

Salem River Crossing Project

Draft Amendments to City of Salem Comprehensive Plan (TSP) supporting the Preferred Alternative

Underline = new text

~~Strikeout = revised or deleted text~~

Introduction – Map Amendments

The following map will be removed and replaced to reflect the updated UGB.

- Map 1-1: Salem-Keizer Urban Area

Street System Element

Recommended Highway and Arterial Street Improvements

STATE OF OREGON HIGHWAYS

Alternatives

Several State highway corridors within Salem are currently being studied, or planned to be studied, over the next five years. It is important that many of the questions listed above are answered through these studies.

Highway 22—Willamette River Bridges (Center Street and Marion Street Bridges)

The Rivercrossing Capacity Study identified the need for an additional bridge across the Willamette River to solve long-term capacity and circulation issues. The City ~~is working~~worked cooperatively with other regional jurisdictions to ~~proceed with~~complete the planning and environmental work required to locate and construct a new bridge. This effort ~~is~~was referred to as the Salem River Crossing Project (described below). ~~The initial goal of this process will be to identify an alignment specific enough so the City and the region can begin to acquire and preserve right-of-way that will be needed for the eventual construction of an additional bridge. This issue is discussed further in the sections of this Plan that address Issues Requiring Future Study and the Long-range Transportation Strategy.~~

The 1998 Willamette River Bridgehead Engineering Study identified several improvements that could be made in the relative short term to increase the carrying capacity of the bridgehead area and extend the operational life of the bridges throughout the next 10 to 20 years. Some of these improvements have been constructed. The remaining are included in the project sections of this Plan.

While there is a need for a new bridge across the Willamette River, the Marion and Center Street bridges will continue to be a critical part of the local, regional, and state transportation system. The City will continue to advocate for ODOT to maintain these bridges in a state of good repair. The City fully supports cost-effective efforts to undertake seismic upgrades of these existing facilities to protect life safety and to minimize disruption in the event of an earthquake.

Highway 22 Corridor

Highway 22—West of the Willamette River (From the Marion Street and Center Street Bridges to the Salem UGB, including the Rosemont Avenue NW interchange, intersections at Stoneway Drive NW, College Drive NW, and Doaks Ferry Road NW)

The current Rosemont Avenue NW interchange requires drivers to merge from the left to go eastbound on Highway 22. Should the existing interchange be improved or replaced by a new interchange at Eola Drive NW? Such a new interchange would provide arterial street access to the established and developing areas of West Salem. Should actions be taken to improve safety at nonsignalized intersections at Rosewood Drive NW, Stoneway Drive NW, College Drive NW, and Doaks Ferry Road NW? Such actions could include prohibiting left turns to and from the highway to some or all of these city streets. Long-term actions could include the construction of frontage roads that would eliminate direct property access to the highway. In the future, should the intersection at Doaks Ferry Road NW be built as a grade-separated interchange?

One promising concept in this area is to realign Doaks Ferry Road NW to the east so that it intersects with Highway 22 closer to College Drive NW. A new connection then could be constructed between College Drive NW and the new alignment of Doaks Ferry Road NW. In the future, the new intersection with Highway 22 created by the realigned Doaks Ferry Road NW could be constructed as a grade-separated interchange much more easily than the current intersection of Highway 22 and Doaks Ferry Road NW. The existing College Drive NW intersection could either be closed or restricted to right-in/right-out. This potential future transportation improvement would help address circulation needs in the western portion of the Salem UGB and improve safety along Highway 22. While promising, the City, Polk County, and ODOT will need to complete significant planning, public involvement, and design work to determine if this concept is the best solution to transportation problems on this section of Highway 22.

The Salem River Crossing Preferred Alternative presents an additional need to work with ODOT to develop a facility plan for this section of Highway 22. The ramp connection from the future Marine Drive NW to westbound Highway 22 would merge too close to the existing westbound exit for Rosemont Avenue NW. As a result, this exit would need to be closed or relocated. A facility plan for this stretch of Highway 22 will identify how best to provide access to and from the highway. The City will not support closure of the exit at Rosemont Avenue NW until a facility plan has been adopted that addresses access to the southwest portion of west Salem.

Wallace Road NW (Highway 221)

Wallace Road NW serves as one of the primary routes into the city of Salem, connecting the Willamette River bridges with Dayton and McMinnville. Wallace Road NW is classified as a Major Arterial in the Salem classification system and as a District Highway in the State of Oregon highway system. Most of West Salem's east-west arterials begin at Wallace Road NW, making it the primary north-south route in West Salem. With the majority of traffic heading to or from the Center Street and Marion Street Bridges and the commercial district south of Orchard Heights Road NW, significant congestion occurs on the southern end of Wallace Road NW during peak travel hours.

In 1993 daily traffic volumes on Wallace Road NW ranged from 27,000 north of Edgewater Street NW to 6,800 north of Michigan City Lane NW. By the Year 2005, these traffic volumes had increased to 40,700 and 8,700 respectively. Volumes at the Edgewater location represent a 50 percent increase in the 12-year period. A major issue concerning Wallace Road NW now and in the future is the ability of the highway, between Orchard Heights Road NW and Edgewater Street NW, to handle the tremendous traffic load expected over the next 20 to 40 years. The Wallace Road Local Access and Circulation Study, adopted by Council in November 1997, identified ways to increase local street circulation, connectivity between properties, consolidating access, and the potential of a collector level street that would parallel Wallace Road NW on the east.

The Salem River Crossing Preferred Alternative includes a new bridge at Hope Avenue NW. Wallace Road NW will provide the major north-south connection to the bridge, with the future Marine Drive NW providing secondary traffic dispersion.

Accommodating traffic to and from the new bridge will require installation of a new traffic signal and additional turn lanes at the intersection with Hope Avenue NW. West of Wallace Road NW, Hope Avenue NW will remain a local street. Traffic calming may be needed to avoid traffic trying to use this local residential street as

a cut-through route to the new bridge. This may involve restricting the west leg of the intersection to right-in and right-out only. Additional outreach with the neighborhood will be needed prior to design and construction. The new bridge will change traffic flows on Wallace Road NW by providing two ways to cross the Willamette River. New traffic patterns are expected to require additional turn lanes at the intersection of Wallace Road NW and Orchard Heights Road NW.

WALLACE ROAD LOCAL ACCESS AND CIRCULATION STUDY RECOMMENDATIONS

The following recommendations are adopted as part of the *Salem Transportation System Plan*:

The City of Salem shall work with the Salem Area Mass Transit District to modify or expand the current “pulse system” scheduling of transit bus service in West Salem to improve availability of buses during each service hour.

Bicycle lanes should be included in all plans for improvements to Wallace Road NW and all existing and new arterial and collector streets within West Salem.

Transportation alternatives need to be identified that will allow Wallace Road NW to remain in its existing configuration, whether it be a five-lane cross section with a continuous center turn lane or four travel lanes with a raised median and turn lanes, between Glen Creek Road NW and Edgewater Street NW.

At the Wallace Road NW intersection with Glen Creek Road NW, add a northbound right-turn lane on Wallace Road NW and one eastbound right-turn lane on Glen Creek Road NW, and reduce northbound left-turn green time by adding an additional left-turn lane on Wallace Road NW.

A new north-south collector street (Marine Drive NW) should be constructed east of Wallace Road NW that will provide a spine for local access and circulation. The alignment should begin at Moyer Lane NW and continue north parallel to Wallace Marine Park, then follow the UGB, ending at River Bend Road NW. An alternate alignment that extends 5th Avenue NW northward along the UGB should be built if there are difficulties in constructing the preferred eastern alignment along Wallace Marine Park. The future Marine Drive NW will play an important role in distributing traffic to and from the Salem River Crossing bridge at Hope Avenue NW. Marine Drive will also have direct ramp connections to Highway 22. With this modified role, Marine Drive NW south of Hope Avenue NW will function as a minor arterial, while the section north of Hope Avenue NW will continue to function as a collector street.

To facilitate local access and circulation, new local streets should be constructed as development and redevelopment occurs to provide access and circulation to the area east of Wallace Road NW. These streets include:

- a. An eastward extension of Moyer Lane NW to intersect with the new north-south collector street.
- b. An eastward extension of Veall Lane NW to intersect with the new north-south collector street.
- c. A new north-south local street that provides a connection between Taybin Road NW and Glen Creek Road NW. (Completed.)
- d. A new north-south local street that provides a connection between Glen Creek Road NW and Veall Lane NW. (Completed.)
- e. A new north-south local street that provides a connection between Veall Lane NW and Moyer Lane NW. (Completed.)

- f. A new local street connection between Moyer Lane NW and a new intersection with Wallace Road NW. (Completed.)
- g. An eastward extension of Narcissus Court NW across Wallace Road NW to intersect with the new north-south collector street.
- h. An eastward extension of Hope Avenue NW across Wallace Road NW to intersect with the new north-south collector street.
- i. An eastward extension of Harritt Drive NW across Wallace Road NW to intersect with the new north-south collector street.

The location of future street alignments are shown on Map 3-5. The exact location of these future streets may need to be adjusted over time to take advantage of changing circumstances and opportunities. The primary focus is to establish a grid-like street system between Wallace Road NW and the new Marine Drive NW.

To facilitate local access and circulation for future commercial and retail development or redevelopment, new local streets should be constructed in the area west of Wallace Road NW. These streets include:

- a. A new north-south collector street that partially bisects the block created by 7th Street NW, Murlark Avenue NW, Bassett Street NW, and Wallace Road NW. This street will provide a new collector street connection between 7th Street NW and a new east-west collector street. (Completed.)
- b. A new east-west collector street that bisects the block created by 7th Street NW, the new north-south local street, Bassett Street NW, and Wallace Road NW. This street will provide a collector street connection between the new north-south collector street and Wallace Road NW. (Completed.)

The exact location of future streets in this area may need to be adjusted over time to take advantage of changing circumstances and opportunities. The primary focus is to establish a grid-like street system between Wallace Road NW and Murlark Avenue NW as the area redevelops into commercial or retail uses. It is not intended that this recommendation be implemented to the detriment of existing industrial uses.

To improve traffic progression and signal spacing on Wallace Road NW, the City shall relocate the existing traffic signal at the intersection of 7th Street NW and Wallace Road NW to a new location approximately one block south at the intersection of the new streets described in recommendations 6.f. and 7.a. The relocation of this signal shall occur only after these new streets are constructed. (Completed.)

To provide adequate right-of-way for future improvements, the Wallace Road NW right-of-way width requirement for the segment between Edgewater Street NW and Orchard Heights Road NW should be maintained at a minimum of 108 feet. Additional right-of-way may be required to construct turn lanes at intersections.

When resources are available, a raised landscaped median should be constructed between Edgewater Street NW and Orchard Heights Road NW, with appropriate locations for openings and turn lanes. The median will serve to enhance the gateway character of the area and promote safety, traffic flow, and aesthetics. This gateway treatment should include landscaped planting strips and adequate pedestrian and bicycle facilities.

When resources are available, overhead utility wires along Wallace Road NW, both parallel and crossings, should be undergrounded in the area between Edgewater Street NW and Michigan City Lane NW.

SALEM RIVER CROSSING PREFERRED ALTERNATIVE

In February 2014, the Regional Project Oversight Team recommended a locally Preferred Alternative. ODOT is leading the effort to document the impacts of the Preferred Alternative as required by the National Environmental Policy Act in the Final Environmental Impact Statement. After the Federal Highway Administration issues a Record of Decision, the City, ODOT, and regional partners can work cooperatively to advance design, right-of-way acquisition, and construction of the Preferred Alternative.

The Salem River Crossing Preferred Alternative addresses a long-standing regional need for another crossing of the Willamette River in the Salem-Keizer area. The Preferred Alternative will be documented in the Final Environmental Impact Statement. The major elements of the preferred alternative are described below and illustrated on Map 3-X. Portions of the project will likely be under the jurisdiction of the State (ODOT), while other portions will be maintained and operated by the City. The overall project is a high priority for the City of Salem, but given the significant costs¹, it will likely be designed and constructed in phases. Due to the regional nature of this project, all elements are discussed here rather than being divided into Sectors.

- New Bridge: A new major arterial bridge will connect Wallace Road NW (OR 221) at Hope Avenue NW on the west to the Commercial/Liberty Couplet (OR 99E Business) at Pine and Hickory Streets NE on the east. The bridge will accommodate two travel lanes in each direction as well as separated bicycle and pedestrian facilities. The bridge may be constructed as two separate structures or a single structure.
- Marine Drive NW: Marine Drive NW has been part of the Salem TSP for many years as a future collector street. With the Preferred Alternative, Marine Drive NW will take on a modified role as a connection to the new bridge. This will change the functional classification of Marine Drive south of Hope Avenue NW from a collector to a minor arterial. It is the intent that access along the east side of Marine Drive NW be limited to access needed to support allowed uses in the Exclusive Farm Zone, with the exception of those properties previously included in the UGB (properties immediately north and south of Harritt Drive NW). Connections to Marine Drive NW will also be constructed at 5th Avenue NW and across from Narcissus Court NW. Both of these elements were adopted into the Salem TSP as part of the Wallace Road Local Access and Circulation Study.
- Front Street NE: A portion of Front Street NE will be realigned closer to the Willamette River in the vicinity of Pine and Hickory Streets NE to go under the bridge as it approaches Commercial Street NE.
- Ramps to OR 22: Ramps connecting OR 22 to Marine Drive NW will be constructed south of Glen Creek Road NW.
- Wallace Road NW Intersection Modifications: To accommodate the new bridge, intersection modifications will be needed, including additional turn lanes at Hope Avenue NW and at Orchard Heights Road NW.

Details of design, right-of-way impacts, and mitigation will rely on information developed during preliminary engineering, design, and permitting. In adopting this Preferred Alternative, the City recognizes that some intersections located within the project area will not meet the City's adopted Level of Service standards as included in Street System Element, Policy 2.5. Some of the intersections on the State roadway system will also not meet the State mobility targets, for which the State proposes to adopt Alternate Mobility Targets into the Oregon Highway Plan. The City supports a greater level of peak hour congestion in order to reduce the physical impact to the surrounding neighborhoods and business districts. The following City intersections will likely experience congestion greater than the City standards in either the AM or PM peak travel period.

¹ The planning level cost estimate for the Salem River Crossing Preferred Alternative is approximately \$425 million.

- Marion Street NE at Liberty Street NE
- Market Street NE at Broadway Street NE
- Broadway Street NE at Pine Street NE
- Broadway Street NE at Hickory Street NE

In addition to regulatory requirements, the following mitigations must be addressed by the project to meet the expectations of the City of Salem. Furthermore, the City intends to review land use and transportation plans in the vicinity of the bridgeheads. Focused planning at the bridgeheads will maximize the opportunity for transportation investments to serve as a catalyst for positive change.

Design Mitigations:

- Bridge Design Considerations: Design of the bridge, bridge approaches, and ramps to OR 22 shall include opportunities for public input, with a particular emphasis on people living near these areas. In the case of the ramps to OR 22, input shall be solicited from the Salem Parks and Recreation Advisory Board and park users, as well as other area stakeholders.
- Traffic Calming: Project design shall include consideration of traffic calming needs in neighborhoods adjoining the bridgeheads on both sides of the Willamette River. Mitigation measures may include access restrictions or other traffic calming features, such as speed humps, diverters, or similar measures.
- Access to OR 22: The City will not support closure of the exit at Rosemont Avenue NW until a facility plan has been adopted that addresses access to the southwest portion of west Salem from westbound OR 22. The City further supports design efforts to reduce the length of bridge structure along the riverbank associated with the eastbound OR 22 ramp to Marine Drive NW.
- Multi-modal Design: Design of the project shall include facilities for bicycle and pedestrian travel, including separation from auto and freight traffic where practical. The design process shall engage the Transit District to identify how best to incorporate transit amenities and facilitate access to the transit system.

City of Salem Street System

WEST SALEM

Transportation Alternatives

The best opportunity for improving local circulation within West Salem is to bring the area's arterial and collector streets up to full urban standards. Having access to sidewalks and bicycle lanes will provide greater mobility options for people making short trips. An example of these types of improvements include those described in the Pedestrian System Element for the Edgewater District. Multimodal improvements will also provide greater accessibility to transit routes. Increased transit services and ridership is the best alternative to building more bridge crossing capacity across the Willamette River. This will require shorter headways for current bus services, peak hour express services, and the development of additional park-and-ride facilities.

Even with expanding the multi-modal network in west Salem, there remains a need to construct a new bridge across the Willamette River. This need was documented in the Salem River Crossing project. The Preferred Alternative includes a new bridge connecting Wallace Road NW at Hope Avenue NW, across the Willamette River, to connect to Commercial and Liberty Streets NE at their intersections with Pine and Hickory Streets NE.

West Salem Recommended Improvements: High Priority Projects

Marine Drive NW and Wallace Road Area Local Street Network (173 and 174)

A new ~~collector~~-street (Marine Drive NW) that parallels Wallace Road NW to the east will be constructed to provide local access and circulation for existing and future development. The portion of Marine Drive NW north of Cameo Street NW will need to be constructed as development occurs. A new system of local streets will be developed on the east side of Wallace Road NW to improve local access and circulation between Wallace Road NW and the new Marine Drive NW. Marine Drive NW will also play an important role as a connection to the new bridge at Hope Avenue NW.

NORTHEAST SALEM

Issues

The area west of Cherry Avenue NE and 14th Street NE, previously referred to as North Salem in the TSP, is unique in that it is the only area of the city that is not anticipating significant amounts of new development. The area may experience redevelopment opportunities within some neighborhoods. An established inner city area, its issues deal more with how to maximize existing street system performance and reduce traffic infiltration in residential neighborhoods. Integrating the Salem River Crossing Preferred Alternative into the existing street system in NE Salem will be a significant issue over the course of the planning period.

The remainder of Northeast Salem, which encompasses a large portion of the Salem Urban Area, will continue to experience growth from development, although not at the levels of West or South/Southeast Salem. Access to Cherry Avenue Business Park continues to be a concern to businesses. Other issues include how to best serve the large and growing commercial district along Lancaster Drive NE; bringing the East Salem arterial streets up to full urban standards with necessary system capacity; and how to provide sufficient east-west system capacity without severely impacting inner northeast residential neighborhoods.

Northeast Salem - Land Use Alternatives

One of the challenges facing Northeast Salem is how to increase mobility and connectivity within the commercial and residential areas east of Interstate 5. Issues that need to be addressed include better access

management in commercial areas and better local street connectivity in and between residential neighborhoods. Given the high concentration of commercial activities along the Lancaster Drive NE corridor and its accompanying traffic congestion, it is recommended that the City seriously consider the traffic impacts associated with any proposal to convert more land to commercial designations in the Salem Area Comprehensive Plan in the future.

Goals associated with the area immediately north of downtown include maintaining neighborhood livability, affordable housing, and access to employment. The City completed the North Downtown Plan in 1997. As part of implementing the recommendations of this plan, land uses along Broadway Street NE were redesignated to allow for mixed use transit-oriented redevelopment. The goal is to have a small commercial retail, office, and residential district that is accessible to pedestrians, bicyclists, and transit. The Plan calls for streetscape improvements that enhance the pedestrian environment. See the Pedestrian System Element for details.

Further north, land uses in the vicinity of the Salem River Crossing Preferred Alternative may need to be adjusted to maximize the opportunity for this future transportation investment to act as a catalyst for positive change. Focused planning is a priority in this area centered on Liberty, Commercial, Pine, and Hickory Streets NE.

The Chemawa Indian School is located in the far northeast section of Salem. The City supports continued use of this property (owned by the Bureau of Indian Affairs) for educational purposes. Anticipated future traffic demand from this property is based upon the expectation that this property will continue to be used for educational purposes through the planning horizon. Given the proximity to I-5, Marion County roads, and the City of Keizer, the City will provide notice to these jurisdictions and the Salem Keizer Transit District of any proposed changes in the zoning or land use designation of this property with a timely opportunity to review and comment on the potential traffic impact that may be associated with the proposed changes.

Northeast Salem Recommended Improvements – High Priority Projects

Front Street NE (River Road N to Columbia Street NE) (65)
Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and left-turn pockets at intersections. Realign section in vicinity of Hickory and Pine Streets NE as part of the Salem River Crossing Preferred Alternative.

Northeast Salem Recommended Improvements – Low Priority Projects

Front Street NE (River Road N to Pine Street NE) (65)
Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and left-turn pockets at intersections.

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Front Street NE	River Road N to Columbia Street NE	Improve to minor arterial standards. Realign in vicinity of Pine and Hickory Streets as part of the Salem River Crossing Preferred Alternative		Roadway	\$3,650,000	5	Highland	Salem
Salem River Crossing Preferred Alternative	New bridge, Marine Drive. Wallace Road Intersection Modifications. Ramps to OR 22. Realign Front Street	Project described in text. Likely to be designed and constructed in phases.		Bridge	\$425,000,000	1, 5, 8	West Salem, Highland	ODOT and Salem

Table 3-7 Low Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Front Street NE	River Road N to Pine Street NE	Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and left turn pockets at intersections.	65	Roadway	\$3,650,000	5	Highland	Salem

Table 3-8 Street System Projects Costs by Jurisdiction²

Priority	Salem	Marion County	ODOT	Total
Committed	\$57,492,000	\$2,854,000	\$67,998,000	\$128,344,000
High	\$140,687,000	\$5,850,000	\$0	\$146,537,000
Medium	\$183,602,000	\$27,148,000	\$119,980,000	\$330,730,000
Low	\$203,847,000	\$16,407,000	\$0	\$220,254,000
Total	\$585,628,000	\$52,259,000	\$187,978,000	\$825,865,000

² Costs associated with the Salem River Crossing Preferred Alternative are not included in this Table. Costs will be shared by Local, State, and Regional Partners.

Street System Element – Map Amendments

The following maps will be removed and replaced to incorporate the Salem River Crossing Preferred Alternative and to reflect the updated UGB. In addition, a new map focused on the Preferred Alternative will be included in the Street System Element.

- Map 3-1: Street Plan
 - Map 3-2: Streets by Jurisdiction
 - Map 3-3: Street Congestion 2009 PM Peak
 - Map 3-4: Street Congestion 2035 PM Peak
 - New Map: Salem River Crossing Preferred Alternative
 - Map 3-5: Street Improvement Projects
 - Map 3-6: Street Improvement Projects West Salem
 - Map 3-7: Street Improvement Projects Northeast Salem
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Bicycle System Element – Map Amendments

The following maps will be removed and replaced to incorporate the Salem River Crossing Preferred Alternative and to reflect the updated UGB.

- Map 7-1: Bicycle Network – Downtown Salem
- Map 7-2: Bicycle Network – Northeast Salem
- Map 7-5: Bicycle Network – West Salem
- Map 7-6: Bicycle Project Priorities – Downtown Salem
- Map 7-7: Bicycle Project Prioritization – Northeast Salem
- Map 7-10: Bicycle Project Prioritization – West Salem

Bicycle System Element – Table Amendments

Amend Table 7-5, Recommended Tier 1 Bicycle Projects, to reference Salem River Crossing Preferred Alternative, with costs to be included in the Street System Element. Text to be added table:

- Corridor and Segments: Salem River Crossing Preferred Alternative New Bridge
 - From: Wallace Road at Hope Avenue
 - To: Liberty and Commercial Streets NE at Pine and Hickory Streets NE
 - Facility Type: Path
 - Partner Agencies: City of Salem, ODOT
 - Estimated Cost: Included in Street System Element
- Corridor and Segments: Salem River Crossing Preferred Alternative Ramps
 - From: Marine Drive NW at Glen Creek Road NW
 - To: Edgewater Street NW
 - Facility Type: Path
 - Partner Agencies: City of Salem, ODOT
 - Estimated Cost: Included in Street System Element
- Corridor and Segments: Marine Drive NW Path
 - From: Glen Creek Road NW
 - To: Riverbend Road NW
 - Facility Type: Path
 - Partner Agencies: City of Salem, ODOT, Polk County
 - Estimated Cost: Included in Street System Element

Pedestrian System Element – Map Amendments

The following maps will be removed and replaced to incorporate the Salem River Crossing Preferred Alternative and to reflect the updated UGB.

- Map 8-1: Critical ADA Routes
- Map 8-3: Pedestrian Network – Downtown Salem
- Map 8-4: Pedestrian Network – Northeast Salem
- Map 8-7: Pedestrian Network – West Salem
- Map 8-8: Pedestrian Project Prioritization – Downtown Salem
- Map 8-9: Pedestrian Project Prioritization – Northeast Salem
- Map 8-12: Pedestrian Project Prioritization – West Salem

Pedestrian System Element – Table Amendments

Amend Table 8-5, Recommended Tier 1 Pedestrian Projects, to reference Salem River Crossing Preferred Alternative, with costs to be included in the Street System Element. Also include Marine Drive NW multi-use path. Text to be added to the table:

- Quadrant: West and Northeast
- Corridor: Salem River Crossing Preferred Alternative New Bridge
 - From: Wallace Road at Hope Avenue
 - To: Liberty and Commercial Streets NE at Pine and Hickory Streets NE
 - Facility Type: Shared Use Path
 - Partner Agencies: City of Salem, ODOT
 - Estimated Cost: Included in Street System Element
- Quadrant: West
- Corridor: Salem River Crossing Preferred Alternative Ramps
 - From: Marine Drive NW at Glen Creek Road NW
 - To: Edgewater Street NW
 - Facility Type: Shared Use Path
 - Partner Agencies: City of Salem, ODOT
 - Estimated Cost: Included in Street System Element
- Quadrant: West
- Corridor: Marine Drive NW Path
 - From: Glen Creek Road NW
 - To: Riverbend Road NW
 - Facility Type: Shared Use Path
 - Partner Agencies: City of Salem, ODOT, Polk County
 - Estimated Cost: Included in Street System Element

Amend Table 8-6, Recommended Tier 2 Pedestrian Projects, to remove Marine Drive NW multi-use path.

- Quadrant: ~~West~~
- Corridor: ~~Marine Drive NW Path~~

- From: ~~Glen Creek Road NW~~
- To: ~~Riverbend Road NW~~
- Facility Type: ~~Shared Use Path~~
- Partner Agencies: ~~City of Salem, Polk County~~
- Estimated Cost: ~~Included in Street System Element~~

Long-Range Transportation Strategy Element

Guiding Principles of the Long-range Transportation Strategy – Mobility

Willamette River Crossings

The City shall work with the Oregon Department of Transportation to first identify what types of capacity and seismic improvements can and should be made to the existing Center Street and Marion Street Bridges. Secondly, the City shall work with the State and other regional jurisdictions to identify ~~the need for additional river crossings over the next 20 to 40 years. If such a need is justified, the location of additional river crossings should be identified. The type of crossing method should then be determined. Finally, the method means of finance financing for construction and operation of the new bridge should be identified and pursued as the Salem River Crossing Preferred Alternative.~~

Recommended Long-range Street System Improvements

Circumferential Travel Route (Includes: Kuebler Boulevard S/SE, Cordon Road SE/NE, Hazelgreen Road NE, Chemawa Road NE, and Salem Parkway NE)

It is recommended that all the streets constituting the circumferential travel route become limited access facilities. It is envisioned that:

No new at-grade intersections will be permitted on Salem Parkway NE. No additional traffic signals or other stop controls will be installed that would impede the flow of traffic on this facility.

Kuebler Boulevard SE will be improved to a Parkway design between Interstate 5 and Liberty Road S having four travel lanes and a landscaped median. Bicycle lanes, sidewalks, and/or separate pedestrian paths will be incorporated into the design. A new grade-separated interchange may exist at the intersection of Kuebler Boulevard SE and Commercial Street SE, possibly linked to a partial interchange at Sunnyside Road SE.

Kuebler Boulevard S, although classified as a Parkway, will be improved to a modified Minor Arterial design west of Liberty Road S having two travel lanes, separated by a paved or raised median between street intersections. The design will also include bicycle lanes, sidewalks, and provisions for limiting access.

In the future, there may be a need to continue the circumferential travel route north from Kuebler Boulevard S to a possible future Willamette River crossing (see discussion of Southern Alignment in following section). This route could generally follow the existing alignment of Viewcrest Drive S.

The circumferential travel route may extend west to West Salem from the Salem Parkway across a ~~possible future Willamette River crossing aligned with Pine Street NE (see discussion of Northern Alignment in following section). The specific alignment of such an extension would require additional analysis.~~

Future Willamette River Crossings

Purpose and Need—Results of the Rivercrossing Study Phase I demonstrate that future travel demand will greatly exceed the capacity of the existing Willamette River bridges. One or more additional rivercrossings will be needed in the long-term future, as well as aggressive improvements in alternative travel modes, to accommodate regional travel demand and circulation needs. The purpose of a future river crossing(s) would be to relieve current and future traffic congestion on the existing Willamette River bridges and provide greater opportunities for circulation and accessibility in the Salem Urban Area.

Northern Alignment— A new bridge across the Willamette River at Pine Street NE was selected as the Salem River Crossing Preferred Alternative. ~~The Tryon Avenue NE/Pine Street NE alignment should be shown as a~~

~~shaded area that connects that portion of North Salem to a range of possible locations in West Salem. This future river crossing does not have a definitive time frame or cost estimate. The specific alignment will need to be determined through a future Environmental Impact Statement (EIS) process. This northern alignment should be considered the leading priority for any future river crossing in the Salem Urban Area. Statewide Goal 3 exceptions and Willamette Greenway issues will need to be addressed through further study and findings.~~

Southern Alignment—After the completion of a future northern river crossing, the next most feasible rivercrossing alignment would connect the New Viewcrest Street S Extension to an area around the intersection of Doaks Ferry Road NW and Highway 22. This alignment option should be shown as a general shaded area until future study determines a more specific alignment. This future river crossing does not have a definitive time frame or cost estimate. The completion of a southern alignment should be considered second in priority to the completion of a northern alignment rivercrossing. State, SKATS, and City staff do not recommend incorporation of this alignment into an EIS process at this time, due to the anticipated cost to mitigate physical terrain and environmental concerns. Statewide Goal 3 exceptions and Willamette Greenway issues will need to be addressed through further study and findings.

Alternative Modes Improvements—In order for the existing Marion Street and Center Street bridges to function at an acceptable level of service, even with additional future rivercrossing(s), an aggressive strategy to improve the percentage of trips using alternative travel modes will be required. These improvements will require increased transit service, carpooling, vanpooling, bicycling, walking, telecommuting, flexible work schedules, and other transportation demand management measures. Changes in the amount of employment in West Salem may affect the directionality of future traffic flows.

Issues Requiring Future Study

~~Willamette River Crossing Capacity Study~~

~~The first phase of the Rivercrossing Capacity Study was completed in 1999. The need for additional crossings has been identified, as well as two general crossing alignment areas. The northern alignment area (Tryon Avenue NE/Pine Street NE Corridor) has been identified as the primary one to be studied and pursued first. The second, or southern, general alignment area (Kuebler Boulevard SE) is to be pursued over a much longer time frame. The next phase of work associated the Study will be to begin the formal Environmental Impact Statement (EIS) process. This will specifically refine the northern alignment, begin preliminary design, identify potential funding, and begin the study of potential environmental impacts. SKATS adopted Resolution 03-9 in 2003 supporting any and all efforts related to the procurement of the necessary funding to produce an EIS for a new bridge in the northern alignment area connecting the Salem Parkway, West Salem, and Highway 22. The Salem City Council adopted a similar resolution in November 2003 (Resolution 2003-132) to support efforts related to producing an EIS for a new bridge crossing in the Tryon Avenue NE/Pine Street NE Corridor. In 2004, Congress approved earmarked funding to assist in developing this EIS. Salem also has committed funds towards this effort. The EIS process is expected to be completed in the next few years, pending availability of additional Federal, State, or local funds to supplement funds already identified.~~

Appendix D:

Salem Ward and Neighborhood Association Boundary Maps

The following maps will be removed and replaced to reflect the updated UGB.

Map D-1: Salem Wards

Map D-2: Salem Neighborhoods

Appendix G: Refinements to Typical Street Requirements

The Salem Transportation System Plan, Street System Element, establishes guidelines for street right-of-way width, typical street design cross sections, and future street extensions. This appendix is a refinement to these guidelines for specific streets. These refinements were developed by the City of Salem through additional planning and engineering analysis.

The refinements contained in this appendix shall be used to guide improvements to the specified existing and future City streets. The Public Works Director shall have the authority to make minor modifications to these requirements in response to changed circumstances. Minor modifications shall be limited to changes that do not substantially impact street connectivity or the functional classification of the street. Modifications to future street alignments shall follow the policy guidance in the Street System Element, Policy 4.5, Deviation of Future Street Alignments. Any modification to the street right-of-way, design cross section, or alignment that is not considered minor shall require an amendment to the Salem Transportation System Plan.

