26

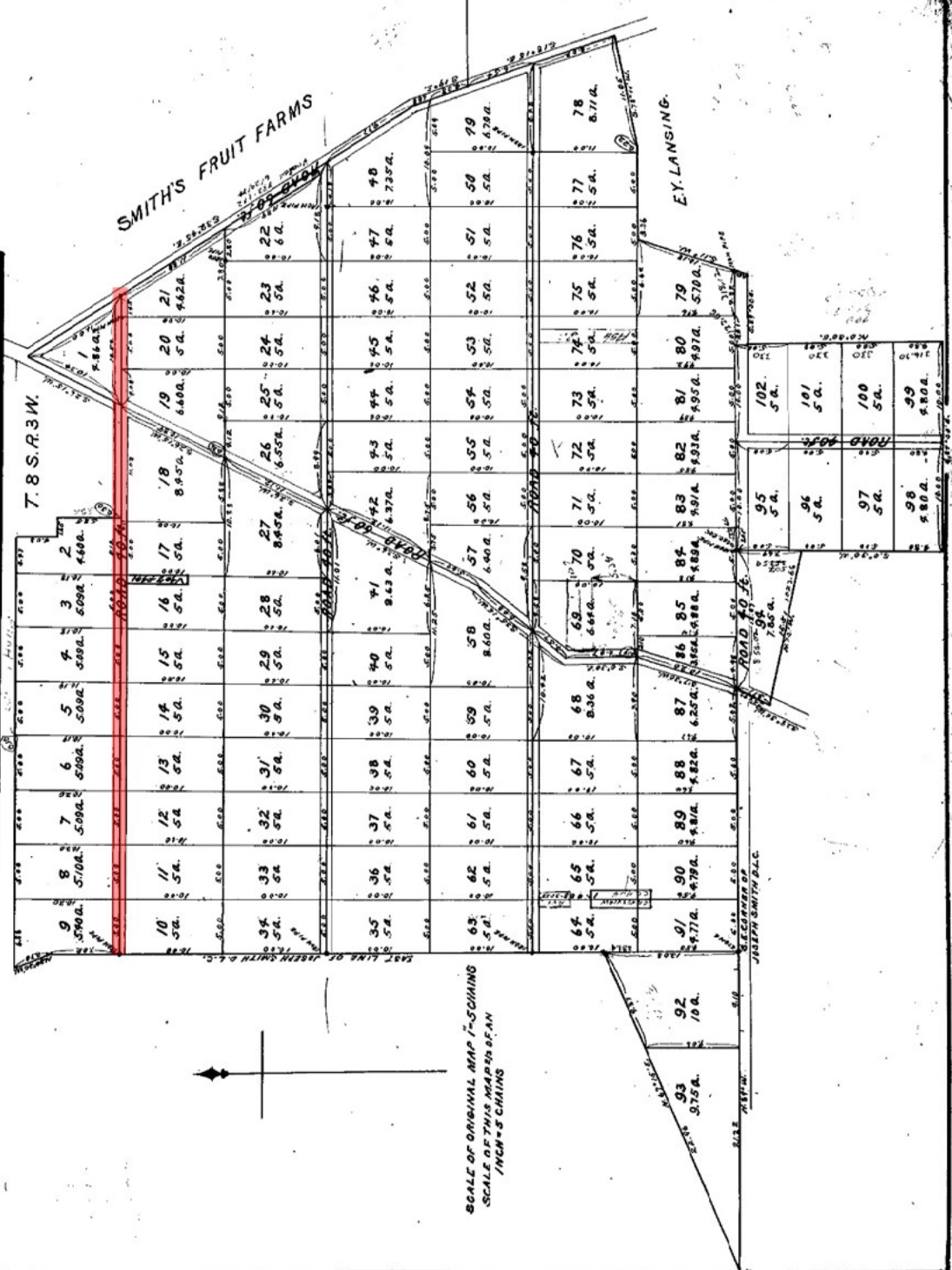
Appendix B - Public Outreach Materials 40

Appendix A - Historic and Development Materials

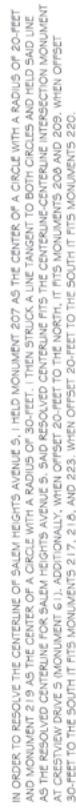


EDWARD FRUIT FARMS

U.S. 11-101
CC City of Salem
Ord. No. 4105
Narrow Lane
CC City of Salem
Ord. No. 4109
1934 54.



OCTOBER 29, 2019



THE NORTH PROPERTY LINE WAS RESOLVED BY HOLDING MONUMENTS 152 AND 123.
THE EAST PROPERTY LINE WAS RESOLVED BY HOLDING MONUMENTS 156 AND 160. A 3/8" BY 30" DEFORMED REBAR WITH A YELLOW PLASTIC CAP WAS MARKED "PO GROUP" WAS SET AT THE INTERSECTION OF THE NORTH LINE AND THE EAST LINE AS THE NORTHEAST CORNER OF PARCEL 1.
THE WEST PROPERTY LINE WAS RESOLVED BY HOLDING MONUMENTS 127, 176, 119, 29, AND 126.

THE SOUTH PROPERTY LINE CAN ONLY BE RESOLVED FOLLOWING THE RESOLUTION OF THE CENTERLINE OF SALEM HEIGHTS AVENUE S. THE LOCATION OF SALEM CENTERLINE IS NOT READILY ESTABLISHED FROM EXISTING CENTERLINE MONUMENTS. IN ADDITION, IT IS MADE EVEN MORE CHALLENGING AS A RESULT OF THE SURVEYS AND PLATS OF RECORD AND THE FOUND MONUMENTS IN THE AREA. IN PERFORMING THE REQUISITE RESEARCH, I FOUND THE SURVEYS COMPLETED IN THE AREA ARE GENERALLY BASED ON ONE OF TWO SURVEYS, EITHER MCKEE 6406 (A 1920 SURVEY BY H. S. SWARTZ (PLS 7559)),

MCSR 6406 (THE SWART SURVEY) ESTABLISHED MONUMENTS OF A 0.97 ACRE TRACT, AS PART OF SAID SURVEY, HE TIED SAID MONUMENTS AND THE CENTERLINE OF SALEM HEIGHTS AVENUE TO THE MOST WESTERN NORTHWEST CORNER OF, AND THE REINTEGRANT CORNER ON THE WEST BOUNDARY OF, THE F. R. SMITH D.L.C. AS WELL AS TO THE CORNER COMMON TO SECTIONS 3 AND 4, TOWNSHIP 8 SOUTH, RANGE 3 WEST.

