

Aaron Panko
City of Salem, Planner

December 18, 2017

Case No: CPC-ZC17-07

1200 Block of Riverbend Rd NW

The proposed mixed use commercial and residential development requires a comprehensive plan change and zone change to Neighborhood Commercial and Multi-Family Residential. A copy of the site plan is attached.

The developer brought the proposal to the West Salem Neighborhood Association early in the design concept stage. Because of the significance of the plan, the West Salem Neighborhood Association invited neighbors, property owners and tenants in the vicinity to participate in the discussions. Mr. Geoffrey James, representing the developer, came three times to the WSNA to present the progression of the plan and listen to concerns and suggestions.

Several iterations of the plan resulted in:

- Preservation of more than significant trees;
- Retention of a significant distance and vegetative buffer between the development and the abutting single-family neighborhood;
- Safe and convenient flow of traffic to, through and from the development.
- Anticipating enhanced signal design and ADA walkways near the intersection of Riverbend and Wallace Road
- While the traffic impact analysis notes minimal traffic impact, it also notes that a spacing requirement in the approach to Wallace Road is not met between the proposed approach to Wallace Road and a private approach to the north (200 feet versus 250 feet standard). A deviation is required and will be requested. Also, a southbound right-turn lane evaluation and updated signalized intersection analysis will be conducted as a part of the Application for State Highway Approach for the proposed development.

The WSNA is concerned about the cumulative impacts of development on the Wallace Road corridor and the West Salem transportation system. Ignoring cumulative traffic impacts in the Wallace Road corridor is no longer acceptable. The recent Traffic Impact Analysis for the drive way application at 500 Block of Glen Creek Road NW, SPR-ADJ-DAP17-26, showed that at the Glen Creek /Wallace Road intersection that the Volume to Capacity Ratio was greater than one exceeding the 0.90 standard. Additionally, the Level of Service for this intersection was a "F". The Wallace Road corridor currently exceeds acceptable traffic volume and level of service. Adding even a little more traffic will further exacerbated an already unacceptable situation. Ignoring cumulative traffic impacts by excusing away single site analysis as acceptable yet adding to a traffic problem that exceeds standards without mitigation is no longer acceptable. There is a need for a change in how traffic impacts are analyzed.

To address the cumulative impacts of development, our community, the City of Salem, needs to develop a strategy going forward so needed housing development is supported by and contributes to an adequate transportation system. Transportation systems developments charges, and residual Streets and Bridges Bond funds, for example, need to be focused on mitigation efforts in the Wallace Road corridor. Such mitigation activities may include investment in Marine Drive for local access and circulation, among other projects identified in the West Salem Elements of the Transportations Systems Plan.

Some members are concerned about commercial signage, preferring minimal subdued professional signage at the commercial building rather than lighted neon signage now characteristic of commercial corridors in Salem.

The 2016/2017 West Salem Land Use Committee Members is recommending the West Salem Neighborhood Association communicate its support of the development by adopting this report at its Monday December 18, 2017, meeting.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Kathleen Dewoina".

2016/2017 WSNA Land Use Committee Members

Kathleen Dewoina

Steve Anderson

EM Easterly

Lowell Ford

Linda Bierly

Herb Shaw