Special Street Right-of-way and improvement Requirements

The Street System Element, Policy 4.6, provides the policy basis for right-of-way requirements. The Plan identifies typical right-of-way requirements based on functional classification. This and other policies acknowledge that there are circumstances that will require adjustments to either the right-of-way required or the physical improvements to the street. These considerations include topographic constraints, natural resources, historic properties, schools, cemeteries, existing on-street parking, livability, and significant cultural features. The Public Works Director has the authority to approve adjustments to street cross sections or right-of-way requirements in response to these or other documented considerations. In some cases the City has undertaken additional analysis to determine adjustments that are likely to be needed. Variations from the typical right-of-way requirements are documented in the table, Special Street Right-of-way and Improvement Requirements. Special street cross sections for the following streets are included in this appendix:

- Hawthorne Avenue NE, Sunnyview Avenue NE to Silverton Road NE
- Marine Drive NW – The cross section for Marine Drive NW requires modification at the approaches to Hope Avenue NW to accommodate the new intersection with the Salem River Crossing Preferred Alternative new bridge. These modifications include additional turn lanes at the intersection and a second southbound lane from the new bridge at Hope Avenue NW to the future Beckett Street NW connection.

Schematic Street Designs

For some existing streets, the City has invested engineering resources to develop schematic designs to guide either interim or final street improvements. Street improvement projects in these areas should be built to fit in with these schematic designs.

Schematic designs for the following existing streets are on file at the Public Works Department:

- Doaks Ferry Road NW, Brush College Road NW to Orchard Heights Road NW, as documented in the Feasibility Study for Doaks Ferry Road NW, December 29, 2006.

Future Street Alignments

The Street System Element, Policy 4.4, identifies the need to survey and delineate all new arterial and collector street alignments after their adoption into the Salem Transportation System Plan. The survey and delineation of future streets is conducted either as part of development, subject to City approval, or by the City in advance of development. Alignments for which the City has developed a surveyed alignment are contained in this appendix and shall be used to guide dedication of future right-of-way and construction of the future street. Minor modifications may be approved by the Public Works Director if they are consistent with Street System Element Policy 4.5.

Surveyed alignments for the following future collector and arterial streets are on file at the Public Works Department:

- Marine Drive NW*
- Mildred Lane SE

~~* Note that portions of the alignment for Marine Drive NW currently leave the UGB. This issue needs to be resolved in order for these portions to be constructed. This can be done either through an amendment to the UGB or approval of an exception to Statewide Planning Goals.~~

*Note: Modifications to the alignment will be needed to address the Salem River Crossing Preferred Alternative as documented in the Final Environmental Impact Statement.

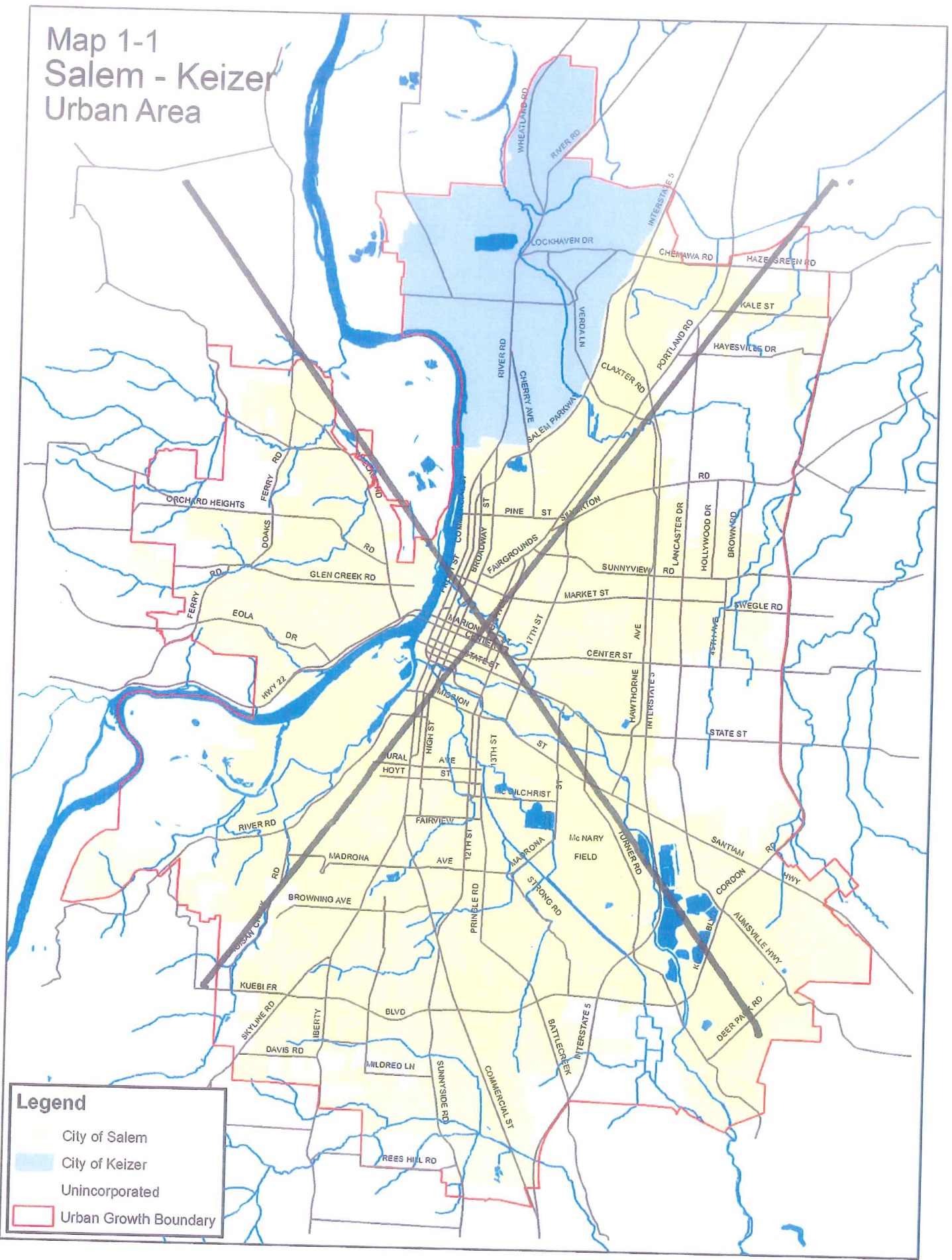
Table G-1 Special Street Right-of-way and Improvement Requirements

Amend Table G-1 to add special street right-of-way and improvement requirements for Hickory and Pine Street NE between Commercial and Liberty Streets NE, as follows.

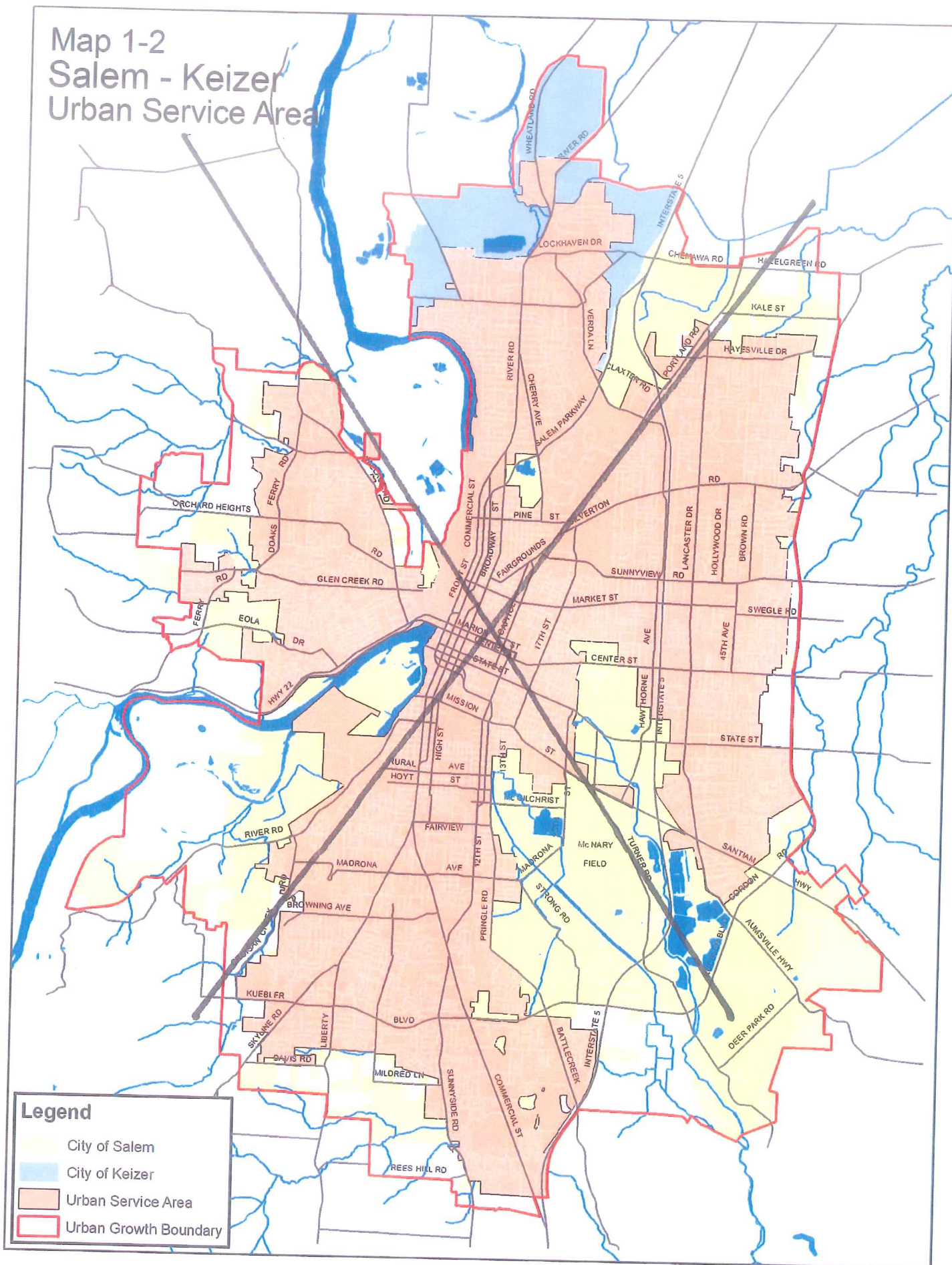
Street Name:	<u>Hickory Street NE</u>
From:	<u>Liberty Street NE</u>
To:	<u>Commercial Street NE</u>
Classification:	<u>Major Arterial</u>
Minimum Right-of-way:	<u>66 Feet</u>
Improvement Width:	<u>44 Feet</u>

Street Name:	<u>Pine Street NE</u>
From:	<u>Liberty Street NE</u>
To:	<u>Commercial Street NE</u>
Classification:	<u>Major Arterial</u>
Minimum Right-of-way:	<u>66 Feet</u>
Improvement Width:	<u>44 Feet</u>

Map 1-1
Salem - Keizer
Urban Area



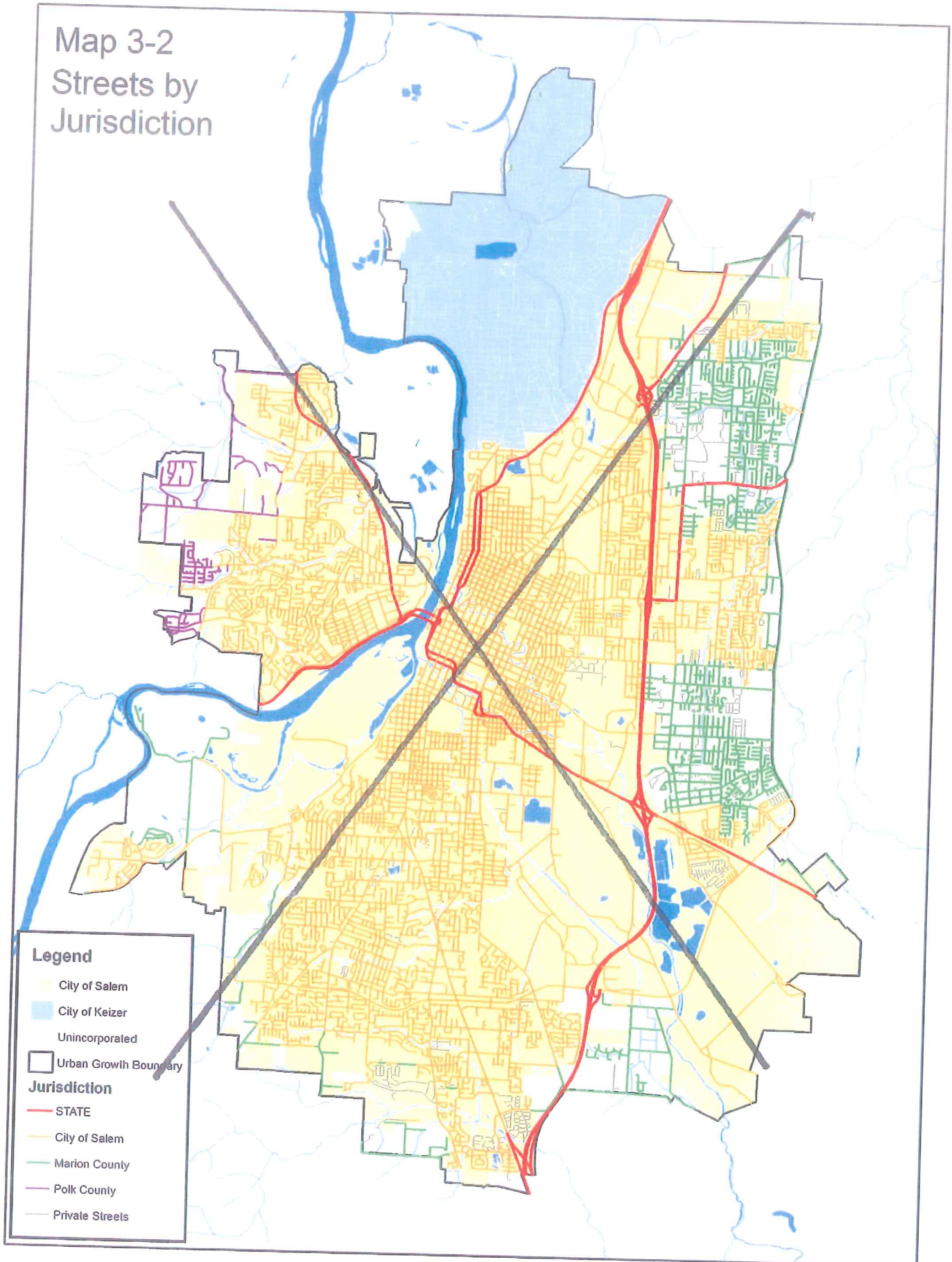
Map 1-2
Salem - Keizer
Urban Service Area



Map 3-1 Street Plan



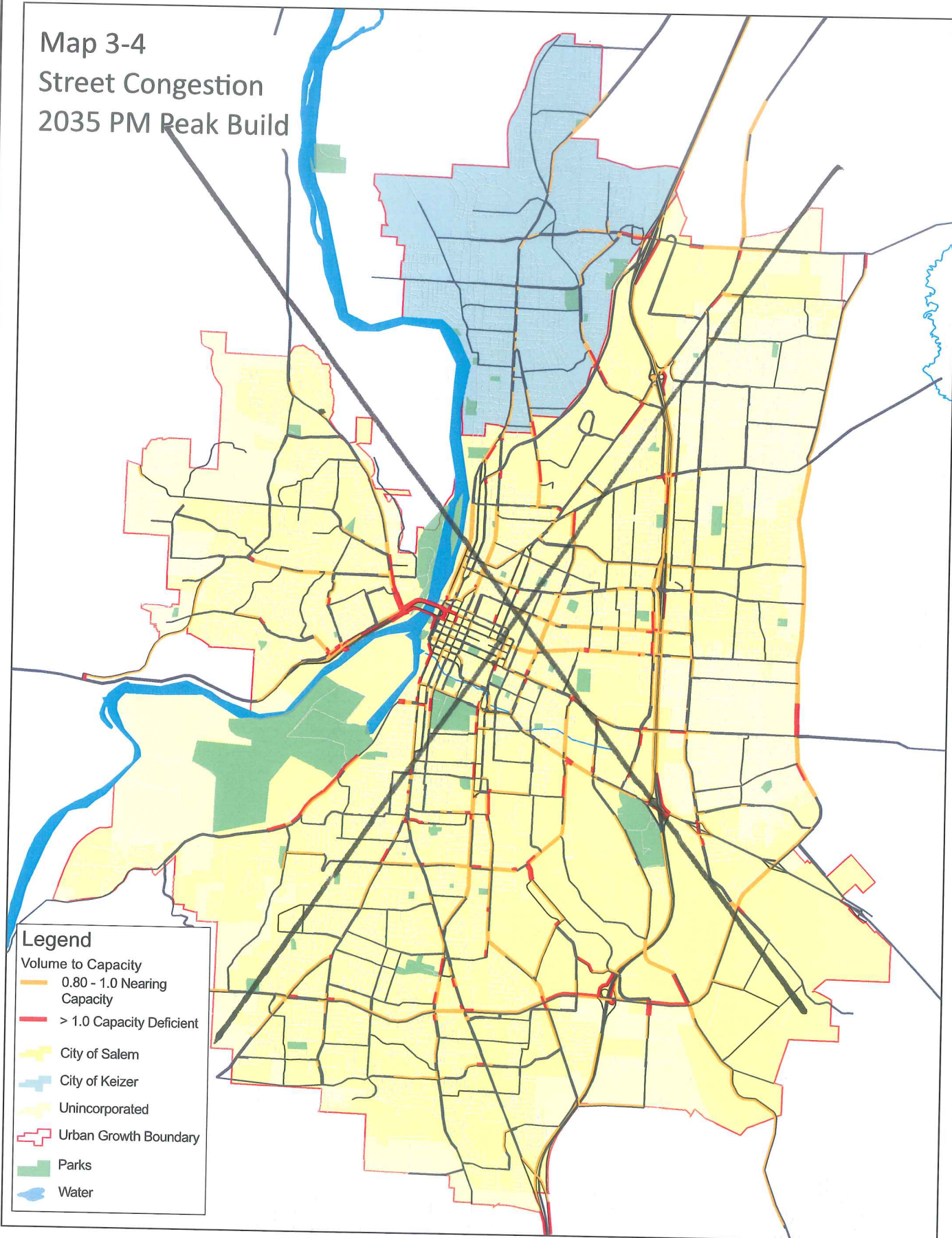
Map 3-2
Streets by
Jurisdiction



Map 3-3
Street Congestion
2009 PM Peak



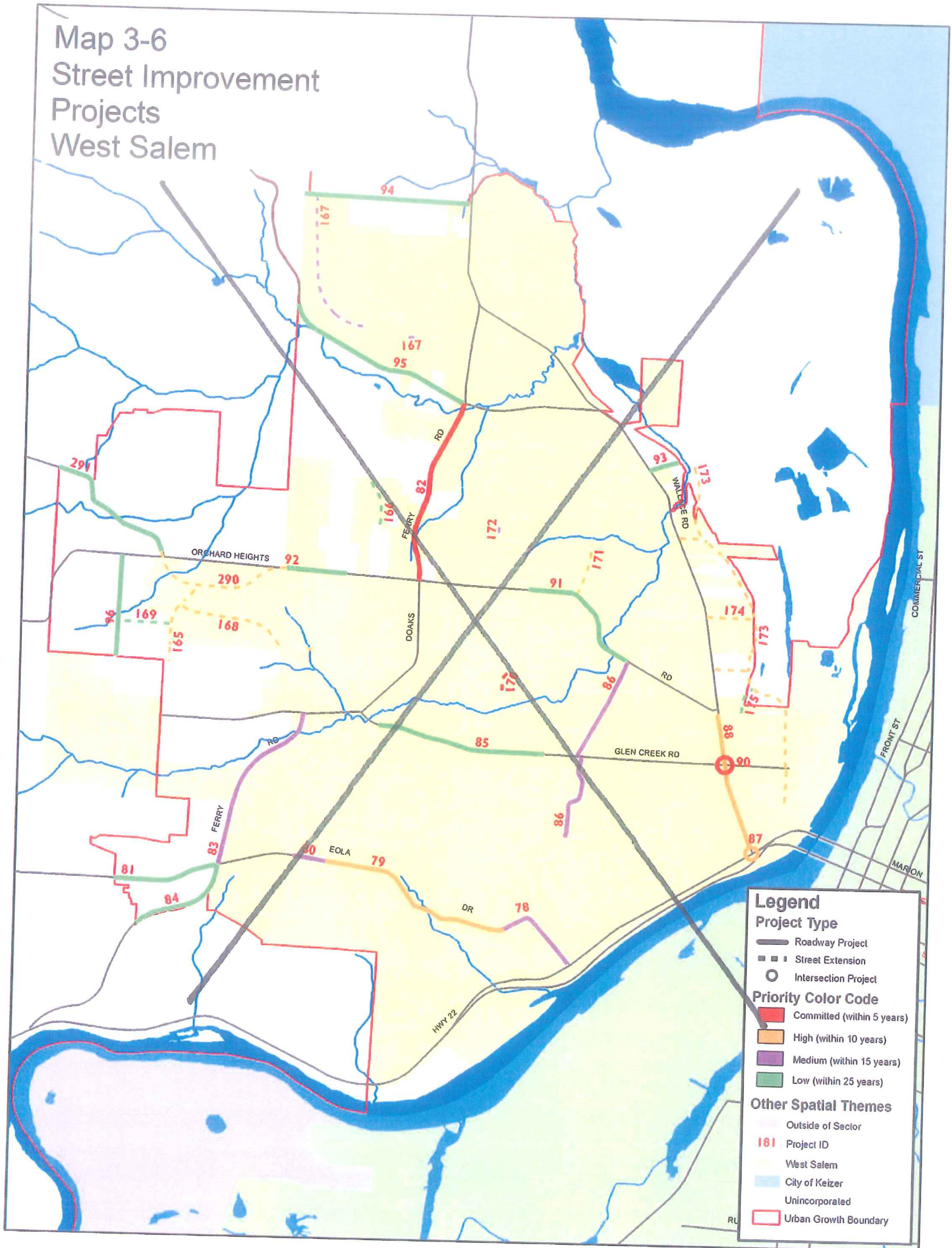
Map 3-4
Street Congestion
2035 PM Peak Build



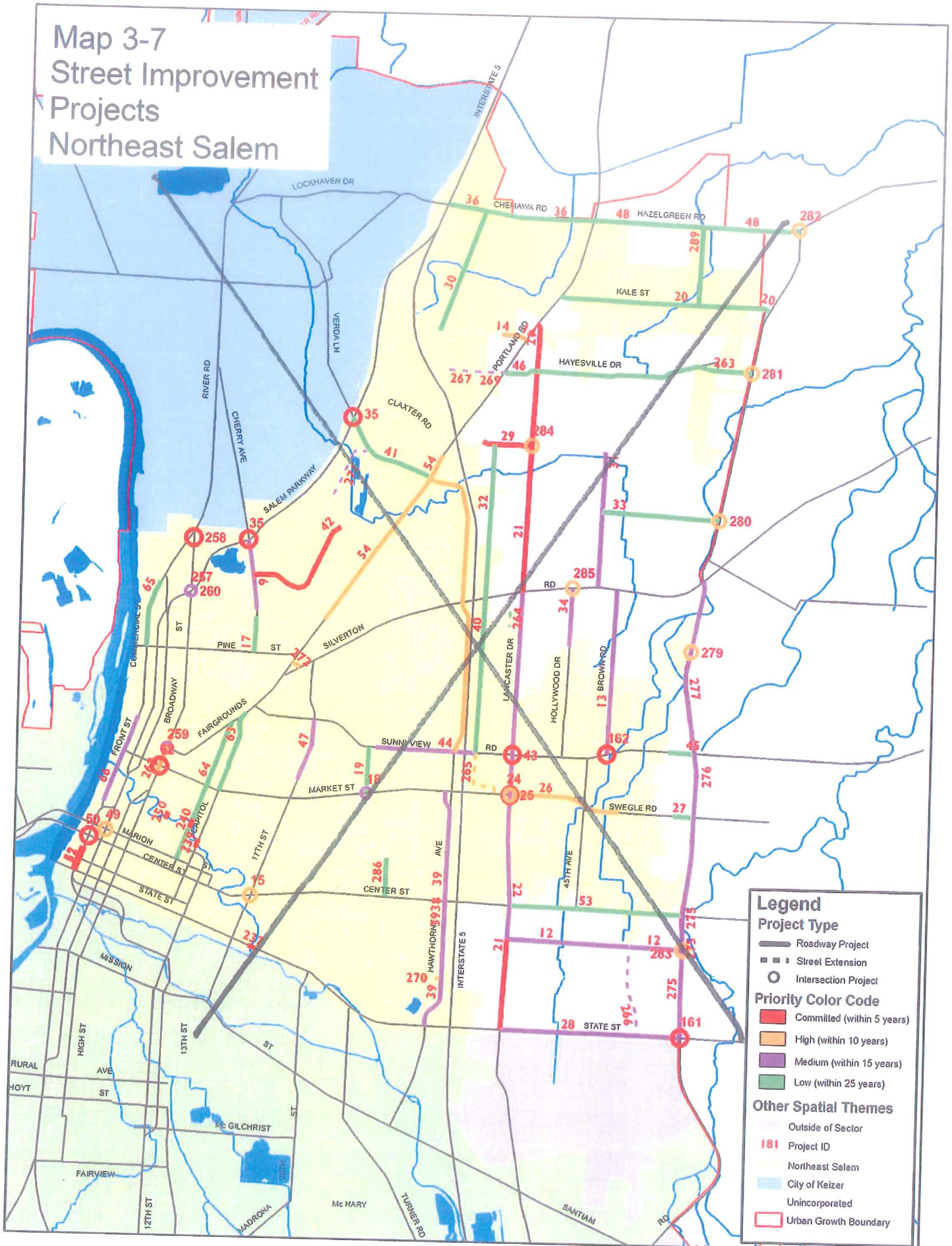
Map 3-5 Street Improvement Projects



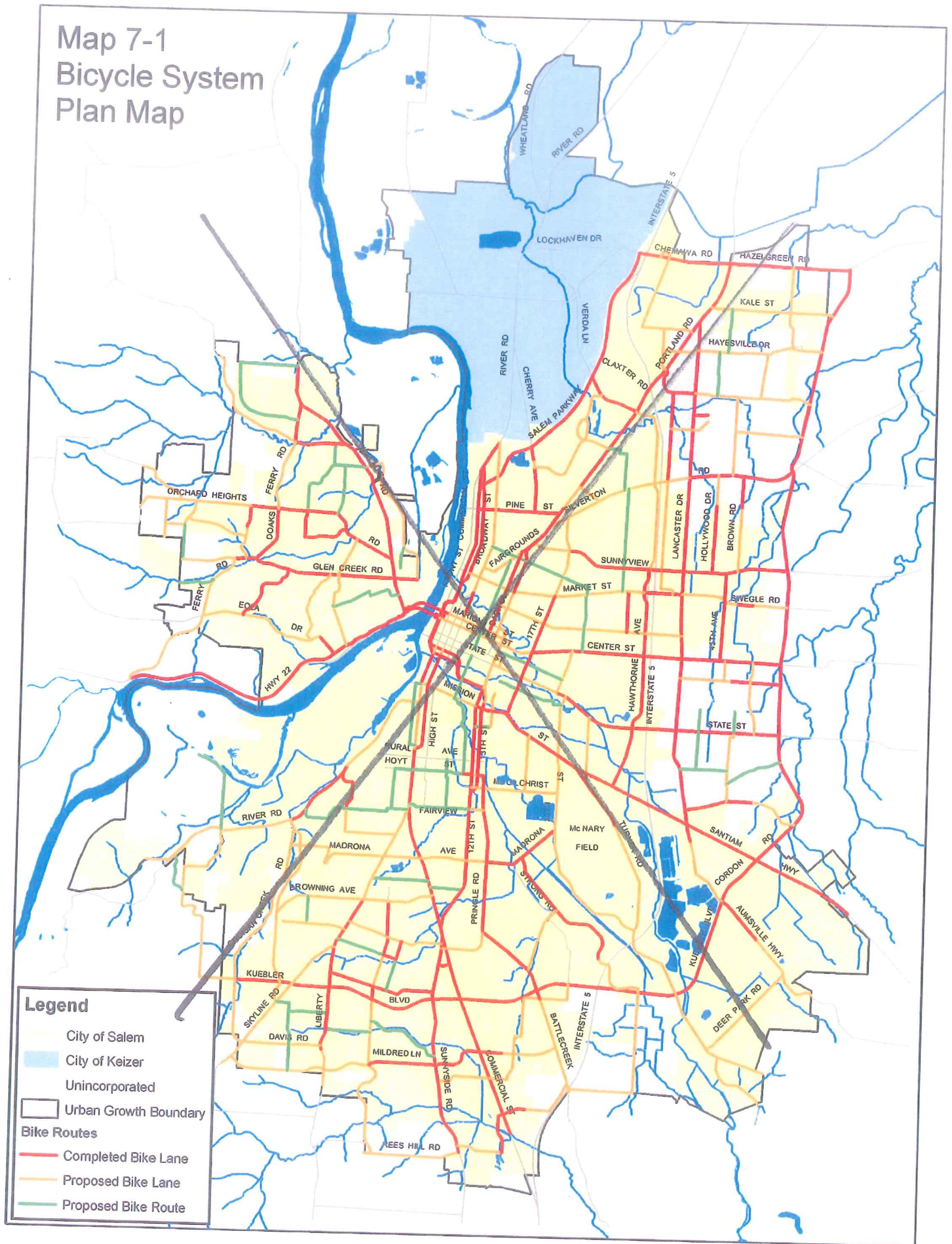
Map 3-6 Street Improvement Projects West Salem



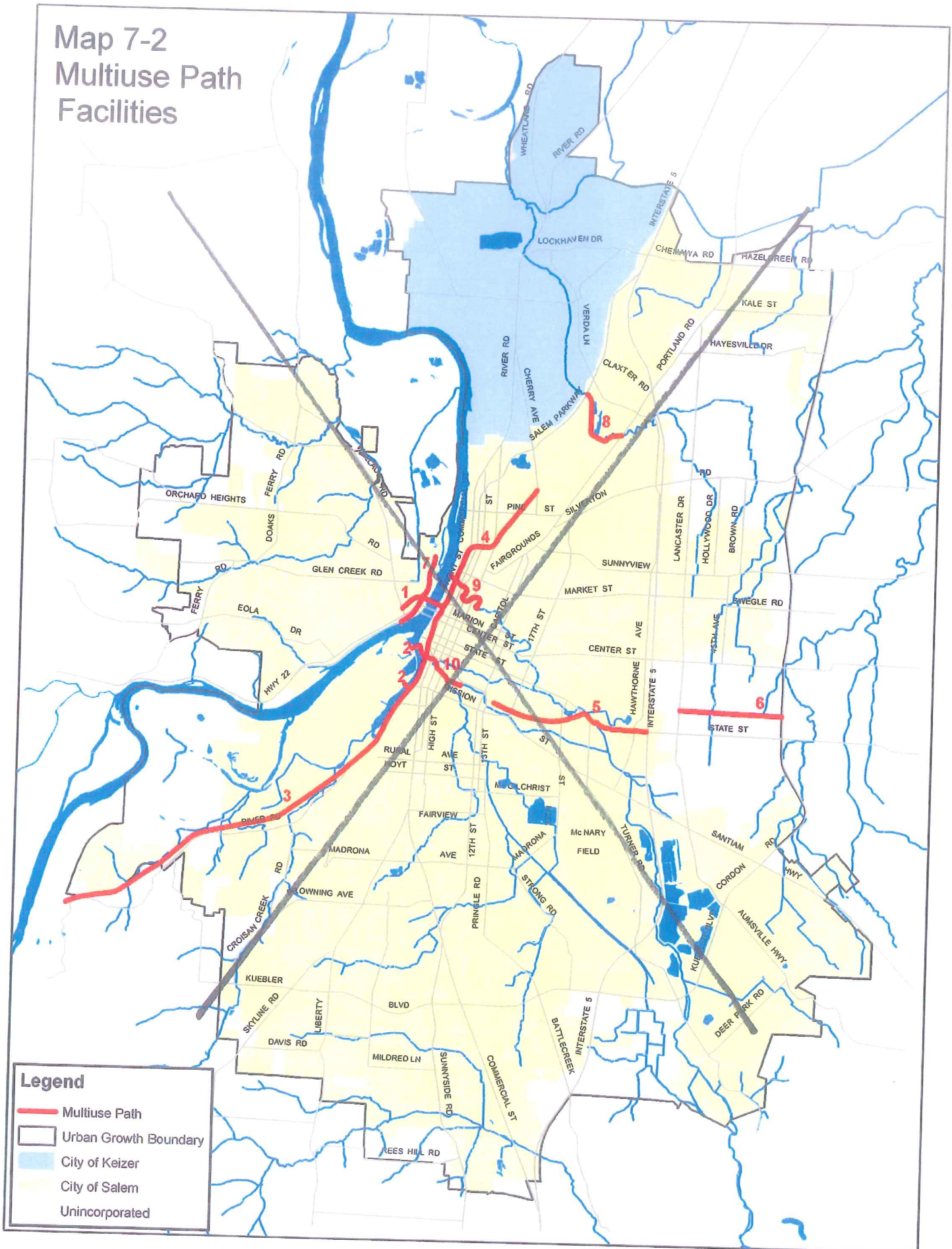
Map 3-7 Street Improvement Projects Northeast Salem