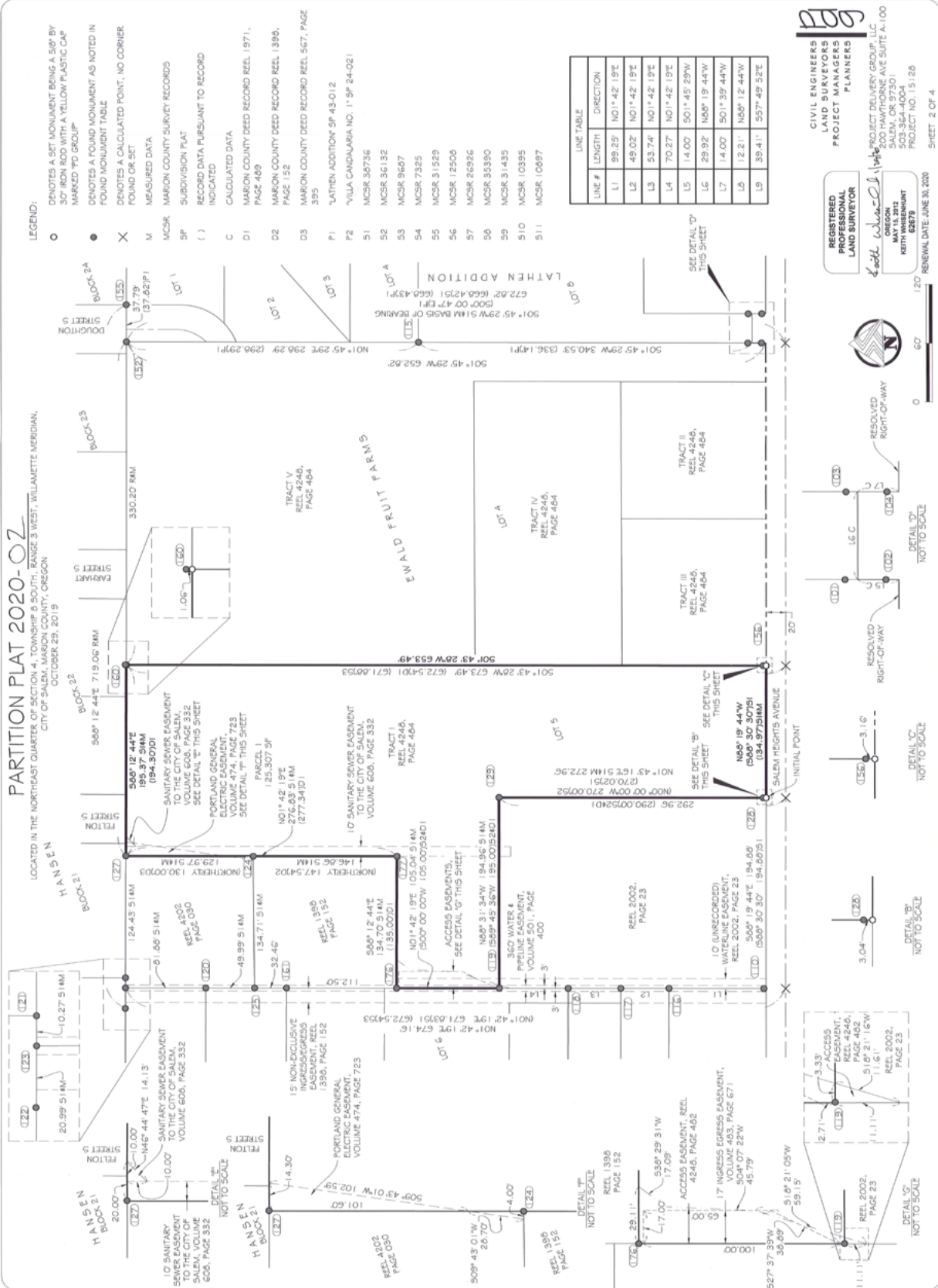
NCSK 9650 (THE DAVIS SURVEY) FOR A. O. DAVIDSON AND W. DOUGLAS TO SET MONUMENTS AT THE CORNERS OF THE EAST HALF AND THE WEST HALF OF LOT 6 OF EHALD FRUIT FARMS IN TOWNSHIP 8 SOUTH, RANGE 3 WEST. MONUMENTS WERE SET AT THE NORTHWEST AND NORTHEAST CORNERS OF SAID LOT 6, AS WELL AS A MONUMENT AT THE MIDDLE OF THE NORTH LINE OF SAID LOT 6. IN ADDITION, MONUMENTS WERE SET AT THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY OF SALIN HEIGHTS AVENUE 5 AND THE EAST AND WEST LINES OF SAID LOT 6, AS WELL AS ONE SET AT THE MIDPOINT BETWEEN THE TWO SET MONUMENTS ALONG THE NORTHERLY RIGHT-OF-WAY OF SAID PM HEIGHTS AVENUE 5. THE FIELD MAP THAT

CALLS THE MONUMENTS ON VC89 9656 INTO QUESTION IS THERE ARE NO TIES SHOWN TO OTHER MONUMENTS IN THE AREA AND THERE IS NO NARRATIVE TO EXPLAIN THE RELATIONSHIP OF THE MONUMENTS SHOWN ON SAID SURVEY TO OTHER MONUMENTS IN THE AREA. AS PREVIOUSLY STATED, VC89 6406 DOES PROVIDE TIES TO OTHER SIGNIFICANT MONUMENTS IN THE AREA.

IN ORDER TO RESOLVE THE BOUNDARY OF THE LAND INCLUDED IN THIS PARTITION, I FIRST MADE A FIELD SEARCH FOR ORIGINAL MONUMENTS FROM THE EVANFORD FRUIT FARMS PLAT (ACSR 42) [2]. I SEARCHED FOR FRONT MONUMENTS ALONG SALARY HEIGHTS AVENUE 5 AND FOR REAR MONUMENTS THROUGHOUT THE EVANFORD FRUIT FARMS PLAT AND COULD NOT FIND MONUMENTS ATTRIBUTED TO THAT SURVEY. I THEN RECOVERED AND TIED THE MONUMENTS FOR THE EVANFORD FRUIT FARMS PLAT ALONG SALARY HEIGHTS AVENUE 5.

REGISTERED PROFESSIONAL LAND SURVEYOR	<i>David W. Hines</i> 1234	CIVIL ENGINEERS LAND SURVEYORS PROJECT MANAGERS PLANNERS
PROJECT DELIVERY GROUP, LLC 200 HARTFORD AVE SUITE A-100 PORTLAND, OREGON 97201 503-346-4004 PROJECT NO. 15126		
RENEWAL DATE: JUNE 30, 2020		

2020-02



APPENDICES

PARTITION PLAT 2020-02

LOCATED IN THE NORTHEAST QUARTER OF SECTION 4,
TOWNSHIP 36S, RANGE 12E, MERIDIAN 12W,
COUNTY OF MARION, OREGON
OCTOBER 29, 2019

FOUND MONUMENT TABLE			
POINT #	DESCRIPTION	ORIGIN	DEPTH
61	FOUND 1/2" IRON PIPE	MCSR 10614	-0.6'
101	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "ROBERTS SURV. INC."	"LATHEN ADDITION" SP 43-012	-0.6'
102	FOUND 1-1/2" IRON PIPE	MCSR 9667	-0.9'
103	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "ROBERTS SURV. INC."	"LATHEN ADDITION" SP 43-012	0.2'
104	FOUND 5/8" IRON ROD	MCSR 20573	-0.4'
105	FOUND 1/2" IRON PIPE	MCSR 10102	-0.6'
106	FOUND 3/4" PINCHED IRON PIPE	MCSR 10395	-0.6'
107	FOUND 3/4" PINCHED IRON PIPE	MCSR 10395	-0.9'
110	FOUND 1-1/4" PINCHED IRON PIPE	MCSR 9656	FLUSH
111	FOUND 5/8" IRON ROD	MCSR 28507	FLUSH
112	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "S 615"	MCSR 31529	FLUSH
113	FOUND 1/2" IRON PIPE	MCSR 13062	FLUSH
115	FOUND 5/8" IRON ROD WITH AN ILLEGIBLE YELLOW PLASTIC CAP	"LATHEN ADDITION" SP 43-012	FLUSH
116	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "ANDREWS RLS 1626"	MCSR 37004	FLUSH
117	FOUND 5/8" IRON ROD WITH AN ILLEGIBLE YELLOW PLASTIC CAP	MCSR 37004	-0.2'
118	FOUND 3/4" IRON PIPE	MCSR 13587	-0.6'
119	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "LAND MARKERS"	MCSR 36132	FLUSH

FOUND MONUMENT TABLE			
POINT #	DESCRIPTION	ORIGIN	DEPTH
120	FOUND 3/4" IRON PIPE	MCSR 22151	-0.4'
121	FOUND 2" IRON PIPE	MCSR 13233	-0.2'
122	FOUND 1/2" IRON PIPE	"CANDALARIA HEIGHTS NO. 2" SP 16-044	-0.2'
123	FOUND 3/4" PINCHED IRON PIPE BENT WESTERLY	MCSR 9667	FLUSH
124	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "LAND MARKERS"	UNKNOWN	-0.6'
125	FOUND 1/2" IRON PIPE	UNKNOWN	-0.6'
127	FOUND 3/4" IRON PIPE	UNKNOWN	FLUSH
128	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "LAND MARKERS"	MCSR 36132	FLUSH
129	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "LAND MARKERS"	MCSR 36132	FLUSH
132	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "ROBERTS SURV. INC."	"LATHEN ADDITION" SP 43-012	-0.7'
155	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "ROBERTS SURV. INC."	"LATHEN ADDITION" SP 43-012	FLUSH
156	FOUND 1-1/4" IRON PIPE	MCSR 9667	FLUSH
157	FOUND 1/2" IRON PIPE LEANING NORTHEASTERLY	UNKNOWN	-0.4'
160	FOUND 1" IRON ROD	MCSR 22151	-0.4'
161	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "PD GROUP"	MCSR 36756	FLUSH
176	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "PD GROUP"	MCSR 36756	FLUSH