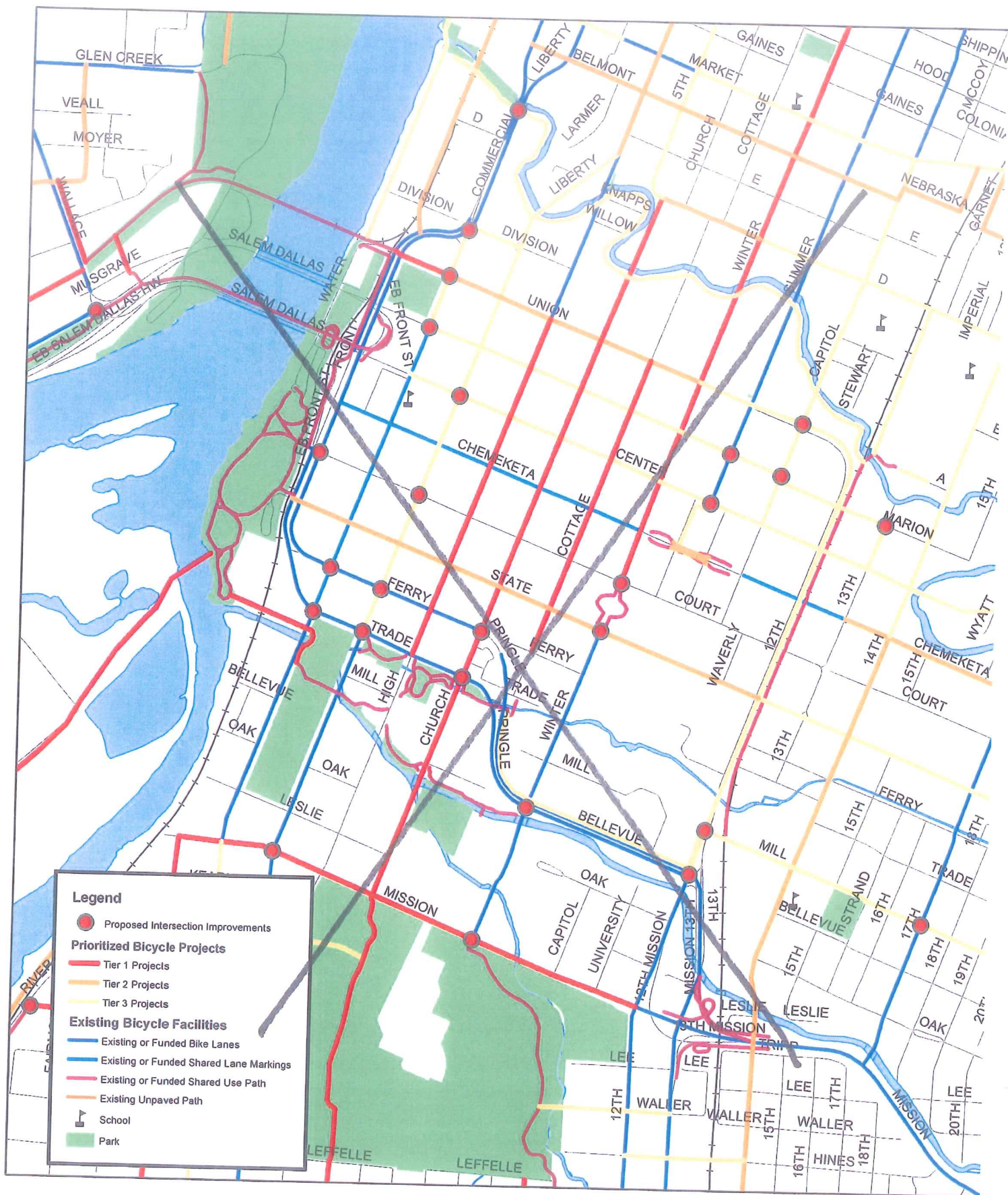
Map 7-1 Bicycle System Plan Map



Map 7-2 Multiuse Path Facilities







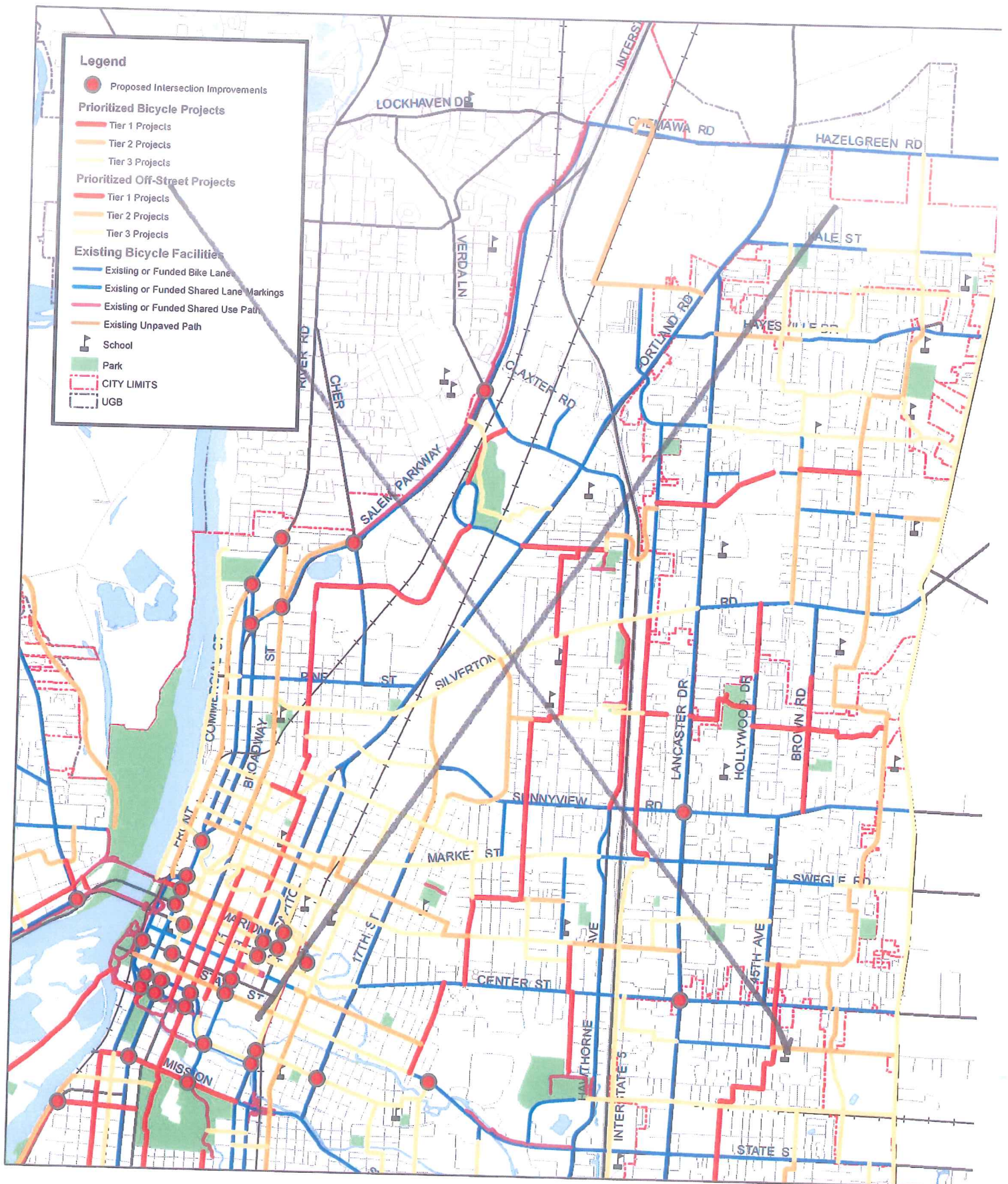
Map 7-6: Bicycle Project Priorities - Downtown Salem

Salem Transportation System Plan Bicycle System Element

0 500 1,000 2,000 Feet



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 7-7: Bicycle Project Priorities - Northeast Salem

Salem Transportation System Plan Bicycle System Element

0 0.25 0.5 1 Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis



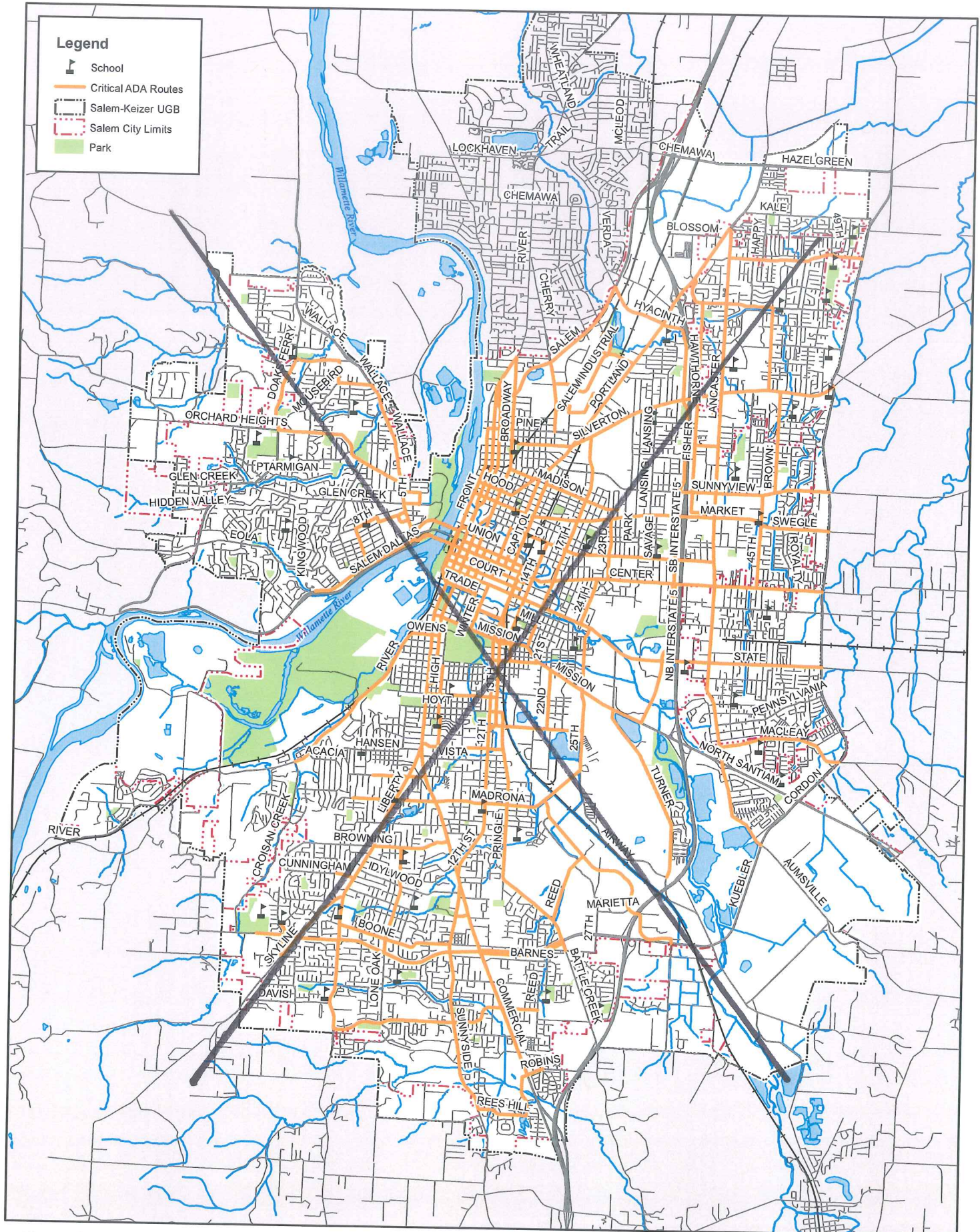
Map 7-10: Bicycle Project Prioritization- West Salem

Salem Transportation System Plan Bicycle System Element

0 0.25 0.5 1 Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis



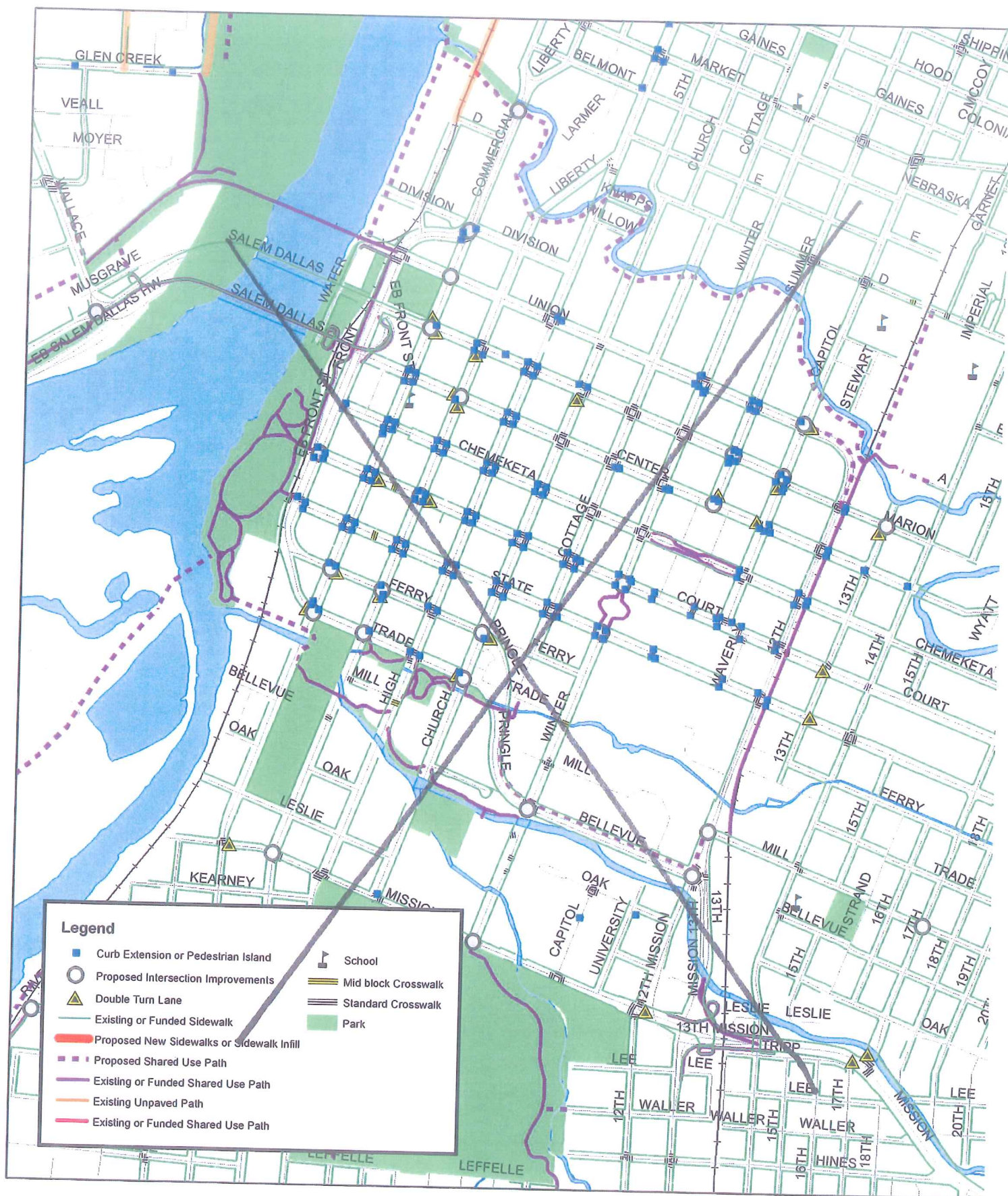
Map 8-1: Critical ADA Routes

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
 Author: Alta Planning + Design

0 0.5 1 2 Miles





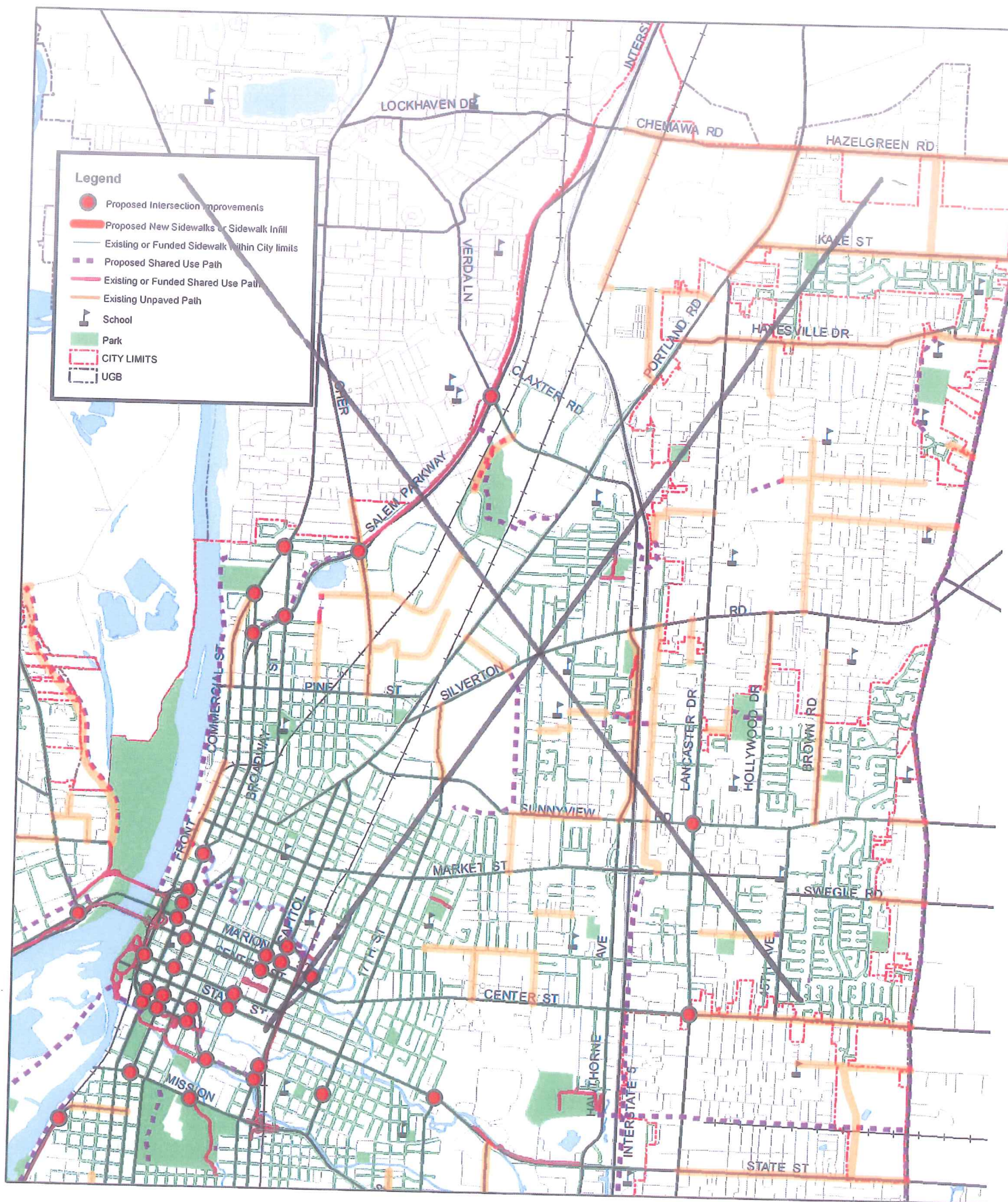
Map 8-3: Pedestrian Network - Downtown Salem

Salem Transportation System Plan Pedestrian System Element

0 500 1,000 2,000 Feet



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis



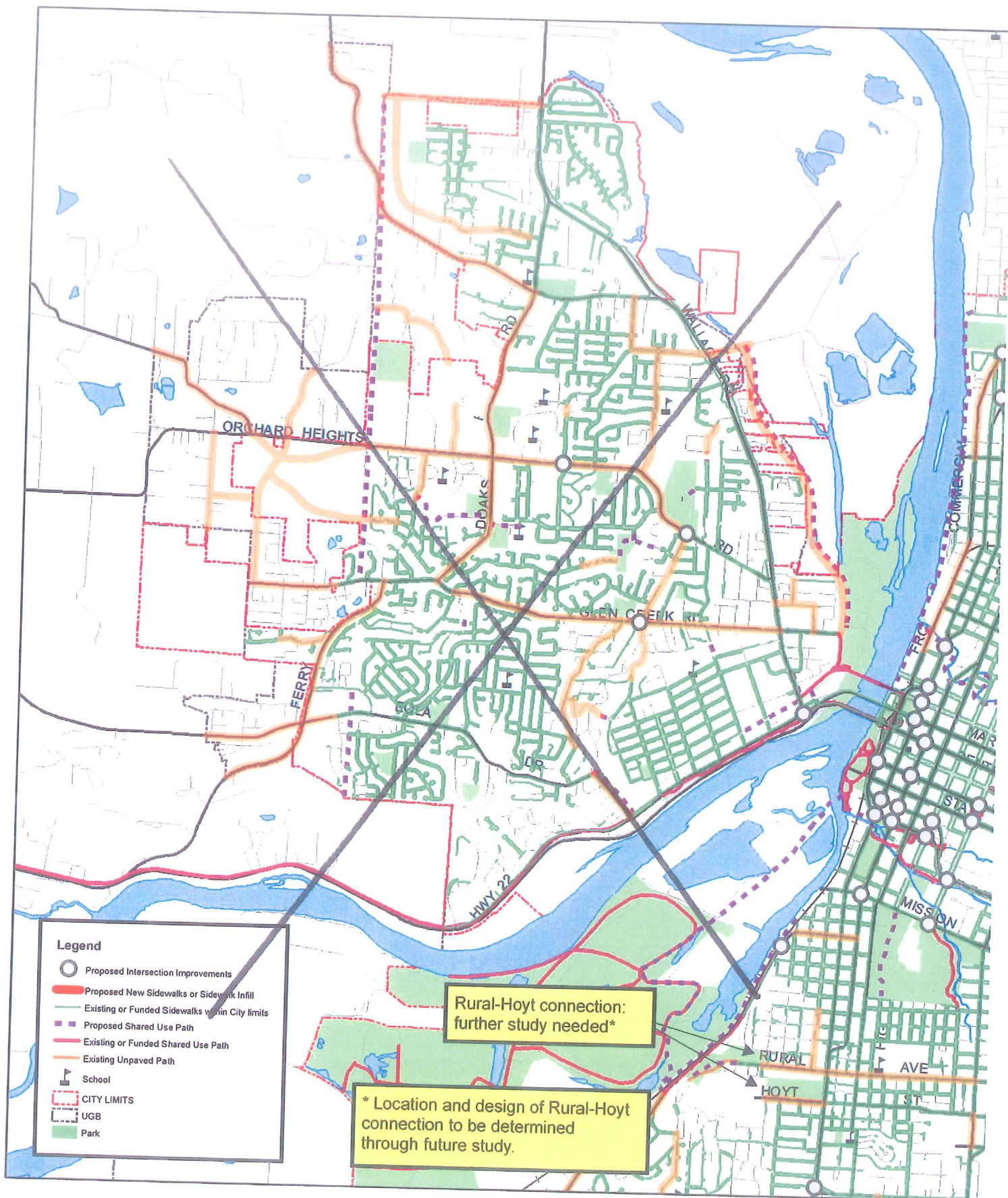
Map 8-4: Pedestrian Network - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis



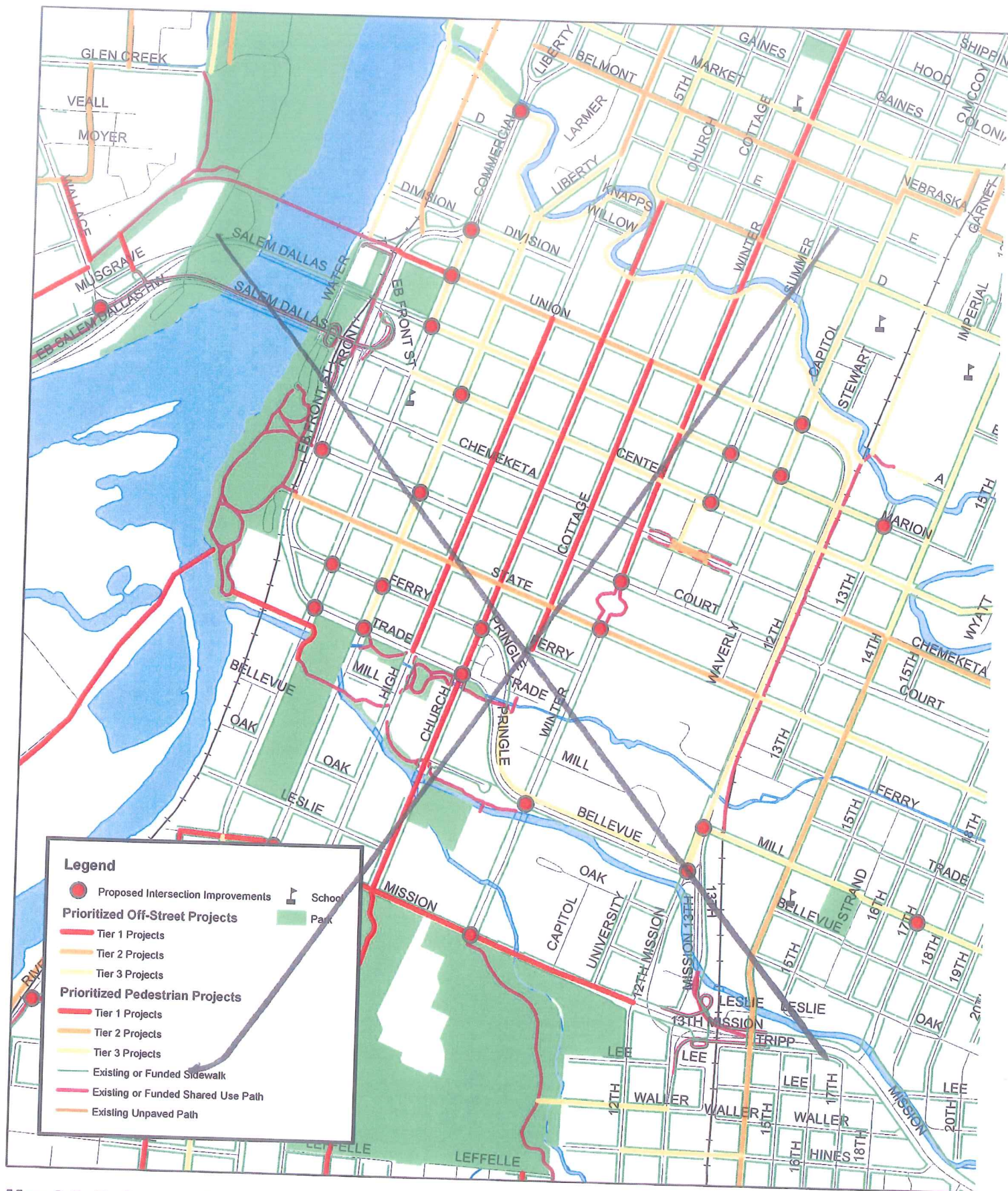
Map 8-7: Pedestrian Network - West Salem

Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.





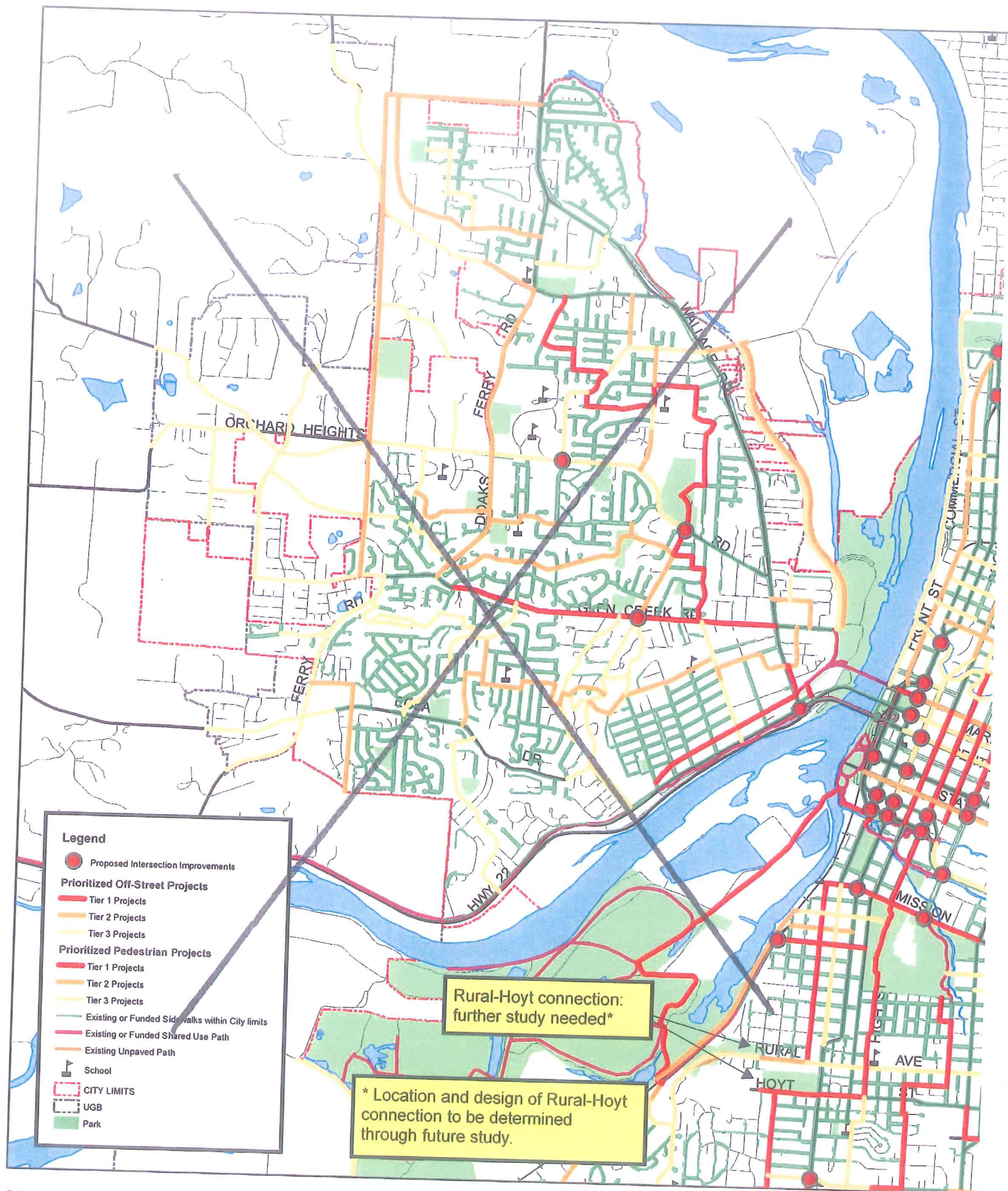
Map 8-9: Pedestrian Project Prioritization - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 8-12: Pedestrian Project Prioritization - West Salem

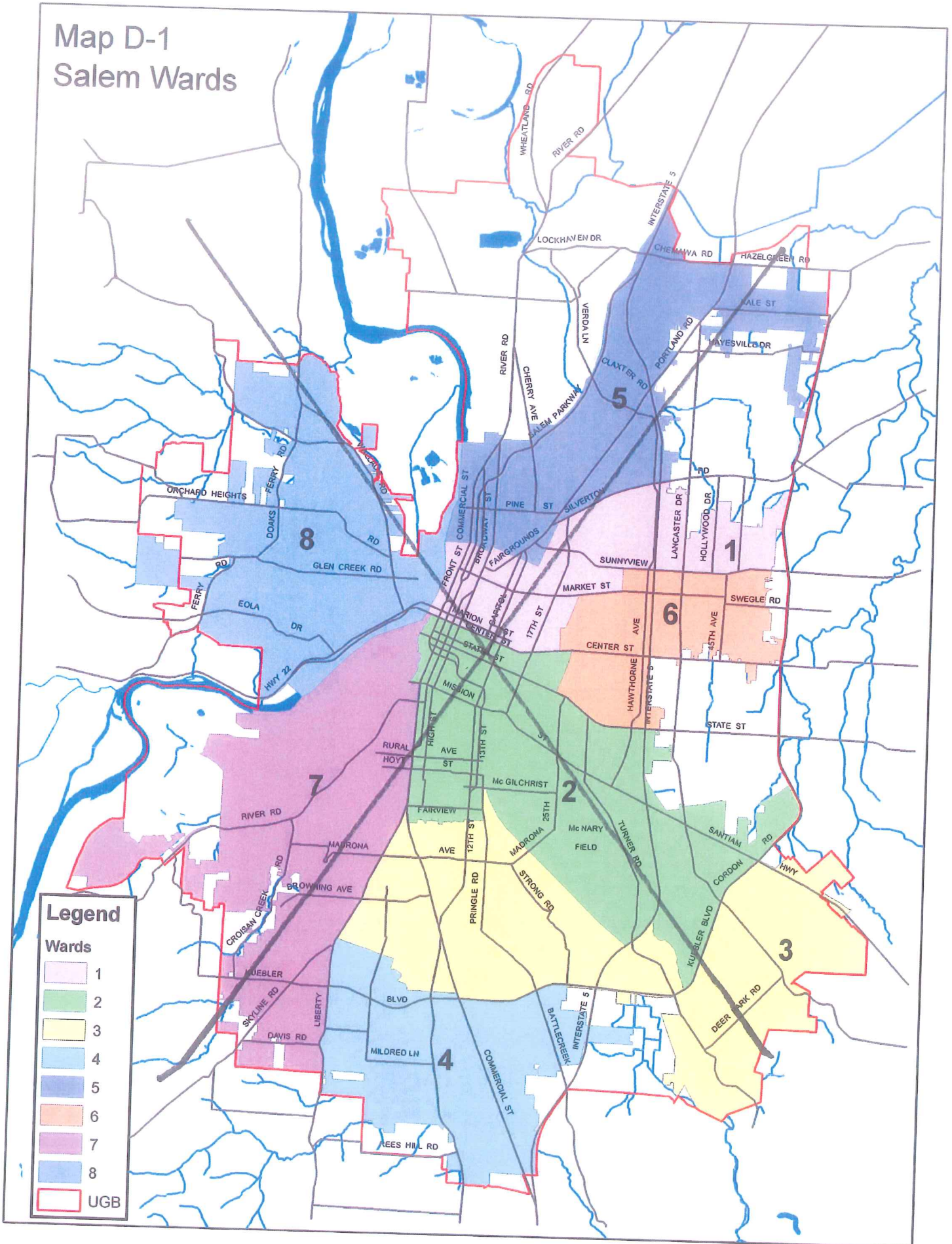
Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1 Miles

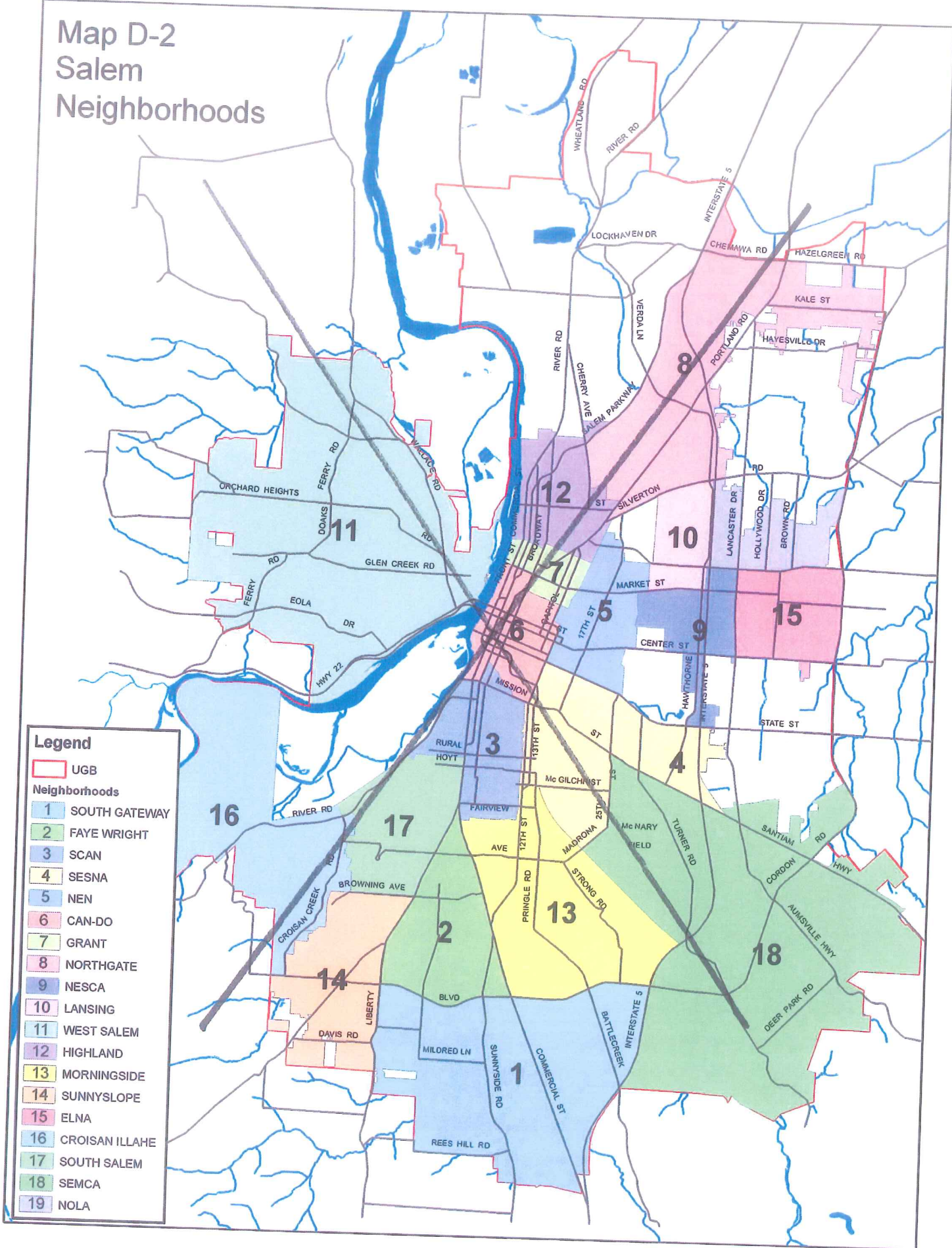


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis

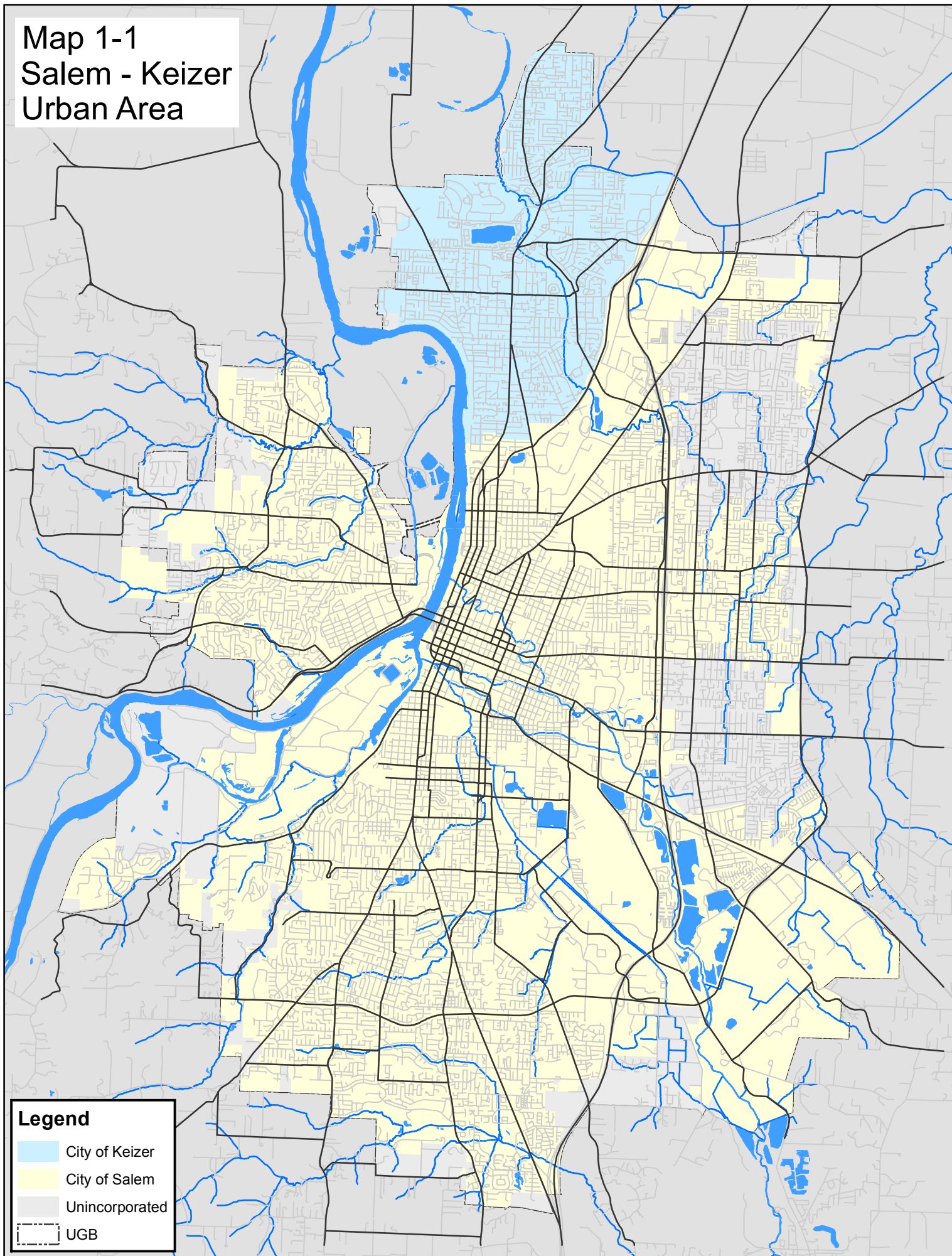
Map D-1 Salem Wards



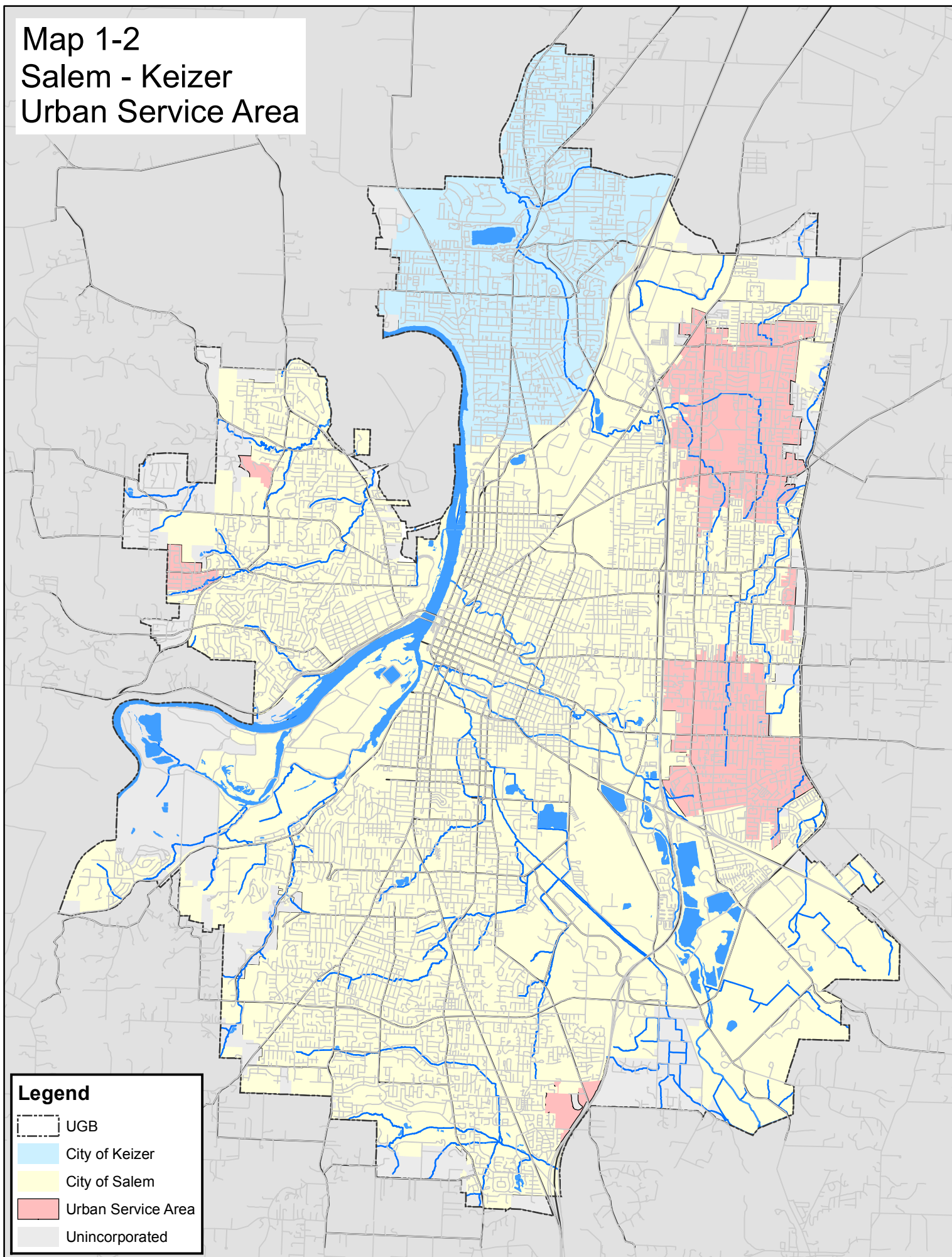
Map D-2 Salem Neighborhoods



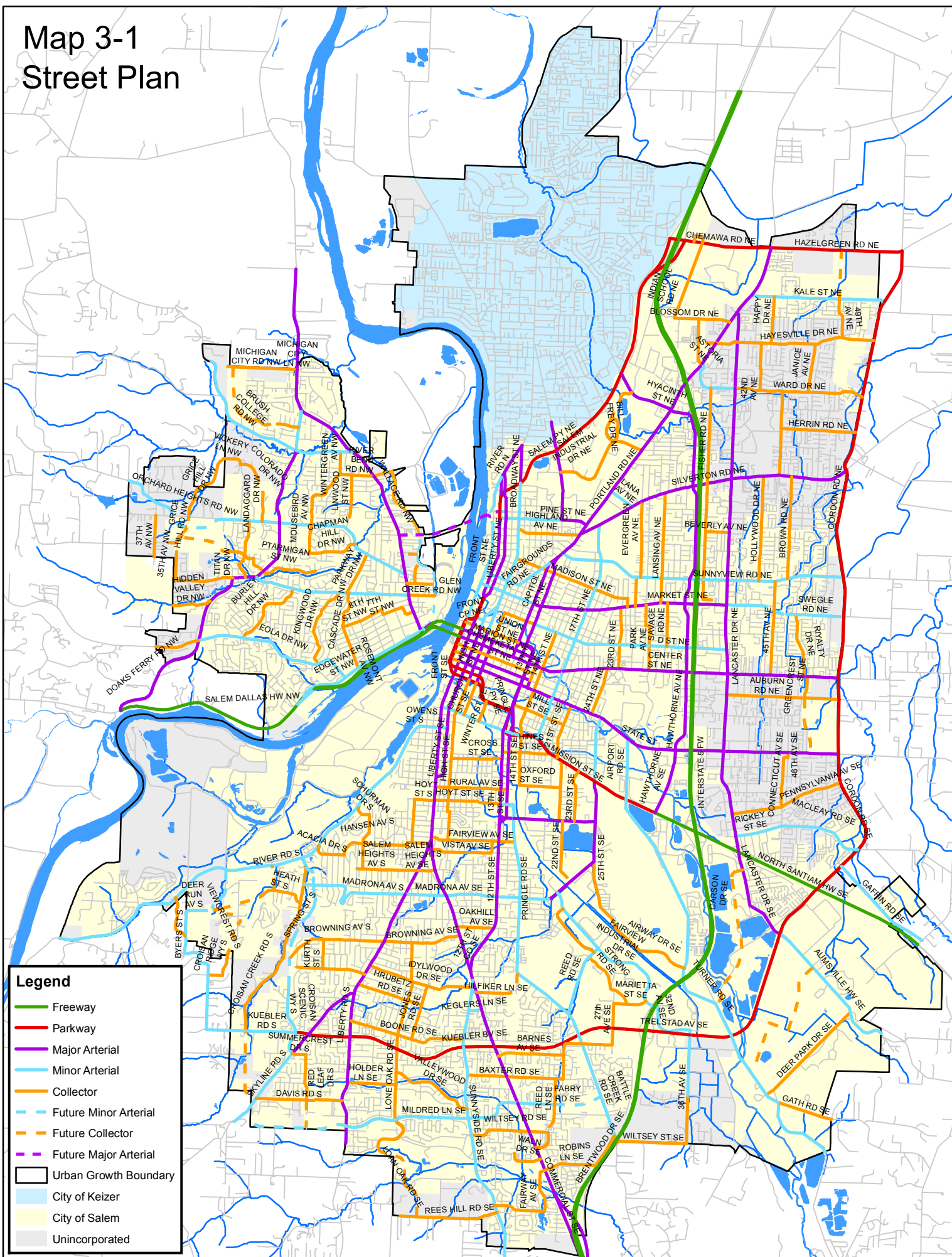
Map 1-1 Salem - Keizer Urban Area



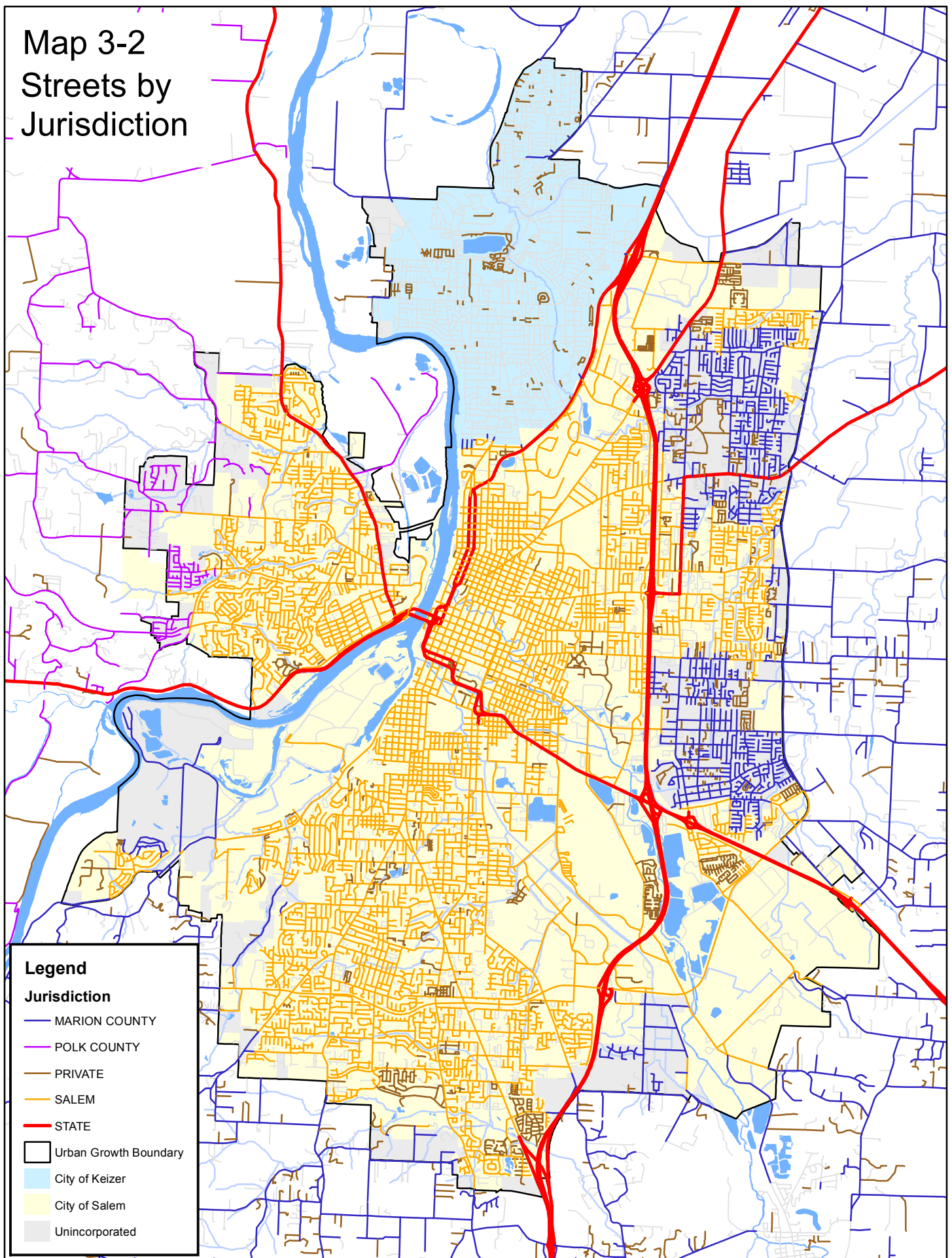
Map 1-2
Salem - Keizer
Urban Service Area



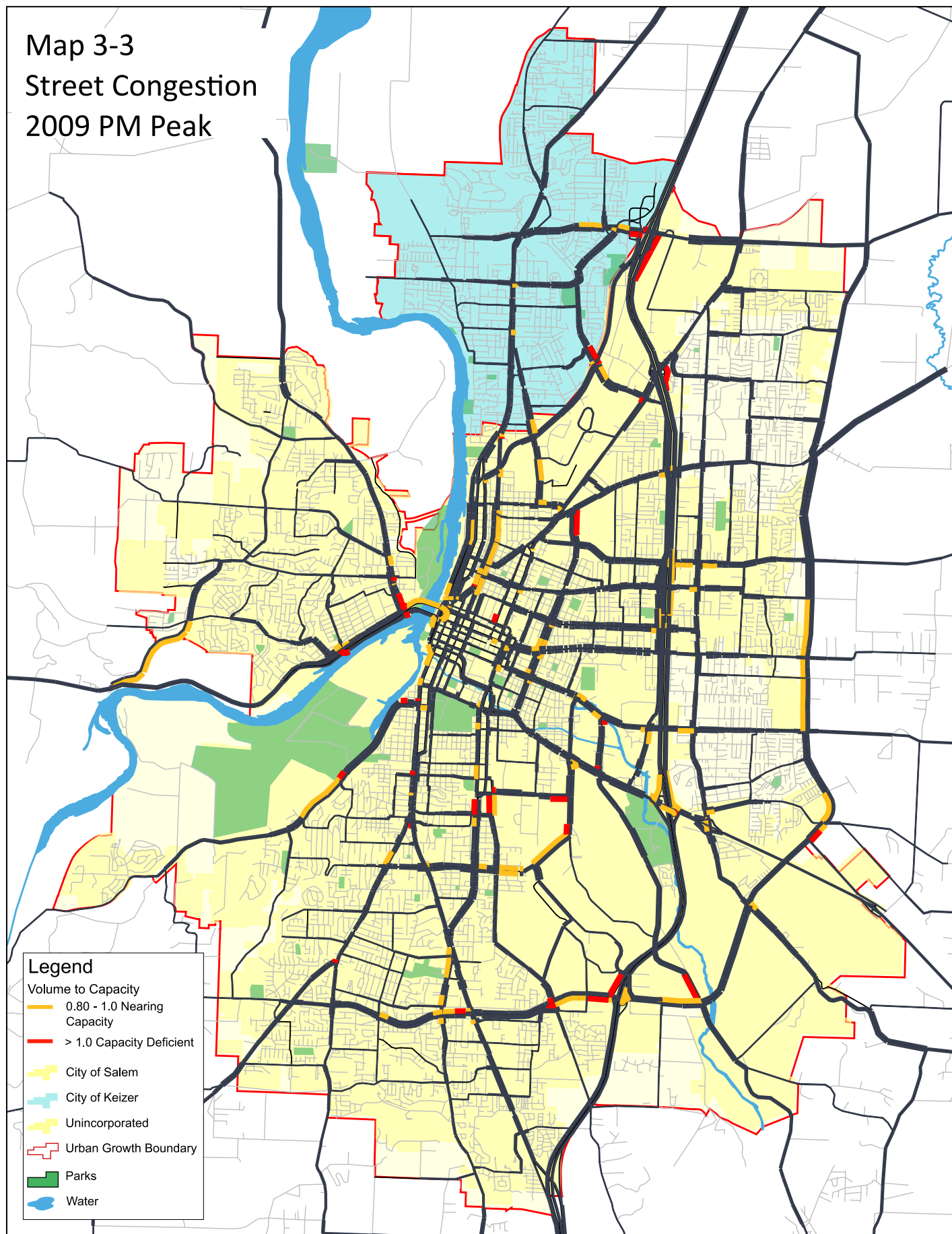
Map 3-1 Street Plan



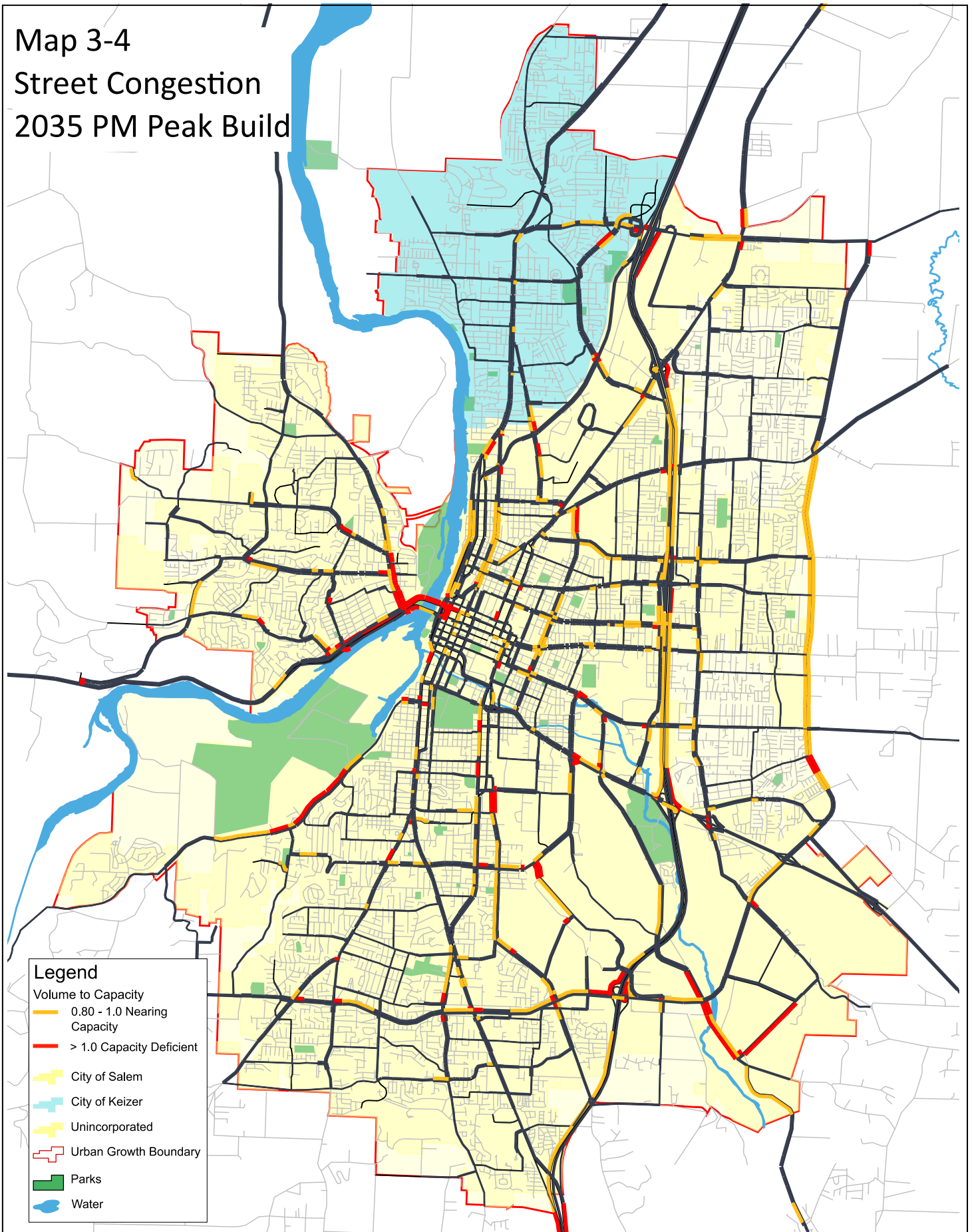
Map 3-2 Streets by Jurisdiction



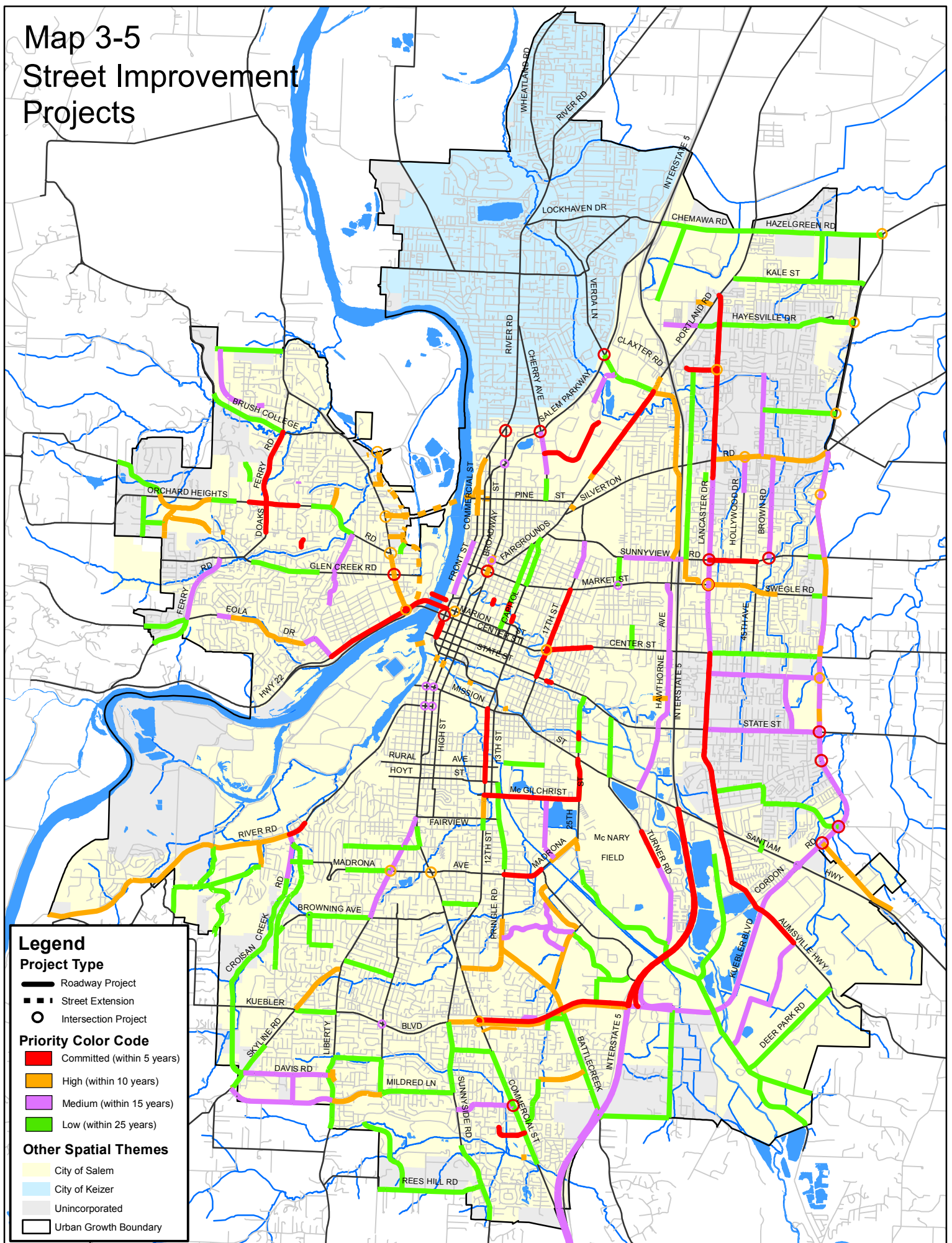
Map 3-3
Street Congestion
2009 PM Peak



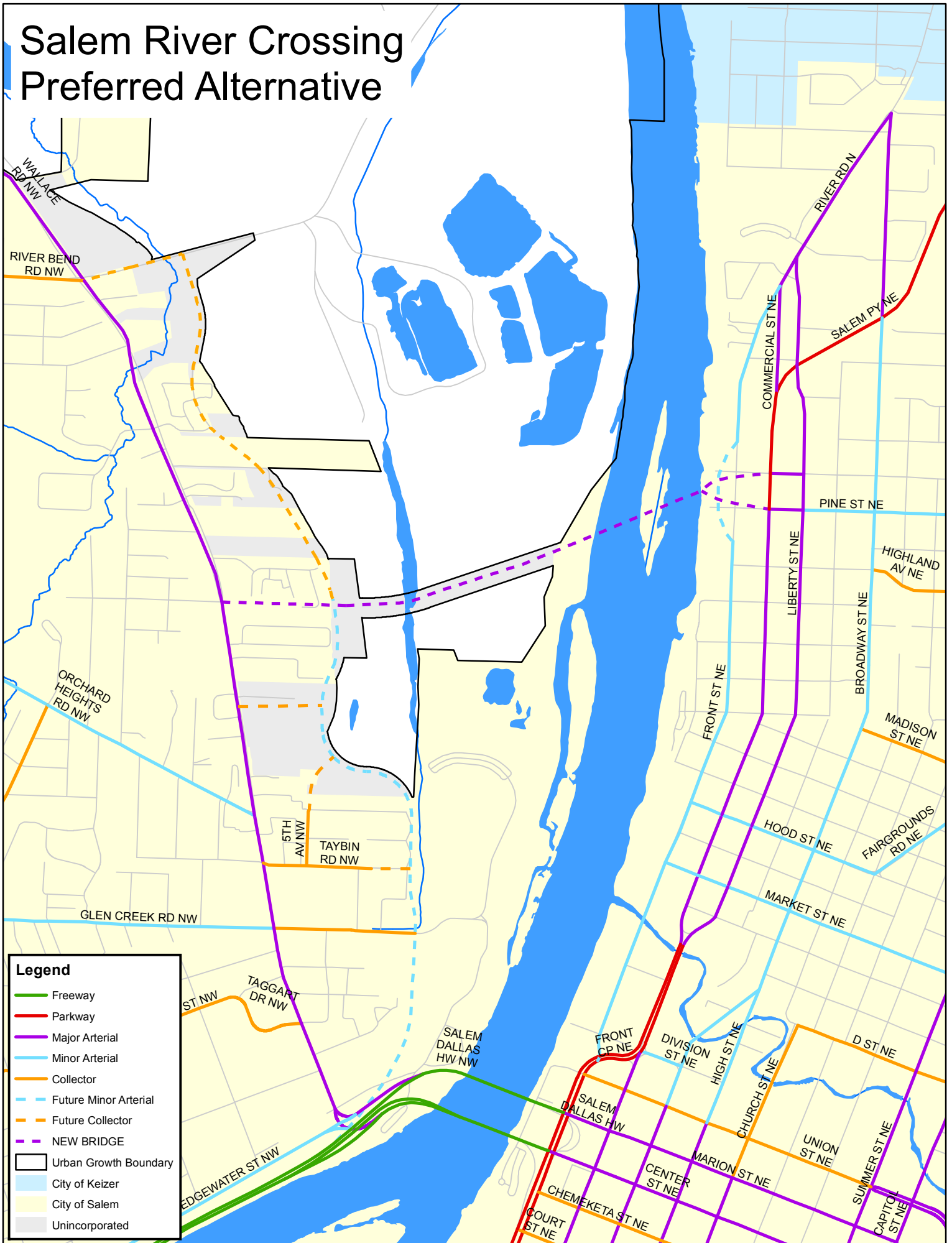
Map 3-4 Street Congestion 2035 PM Peak Build