FOUND MONUMENT TABLE			
POINT #	DESCRIPTION	ORIGIN	DEPTH
207	FOUND 1/2" IRON PIPE	MCSR 10697	-0.4'
208	FOUND 3/4" IRON PIPE BENT EASTERLY	MCSR 10697	FLUSH
209	FOUND 1" IRON PIPE	MCSR 10697	-0.9'
210	FOUND 1/2" IRON PIPE	MCSR 6204	-0.9'
211	FOUND 3/4" IRON PIPE BENT WESTERLY	MCSR 25362	-0.4'
214	FOUND 5/8" IRON ROD	UNKNOWN	-0.2'
215	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "P.L.S. 615"	MCSR 31529	-0.6'
216	FOUND 1/2" IRON PIPE	MCSR 7325	-0.15'
217	FOUND 3/4" IRON PIPE	"JENSENS ADDITION" SP 18-006	-0.6'
218	FOUND 3/4" IRON PIPE	"JENSENS ADDITION" SP 18-006	-0.6'
219	FOUND 3/4" IRON PIPE	MCSR 12506	-0.6'
220	FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "ANDREWS RLS 1626"	MCSR 35390	FLUSH
222	FOUND 1/2" IRON PIPE	MCSR 12605	-0.2'
223	FOUND 2" IRON PIPE	"FOREST VIEW" SP 16-019	-0.6'
224	FOUND 1/2" IRON PIPE	MCSR 26926	FLUSH

REGISTERED PROFESSIONAL LAND SURVEYOR

 CIVIL ENGINEERS
 LAND SURVEYORS
 PROJECT MANAGERS
 SURVEYING PLANNERS

PROJECT DELIVERY GROUP, LLC
 200 HAWTHORNE AVE SUITE A-100
 SALEM, OR 97301
 MAY 15, 2012
 REENTRY EXPIRATION
 PROJECT NO. 15125
 RENEWAL DATE: JUNE 30, 2020
 SHEET 3 OF 4

APPENDICES

2020-02

PARTITION PLAT 2020-02

LOCATED IN THE NORTHEAST QUARTER OF SECTION 4,
TOWNSHIP 6 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN,
CITY OF SALEM, MARION COUNTY, OREGON
OCTOBER 29, 2019

SURVYORS CERTIFICATE.
I, A LICENSED PROFESSIONAL LAND SURVYOR IN THE STATE OF OREGON, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND MARKED WITH PROPER MONUMENTS THE LAND AS REFERENCED HEREON. THE BOUNDARY OF WHICH IS DESCRIBED AS:

A PORTION OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 6 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN, CITY OF SALEM, MARION COUNTY, OREGON, BEING A PORTION OF THE LAND DESCRIBED IN MARION COUNTY DEED REEL 1971, PAGE 489 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INITIAL POINT ON THE NORTH RIGHT-OF-WAY OF SALEM HEIGHTS AVENUE S. COMMENCING AT THE SOUTHEAST CORNER OF THE LAND DESCRIBED IN MARION COUNTY DEED REEL 2002, PAGE 23, SAID POINT BEING A 5/8" DEFORMED REBAR WITH A YELLOW PLASTIC CAP MARKED "PD GROUP";

THENCE, COMMENCING ON A LINE CONCURRENT WITH THE EAST BOUNDARY OF SAID MARION COUNTY DEED RECORD, SAID LINE ALSO BEING THE MOST SOUTHERLY WEST LINE OF SAID REEL 1971, PAGE 489, AT A BEARING OF NORTH 01° 43' 16" EAST, A DISTANCE OF 272.96 FEET TO A POINT LABELED 129; SAID POINT BEING THE NORTHEAST CORNER OF THE LAND DESCRIBED IN SAID REEL 2002, PAGE 23, AND ALSO BEING A 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "LAND MARKERS";

THENCE, LEAVING SAID SOUTHERLY WEST BOUNDARY AND COMMENCING ON A LINE CONCURRENT WITH THE NORTHERLY WEST BOUNDARY OF THE LAND DESCRIBED IN SAID REEL 2002, PAGE 23, SAID LINE ALSO BEING THE WEST SOUTHERLY LINE OF SAID REEL 1971, PAGE 489, AT A BEARING OF NORTH 68° 31' 54" WEST, A DISTANCE OF 159.57 FEET TO A POINT LABELED 130; SAID POINT BEING THE NORTHEAST CORNER OF THE LAND DESCRIBED IN SAID REEL 2002, PAGE 23, AND ALSO BEING A 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "LAND MARKERS";

THENCE, LEAVING SAID NORTH BOUNDARY AND COMMENCING ON A LINE CONCURRENT WITH THE WEST BOUNDARY OF SAID LOT 5 AT A BEARING OF NORTH 01° 42' 19" EAST, A DISTANCE OF 105.04 FEET TO A POINT ON SAID WEST BOUNDARY LABELED 176; SAID POINT BEING A 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "PD GROUP";

THENCE, LEAVING SAID WEST BOUNDARY AND COMMENCING ON A LINE CONCURRENT WITH THE WESTERLY NORTH BOUNDARY OF THE LAND DESCRIBED IN SAID REEL 1971, PAGE 489 AT A BEARING OF SOUTH 68° 12' 44" EAST, A DISTANCE OF 134.70 FEET TO A POINT LABELED 177; SAID POINT BEING A 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "PD GROUP";

THENCE, LEAVING SAID WESTERLY NORTH BOUNDARY AND COMMENCING ON A LINE CONCURRENT WITH THE NORTHERLY WEST BOUNDARY OF THE LAND DESCRIBED IN SAID REEL 1971, PAGE 489 AT A BEARING OF NORTH 01° 42' 19" EAST, A DISTANCE OF 276.25 FEET TO A POINT LABELED 127 ON THE SOUTH BOUNDARY OF THE LAND DESCRIBED IN SAID REEL 1971, PAGE 489, AND ALSO BEING A 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "PD GROUP";

THENCE, LEAVING SAID SOUTHERLY WEST BOUNDARY AND COMMENCING ON A LINE CONCURRENT WITH THE SOUTHERLY WEST BOUNDARY OF THE LAND DESCRIBED IN SAID REEL 1971, PAGE 489, A DISTANCE OF 195.37 FEET TO THE NORTHEAST CORNER OF THE LAND DESCRIBED IN SAID REEL 1971, PAGE 489, SAID POINT BEING A 5/8" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "PD GROUP";

THENCE, LEAVING SAID SOUTH BOUNDARY AND COMMENCING ON A LINE CONCURRENT WITH THE EAST BOUNDARY OF THE LAND DESCRIBED IN SAID REEL 1971, PAGE 489, AT A BEARING OF SOUTH 01° 43' 28" WEST, A DISTANCE OF 653.49 FEET TO A POINT ON SAID NORTH RIGHT-OF-WAY LINE, SAID POINT BEING A 5/8" DEFORMED REBAR WITH A YELLOW PLASTIC CAP MARKED "PD GROUP";

THENCE, LEAVING SAID EAST BOUNDARY AND COMMENCING ON A LINE CONCURRENT WITH SAID NORTH RIGHT-OF-WAY, AT A BEARING OF NORTH 68° 19' 44" WEST, A DISTANCE OF 134.97 FEET TO THE INITIAL POINT.

THE ABOVE DESCRIBED UNIT OF LAND CONTAINS 2.66 ACRES MORE OR LESS.

APPROVALS:
THE WITHIN PLAT IS HEREBY APPROVED:

[Signature]
CITY PLANNING ADMINISTRATOR
PLANNING CASE NUMBER: VULI 9-01
DATE: 11/31/2020

[Signature]
CITY OF SALEM SURVYOR
DATE: 01/26/2020

[Signature]
REX WIGGINS
By: *[Signature]*
MARION COUNTY TAX COLLECTOR
DATE: 2/6/2020

TAXES AND ASSESSMENTS ON THE ABOVE DESCRIBED PROPERTY, AS PROVIDED BY ORS 92.095, HAVE BEEN PAID IN FULL TO 6/30/2020.

[Signature]
MARION COUNTY ASSessor

CONDITIONS OF APPROVAL FOR THIS PLAT ARE RECORDED IN MARION COUNTY DEED RECORDS, REEL 4564, PAGE 42.

STATE OF OREGON)
COUNTY OF MARION)

I DO HEREBY CERTIFY THAT THE ATTACHED SUBDIVISION PLAT WAS RECEIVED FOR RECORDING ON THIS 07 DAY OF February, 2020, AT 9:41 O'CLOCK AM, AND RECORDED IN THE BOOK OF TOWN PLATS, VOLUME 12020, PAGE 489-02.

ALSO REFERENCED IN MARION COUNTY DEED RECORDS, REEL 4297, PAGE 100.

BILL SURGESSE, MARION COUNTY CLERK

[Signature]
DEPUTY COUNTY CLERK

DECLARATION:
KNOW ALL MEN AND WOMEN BY THESE PRESENTS THAT THE THOMAS KAY CO., BEING THE OWNER OF THE LAND AS DESCRIBED IN THE ABOVE SURVYORS CERTIFICATE AND DESIRING OF THE SAID LAND TO BE DIVIDED INTO A PARCEL, HAVE CAUSED THE LAND TO BE SURVEYED AND PARTITIONED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 92, OREGON REVISED STATUTES.