Map 3-5 Street Improvement Projects



Salem River Crossing Preferred Alternative



Map 3-6 Street Improvement Projects West Salem

Legend

Project Type

- Roadway Project
- - - Street Extension
- Intersection Project

Priority Color Code

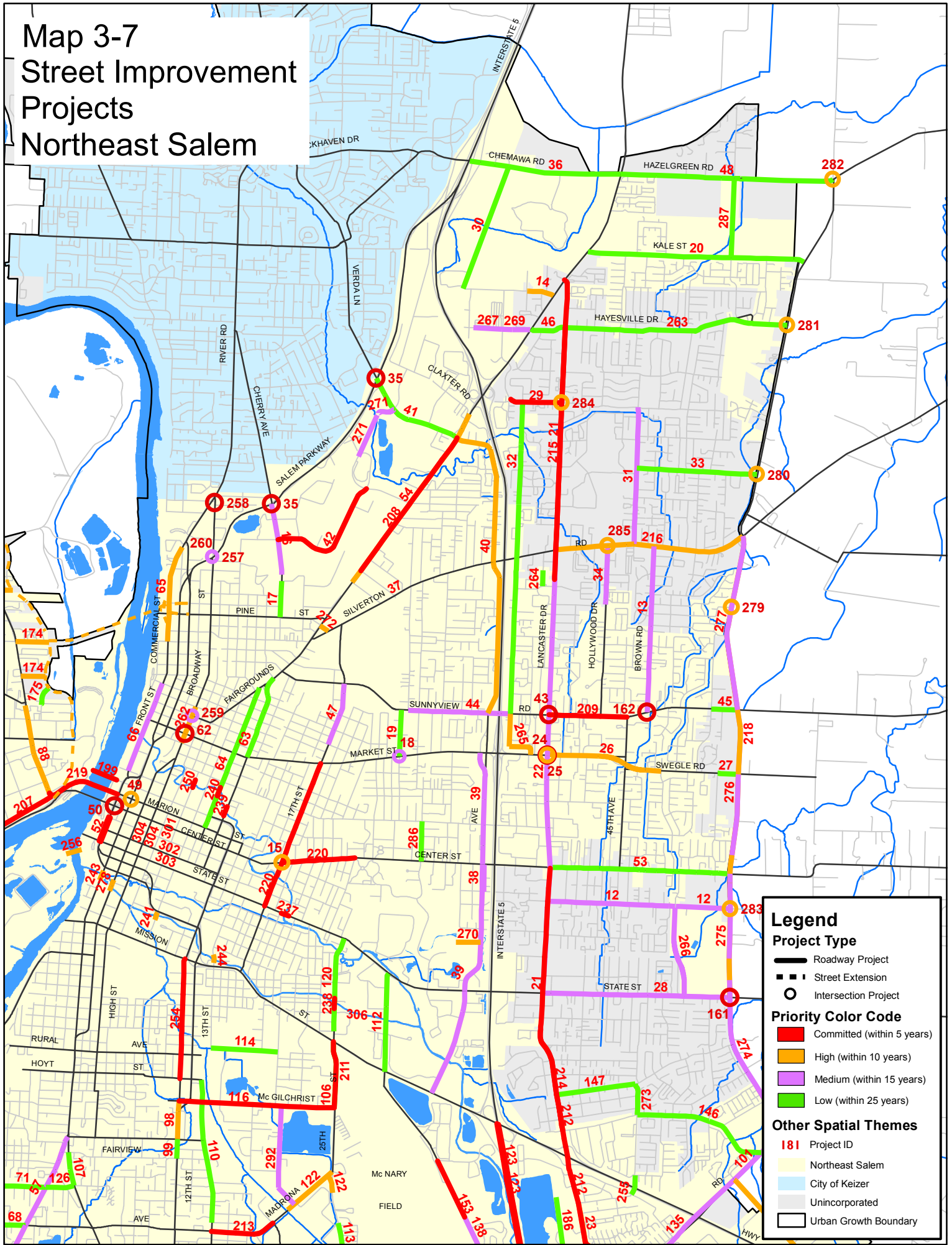
- Red: Committed (within 5 years)
- Orange: High (within 10 years)
- Purple: Medium (within 15 years)
- Green: Low (within 25 years)

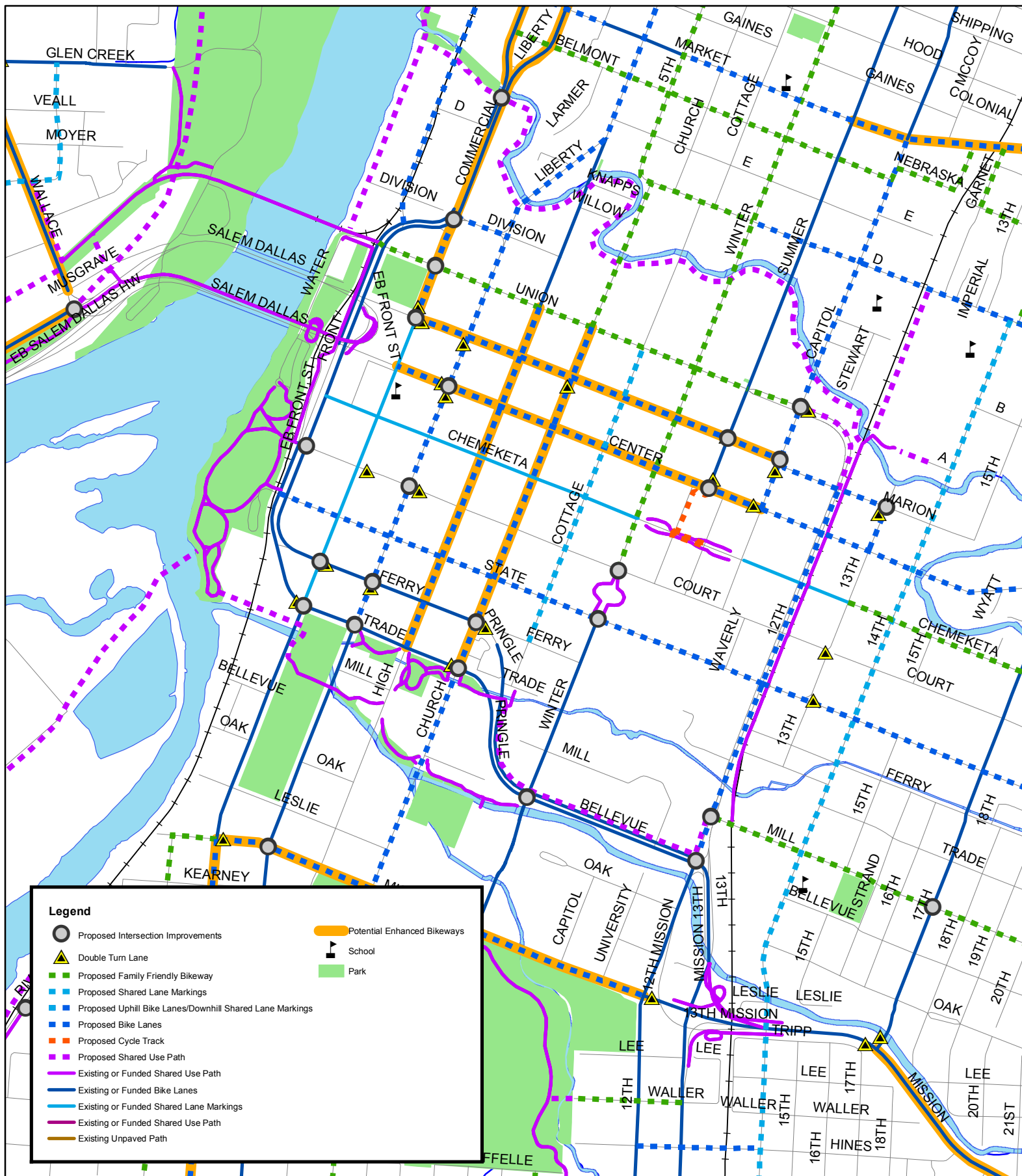
Other Spatial Themes

- City of Salem
- City of Keizer
- Unincorporated
- Urban Growth Boundary

 Urban Growth Boundary

Map 3-7 Street Improvement Projects Northeast Salem





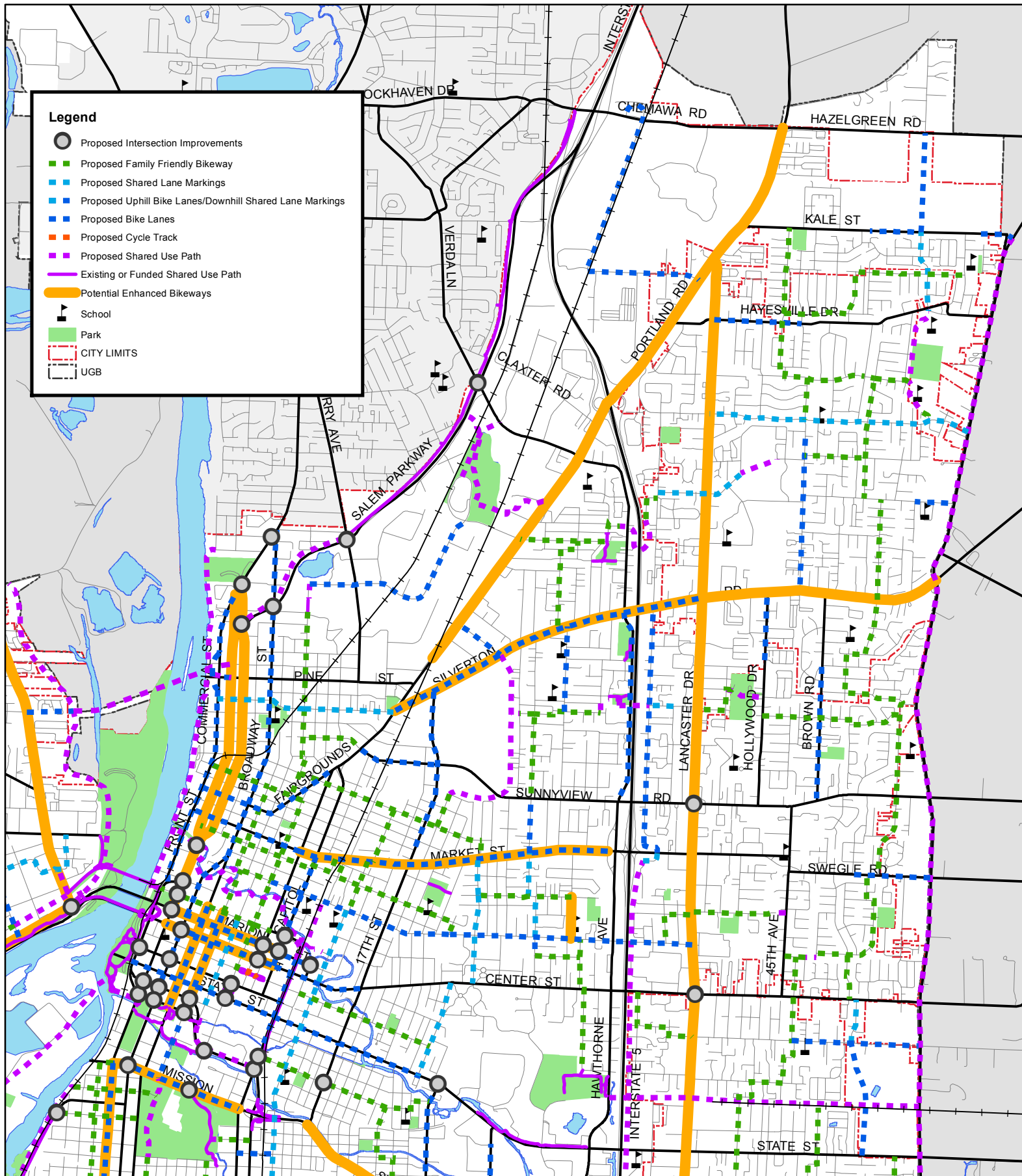
Map 7-1: Bicycle Network - Downtown Salem

Salem Transportation System Plan Bicycle System Element

0 500 1,000 2,000 Feet



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



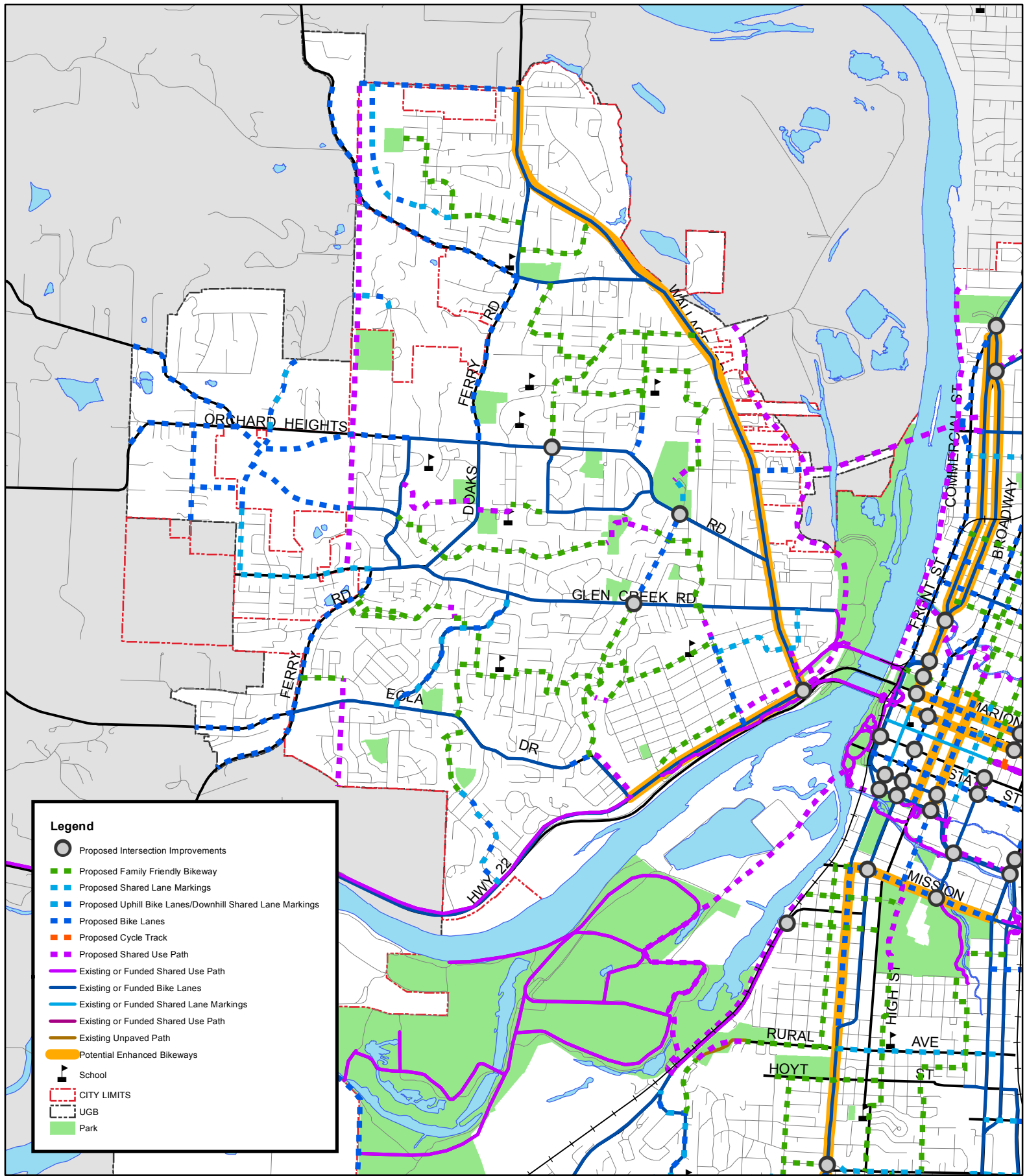
Map 7-2: Bicycle Network - Northeast Salem

Salem Transportation System Plan Bicycle System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



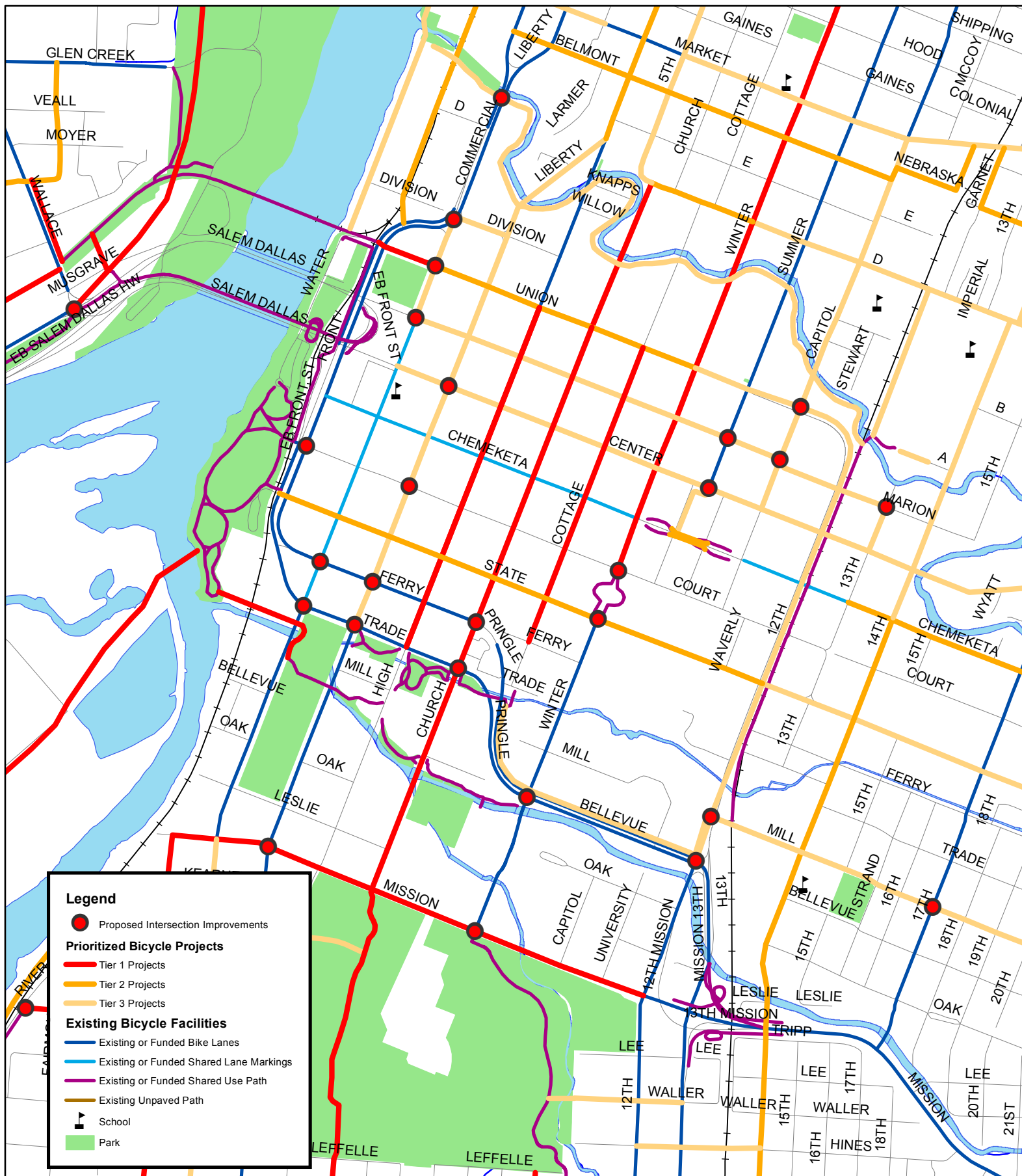
Map 7-5: Bicycle Network - West Salem

Salem Transportation System Plan Bicycle System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



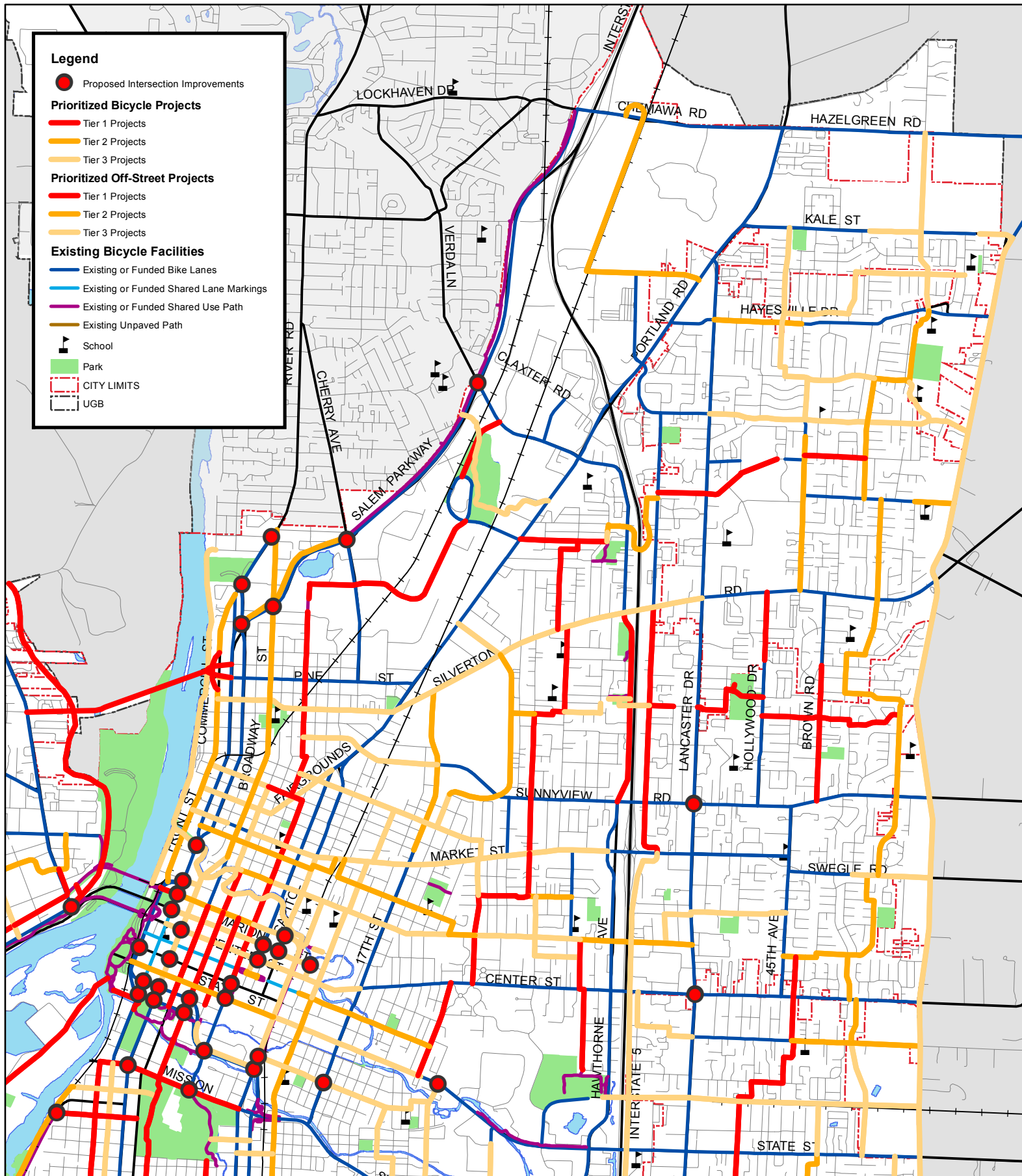
Map 7-6: Bicycle Project Priorities - Downtown Salem

Salem Transportation System Plan Bicycle System Element

0 500 1,000 2,000
Feet



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



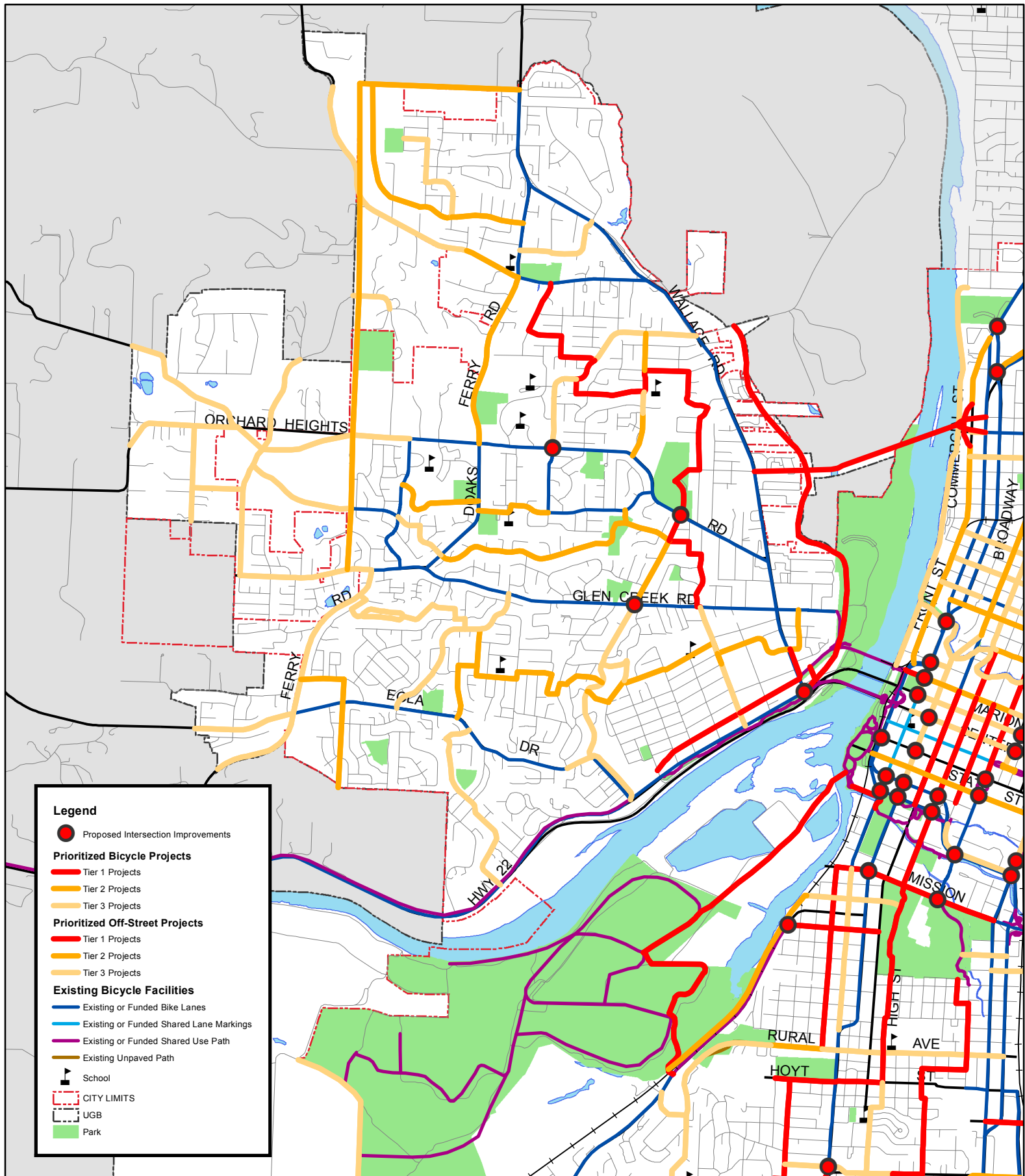
Map 7-7: Bicycle Project Priorities - Northeast Salem

Salem Transportation System Plan Bicycle System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