BY *[Signature]*
THOMAS B. KAY, JR., PRESIDENT
THE THOMAS KAY CO.

STATE OF OREGON)
COUNTY OF MARION)

ON THIS 21ST DAY OF January, 2020, PERSONALLY APPEARED BEFORE ME, A NOTARY PUBLIC FOR THE STATE OF OREGON, THE ABOVE NAMED THOMAS B. KAY, JR., PRESIDENT OF THE THOMAS KAY CO.

[Signature]
NOTARY PUBLIC - STATE OF OREGON

[Signature]
PRINTED NAME

COMMISSION NO. 979283

MY COMMISSION EXPIRES September 13, 2022.

REGISTERED PROFESSIONAL LAND SURVEYOR
CIVIL ENGINEERS
LAND SURVEYORS
PROJECT MANAGERS
PLANNERS
PROJECT DELIVERY GROUP, LLC
200 HAWTHORNE AVE SUITE A-100
SALEM, OREGON 97301
503-364-4004
PROJECT NO. 15126
RENEWAL DATE: JUNE 30, 2020
SHEET 4 OF 4

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



***Si necesita ayuda para comprender esta información, por favor llame
503-588-6173***

ADMINISTRATIVE DECISION FOR TREE CONSERVATION PLAN

CASE NO.: TCP19-07
AMANDA NO.: 18-125036-NR
DATE OF DECISION : November 26, 2019
PROPERTY LOCATION: 575 Salem Heights Avenue S
APPLICANT: Tom Kay Co.

REQUEST

A Tree Conservation Plan in conjunction with Subdivision and Adjustment Case No. 19-02, proposing the preservation of 41.9 percent, out of a total of 129 trees. The subject property is approximately eight acres in size, zoned RS (Single Family Residential), and located at 575 Salem Heights Road SE - 97302 (Marion County Assessor Map and Tax Lot Numbers 083W04AA10400, 10600, 10601, 10700, 10800).

FINDINGS

The subject property is located at 575 Salem Heights Avenue S (Attachment A). The tree conservation plan (Attachment B) was submitted in conjunction with a subdivision application for the subject property (SUB-ADJ19-02).

The tree conservation plan identifies a total of three trees above 10 inches diameter-at-breast-height (dbh) on the property, with one tree identified for preservation. There are no significant trees proposed for removal and no heritage trees, or riparian corridor trees or vegetation located on the property.

1. Tree Conservation Plan Approval Criteria (SRC 808.035(d)):

SRC 808.035(d) establishes the following approval criteria for tree conservation plans:

- (1) No heritage trees are designated for removal;
- (2) No significant trees are designated for removal, unless there are no reasonable design alternatives that would enable preservation of such trees;
- (3) No trees or native vegetation in a riparian corridor are designated for removal, unless there are no reasonable design alternatives that would enable preservation of such trees or native vegetation;
- (4) Not less than 25 percent of all trees located on the property are designated for preservation; provided, however, if less than 25 percent of all trees located on the property are designated for preservation, only those trees reasonably necessary to accommodate the proposed development shall be designated for removal.

TCP19-07 Decision
November 25, 2019
Page 2

2. Analysis of Tree Conservation Plan Approval Criteria:

(1) No heritage trees are designated for removal.

Finding: There are no heritage trees located on the subject property; therefore, the preservation requirements of SRC 808.035(d)(1) are not applicable to the tree conservation plan.

(2) No significant trees are designated for removal, unless there are no reasonable design alternatives that would enable preservation of such trees.

Finding: There are eight significant trees located on the subject property. The applicant is proposing to remove five are significant oaks which the applicant has identified for removal based on their location within either the future building envelopes of lots (applicable to two of the five significant oaks) or adjacent to required street and/or sidewalk improvements (applicable to three of the five significant oaks).

(3) No trees or native vegetation in a riparian corridor are designated for removal, unless there are no reasonable design alternatives that would enable preservation of such trees or native vegetation.

Finding: There are no riparian corridors present on the subject property; therefore, the preservation requirements of SRC 808.035(d)(3) are not applicable to the tree conservation plan.

(4) Not less than 25 percent of all trees located on the property are designated for preservation; provided, however, if less than 25 percent of all trees located on the property are designated for preservation, only those trees reasonably necessary to accommodate the proposed development shall be designated for removal.

Finding: The applicant submitted a tree conservation plan indicating 129 total trees existing on the property, the proposed tree conservation plan identifies 54 trees (41.9%) for preservation and 75 trees (58.1%) for removal. Of the 75 trees proposed for removal, five are significant oaks which the applicant has identified for removal based on their location within either the future building envelopes of lots (applicable to two of the five significant oaks) or adjacent to required street and/or sidewalk improvements (applicable to three of the five significant oaks).

The proposed tree conservation plan preserves 41.9 percent of the existing trees on the property, therefore exceeding the minimum 25 percent preservation requirement under SRC Chapter 808. In addition, though five of the nine existing significant oaks on the property are proposed to be removed, their removal is necessary because of no reasonable design alternatives that would enable their preservation. The tree conservation plan is being reviewed and, if approved, will be binding on the lots until final occupancy is granted for the construction of dwelling units on the lots.

TCP19-07 Decision
November 25, 2019
Page 3

In addition to the trees located on the subject property, there are also nine trees located within the existing right-of-way on the north side of Salem Heights Avenue S, including four significant oaks. Pursuant to the tree preservation ordinance (SRC Chapter 808), tree conservation plans are required to identify and preserve the minimum required number of trees on the property. Because the nine trees located within the existing right-of-way of Salem Heights Avenue are not located on the property, they are not subject to the provisions of SRC Chapter 808 and are not counted toward the total number of trees on the site. These trees are instead considered trees on City owned property and subject to the provisions of SRC Chapter 86. Based on the current under-improved width of Salem Heights Avenue, the four (two significant oaks) of the nine existing trees within the right-of-way will likely need to be removed to accommodate the required widening, sidewalk installation, and grading associated with the improvement of Salem Heights.

As noted, trees labeled as 20006- 20009, 20011- 2014, 20040, 20041, 10008 - 10011, 10013 – 10015 in Attachment C of SUB-ADJ19-02 will be future street trees and are conditioned for preservation as part of the subdivision decision. Any proposal for removal of additional street trees will be required to obtain a permit for removal pursuant to SRC 86.090.

3. SRC Chapter 808 Planting Requirements

SRC Chapter 808.050 establishes tree planting requirements for lots or parcels to be used for Single Family or Two Family uses. The specific number of trees that must be provided on each lot is based upon the requirements of Table 808-1, as shown below:

Table 808-1

Lot Size	Required Trees
Up to and including 6,000 square feet	2
6,001 to 7,000 square feet	3
7,001 to 8,000 square feet	4
8,001 to 9,000 square feet	5
Above 9,000 square feet	6

In the event there are insufficient existing trees on a lot or parcel to meet the requirements of Table 808-1, the deficiency shall be made up by planting trees that are at least 1.5 inches in caliper.

DECISION

The proposed Tree Conservation Plan is consistent with the provisions of SRC Chapter 808. The Tree Conservation Plan is hereby **APPROVED**, subject to SRC Chapter 808 and the following conditions, adopted pursuant to SRC 808.050(e)(2):

TCP19-07 Decision
November 25, 2019
Page 4

Condition 1: All trees designated for retention under the tree conservation plan shall be marked and protected during construction. Any heritage tree or significant tree shall require that at least 70 percent of a circular area beneath the tree measuring one foot in radius for every one inch of dbh be protected by an above ground silt fence or its equivalent. Tree protection measures shall remain in place until the issuance of Notice of Final Completion for the Single Family dwelling or Two Family dwelling.

Condition 2: Each lot or parcel within the development proposal shall comply with the tree planting requirements set forth in SRC 808.050.

Condition 3: The applicant shall obtain all required grading and erosion control permits if tree removal results in ground disturbance.

The applicant, and all representatives thereof, shall comply with all applicable development standards of SRC Chapter 808. The approved Tree Conservation Plan is on file with the City of Salem and is binding on the lots created by the partition of the subject property. No tree designated for removal on the approved Tree Conservation Plan shall be removed or critically damaged prior to the Tree Conservation Plan approval date.