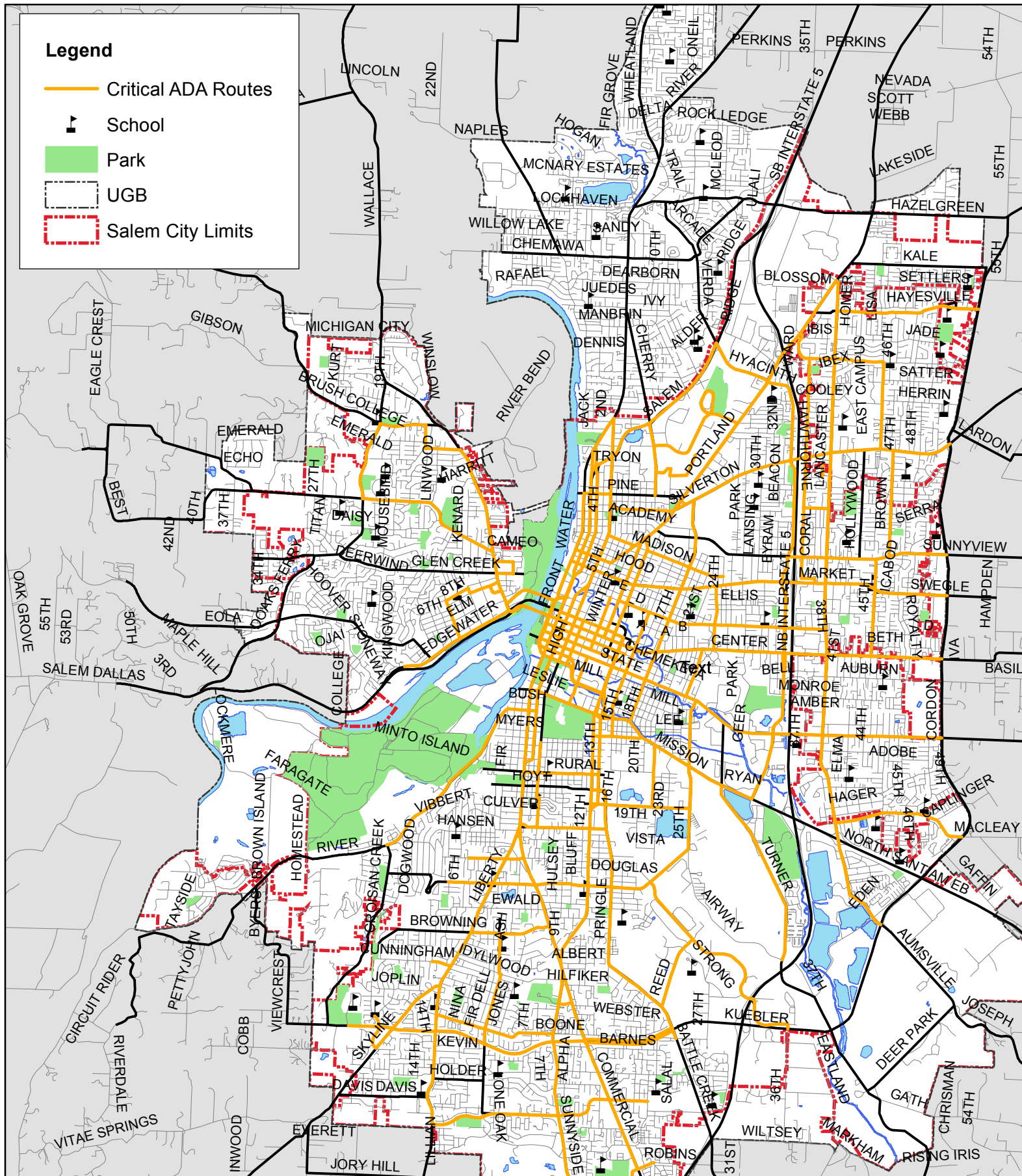
Map 7-10: Bicycle Project Prioritization- West Salem

Salem Transportation System Plan Bicycle System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



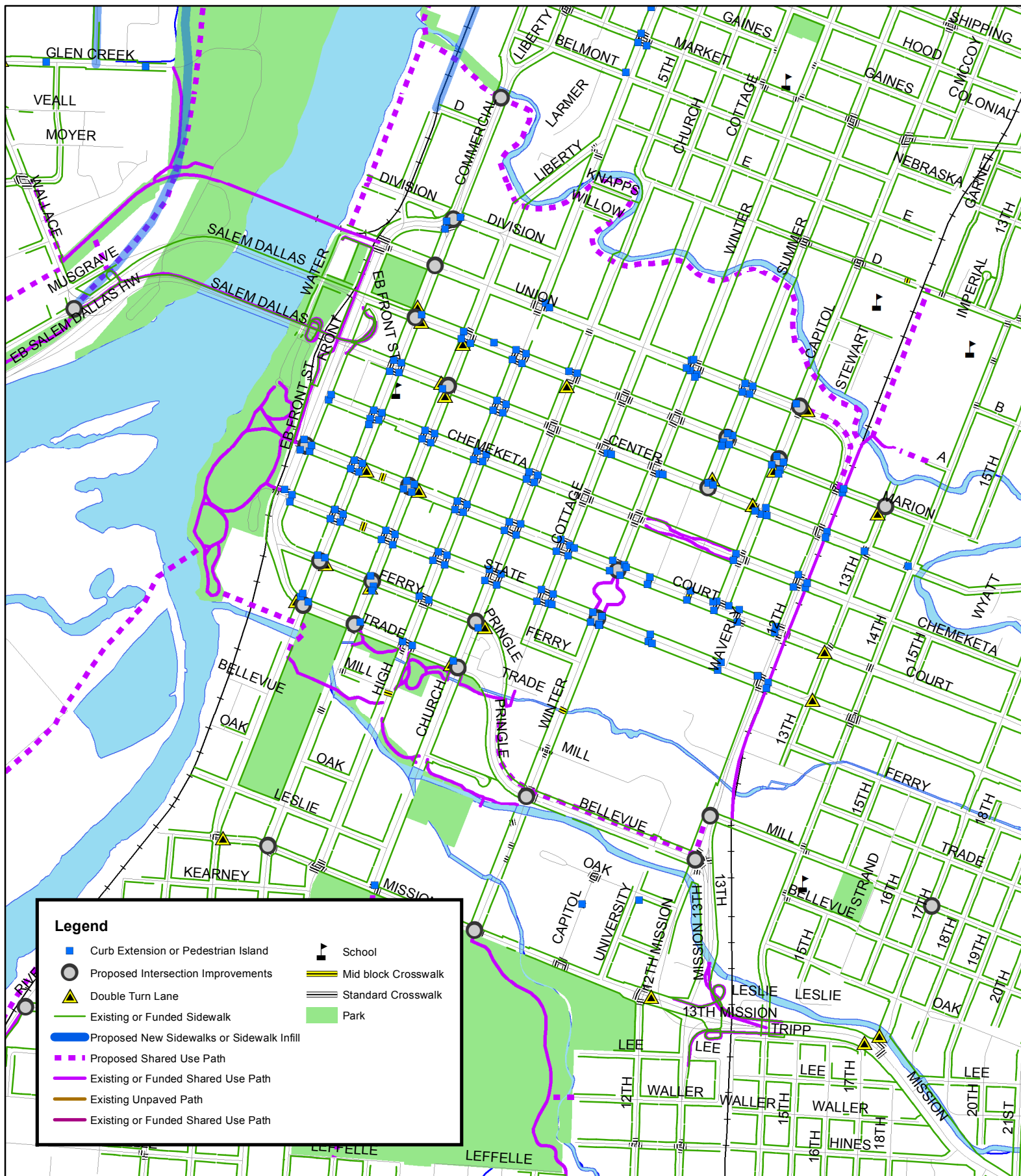
Map 8-1: Critical ADA Routes

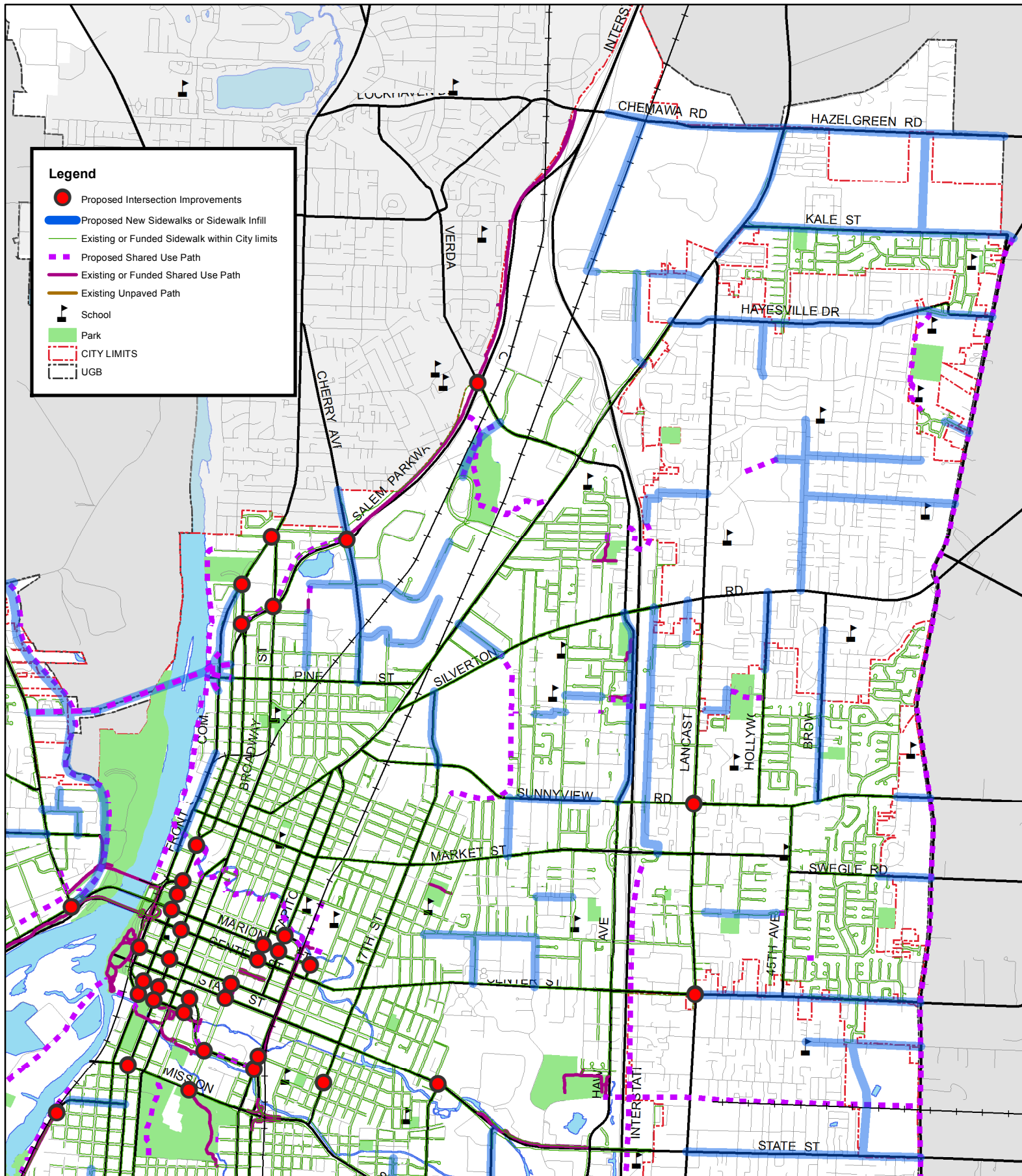
Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

0 0.5 1 2 Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.





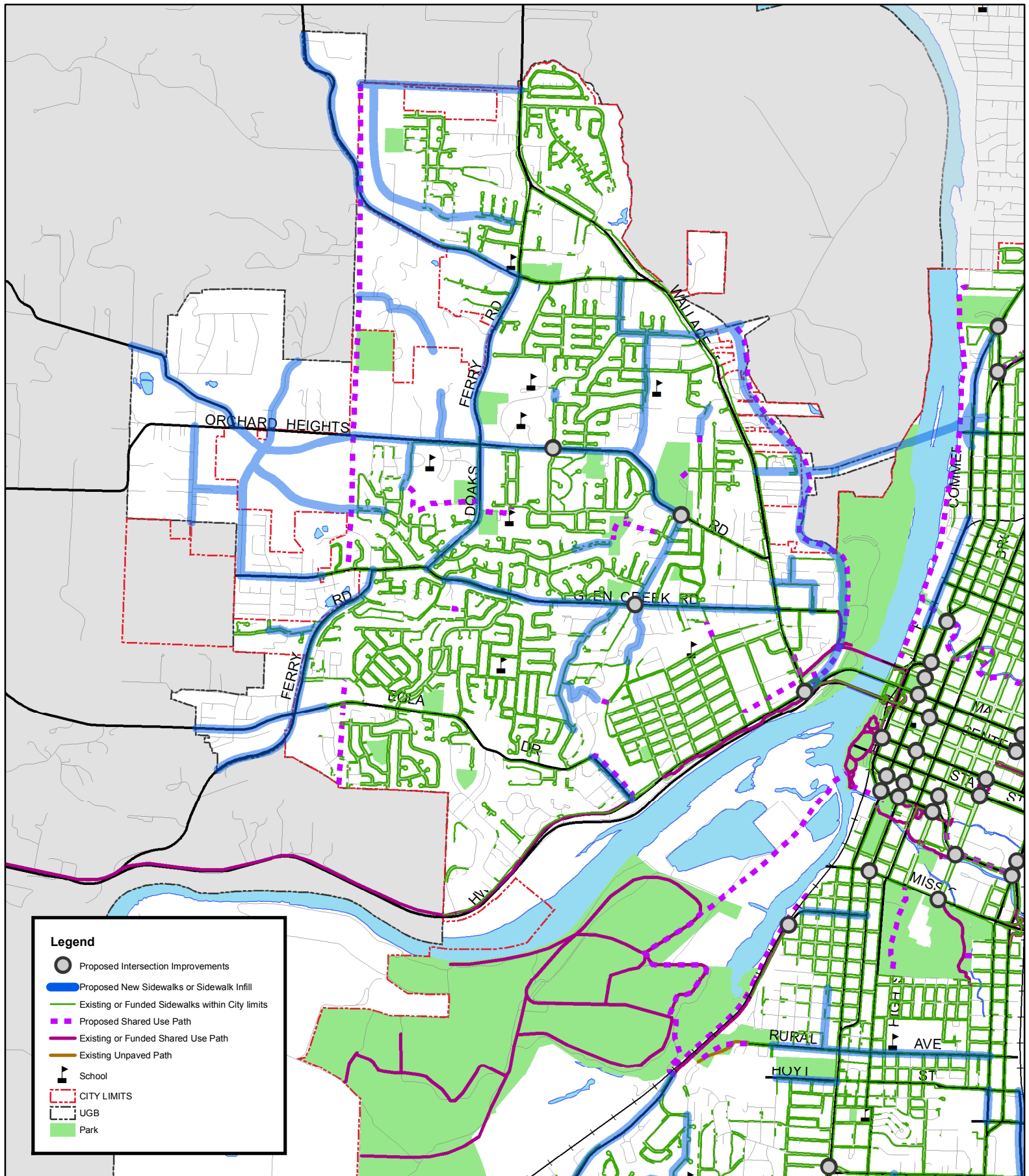
Map 8-4: Pedestrian Network - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1
Miles

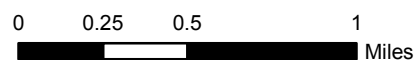


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

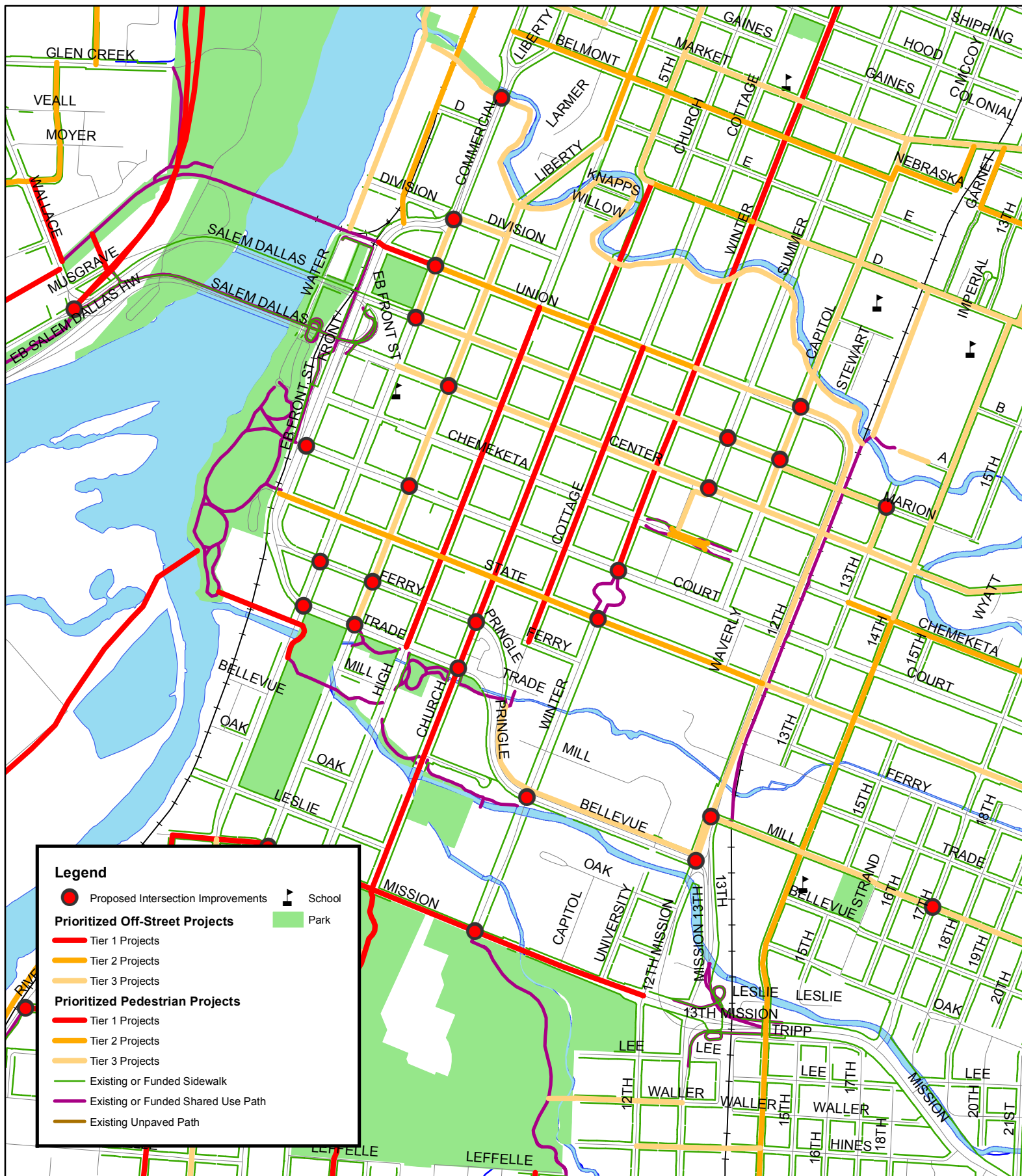


Map 8-7: Pedestrian Network - West Salem

Salem Transportation System Plan Pedestrian System Element



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



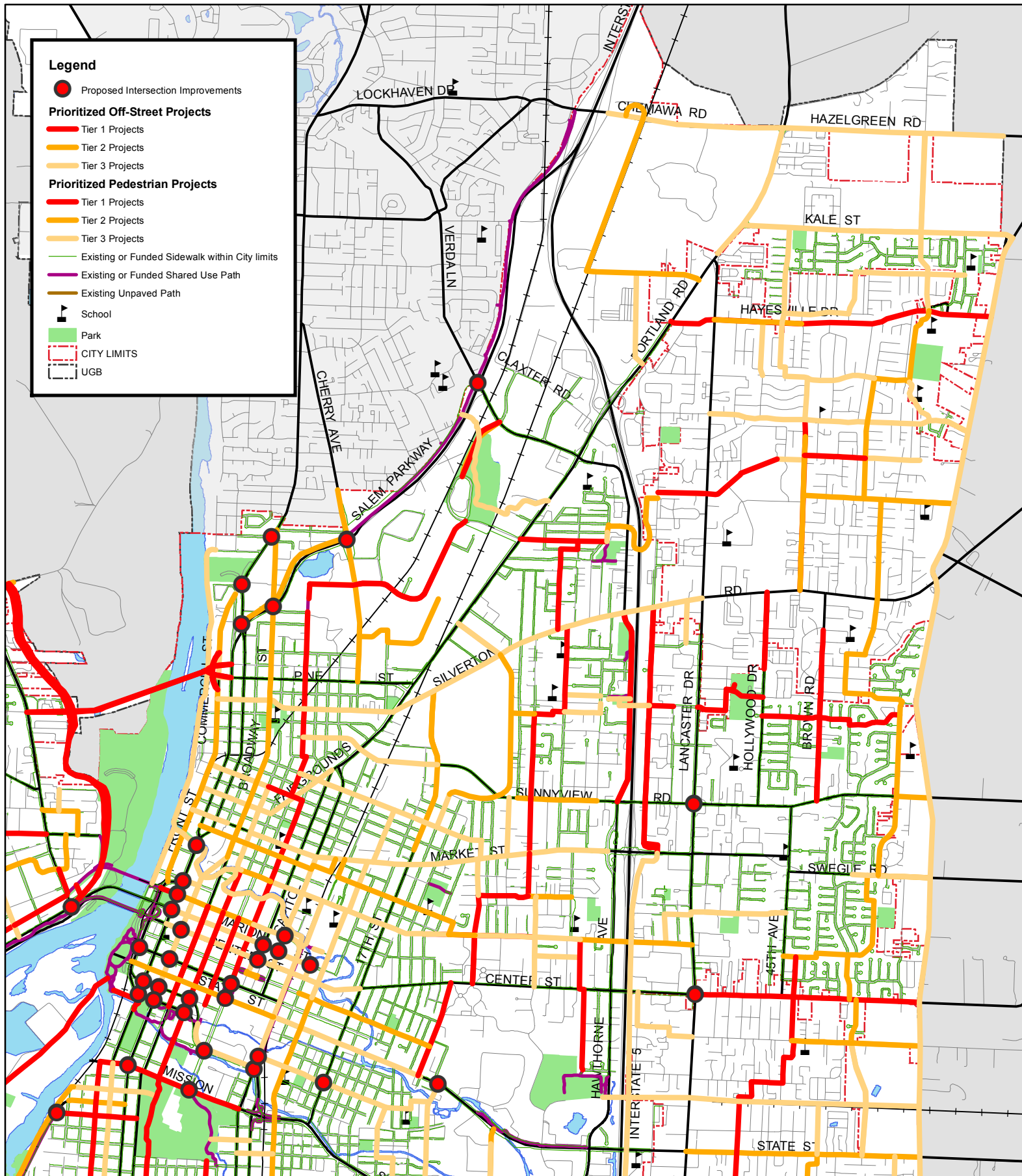
Map 8-8: Pedestrian Project Prioritization - Downtown Salem

Salem Transportation System Plan Pedestrian System Element

0 500 1,000 2,000
Feet



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



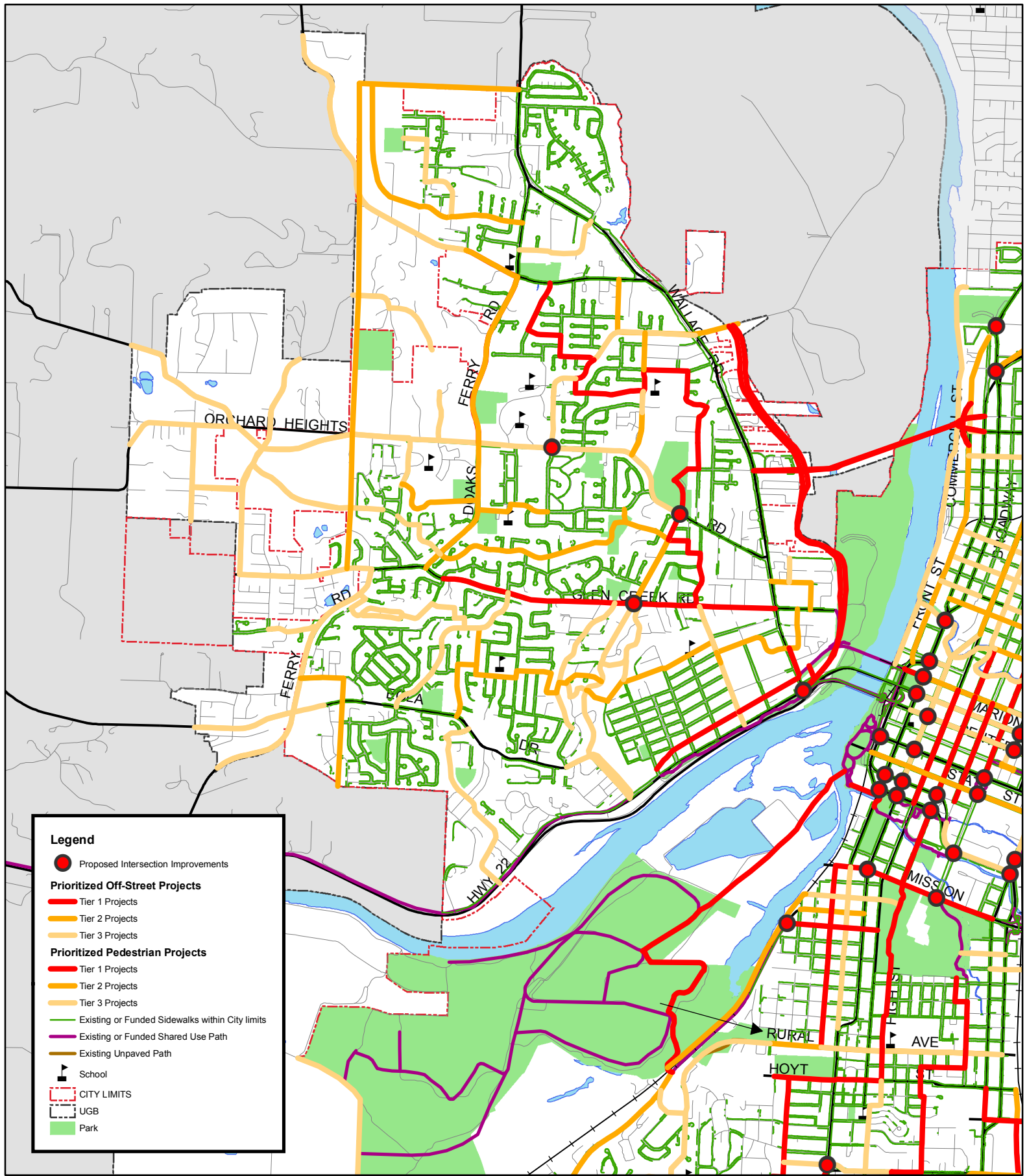
Map 8-9: Pedestrian Project Prioritization - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 8-12: Pedestrian Project Prioritization - West Salem

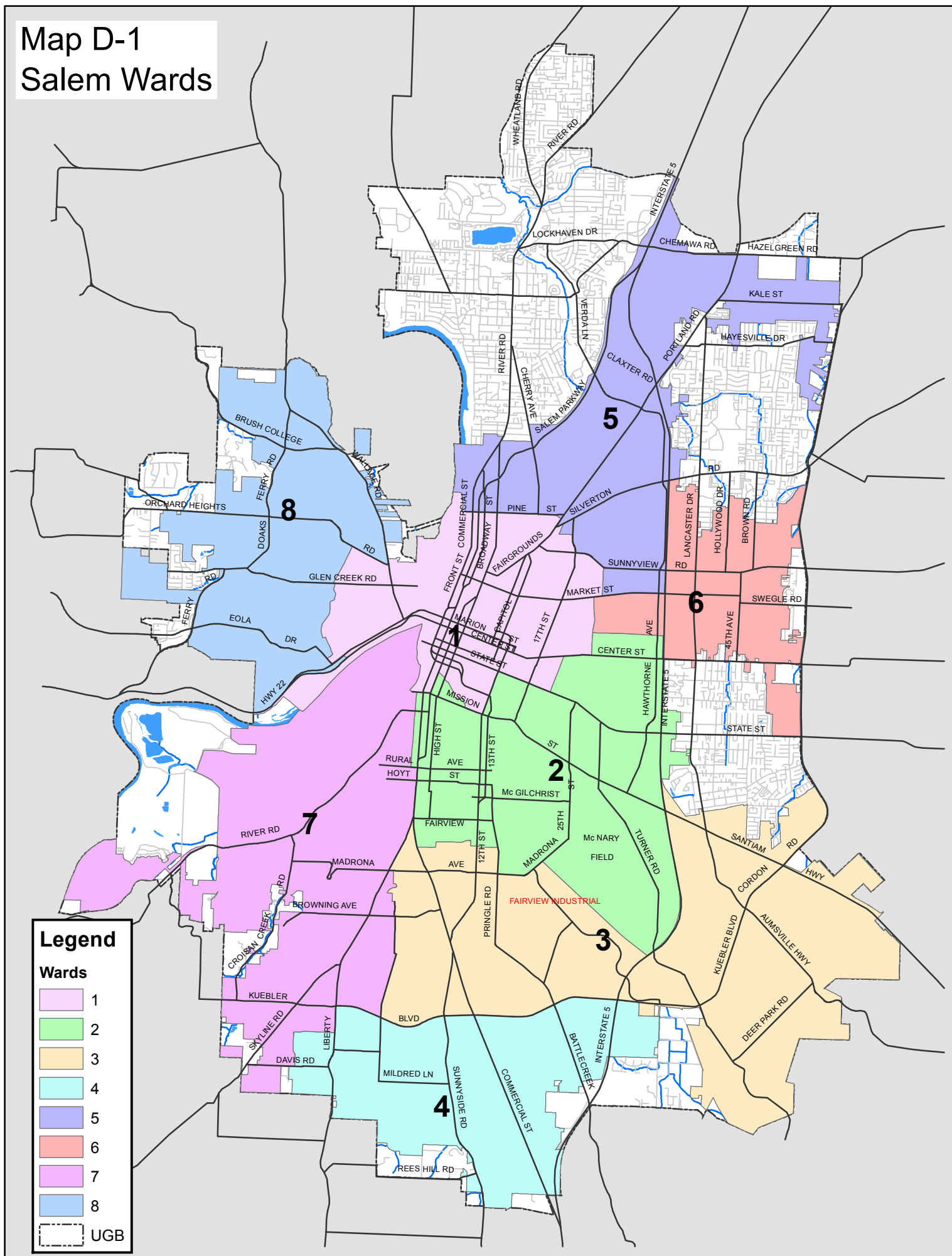
Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1
Miles



Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

Map D-1 Salem Wards

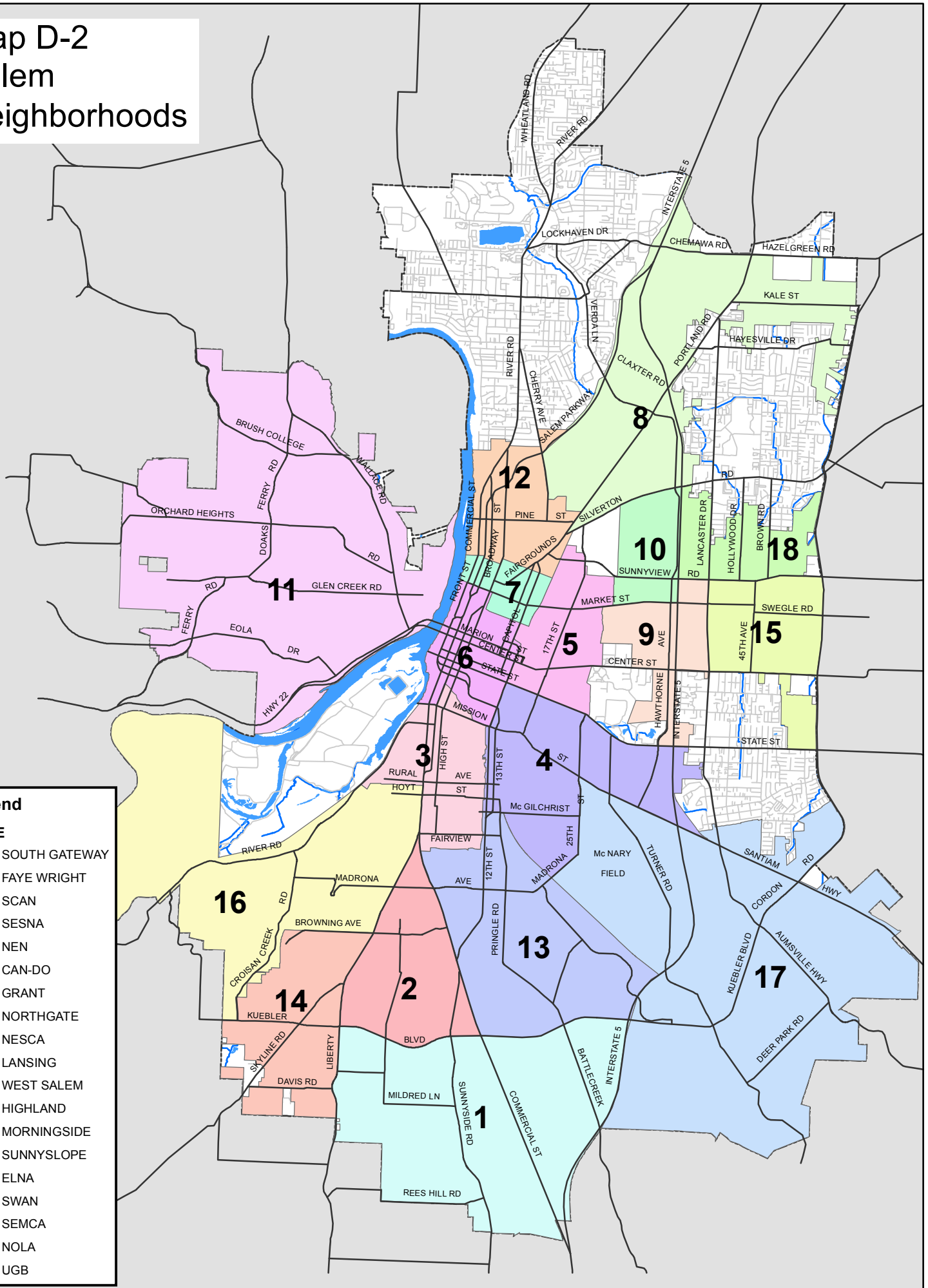


Map D-2 Salem Neighborhoods

Legend

NAME

- 1 SOUTH GATEWAY
- 2 FAYE WRIGHT
- 3 SCAN
- 4 SESNA
- 5 NEN
- 6 CAN-DO
- 7 GRANT
- 8 NORTHGATE
- 9 NESCA
- 10 LANSING
- 11 WEST SALEM
- 12 HIGHLAND
- 13 MORNINGSIDE
- 14 SUNNYSLOPE
- 15 ELNA
- 16 SWAN
- 17 SEMCA
- 18 NOLA
- UGB



Appendix to the City of Salem Willamette River Greenway Plan

Taking an Exception to Statewide Planning Goal 15 for the Salem River Crossing Preferred Alternative

Statewide Planning Goal 15 is intended to protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

As shown on the attached Figure, the footprint for the Salem River Crossing Preferred Alternative within the Greenway Overlay is entirely within the existing UGB and Salem city limits. About 25 acres of the “footprint” of the preferred alternative are within the Greenway Overlay, with about 8 acres associated with the new bridge.