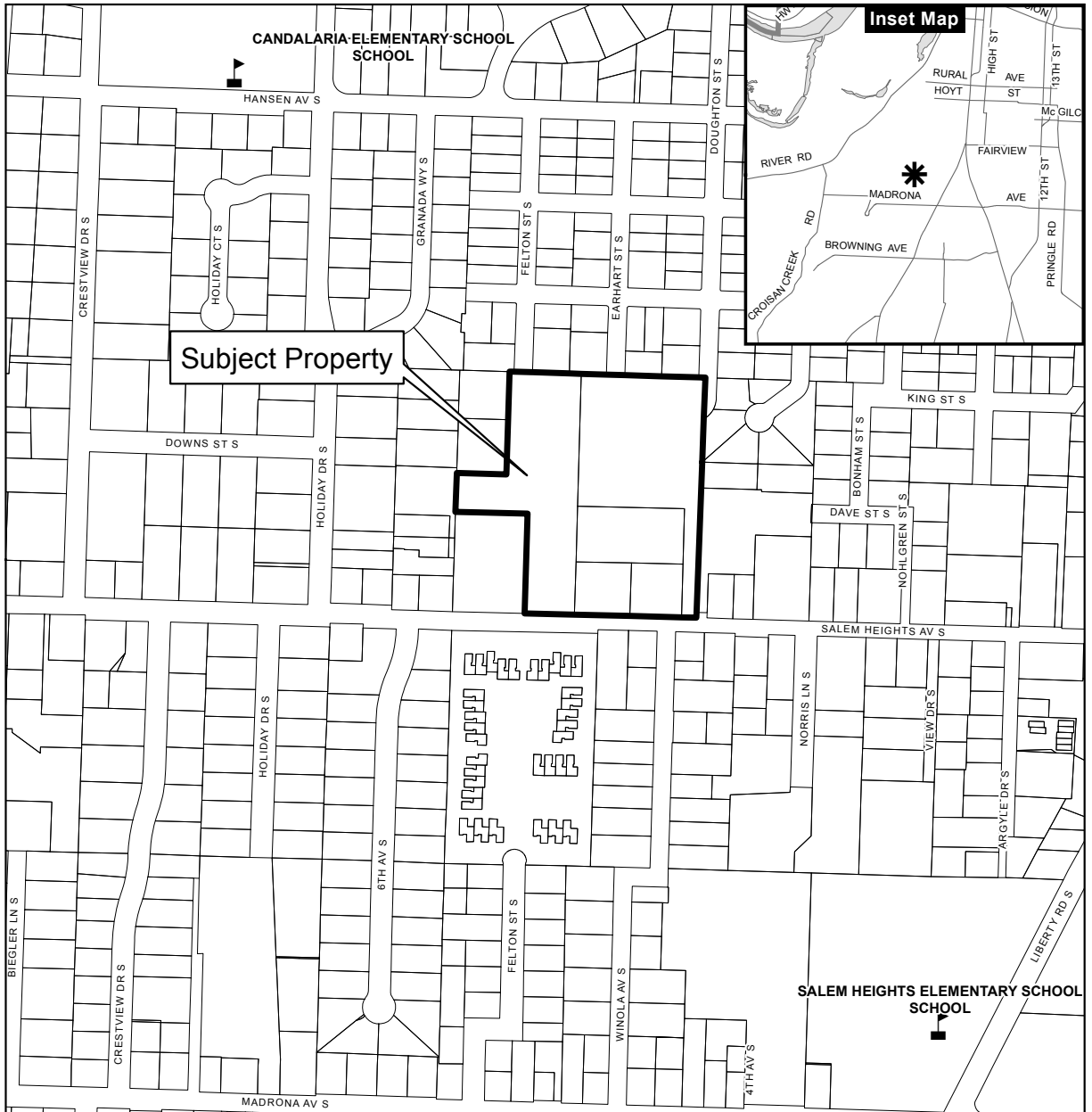
Olivia Glantz, Planner III
Planning Administrator Designee

Attachments: A. Vicinity Map
 B. Approved Tree Conservation Plan

cc: Alan Kessler, GIS

G:\CD\PLANNING\CASE APPLICATION Files 2011-On\TREES\TCP-Tree Conservation Plan\2019\Decisions\TCP19-07.ocg.docx

Vicinity Map 575 Salem Heights Avenue S



Legend

- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools

- Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

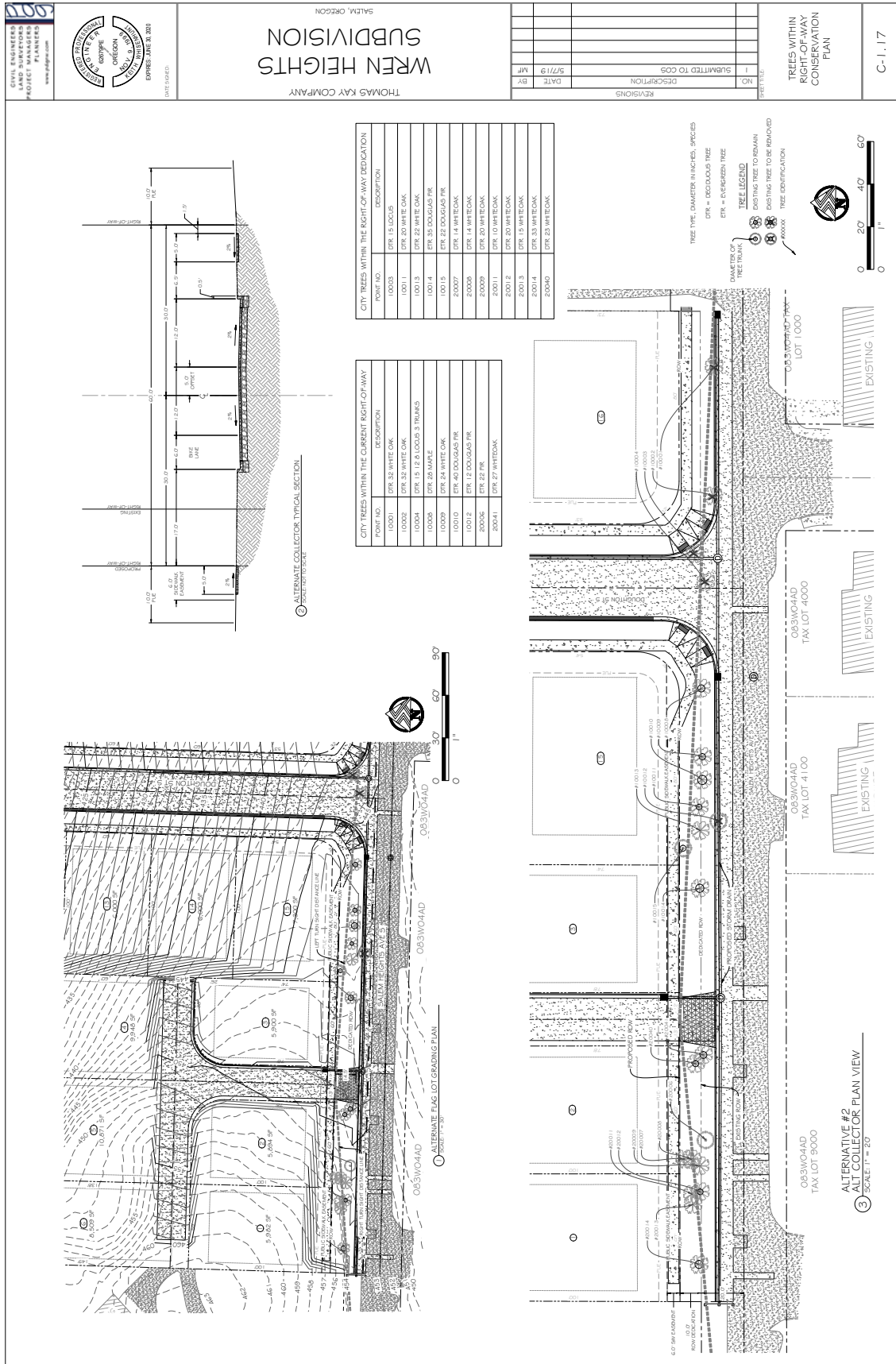
0 100 200 400 Feet



This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.