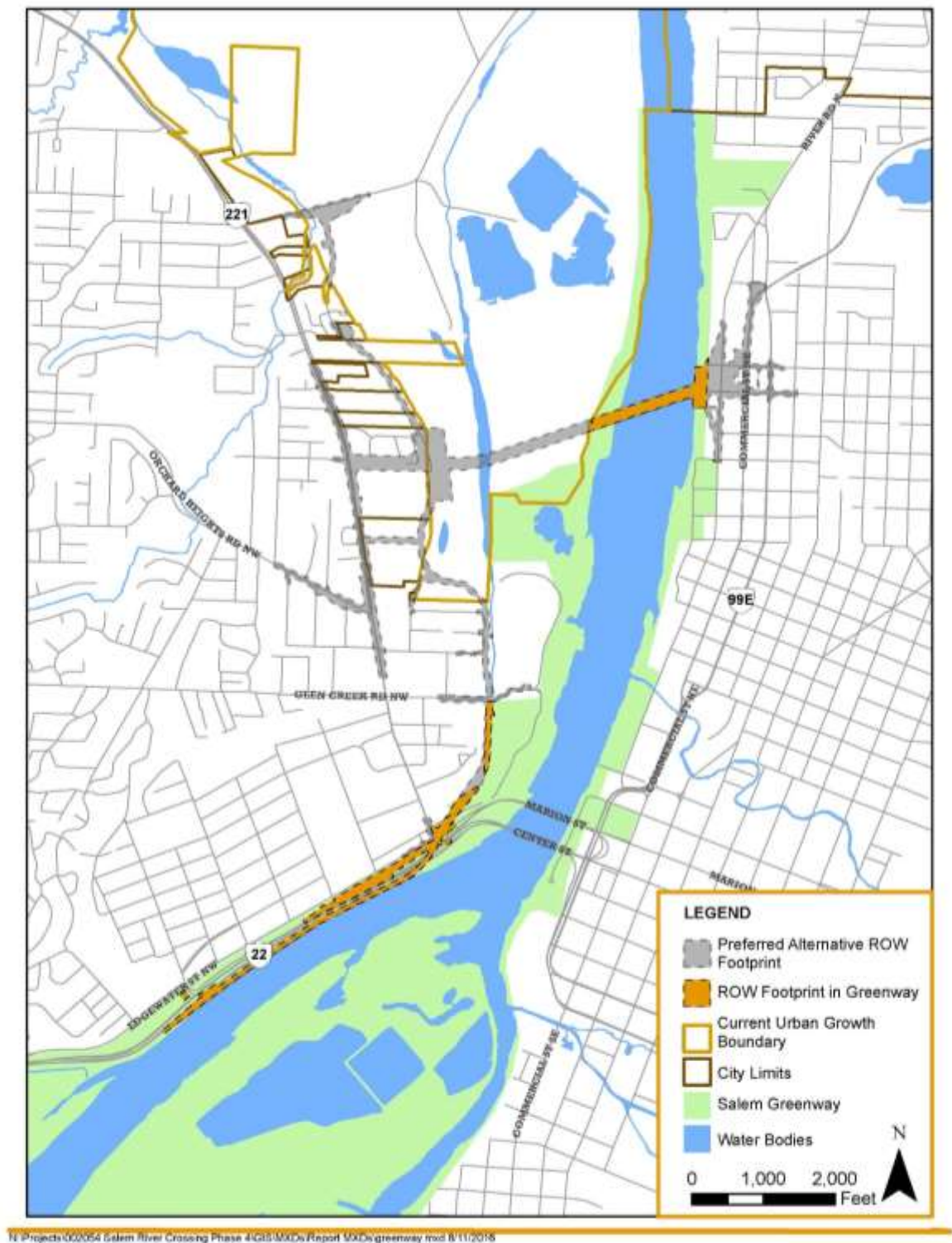
This appendix serves as the City of Salem Greenway Goal Exception as required by Statewide Planning Goal 15 and OAR 660-004-0022(6) to authorize the placement of piers/fill within the Greenway Overlay associated with the new bridge crossing and related transportation improvements described below:

- Segment of new bridge extending from realigned Front Street on the east bank of the Willamette River, over McLane Island to the westerly edge of the Greenway Overlay/Floodway boundary west of the river;
- Expansion of OR 22 toward the Willamette River (on the bank) to accommodate new ramp and connection of OR 22 to Marine Drive; and
- Extension of Marine Drive ramp on structure south of Glen Creek Road to connect with OR 22.

Greenway Development Permitting for the Preferred Alternative will provide the opportunity to apply conditions to achieve compliance with all development standards in the Greenway Overlay.

The following discussion is taken from the Salem River Crossing Project Final Environmental Impact Statement, Land Use Technical Report.

Figure 1. Salem River Crossing Preferred Alternative within Greenway Overlay



1. Statewide Planning Goal 15: Willamette River Greenway

As set forth in the Willamette Greenway statutes:

“The qualities of the Willamette River shall be protected, conserved, enhanced and maintained consistent with the lawful uses present on December 6, 1974. Intensification of uses, changes in use or developments may be permitted after this date only when they are consistent with the Willamette Greenway Statute, this goal and other standards.”¹⁶

Under Goal 15, an exception is required for all Salem River Crossing Project Build alternatives for the following reasons:

- Alternative 2A (widening the existing bridges) involves an “intensification of an existing use” or “development” as defined in Goal 15.
- The preferred alternative and all other Build alternatives (constructing a new bridge and expanding the footprint of OR 22) involve a “change of use” or “development” as defined in Goal 15.
- Within urban areas, Goal 15 and OAR 660-004-0022(6) prohibit the siting of uses or structures that are not considered water-dependent or water-related within the Greenway setback line¹⁷ without an exception.
- As defined in the statewide planning goals, “water-dependent” means: A use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for water-borne transportation, recreation, energy production, or source of water.
- “Water-related” means: Uses which are not directly dependent upon access to a water body, but which provide goods or services that are directly associated with water-dependent land or waterway use, and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Except as necessary for water-dependent or water-related uses or facilities, ***roads and highways***are not generally considered water-dependent or water-related uses.
- In particular, bridge structures, ramps, or piers on fill within the Greenway setback are not considered to be water-dependent or water-related uses.

Unlike many jurisdictions, the City of Salem has not mapped a specific Greenway setback, but instead requires delineation of a “riparian buffer” on a case-by-case basis taking the Ordinary High Water (OHW), topography and location of the floodplain into account. The “riparian buffer” will never be larger than the Greenway Overlay. For the purpose of the Greenway Goal Exception, the project team has taken the conservative approach of identifying all areas of cut and fill associated with the preferred alternative within the Greenway Overlay instead of focusing on the fill within a more limited riparian buffer (which has not been delineated).

¹⁴ The Willamette Greenway statutes are set out at ORS chapter 390.310 to 390.368.

¹⁵ Goal 15, Implementation Measure F.3.a – “Such boundaries in urban areas shall be not less than 150 feet from the ordinary low water line of the Willamette River.”

2. Reasons Necessary to Justify an Exception to Goal 15

Goal 15 exceptions need to show compliance with the standards for “reasons” exceptions set out in OAR chapter 660, Division 4 (especially OAR 660-004-0018, -0020, and -0022(6)).

Briefly, these require a demonstration of (1) reasons why the policies in Goal 15 should not apply; (2) consideration of alternative locations; (3) analysis of the economic, social, environmental, and energy (ESEE) consequences of locating the use at the proposed location rather than other locations also requiring goal exceptions, and (4) analysis of how the use is or can be made compatible with adjacent uses.

OAR 660-004-0022(6) outlines the types of reasons that may be used to justify an exception to Goal 15.

(6) Willamette Greenway: Within an urban area designated on the approved Willamette Greenway Boundary maps, the siting of uses which are neither water-dependent nor water-related within the setback line required by Section C.3.k of the Goal may be approved where reasons demonstrate the following:

- (a) The use will not have a significant adverse effect on the greenway values of the site under consideration or on adjacent land or water areas;*
- (b) The use will not significantly reduce the sites available for water-dependent or water-related uses within the jurisdiction;*
- (c) The use will provide a significant public benefit; and*
- (d) The use is consistent with the Legislative findings and policy in ORS 390.314 and the Willamette Greenway Plan approved by LCDC under ORS 390.322.”*

The legislative findings and policy in ORS 390.314 are:

ORS 390.314. Legislative findings and policy

(1) The Legislative Assembly finds that, to protect and preserve the natural, scenic and recreational qualities of lands along the Willamette River, to preserve and restore historical sites, structures, facilities and objects on lands along the Willamette River for public education and enjoyment and to further the state policy established under ORS 390.010, it is in the public interest to develop and maintain a natural, scenic, historical and recreational greenway upon lands along the Willamette River to be known as the Willamette River Greenway.

The preferred alternative would provide a new bridge crossing the Willamette River at about River Mile 83, approximately 1 mile north of the Marion and Center Street Bridges.

As shown on Figure 1, only a portion of the full bridge (approximately 1,705 LF) is within Salem’s Greenway Overlay zone. The segment of the bridge elevated on structure over the floodway/floodplain west of the river to Marine Drive (approximately 2,200 LF) is outside of the Greenway and does not require a Greenway Goal Exception.

The values of the Greenway are embodied in Goal 15: “to protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities along the Willamette River as the Willamette River Greenway.”

The Willamette River Crossing DEIS (DEIS), and supporting technical reports, provide evidence and figures that address natural, scenic, historic, agricultural, economic, and recreational qualities of the larger study area that encompasses Salem's Greenway Overlay. The Willamette River Crossing FEIS (FEIS) includes addenda to the individual technical reports that focus more specifically on the preferred alternative.

Key information from the DEIS is summarized in this subsection to focus on the values of the Greenway. The complete DEIS and technical reports provide additional details, with references to specific sections of the DEIS included in this document.

Natural. Studies of the Willamette River channel through time show that dam construction, channelization, drainage and other activities have resulted in simplification of the river system – eliminating meander patterns and shortening the channel. Because the main stem of the mid-Willamette River has been narrowed and deepened, off-channel habitat has been greatly reduced. Flood-control measures upstream and outside of the project area have led to the loss of approximately 75 percent of shallow-water, floodplain, and off-channel habitats. This has significantly reduced the quality of available freshwater aquatic habitat in the mid-Willamette River.¹⁸

Aquatic habitat within the river is primarily rearing and migration habitat for salmonids. Spawning, rearing, and migration habitat for non-salmonid fish species occurs in the area. The river deepens close to the river banks, which limits critical shallow water habitat. In the mid-Willamette Basin, only specific runs of Chinook salmon and steelhead trout are listed under the federal Endangered Species Act (ESA) as “threatened” species.¹⁹

The Willamette River and its associated riparian areas are important fish and wildlife corridors. The riparian areas offer a link between the river and the upland forests and wetlands in the surrounding parks and refuges (including Wallace Marine Park and Minto Brown Park). Some reaches of the Willamette River provide wintering or nesting habitat for several species of waterfowl. In addition, several species of mammals use the river, including river otter and muskrat.

Riparian habitats include mature deciduous/coniferous gallery forests along the Willamette River dominated by very large black cottonwood with some Oregon ash on lower terraces transitioning to bigleaf maple, grand fir, and snowberry upslope. Many wildlife species use riparian habitats over some portion of their life cycles. This habitat offers nest sites, shelter, and forage to various species. No federal ESA-listed wildlife species or species proposed for ESA listing are documented within the study area. In addition, no ESA or state-listed threatened or endangered plant species were identified during surveys conducted in the study area.²⁰

The primary impact of the preferred alternative on threatened species is expected to be temporary in nature and associated with construction activities. No long-term impacts to juvenile or adult fish passage are anticipated as a result of the preferred alternative. As part of the FEIS and permitting requirements, an ESA consultation with NMFS and USFWS, including preparation of a Biological Assessment (BA), will be required.²¹

¹⁶ DEIS, Natural Systems and Communities, page 3-371.

¹⁹ DEIS, Threatened and Endangered Species, page 3-399.

²⁰ DEIS, Threatened and Endangered Species, page 3-401.

²¹ DEIS, Threatened and Endangered Species, page 3-404.

Potential mitigation measures and best management practices (BMPs) to address impacts to natural resources (River Systems, Aquatic Habitat, Water Quality, Wetlands, Riparian Habitat and Floodplain) are outlined in the DEIS. The FEIS will include specific mitigation measures and Best Management Practices (BMPs) for the preferred alternative and it is expected that detailed mitigation commitments will be incorporated in the Record of Decision for the project.

Potential measures to avoid, minimize, and mitigate for adverse impacts to natural resources identified in the DEIS include, but are not limited to:

- Conducting in-water work during the in-water work period established by the ODFW to minimize potential impacts to aquatic life.
- Creating and/or restoring wetland habitat (potentially within Wallace Marine Park or on Minto Brown Island).
- Creating additional shallow-water habitat along the Willamette River at Wallace Marine Park using bioengineering techniques, removing non-native species, and employing long-term controls.
- Removing invasive species where found in the project footprint along the Willamette River riparian areas.
- Revegetating and monitoring disturbed areas, including planting native vegetation.
- Placing habitat structures (such as snags, logs, and nesting boxes) for cavity-nesting species. In addition, trees removed from the river bank would be replaced to help establish connectivity between the Willamette River and upland areas.
- Installing stormwater retention and treatment to mitigate for new impervious surfaces.
- Developing and implementing erosion and sediment control plans.

Scenic. Chapter 3.8 of the DEIS addresses visual resources. The Willamette River; the open space and recreational uses of the riverfront parks; the existing bridges and roadways; and the urban areas on both sides of the river are the dominant visual elements of the project area. The open area within Wallace Marine Park as viewed from the east side of the river make the Center Street and Marion Street Bridges and supporting infrastructure more visible than is typical in an urban setting. The Willamette River, including fully mature trees, is the most important feature contributing to the landscape's uniqueness. Vegetation along the riverbank and in the floodplain provides much of the visual quality of the project area.²²

From surrounding areas, the riverfront is generally not visible because of elevations and vegetation. The existing riverfront parks and pathways, and existing bridges and bicycle and pedestrian facilities over the Willamette, provide the best public access to views of the river. Recreational boaters on the river have the opportunity to enjoy the scenic qualities of the river from a different vantage point.²³

²² DEIS, Visual Resources, page 3-330.

²³ DEIS, Visual Resources, page 3-331.

The bridge for the preferred alternative would be placed about one mile downstream from the existing bridges, crossing over McLane Island, the northern tip of Wallace Marine Park and the southerly portion of the gravel operation. Relative to other alternatives studied in the DEIS (e.g., Alternatives 2A and 2B), there would be fewer viewers of the new bridge and the distance would mask the bulk of the bridge.²⁴

For the preferred alternative, the new bridge, and associated bicycle and pedestrian facilities on and off the bridge, would provide additional opportunities for views of the Willamette River, McLane Island, and Wallace Marine Park and riparian areas that aren't available today. In the subsequent Greenway Development Permit phase, the public and decision-makers will have an opportunity to review the bridge design details and bicycle and pedestrian facilities and amenities, to ensure that the new bridge results in an overall net positive impact on the visual and scenic quality of the Willamette River Greenway.

OR 22 and Edgewater Street businesses in West Salem, and the riverbank area adjacent to OR 22, are visually sensitive locations. The preferred alternative, along with five of the eight Build alternatives evaluated in the DEIS, includes direct connections to OR 22. The introduction of new ramps and widening of OR 22 toward the river would reduce the visual intactness and unity of the floodplain and result in lower visual quality rating scores than the Build alternatives that do not include the OR 22 connection.

On balance, the preferred alternative will not have a significant adverse effect on Greenway scenic values.

Potential measures to avoid, minimize, and mitigate for adverse impacts to scenic values identified in the DEIS include, but are not limited to:

- The use of sensitively designed architectural elements and details to be integrated with, complement, or otherwise enhance existing and new features.
- A sustainable, functional, and aesthetic landscape design.
- Increased spacing between bridge columns to open up views under bridge structures.

Historic. Historical research conducted for the Salem River Crossing Project DEIS identified a total of six properties in the vicinity of the project alternatives that are listed in the National Register of Historic Places (NRHP). An additional 40 properties were assessed for potential eligibility, with seven later determined to be ineligible.²⁵

The preferred alternative will not have an adverse impact on designated NRHP properties or NHRP-eligible properties within the Greenway Overlay. Potential impacts to NHRP-eligible properties outside of the Greenway can be minimized or mitigated.

Agricultural. As shown on Figure 1, the portions of the Salem River Crossing Project within the Willamette River Greenway are within the current Urban Growth Boundary and Salem city limits. Therefore, the Greenway Goal Exception is under Salem's land use jurisdiction. The area of the new bridge crossing west of the river and within the Greenway Overlay is designated as *Parks/Open Space* on the Salem Comprehensive Plan Map. There are

²⁴ DEIS, Visual Resources, page 3-336.

²⁵ DEIS, Historic Resources, pages 3-300 through 3-303.

no designated agricultural lands within the Salem Greenway Boundary. Therefore, the preferred alternative will not have a significant adverse effect on Greenway agricultural values.

Economic. The segment of the Willamette River through the City of Salem is not used for marine shipping or industrial harbor types of uses. In fact, Salem’s Willamette River Greenway Plan includes policies that specifically support transition of the waterfront (particularly on the east bank) to a mixture of commercial, office and high-density residential uses, while allowing for the continuation of existing industries. The Comprehensive Plan designation of “River-Oriented Mixed Use” supports this transition.

The only known commercial vessel that utilizes the project area is the Willamette Queen sternwheeler. The Willamette Queen is docked at Riverfront Park and sternwheeler boating tours operate from this location. Recreational vessels such as canoes, kayaks, rafts, and motorboats use the Willamette River in the project area. There are two public docks and two boat ramps located within a 3-mile radius of the new bridge site. One dock is located on the Willamette River near the confluence of the Willamette River and the Willamette Slough. This dock is accessed via Riverfront Park and is primarily used by recreational boaters. As noted above, the Willamette Queen is docked at Riverfront Park. The second dock is part of a boat ramp facility located on the Willamette River in Wallace Marine Park. Only recreation boaters use this dock. Both locations are within City parks and are managed by the City of Salem Parks Department. An additional boat ramp and floating dock is located at Keizer Rapids Park. Keizer Parks Foundation manages this boat ramp.

The proposed bridge crossing for the preferred alternative will be located at approximately river mile 83. The Oversight Team approved a bridge type (segmental precast concrete box girder) in 2014 to establish the general form of the load-carrying structure, as well as the overall shape and character of the bridge, for evaluation as part of the FEIS.²⁶

After the FEIS and record of decision are issued, the bridge design phase will establish the size, shape, and proportion of the bridge elements based on engineering requirements and aesthetic goals. The bridge design phase will also support the required US Coast Guard Bridge Permit application, and will include consideration of waterway characteristics, usage, and navigational impacts.

The preferred alternative would have economic impacts on business districts, including displacement of businesses, removal of on and off-street parking spaces, access impacts, and reduced traffic volumes along specific streets. It is estimated that the preferred alternative would displace an estimated 55 to 65 businesses. This is in the mid-range of business displacements for all Build alternatives (ranging from a low of 20 displacements for Alternative 3 to a high of 75 displacements for Alternatives 4C, 4D, and 4E).²⁷

In addition, refinements to the preferred alternative were intended in part to minimize impacts on the Edgewater and North Salem Business Districts. The City of Salem and partners would not want to shift the new ramps connecting Marine Drive and OR 22 out of the Greenway because of significant impacts to business and residential land uses,

²⁶ See <http://www.salemrivercrossing.org/wp-content/uploads/2014/10/SRC-OT-Presentation-101314-Final-email.pdf>.

²⁷ DEIS Section 3.3, Right-of-Way and Utilities, Table 3.3-3.

significant impacts to historical areas, cost, etc. In summary, the preferred alternative will not have a significant adverse effect on Greenway economic values in terms of existing commercial uses of the waterway or water-dependent or water-related uses and business districts in proximity to the new bridge crossing or the OR 22 improvements.

Recreational. A substantial portion of the land and water area within Salem's Greenway Overlay is publicly owned and used or planned for park and recreational facilities. Section 3.6 of the DEIS provides summary information about parks and recreational resources within the Greenway Overlay. Some of these parks – in particular Wallace Marine Park – are of regional significance and have established master plans for future development.

The footprint for the preferred alternative would not have a direct impact on the following park and recreational areas within the Willamette River Greenway:

- Riverfront Park
- Marion Square Park
- Union Street Railroad Bridge Pedestrian and Bicycle Trail
- Mouth of Mill Creek Park
- River Road Park
- Willamette River Water Trail

In addition, the preferred alternative would not preclude or have a significant adverse effect on recreational boating on the Willamette River underneath or in the vicinity of the new bridge crossing. Recreational boating is conducted in part along segments of the Willamette River Trail, portions of which are located within the study area.

The preferred alternative would permanently incorporate approximately 2 acres of land from Wallace Marine Park for placement of bridge footings in the northern area of the park. This affected area is undeveloped and contains predominantly non-native forest and other vegetation such as invasive blackberries. The preferred alternative would not negatively impact the primary active areas of Wallace Marine Park (ball fields, boat launch, canoe launch, and walking paths).

Construction of the Marine Drive connection to OR 22 would incorporate a thin strip of land from the western edge of the park for installation of piers and footings for the fly-over ramp. The ramps to OR 22 will cross over the Union Street Pedestrian path, but the recreational function of the path will continue.

Prior to project construction, ODOT and the local park sponsor (City of Salem) would coordinate with the Oregon Park and Recreation Department and the National Park Service regarding potential conversion and replacement properties associated with the preferred alternative. Based on the above information, it is determined that the placement of fill within the Greenway to construct the preferred alternative will have some adverse effect on Greenway recreational values, the overall effect is small and does not rise to the level of being a "significant" adverse effect.

In conclusion, evidence in the DEIS and in the technical report addendums for the FEIS demonstrate that the preferred alternative will not have a significant adverse effect on the greenway values (natural, scenic, historical, economic and recreational) for the portion of the footprint that is within the Greenway Overlay.

Impact on Sites Available for Water-Dependent or Water-Related Uses. The preferred alternative will not significantly reduce the sites available for water-dependent or water-related uses in Salem.

On the east side of the Willamette River, the new bridge would have an eastbound connection at Commercial Street (via an exit ramp aligned with Pine Street) and a westbound connection (via an entrance ramp aligned with Hickory Street). A portion of Front Street would be reconstructed closer to the river in the segment between Tryon Street and Columbia Street to maintain Front Street's north-south connectivity below the bridge ramps. The remnant segments of Front Street in this area would allow access to existing businesses (on both sides of the bridge approaches). Because of the steep riverbanks on the east side of the river, the new bridge crossing will not reduce sites available for water-dependent or water-related uses in the northeast area of Salem.

On the west side of the Willamette River, the new bridge will extend on structure over a narrow band of Wallace Marine Park and associated riparian area along the Willamette River. As summarized earlier in the discussion of recreational values, placement of bridge footings in the northern area of the park will affect an undeveloped area that contains predominantly non-native forest and other vegetation. There are currently no water-dependent or water-related uses at this location, and the preferred alternative would not preclude such uses (such as trails, river viewpoints or river access) underneath or in the vicinity of the bridge structure.

The widening of OR 22 onto the west bank of the Willamette River would largely take place within existing ODOT right-of-way and would represent intensification of an existing highway use. The subject area is not currently used or available for water-dependent or water-related uses and is not suitable for such uses given the established high-volume highway use (designated freeway) and relatively steep riverbank. The expansion of OR 22 will not impact or interfere with the existing boat ramp in Wallace Marine Park underneath the existing bridge structures.

In summary, because the footprint for the preferred alternative minimizes direct impacts to active use areas of Wallace Marine Park (including canoe and boat launch areas), there is no significant reduction in sites available for water-related or water-dependent uses.

Significant Public Benefit. The Marion and Center Street bridges currently function as the only vehicular crossings of the Willamette River in the Salem-Keizer area. The nearest bridge crossings (2 lanes for each bridge) are in Independence (10 river miles to the south) and Newberg (35 river miles to the north). In addition to serving a local role in connecting west Salem to the balance of the Salem-Keizer area, OR 22 and the existing bridges also serve important regional and statewide transportation functions in moving people and freight over longer distances from rural and urban areas of Polk, Lincoln, and Tillamook Counties to the state's capital city and the I-5 corridor.

The EIS and other studies have concluded that, without additional transportation capacity across the river, the levels of service on the existing bridge system and the connecting infrastructure and bridgehead areas in both Downtown Salem and close-in West Salem will continue to deteriorate over time. Not only will congestion increase significantly, but it will also occur over a longer time frame during the day.

Constructing a third bridge over the Willamette River as proposed with the preferred alternative will have significant public benefits. Locating a new bridge approximately 1 mile north of the existing bridges will:

- Improve multi-modal access (auto, truck, transit, bicycle and pedestrian) and connectivity between east and west parts of Salem;
- Broadly distribute traffic over a larger geographic area to minimize bottlenecks at the existing bridgehead locations;
- Provide “redundancy” in the transportation system and reduce vulnerability in case either or both of the existing bridges are rendered unusable; and
- Provide improved regional mobility through inclusion of ramps connecting Marine Drive and OR 22, and direct surface street connections from the east bridgehead to the Salem Parkway and I-5.

The existing bridges currently have substandard bicycle/pedestrian accommodations and constructing bicycle and pedestrian facilities on the new bridge will significantly expand opportunities to safely and efficiently cross the river, thereby encouraging non-auto travel that helps reduce congestion and improve air quality. In summary, the proposed use (new bridge crossing and related transportation improvements) will provide a significant public benefit and a Greenway Goal Exception is justified.

Use is Consistent with Legislative Findings in ORS 390.314. There are currently 25 highway bridges across the Willamette River in the span of almost 180 river miles between the St. Johns Bridge in Portland and the Springfield Bridge in the Eugene-Springfield area. Goal 15 provides that the qualities of the Willamette River Greenway shall be protected, conserved, enhanced and maintained consistent with the lawful uses present on December 6, 1975. Similar to the majority of Willamette River bridges, the segment of OR 22 and the existing Marion and Center Street Bridges are lawful uses within the Greenway.

The State of Oregon and units of local government, including the cities of Salem and Keizer, Polk County and Marion County, have cooperated in the implementation of greenway planning as required by legislative intent. The preferred alternative, subject to this goal exception application, will be considered through this established local and statewide greenway planning process.

DEIS Alternative 2A involved widening the existing bridges (adding a total of three lanes) and would be considered continuation and intensification of existing uses of lands within the greenway. While Alternative 2A could be compatible with the preservation of the natural, scenic, historical and recreational qualities of the greenway, the City of Salem is initiating the consolidated plan amendments because Alternative 2A cannot reasonably meet the identified transportation need (see Subsection 4.4.2.4).

The segment of the preferred alternative that includes widening OR 22 within the Greenway represents continuation of the existing state highway use within ODOT right-of-way. The

highway corridor is included in the Greenway Development District in Salem's Greenway Plan to reflect the existing use. An exception to Goal 15 for the fill associated with the new ramps connecting Marine Drive to OR 22 can be justified under the criteria in OAR 660-004-0022(6). That exception identifies impacts to Greenway values and demonstrates how those impacts are or can be minimized such that existing uses of land within the Greenway can remain compatible with the preservation of Greenway values to the greatest degree possible. Following plan amendment approval and prior to construction, a Greenway Development Permit will be required under Chapter 600 of the Salem Revised Code. The standards for the Greenway Development Permit take natural, scenic, historical and recreational resources and other concerns into account. Through approval conditions to mitigate adverse impacts, which can be imposed during the permitting process, the legislative policy in ORS 390.314(2)(b) can and will be met.

3. General Exceptions Criteria

The criteria for taking an exception to Goal 15 are very similar to the criteria applied to the consideration of Urban Growth Boundary alternatives. Many of the impacts compared for the evaluation of UGB alternatives (such as park impacts, riparian impacts, displacement impacts, visual impacts, etc.) are also relevant to the alternatives analysis for the Greenway Goal Exception. The summary of impacts in Table 1 of this technical report is incorporated by this reference to provide a broader context for consideration of Greenway impacts.

Taking a Goal 15 exception requires and results in an amendment to the Salem Comprehensive Plan. The exception is required to accommodate the components of the preferred alternative that involve fill within the Greenway Overlay because the transportation facility is not considered a water-dependent or water-related use.

All of the Build alternatives evaluated in the DEIS, including improvements to the existing bridges (Alternative 2A), would require an exception to Goal 15. The purpose of the project, to improve transportation mobility and safety across the Willamette River, requires a location on/over resource land (the Willamette River).

The preliminary design for the preferred alternative has placed a high priority on reducing impacts within the Greenway by minimizing the number of in-water piers and piers within the riparian buffer. However, it is not possible to avoid piers or impacts entirely because of the length of the bridge span over the river. In addition, the preferred alternative includes a connection of OR 22 to Marine Drive to link to the new bridge and provide needed connectivity for local, regional, and through trips. OR 22 is a high-volume transportation corridor within the Greenway, and the widening of OR 22 toward the river represents an intensification of that existing transportation use. Piers/fill in this segment will extend onto the bank, but will not encroach over or into the Willamette River itself.

The state policy embodied in Goal 15 prohibits uses that are not water-dependent or water-related within the Greenway setback. Under Goal 15, roads and highways are not generally considered dependent on or related to water location needs. It is notable that Goal 15 does not explicitly state if a bridge over the Willamette River is considered a water-dependent or water-related use. There is no option to meet the purpose of the Salem River Crossing Project (stated in the DEIS) without improving the existing bridges or constructing a new bridge across the Willamette River. Therefore, there are reasons why the state policy

embodied in Goal 15 that prohibits uses that are not water-dependent or water-related in the Greenway setback, should not apply to the proposed transportation use.

Areas that do not require a new exception cannot reasonably accommodate the use

The preferred alternative and all Build alternatives evaluated in the DEIS require a Greenway Goal Exception. The DEIS documents why other alternatives that do not require an exception are not reasonable; in particular, the Two-Way Bridges Alternative (DEIS, p. 2-25), TSM/TDM Alternative (DEIS, p. 2-26); and No Build.

Given that fill would be required for pier support and bridge approaches regardless of where in the vicinity the bridge is located, there are no alternative areas crossing the Willamette River in the Salem-Keizer region that would not also require a new Greenway Goal Exception.

Long-term environmental, economic, social and energy (ESEE) consequences are not significantly more adverse than would typically result from the same proposal being located in other area requiring a Greenway Goal Exception

A summary of traffic and transportation, environmental, economic, social, and energy consequences of DEIS alternatives is provided in Table 3.21-1 of the DEIS. Highlights from the DEIS table are presented in Table 4.4-4 of this technical report.

Many of the City of Salem Willamette River Greenway policies and standards focus on protection of riparian vegetation, floodplains and wetlands, existing parks, and scenic vistas within the Greenway (see Salem Greenway policies in Subsection 2.3.3.1). Table 1 summarizes DEIS information on the number of riverbank piers (within the riparian zone), riparian habitat directly impacted, wetlands directly impacted, hydraulic conditions, direct park impacts and visual impacts for each of the Build alternatives. Similar information is provided for the preferred alternative – drawing from technical report addendums for the FEIS.

Long-term ESEE consequences (focused on greenway values) are summarized below for the three primary bridge crossing locations and Build alternatives.

Existing Bridges Crossing Location – Alternatives 2A and 2B

Alternative 2A would widen the existing Center Street and Marion Street Bridges. Two lanes would be added to the Marion Street Bridge traveling west, and one lane would be added to the Center Street Bridge traveling east. While Alternative 2A expands the footprint of the existing bridge crossing, the “net” impacts to greenway values would be considered relatively minor. As shown in Table 1, Alternative 2A does not include new riverbank piers (within the riparian zone) and directly impacts less than 1 acre of riparian vegetation. No wetlands are directly impacted and there is a very minor rise in the 100-year floodplain elevation because new in-water piers would line up with existing bridge piers.

Alternative 2A would result in direct impacts to three parks within the Greenway Overlay (Wallace Marine Park, Riverfront Park and Marion Square Park) and a total of 5.3 acres of parkland would be acquired (inside and outside of the Greenway). The DEIS concluded that the impact of Alternative 2A on Marion Square Park were significantly more adverse than would result from other Build alternatives (that also require a Greenway Goal Exception). As noted previously, the project team and the City of Salem have concluded that a modification of the design of Alternative 2A to eliminate the free right-turn lane from Commercial Street to Marion Street could be considered a “de minimus” level of impact on Marion Square Park.

Alternative 2B proposes a new bridge crossing between the Marion Street Bridge and the Union Street Pedestrian Bridge. As shown in Table 1, the “net” impacts to Greenway values generally fall within the low to mid-range of impacts of the other Build alternatives for most elements. Alternative 2B includes 22 new riverbank piers and directly impacts 6.5 acres of riparian habitat. No wetlands are directly impacted and there is a very minor rise in the 100-year floodplain elevation.

However, the total area of parkland acquired for Alternative 2B (8.7 acres) would be the highest of all Build alternatives. In particular, impacts to Wallace Marine Park (7.7 acres) would be significantly more adverse than all other Build alternatives. Approximately 10 piers associated with the proposed new bridge ramps would be installed in the area of the park located between the existing Marion Street and Union Street Railroad and Pedestrian and Bicycle Bridges. This would impact an existing park road, an existing parking lot, and the lawn area between that parking lot and the canoe launch area on the river. The introduction of an overhead structure would have a substantial adverse impact on the active use part of the park.

Hope to Pine Bridge Crossing Location – Alternatives 4A through 4E, Preferred Alternative

All Build alternatives in the Hope to Pine/Hickory crossing location share similar design elements.

Alternative 4A would have the same crossing point (Hope to Pine/Hickory couplet) as all of the Alternative 4 crossings. As shown in Table 1, the impacts of Alternative 4A on Greenway values are at the low to mid-range of all Build alternatives. In particular, Alternative 4A includes 9 riverbank piers (relative to a low of 0 piers for Alternative 2A and a high of 55 piers for Alternatives 4C, 4D, and 4E) and directly impacts 8.6 acres of riparian habitat (relative to a low of 0.9 acre for Alternative 2A and a high of 160 acres for Alternatives 4C and 4D). Direct wetland impacts are lower for Alternative 4A (8.6 acres) relative to 4C-4E. The maximum rise in the 100-year floodplain elevation for 4A (0.35 feet) is slightly higher than Alternatives 2A, 2B, and 3 and is the same as other Alternative 4 crossings. City of Salem regulations do not allow any rise in the base flood elevation. Therefore, mitigation would be required as part of any Build alternative.

Alternative 4A would acquire a total of 1.9 acres of parkland, the second lowest amount of all Build alternatives. The impacts would be associated with the placement of bridge footings in the northern panhandle section of Wallace Marine Park. The impacted area is undeveloped and contains predominantly non-native forest and other vegetation. This alternative would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Alternative 4B would combine Alternative 4A and Alternative 2A. This alternative would increase capacity at the existing bridge crossing location and add a new bridge at the Hope to Pine/Hickory crossing location. As shown in Table 1, the impacts of Alternative 4B are also in the low to mid-range of all Build alternatives for most Greenway values (riverbank piers, riparian habitat, wetlands and maximum rise in 100-year flood elevation). City of Salem regulations do not allow any rise in the base flood elevation. Therefore, mitigation would be required as part of any Build alternative.

However, Alternative 4B would acquire a total of 7.2 acres of parkland, the second highest of all Build alternatives (only Alternative 2B has higher impacts on parkland at 8.7 acres). The total combined impacts to Wallace Marine Park, Riverfront Park and Marion Square Park would be significantly more adverse than other Build alternatives. Eliminating the free right-turn lane from Commercial Street onto the bridge could minimize the impacts to Marion Square Park (similar to the refinement discussed above for Alternative 2A).

Alternatives 4C, 4D, and 4E would all have the same river crossing point and would have similar impacts on Greenway values. As shown in Table 1, the Greenway impacts for these alternatives would be at the high end of the range for all Build alternatives. There would be more riverbank piers (44), a larger area of riparian habitat impacted (14.3 to 16 acres), and higher wetland impacts (about 2.5 acres). The maximum rise in the 100-year floodplain elevation would be 0.35 foot for these alternatives. City of Salem regulations do not allow any rise in the base flood elevation. Therefore, mitigation would be required as part of any Build alternative.

The parkland impacts of Alternatives 4C-4E (2.9 – 4.9 acres) fall in the mid-range of all Build alternatives. Alternatives 4C, 4D and 4E would have similar impacts on Wallace Marine Park associated with the placement of bridge footings in the northern panhandle of the park in the same manner as under Alternative 4A. The construction of Marine Drive would incorporate a thin strip of land along the western edge of the park between Glen Creek and the softball complex. As summarized in the DEIS 4(f) evaluation, the primary active uses of Wallace Marine Park would not be adversely affected under Alternatives 4C, 4D, or 4E. These alternatives would not impact Riverfront Park or Marion Square Park.

For the Preferred Alternative, see the discussion in Subsection 4.4.3.2.

Hope to Tryon Bridge Crossing Location- Alternative 3

Alternative 3 is the northernmost of the three crossing locations. An objective of this alignment is to avoid affecting Wallace Marine Park. This alignment connects directly to Salem Parkway near Tryon Avenue on the east side of the Willamette River and to Wallace Road at Hope Avenue on the west side of the river.

As shown in Table 1, the impacts of Alternative 3 would be in the low range of all Build alternatives for most Greenway values (riverbank piers, riparian habitat, wetlands and maximum rise in 100-year flood elevation). City of Salem regulations do not allow any rise in the base flood elevation. Therefore, mitigation would be required as part of any Build alternative. Overall, the typical positive and negative consequences of Alternative 3 in terms of Greenway values would have significantly fewer adverse impacts than other Build alternatives.

Summary

The preferred alternative and all Build alternatives would require a Greenway Goal Exception. In general, Alternatives 2A, 2B, and 3 would have less direct impacts on riparian habitat, wetlands and floodplains than the other Build alternatives. Alternatives 3, 4A, and 4E would have lower direct impacts on parkland, as shown in Table 1. Each of the Build alternatives would result in minimal rise in base flood elevations. City of Salem regulations do not allow any rise in the base flood elevation. Therefore, mitigation would be required as part of any Build alternative. Minimizing the number of in-water piers, shaping piers in a streamlined manner, and removing existing fills could reduce the base flood elevation change.

Based on the information in the DEIS and Table 1, the net adverse impacts on the Willamette River Greenway are not expected to be “significantly more adverse” for the preferred alternative or any specific Build alternative, particularly when accompanied by mitigation measures. The one exception is Alternative 2B, because the impacts to Wallace Marine Park are considered significantly more adverse than other Build alternatives.

The preferred alternative and Alternatives 4A through 4E all cross the Greenway in the same location to the north of Wallace Marine Park. Alternative 3 traverses a larger portion of the Greenway within Polk County. However, Polk County has designated this area as a significant aggregate resource and has applied a Mineral Aggregate Overlay to the approximately 350-acre site (Walling Sand & Gravel). In protecting the aggregate site, Polk County found that appropriate setbacks from the Willamette River and protection of riparian vegetation would adequately protect Goal 15 resource values, including scenic views.

As shown in Table 1, the impacts of the preferred alternative are not “significantly more adverse” than would typically result from the same proposal being located at any of the three bridge crossing locations. In selecting the preferred alternative, the Oversight Team and partner agencies and jurisdictions balanced a range of factors and impacts, including but not limited to:

- Whether and how each alternative met the project purpose and need
- Transportation performance
- Right-of-way and displacement impacts
- Park impacts
- Land use, socioeconomic and environmental justice impacts
- Environmental impacts (riparian habitat, wetlands, air quality, noise, etc.)

Mitigation of impacts on Greenway values is feasible and will be required and detailed in the FEIS. In addition, subsequent Greenway Development Permitting for the preferred alternative will provide the opportunity to apply conditions to achieve compliance with all development standards in the Greenway Overlay. Therefore, the impacts of the preferred alternative are not significantly more adverse than would typically result from an expanded or new bridge crossing in any of the three crossing locations evaluated in the DEIS and the legal standard in OAR 660-004-0020(2)(c) can be met with approval of the Greenway Goal Exception.²⁸

²⁸ While Alternative 2A is considered in this discussion for the Greenway Goal Exception, it has been determined elsewhere (in the analysis for the UGB amendment) that Alternative 2A cannot reasonably accommodate the identified transportation need.

TABLE 1

Willamette River Greenway Impacts by Build Alternative

Land Use Technical Report, Salem River Crossing Project FEIS

Element	Preferred Alternative	Alternative 2A	Alternative 2B	Alternative 3	Alternative 4A	Alternative 4B	Alternative 4C	Alternative 4D	Alternative 4E
Total pier area of in-stream habitat	0.10 acres	0.05 acres	0.22 acres	0.54 acres	0.66 acres	0.71 acres	0.68 acres	0.68 acres	0.67 acres
Total pier area in critical shallow water habitat	0.09 acres	0.01 acres	0.15 acres	0.28 acres	0.46 acres	0.59 acres	0.60 acres	0.60 acres	0.60 acres
Riparian habitat directly impacted	5 acres	0.9 acre	6.5 acres	7.6 acres	8.6 acres	9.5 acres	16.0 acres	16.0 acres	14.3 acres
Wetlands directly impacted	0.01 acres	None	None	0.6 acre	2.3 acres	2.3 acres	2.5 acres	2.5 acres	2.4 acres
Maximum rise in 100-year flood water surface elevation from No Build Alternative	0.27 feet	0.01 feet	0.16 feet	0.15 feet	0.35 feet	0.35 feet	0.35 feet	0.35 feet	0.35 feet
Total area of parkland acquired	1.4 acres	5.3 acres	8.7 acres	None	1.9 acres	7.2 acres	4.9 acres	4.9 acres	2.9 acres

City of Salem Urban Growth Annexation Area
Parcel 1
Description
July 26, 2016

A tract of land in the northeast one-quarter Section 16, Township 7 South, Range 3 West, Willamette Meridian, Polk County, Oregon, and including a portion of the Jesse Harriot Donation Land Claim No. 67, the said tract of land being more particularly described as follows:

Beginning at the intersection of the northerly line of River Bend Road NW with the easterly boundary of that property described in the "DESCRIPTION OF THAT PART OF THE SALEM URBAN AREA GROWTH BOUNDARY IN POLK COUNTY, Sept. 10, 1979" of City of Salem Ordinance No. 175-79, the Point of Beginning of the herein described property bears N.79°47'43"W., a distance of 1,605.60 feet from the northeast corner of said Jesse Harriot Donation Land Claim No. 67; thence tracing said City of Salem Ordinance No. 175-79 easterly boundary along the following eighty three (83) courses: S.13°04'22"W., a distance of 12.56 feet; thence S.62°43'24"E., a distance of 15.75 feet; thence S.08°03'33"E., a distance of 14.26 feet; thence S.56°50'21"E., a distance of 6.57 feet; thence S.80°06'50"E., a distance of 52.78 feet; thence S.44°07'07"E., a distance of 8.61 feet; thence S.31°48'26"E., a distance of 103.41 feet; thence S.27°14'22"E., a distance of 54.62 feet; thence S.20°14'31"E., a distance of 26.01 feet; thence S.28°35'08"W., a distance of 22.99 feet; thence S.47°11'09"W., a distance of 23.17 feet; thence S.31°00'12"W., a distance of 15.53 feet; thence S.05°32'19"W., a distance of 62.17 feet; thence S.21°17'30"W., a distance of 24.78 feet; thence S.04°08'42"E., a distance of 62.26 feet; thence S.06°05'19"W., a distance of 75.43 feet; thence S.17°29'32"W., a distance of 43.25 feet; thence S.00°43'31"W., a distance of 39.50 feet; thence S.04°21'55"E., a distance of 98.54 feet; thence S.07°04'41"W., a distance of 28.40 feet; thence S.12°51'10"E., a distance of 17.98 feet; thence S.23°44'09"W., a distance of 38.51 feet; thence S.06°14'44"E., a distance of 22.98 feet; thence S.12°24'48"W., a distance of 30.24 feet; thence S.11°11'47"E., a distance of 46.35 feet; thence S.23°57'45"E., a distance of 34.47 feet; thence S.00°00'00"E., a distance of 24.18 feet; thence S.37°05'09"W., a distance of 4.97 feet; thence N.89°14'26"W., a distance of 49.50 feet; thence N.78°47'06"W., a distance of 29.56 feet; thence S.57°55'34"W., a distance of 88.51 feet; thence S.40°11'38"W., a distance of 37.19 feet; thence S.15°27'07"W., a distance of 31.90 feet; thence S.29°11'36"W., a distance of 56.38 feet; thence S.45°00'00"W., a distance of 48.08 feet; thence S.62°16'59"W., a distance of 18.07 feet; thence S.05°56'28"E., a distance of 19.32 feet; thence S.82°16'32"E., a distance of 23.71 feet; thence N.71°20'19"E., a distance of 57.53 feet; thence N.47°41'22"E., a distance of 94.66 feet; thence N.66°43'12"E., a distance of 75.12 feet; thence N.79°43'50"E., a distance of 45.22 feet; thence N.67°35'49"E., a distance of 25.42

feet; thence N.49°10'42"E., a distance of 55.50 feet; thence N.25°24'33"E., a distance of 76.91 feet; thence N.09°58'19"E., a distance of 25.98 feet; thence N.14°27'06"W., a distance of 24.04 feet; thence N.02°05'27"W., a distance of 95.94 feet; thence N.08°54'21"W., a distance of 61.37 feet; thence N.00°00'00"W., a distance of 27.00 feet; thence N.17°17'02"W., a distance of 31.97 feet; thence N.02°45'03"W., a distance of 41.67 feet; thence N.25°59'58"E., a distance of 82.13 feet; thence N.39°48'20"E., a distance of 42.96 feet; thence S.48°43'40"E., a distance of 31.27 feet; thence S.19°16'49"E., a distance of 69.66 feet; thence S.27°54'23"E., a distance of 60.89 feet; thence S.17°03'13"E., a distance of 107.42 feet; thence S.21°51'35"E., a distance of 91.32 feet; thence S.26°46'28"E., a distance of 68.82 feet; thence S.35°53'38"E., a distance of 31.55 feet; thence S.02°00'50"W., a distance of 14.22 feet; thence S.29°50'21"W., a distance of 75.37 feet; thence S.20°03'29"W., a distance of 40.82 feet; thence S.05°18'11"W., a distance of 43.28 feet; thence S.01°18'05"W., a distance of 88.06 feet; thence S.07°22'33"E., a distance of 58.42 feet; thence S.11°19'44"E., a distance of 73.82 feet; thence S.25°51'59"E., a distance of 12.60 feet; thence S.74°07'12"E., a distance of 15.07 feet; thence N.79°49'28"E., a distance of 19.81 feet; thence N.12°12'02"E., a distance of 11.83 feet; thence N.08°43'32"W., a distance of 65.92 feet; thence N.01°58'14"E., a distance of 29.08 feet; thence N.08°50'38"E., a distance of 39.03 feet; thence N.16°33'31"E., a distance of 56.14 feet; thence N.07°16'58"E., a distance of 19.72 feet; thence N.17°31'32"W., a distance of 9.96 feet; thence N.20°13'48"E., a distance of 17.35 feet; thence N.43°27'07"E., a distance of 13.08 feet; thence N.77°19'11"E., a distance of 10.25 feet; thence S.60°59'54"E., a distance of 13.15 feet; thence S.45°45'02"E., a distance of 3.59 feet to a point on a line which is parallel with and 45.00 feet easterly from, when measured at right angles to, the center line of Marine Drive as shown in Survey No. 14409, Polk County Survey Records; thence leaving said City of Salem Ordinance No. 175-79 easterly boundary and tracing said parallel line, N.11°55'50"E., a distance of 226.57 feet to the point of curve left of a 749.58 foot radius curve; thence continuing along said parallel line, on the arc of said curve left through a central angle of 28°44'01", a distance of 375.91 feet (chord bears N.02°26'11"W., a distance of 371.98 feet); thence continuing along said parallel line, N.16°48'11"W., a distance of 177.08 feet; thence leaving said parallel line, N.00°18'02"W., a distance of 73.80 feet; thence N.56°21'19"E., a distance of 703.25 feet; thence N.14°37'19"W., a distance of 75.00 feet to the north line of said River Bend Road NW; thence S.75°22'41"W. along said north line, a distance of 1,069.86 feet to the Point of Beginning.

Contains 11.55 acres, more or less.

Bearings are based on the Oregon Coordinate System of 1983, North Zone. Distances are ground values.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 15, 1983
JOHN A. CARLSON
2044

RENEWS: 12/31/17

City of Salem Urban Growth Annexation Area
Parcel 2
Description
July 26, 2016

A tract of land in the southwest one-quarter Section 15, Township 7 South, Range 3 West, Willamette Meridian, Polk County, Oregon, and including a portion of the Jesse Harriot Donation Land Claim No. 67, the said tract of land being more particularly described as follows:

Beginning at the intersection of the north line of that property described as Parcel 2 in that Warranty Deed recorded as Document No. 2006-014934, Polk County Records, with the easterly boundary of that property described in the "DESCRIPTION OF THAT PART OF THE SALEM URBAN AREA GROWTH BOUNDARY IN POLK COUNTY, Sept. 10, 1979" of City of Salem Ordinance No. 175-79, the Point of Beginning of the herein described property bears S.04°29'10"E., a distance of 2,757.78 feet from the northeast corner of said Jesse Harriot Donation Land Claim No. 67; thence tracing said City of Salem Ordinance No. 175-79 easterly boundary along the following twenty three (23) courses: S.19°47'44"E., a distance of 9.84 feet; thence S.13°07'21"E., a distance of 66.07 feet; thence S.03°26'37"E., a distance of 83.25 feet; thence S.00°28'12"W., a distance of 182.89 feet; thence S.06°43'46"E., a distance of 85.34 feet; thence S.01°24'20"E., a distance of 142.71 feet; thence S.09°18'02"E., a distance of 30.94 feet; thence S.08°12'44"W., a distance of 52.51 feet; thence S.08°45'38"E., a distance of 75.51 feet; thence S.12°39'48"W., a distance of 43.33 feet; thence S.00°00'00"W., a distance of 19.37 feet; thence S.10°02'13"E., a distance of 57.38 feet; thence S.02°26'45"W., a distance of 58.59 feet; thence S.12°36'49"E., a distance of 41.21 feet; thence S.07°03'08"W., a distance of 61.09 feet; thence S.19°52'45"E., a distance of 35.29 feet; thence S.08°04'24"W., a distance of 35.60 feet; thence S.05°15'50"E., a distance of 16.35 feet; thence S.27°06'05"E., a distance of 37.31 feet; thence S.09°39'36"E., a distance of 11.92 feet; thence S.06°18'59"W., a distance of 49.99 feet; thence S.14°33'51"E., a distance of 23.86 feet; thence S.25°51'59"E., a distance of 23.94 feet to a point of nontangent curvature on a line which is parallel with and 75.01 feet easterly from, when measured at right angles to, the center line of Marine Drive as shown in Survey No. 14409, Polk County Survey Records; thence leaving said City of Salem Ordinance No. 175-79 easterly boundary and tracing said parallel line northeasterly along the arc of a 620.57 foot radius curve to the right (the radius point of which bears S.63°27'41"E.) through a central angle of 01°11'04", a distance of 12.83 feet (chord bears N.27°07'51"E., a distance of 12.83 feet) to the point of curve left of a 779.58 foot radius curve; thence continuing along said parallel line and on the arc of said curve left, through a central angle of 16°14'58", a distance of 221.09 feet (chord bears N.19°35'54"E., a distance of 220.35 feet) to the south line of that property described as Parcel 2 in

that Warranty Deed recorded in Book 347, Page 2260, Polk County Deed Records; thence leaving said parallel line and running along the south line of said Book 347, Page 2260 Parcel 2 property, S.88°53'50"E., a distance of 232.58 feet; thence leaving the south line of said Book 347, Page 2260 Parcel 2 property, N.07°07'50"W., a distance of 413.00 feet to a point of nontangent curvature, which point bears S.09°28'19"E., a distance of 3,396.98 feet from the northeast corner of said Jesse Harriot Donation Land Claim No. 67; thence northeasterly along the arc of a 2,025.00 foot radius curve to the left (the radius point of which bears N.01°23'10"E.) through a central angle of 20°03'46", a distance of 709.08 feet (chord bears N.81°21'17"E., a distance of 705.46 feet); thence N.71°19'24"E., a distance of 1,314.77 feet to the westerly boundary of that property annexed by the City of Salem in February, 1965 by City of Salem Ordinance No. 5851; thence N.03°19'09"E. along said Ordinance No. 5851 westerly boundary, a distance of 126.34 feet; thence continuing along said Ordinance No. 5851 westerly boundary, N.30°31'08"E., a distance of 126.79 feet to a point on a line which is parallel with and 200.00 feet northwesterly from, when measured at right angles to, the foregoing N.71°19'24"E. line; thence leaving said westerly boundary and tracing said parallel line, S.71°19'24"W., a distance of 1,458.07 feet to the point of curve right of a 1,825.00 foot radius curve; thence along the arc of said curve right through a central angle of 20°03'46", a distance of 639.05 feet (chord bears S.81°21'17"W., a distance of 635.79 feet); thence N.88°36'50"W., a distance of 29.95 feet; thence N.07°07'50"W., a distance of 396.53 feet to the north line of said Document No. 2006-014934 Parcel 2 property; thence N.88°27'56"W. along said north line, a distance of 269.09 feet to the Point of Beginning.

Contains 16.69 acres, more or less.

Bearings are based on the Oregon Coordinate System of 1983, North Zone.
Distances are ground values.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 15, 1983
JOHN A. CARLSON
2044

RENEWS: 12/31/17

City of Salem Urban Growth Annexation Area
Parcel 3
Description
July 26, 2016

A tract of land in the southwest one-quarter of Section 15 and the northwest one-quarter of Section 22, Township 7 South, Range 3 West, Willamette Meridian, Polk County, Oregon, and being a portion of the Jesse Harriot Donation Land Claim No. 67, the said tract of land being more particularly described as follows:

Beginning at the intersection of a line which is parallel with and 45.00 feet easterly from, when measured at right angles to, the center line of Marine Drive as shown in Survey No. 14990, Polk County Survey Records with the easterly boundary of that property described in the "DESCRIPTION OF THAT PART OF THE SALEM URBAN AREA GROWTH BOUNDARY IN POLK COUNTY, Sept. 10, 1979" of City of Salem Ordinance No. 175-79, the Point of Beginning of the herein described property bears S.02°39'47"E., a distance of 4,511.00 feet from the northeast corner of said Jesse Harriot Donation Land Claim No. 67; thence tracing said City of Salem Ordinance No. 175-79 easterly boundary along the following ten (10) courses: S.22°20'49"W., a distance of 67.25 feet; thence S.04°04'50"W., a distance of 77.29 feet; thence S.15°48'08"W., a distance of 106.50 feet; thence S.08°44'46"W., a distance of 95.36 feet; thence S.03°48'34"W., a distance of 52.68 feet; thence S.14°26'26"W., a distance of 120.31 feet; thence S.08°04'24"W., a distance of 71.21 feet; thence S.03°19'11"W., a distance of 25.03 feet; thence S.02°26'12"E., a distance of 23.52 feet; thence S.02°00'50"W., a distance of 14.39 feet to the north line of HERTEL ADDITION; thence S.88°22'49"E. along said north line and north line extended, a distance of 980.37 feet to a point of nontangent curvature on a line which is parallel with and 75.01 feet easterly from, when measured at right angles to, the center line of Marine Drive as shown in Survey No. 14990, Polk County Survey Records; thence leaving said north line extended and tracing said parallel line northwesterly along the arc of a 504.05 foot radius curve left (the radius point of which bears S.66°58'19"W.) through a central angle of 66°37'56", a distance of 586.19 feet (chord bears N.56°20'39"W., a distance of 553.71 feet) to the point of curve right of a 405.04 foot radius curve; thence continuing along said parallel line and on the arc of said curve right through a central angle of 83°10'44", a distance of 588.02 feet (chord bears N.48°04'15"W., a distance of 537.73 feet) to the Point of Beginning.

Contains 6.72 acres, more or less.

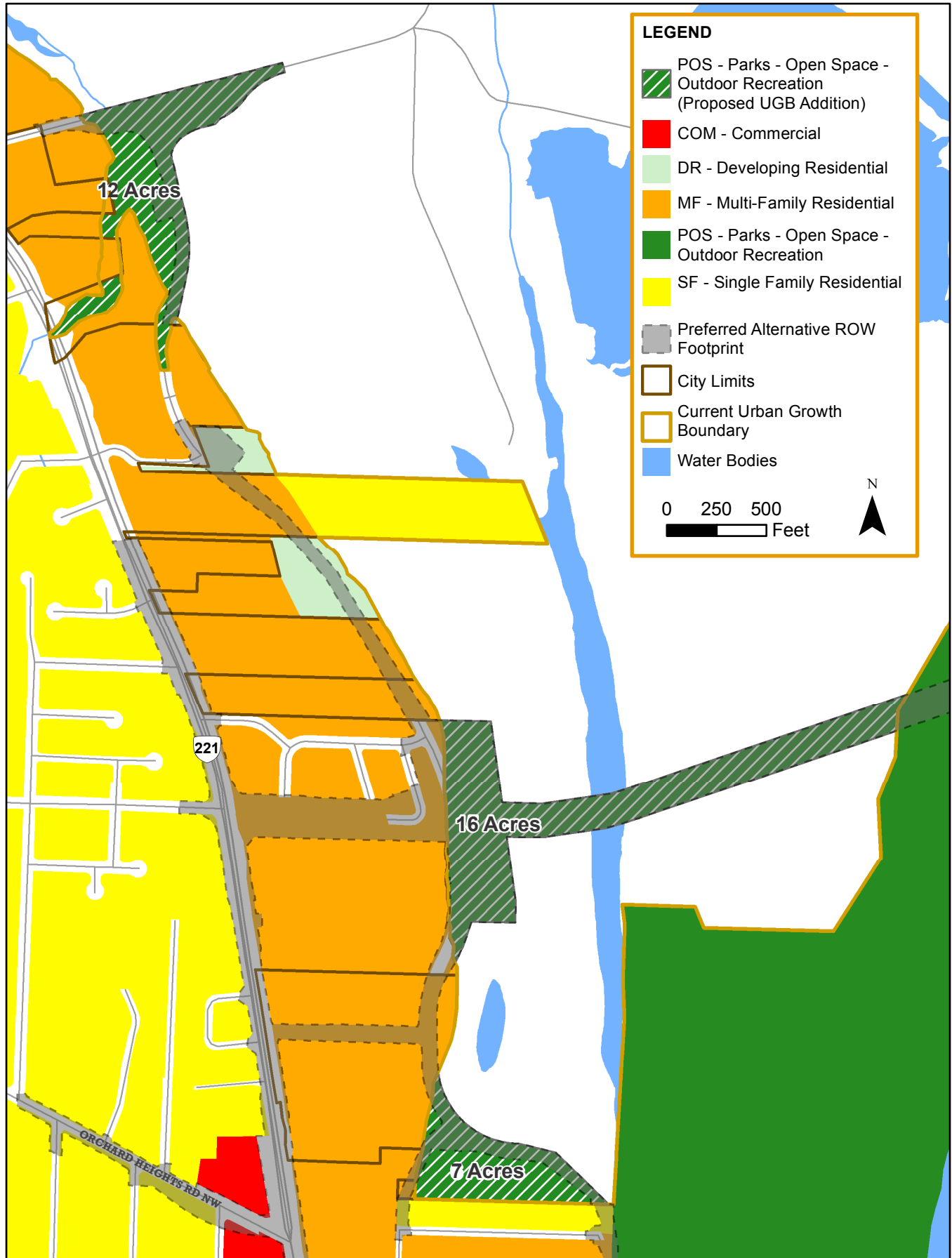
Bearings are based on the Oregon Coordinate System of 1983, North Zone. Distances are ground values.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 15, 1983
JOHN A. CARLSON
2044

RENEWS: 12/31/17

City of Salem Proposed Comprehensive Plan Designations



CHAPTER 64 COMPREHENSIVE PLANNING

64.005. Definitions. Except where the context otherwise specifically requires, as used in this Chapter the following words and phrases mean:

(c) Comprehensive Plan Map means that certain map, entitled "Salem Area Plan Map, January 12, 1987," as amended by Ordinance No. 1-87, enacted January 12, 1987; and amended by Ordinance No. 1-91, enacted January 14, 1991; Ordinance No. 57-2000, enacted November 13, 2000; Ordinance No. 14-16, enacted [INSERT DATE]; and as amended by all quasi-judicial amendments to the Comprehensive Plan Map. The Comprehensive Plan Map implements the goals and policies of the Comprehensive Policies Plan.

(I) Salem Transportation System Plan means that certain document of that title adopted by Ordinance No. 64-98, enacted August 24, 1998; and amended by Ordinance 9-2000, enacted February 14, 2000; Ordinance No. 27-2001, enacted May 14, 2001; Ordinance No. 2-05, enacted January 25, 2005; Ordinance No. 11-05, enacted March 28, 2005; Ordinance No. 8507, enacted July 9, 2007; Ordinance No. 119-07, enacted November 5, 2007; Ordinance No. 12-10, enacted April 26, 2010; Ordinance No. 20-12, enacted December 10, 2012; and Ordinance No. 6-14, enacted May 27, 2014, ~~and~~ Ordinance 1-16 enacted February 8, 2016, and Ordinance 14-16 enacted [INSERT DATE].

(o) Urban Growth Boundary means that certain legal description and accompanying document entitled "Salem Urban Growth Boundary, Revised September 12, 1988," adopted by Ordinance No. 175-79, enacted September 24, 1979; and amended by Ordinance No. 52-82, enacted March 29, 1982; Ordinance No. 42-86, enacted April 28, 1986; Ordinance No. 77-88, enacted September 13, 1988; ~~and~~ Ordinance No. 9-14, enacted June 23, 2014; and Ordinance No. 14-16, enacted [INSERT DATE].

(r) Willamette River Greenway Plan means that certain document entitled "Willamette River Greenway Plan, July, 1979" and adopted by Ordinance No. 157-79, enacted September 24, 1979; and amended by Ordinance No. 14-16, enacted [INSERT DATE]. (Ord No. 6-13; Ord No. 2-14; Ord No. 6-14; Ord No. 9-14; Ord 20-15; Ord 1-16)