APPENDICES



Appendix B - Public Outreach Materials

Community Meeting

**HELP PLAN
THE FUTURE
OF
SALEM HEIGHTS
AVENUE**

SALEM HEIGHTS AVE MASTER PLAN

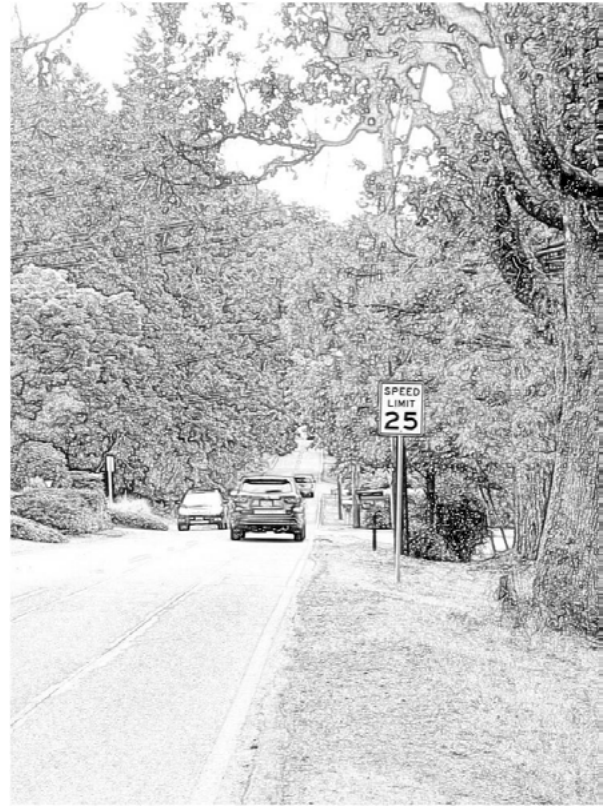
Tuesday, June 25th

@Salem Heights Elementary School

6:00 p.m. Meet & Greet Info Fair

6:30 p.m. Meeting Starts

Meeting Sponsored by City of Salem



Community Meeting

**HELP PLAN
THE FUTURE
OF
SALEM HEIGHTS
AVENUE**

SALEM HEIGHTS AVE MASTER PLAN

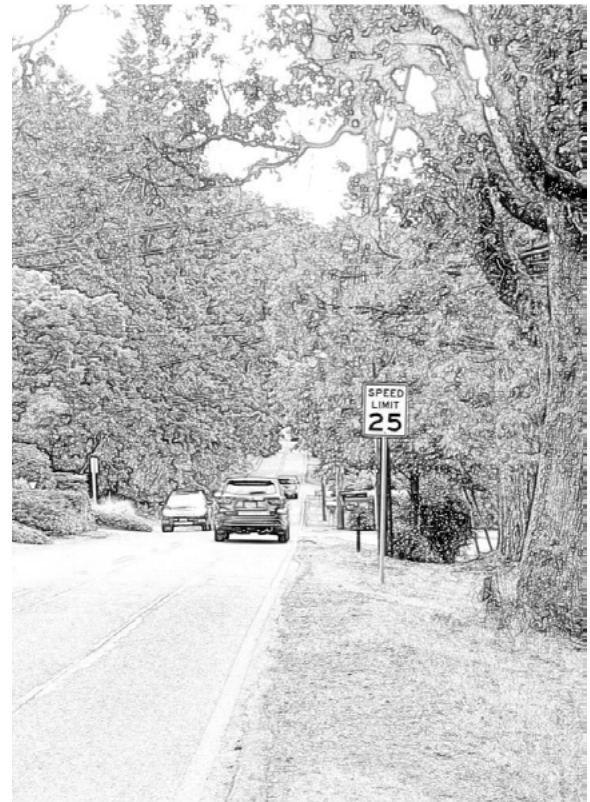
Tuesday, June 25th

@Salem Heights Elementary School

6:00 p.m. Meet & Greet Info Fair

6:30 p.m. Meeting Starts

Meeting Sponsored by City of Salem



What's Happening?

Salem Heights is a designated "collector" street which allows more development and more traffic even though it is unimproved with poor sightlines and no sidewalks.

The City is beginning a process for developing a Salem Heights Avenue improvement Master Plan for inclusion in the next transportation bond issue. The June 25th meeting is the first of a series of meetings with the City and neighborhood residents to shape the plan.

This is your chance to be heard! How wide should the street be? Sidewalks? Where and how wide? Bike Lanes? Preservation of trees and vegetation? Decisions the City makes about these questions can affect your property, your safety and the natural character of the neighborhood.

You have a stake in the outcome!

HOW YOU CAN BE HEARD!

- Attend the Community Meeting on June 25 at 6:00 p.m.
- Go to Facebook
<https://www.facebook.com/salemhightsave/>
- Go to salemheightsave@gmail.com
Add your name to the mailing list for updates and notifications

What's Happening?

Salem Heights is a designated "collector" street which allows more development and more traffic even though it is unimproved with poor sightlines and no sidewalks.

The City is beginning a process for developing a Salem Heights Avenue improvement Master Plan for inclusion in the next transportation bond issue. The June 25th meeting is the first of a series of meetings with the City and neighborhood residents to shape the plan.

This is your chance to be heard! How wide should the street be? Sidewalks? Where and how wide? Bike Lanes? Preservation of trees and vegetation? Decisions the City makes about these questions can affect your property, your safety and the natural character of the neighborhood.

You have a stake in the outcome!

HOW YOU CAN BE HEARD!

- Attend the Community Meeting on June 25 at 6:00 p.m.
- Go to Facebook
<https://www.facebook.com/salemhightsave/>
- Go to salemheightsave@gmail.com
Add your name to the mailing list for updates and notifications

What Do We Like?

- Trees / oaks
- Mature Vegetation
- Straight
- Views
- Friendliness of residents
- Quiet
- Small scale
- Deep set-backs from road to homes
- Varied neighborhood - variety of homes + landscapes
- Proximity to both schools
- Easy access to shopping, etc.
- School-oriented neighborhood

What Do We Not Like or Want to see added?

- One sidewalk minimum
- Dangerous for pedestrians + bikes
- Speed of cars
- Side streets - visibility bad - turning difficult
- No curbs / sidewalks

Concerns

- Flexibility - a must
- SH is not a 'normal' collector - standards must be flexible
- Notice of tree removal / respect for older trees
- Lights - not too bright
- Impact of construction - use of side street
- Get right-of-way map to residents

What do you like?

- ① Trees
- ② View (downhill)
- ③ Rural atmosphere
- ④ Wildlife (deer especially)
- ⑤ Connection to Liberty & River Rd.
- ⑥ Eclectic neighborhood (not cookie cutter)
- ⑦ Adventure (hills, meandering, *church*)

What don't you like?

- ① Lack of sidewalks - Lack of sidewalk connectivity
- ② Restricted sight at multiple points
- ③ Doesn't accommodate bikes / Ped
- ④ Speed
- ⑤ Causes people to race through side streets
- ⑥ Overall safety
- ⑦ Really dangerous light by liberty / main's red lights
- ⑧ Turn signal on liberty going north restricted

Any concerns you want city to know about moving forward (process)

- ① Concerns about changing character
- ② Transparency / explanations for communication
- ③ Funding - taxes a concern
- ④ Follow through on stated process
- ⑤ City not looking hard enough to try to make developer pay for street improvements

Salem Heights Avenue South

Street Refinement Plan

Page description:

The City of Salem is developing a plan for Salem Heights Avenue South that:

- Improves the safety and utility for all users
- Reflects the existing character of the neighborhood
- Results in one or a series of projects that can be adopted into the Salem Transportation System Plan and implemented as resources are available.

Your feedback will help to inform this plan.

To provide feedback simply complete this survey and return to the City using the enclosed return envelope **by June 4, 2021**.

The survey may also be completed online until June 4 by photographing the below QR code with a smart phone or accessing through the following link: **<http://bit.ly/SalemHeightsSurvey>**



Please contact **Anthony Gamallo** at **Agamallo@cityofsalem.net** or **503-588-6211** if you have questions or would like additional information about this project.

Thank you for your participation!

1. Copy of How often do you walk on Salem Heights Avenue South? Please select only one. *

- ☐ Daily
 - ☐ 1-2 times per week
 - ☐ 1-2 times per month
 - ☐ A few times per year
 - ☐ Never
-

2. Which section of Salem Heights Avenue South do you walk on? *



3. How often do you ride a bike on Salem Heights Avenue South? Please select only one. *

- ☐ Daily
 - ☐ 1-2 times per week
 - ☐ 1-2 times per month
 - ☐ A few times per year
 - ☐ Never
-

4. Which section of Salem Heights Avenue South do you ride a bike on? *



5. How often do you drive on Salem Heights Avenue South? Please select only one. *

- ☐ Daily
 - ☐ 1-2 times per week
 - ☐ 1-2 times per month
 - ☐ A few times per year
 - ☐ Never
-

6. What is most important to you about living on or near Salem Heights Avenue South? Please select all that apply. *

- ☐ Trees
- ☐ Location
- ☐ Schools
- ☐ Neighborhood Character
- ☐ Other - Write In

7. What is your perception of vehicle speed on Salem Heights Avenue South? Please select only one. *

- ☐ Too Fast
 - ☐ Too Slow
 - ☐ Not a problem
-

8. What kind of improvements to Salem Heights Avenue South would you like to see? Please select all that apply. *

- ☐ Sidewalks
- ☐ Bicycle lane
- ☐ Crosswalks
- ☐ Multi-use paved path
- ☐ Wider vehicle travel lanes
- ☐ None
- ☐ Other - please specify:

9. What is your preference for a sidewalk on Salem Heights Avenue South? Please select only one. *

- ☐ Both sides
- ☐ North side
- ☐ South side
- ☐ Multi-use paved path
- ☐ No sidewalk
- ☐ No preference

10. Please state your primary safety concern relating to the street.

11. What is your primary challenge getting around the Salem Heights Avenue South neighborhood?

12. Street improvements may mean the loss or relocation of street trees. How important do you rate preservation of the neighborhood tree canopy vs. the installation of street improvements? Please select only one. *

- ☐ Protecting tree canopy is my top priority.
 - ☐ I am more supportive of street tree canopy than street improvements.
 - ☐ Some reduction of street tree canopy is ok if street improvements are made.
 - ☐ I am more supportive of street improvements than street tree canopy.
 - ☐ Street improvements are my top priority.
-

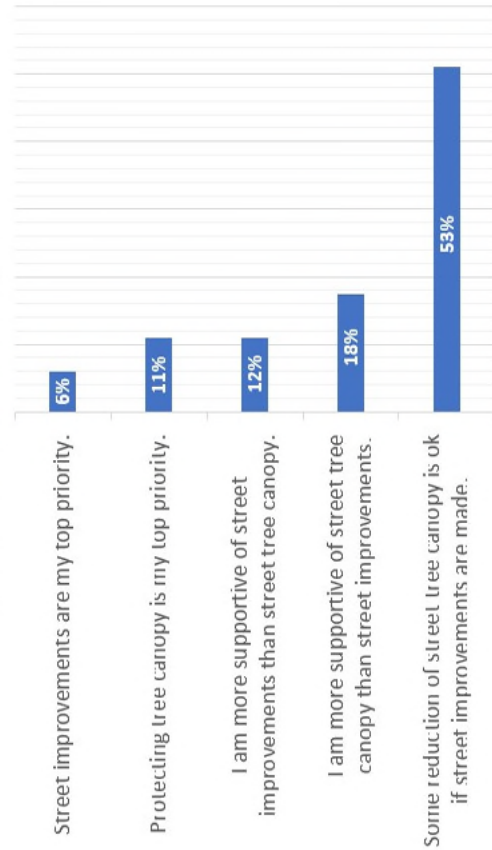
Thank You!

Thank you for taking our survey. Your response is very important to us.

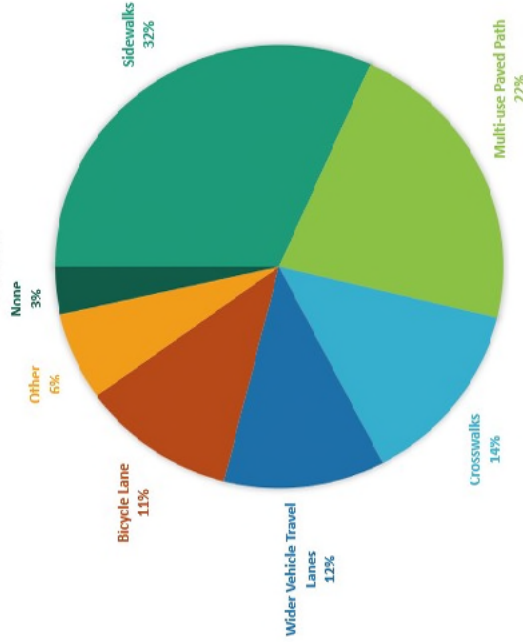
Salem Heights Avenue South Street Refinement Plan

Area Survey June-July 2021

Street improvements may mean the loss or relocation of street trees. How important do you rate preservation of the neighborhood tree canopy vs. the installation of street improvements? Please select only one.



WHAT KINDS OF IMPROVEMENTS TO SALEM HEIGHTS AVENUE SOUTH WOULD YOU LIKE TO SEE? PLEASE SELECT ALL THAT APPLY.



79% of respondents want pedestrian and bicycle improvements

For full survey results and more project information, visit <https://www.cityofsalem.net/Pages/salem-heights-ave-street-refinement-plan.aspx>

Anthony Gamallo, Project Manager
503-588-6211
agamallo@cityofsalem.net

PROJECT GOALS

Improve the safety and utility of Salem Heights Avenue S for all users.

Preserve the existing character of the neighborhood.

Plan one or a series of projects that can be adopted into the Salem Transportation System Plan and be implemented as resources are available.



COMMUNITY MEETING

Salem Heights Ave. S Refinement Plan

Balancing Increased Safety and Tree Protection

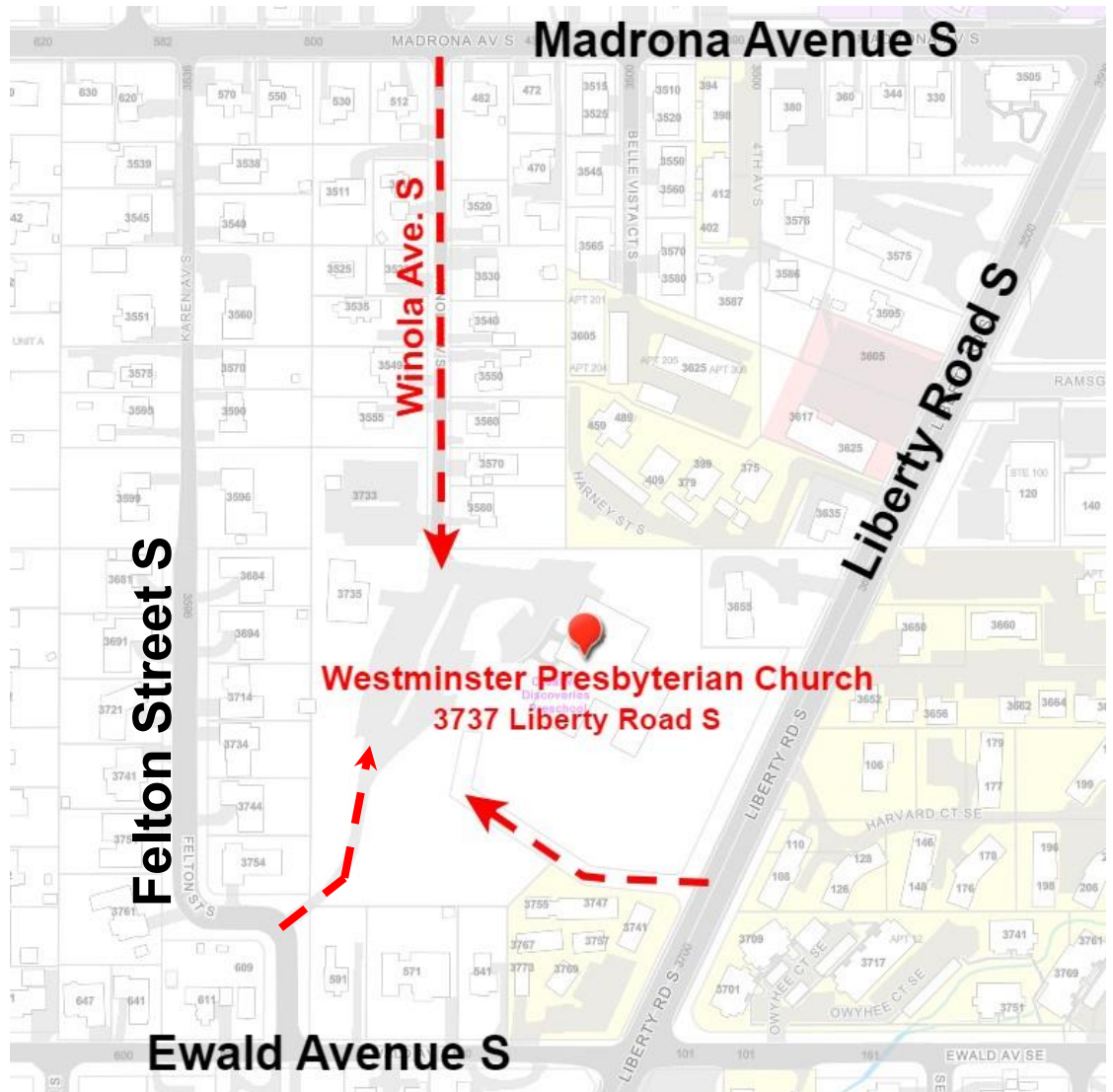
Thursday, November 17
Westminster Presbyterian Church
3737 Liberty Road S

- 6:00PM – Gather & Explore Exhibits**
- 6:30PM – Community Discussion**
 - Survey Results & Preferred Alternative
 - Right-of-Way Impacts
- Help Develop Guidelines for the City

Help improve Salem Heights Ave. S!

Please Contact **Anthony Gamallo** at agamallo@cityofsalem.net or **503-588-6211** if you have questions or would like additional information about this project. You can also visit the project webpage at <https://www.cityofsalem.net/government/public-notices-and-hearings/construction-in-your-neighborhood/salem-heights-avenue-south-street-refinement-plan>



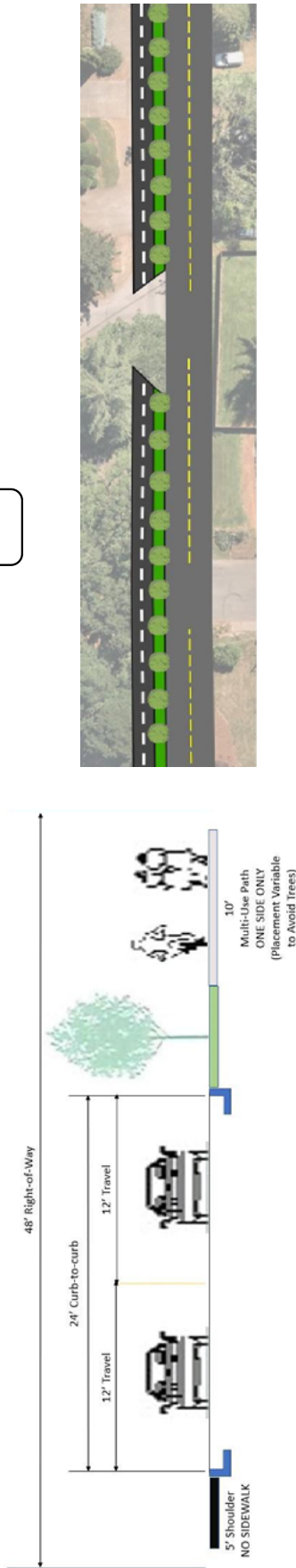


Ways to get to Westminster Presbyterian Church:

- Turn South on Winola from Madrona and drive into the parking lot, OR
- Take the entrance off Felton Street S, OR
- Enter through driveway off Liberty Road S (it's easy to miss!)

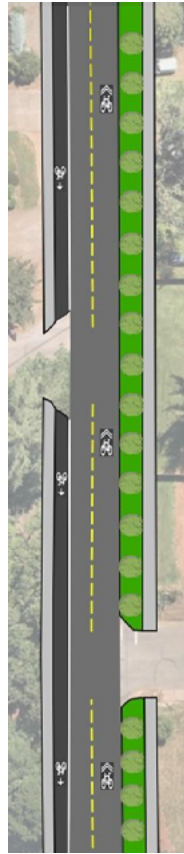
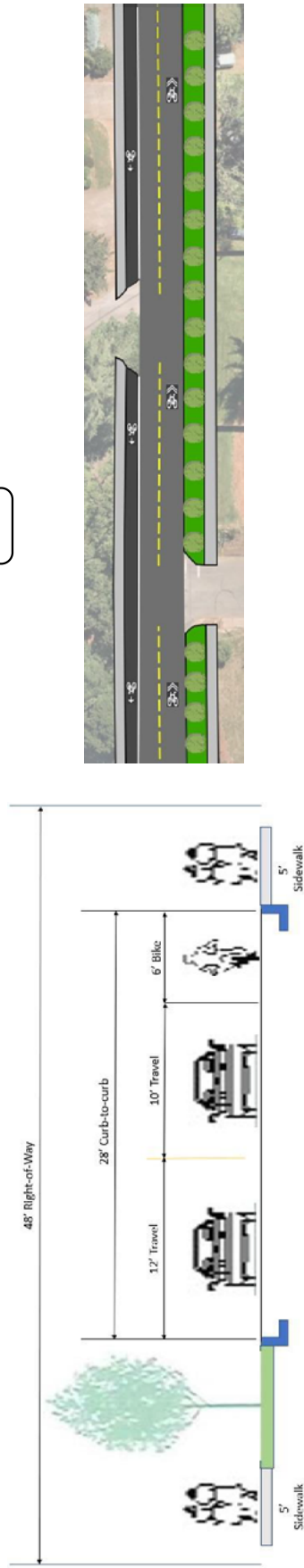
Multi-Use Path

To Select This Option Mark Here ➡



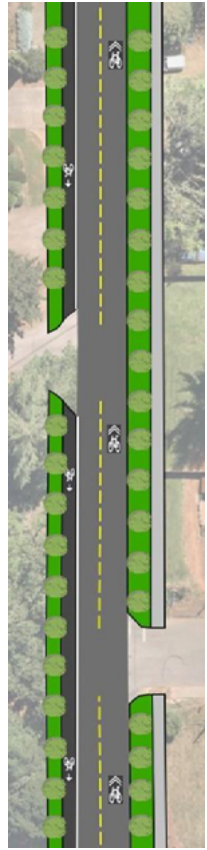
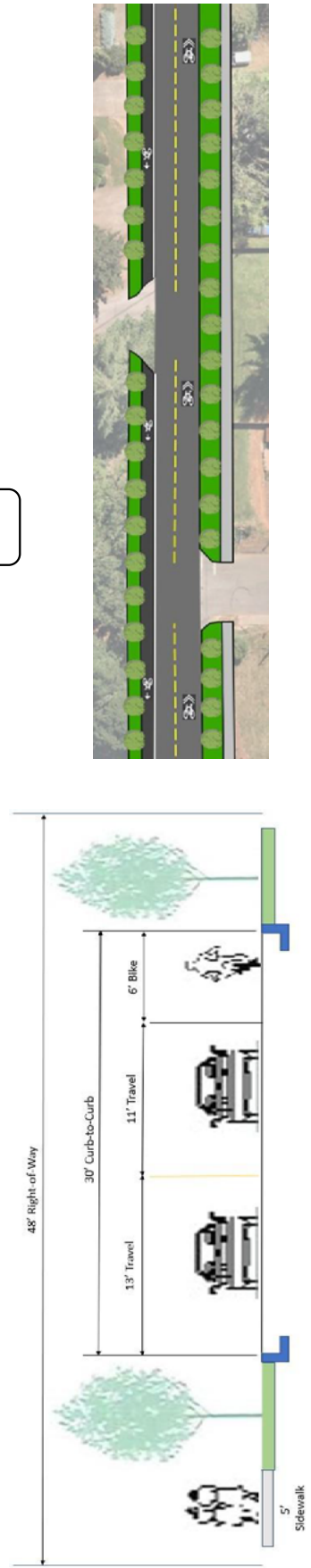
Sidewalks on Both Sides of Street

To Select This Option Mark Here ➡



Sidewalk on One Side of Street

To Select This Option Mark Here ➡



Salem Heights Avenue South

Street Refinement Plan Survey

The City of Salem is developing a plan for Salem Heights Avenue S. that:

- Improves safety and utility for all users
- Reflects the existing character of the neighborhood
- Results in one or a series of projects that can be adopted into the Salem Transportation System Plan and implemented as resources are available

Your opinion about this project is important. Previous public feedback has helped the City develop three plan alternatives to incorporate bicycle and pedestrian facilities into Salem Heights Avenue S.:

1. A dedicated Multi-Use Path on one side of the street
2. Sidewalks on both sides of the street
3. A sidewalk on one side of the street

The City is looking for your feedback on which alternative you would prefer to see planned for Salem Heights Avenue S. Each alternative is depicted on the reverse side of this page.

*****Please note that these are general renditions and not exact depictions of what the street will eventually look like. Every effort is going to be made to preserve existing trees regardless of which alternative is eventually chosen. The street and bike/pedestrian facilities can be made to meander within the right-of-way to preserve trees. These are high-level concepts and not engineering designs.*****

If you are interested in providing your feedback, please vote for one of the alternatives shown and return to the City using the enclosed return envelope. **Please select only one alternative.** You may also submit your survey online by photographing the below QR code with a smart phone or accessing through the following link: <https://form.cityofsalem.net/s3/Salem-Heights-Avenue-South-Street-Refinement-Plan>. The City will be accepting surveys until 05/27/2022.

Please Contact **Anthony Gamallo** at agamallo@cityofsalem.net or 503-588-6211 if you have questions or would like additional information about this project.

Thank you for your participation!



<u>Medium</u>	<u>Multi-Use Path</u>	<u>Sidewalks on Both Sides of Street</u>	<u>Sidewalk on One Side of Street</u>	<u>Total Responses Received</u>
Paper	86	56	42	184
Online	77	59	23	159
Total	163	115	65	343
	47.52%	33.53%	18.95%	100.00%

WHICH IS YOUR PREFERRED ALIGNMENT FOR SALEM HEIGHTS AVE. S?

