



Staff Report

File #: 23-431
Version: 1

Date: 11/27/2023
Item #: 4.b.

TO: Mayor and City Council
THROUGH: Keith Stahley, City Manager
FROM: Brian D. Martin, PE, Public Works Director

SUBJECT:

Public Hearing for a Salem Transportation System Plan Amendment Relating to Colorado Drive NW and Landaggard Drive NW.

Ward(s): 8
Councilor(s): Varney
Neighborhood(s): West Salem Neighborhood Association
Result Area(s): Safe, Reliable and Efficient Infrastructure.

SUMMARY:

The proposed amendment to the *Salem Transportation System Plan* (TSP) would reclassify Landaggard Drive NW as a local street and extend Colorado Drive NW east as a collector street to connect with Doaks Ferry Road NW (see Attachment 1). Landaggard Drive NW is currently an unimproved, dead end street lined by single family homes that extends approximately 1,200 feet north from Orchard Heights Road NW. In the TSP, Landaggard Drive NW is classified as a collector street that is planned to be extended north to connect to Colorado Way NW and Grice Hill Drive NW, thereby forming a looped collector street that connects back to Orchard Heights Road NW. A proposed development will extend Colorado Drive NW to Doaks Ferry Road NW which will eliminate the need for Landaggard Drive NW to serve as a collector and allow Landaggard Drive NW to be reclassified as a local street, which is consistent with its current function.

ISSUE:

Shall the City Council advance Ordinance Bill No. 15-23 (Attachments 2 and 3) to second reading for enactment?

RECOMMENDATION:

Advance Ordinance Bill No. 15-23 (Attachments 2 and 3) to second reading for enactment.

FACTS AND FINDINGS:

Council conducted first ordinance reading of Ordinance Bill No. 15-23 on October 9, 2023, and directed the City Manager to schedule a public hearing at City Council.

Proposed Amendment

The property through which the proposed Landaggard Drive NW extension runs is primarily owned by Titan Hill Property LLC (Developer). The site is undeveloped and zoned for multi-family residential use. The Developer submitted an application to the City to develop the property with multi-family units (Refer to Case No SUB-UGA-SPR-ADJ-TRV-DR23-02). Associated with the development proposal, the Developer submitted an application to amend the TSP to realign the proposed collector street, Colorado Drive NW, to intersect with Doaks Ferry Road NW and to reclassify Landaggard Drive NW from a collector to a local street.

The reasons for this request are discussed in a memorandum from Transight Consulting, LLC, dated October 17, 2022 (Attachment 4 to First Ordinance Reading Staff Report, October 9, 2023, Agenda Item 7.1b, File No. 23-349). The memorandum supports the realignment and reclassification for the following reasons:

- Without the realignment and reclassification, the collector street will be extended south through the existing segment of Landaggard Drive NW. This would route the majority of the site-generated trips from the multi-family project through a more residential neighborhood and connect with the Orchard Heights Road NW entrance to West Salem High School.
- The Developer conducted a Transportation Impact Analysis (TIA) dated September 28, 2022, (summarized in Attachment 4) showing that as a collector street, the Landaggard Drive NW connection to Orchard Heights Drive NW does not provide adequate capacity to support the school operations and the additional trips generated by the proposed Titan Hill development. The intersection currently operates at a Level of Service "E" and is on the borderline of Level of Service "F" standard with the morning traffic. After the Titan Hill development is completed, the intersection would operate at a failing level of service in both the morning and evening periods.
- Traffic on area roads increases toward the urban area located to the east. Connecting to Doaks Ferry Road NW allows the highest-volume portion of this route to be constructed to the City's collector standard with bicycle lanes and sidewalks, rather than relying on a segment of Landaggard Drive NW that was built to a rural standard.
- Connectivity to West Salem High School's entrance will be preserved. The network of streets will continue to provide the Landaggard Drive NW connection but will retain this route as a local street.

- The constructed portion of Landaggard Drive NW serves as the most direct pedestrian connection from the proposed apartments to the high school. There are currently 49 pedestrian crossings during the peak afternoon hour before the proposed multi-family development has been constructed. The Developer proposes to construct a new pedestrian refuge median in place of the existing eastbound left-turn lane to support and enhance pedestrian access to the high school. The school crossing will include signing, a marked pedestrian crossing on the western approach, ADA ramps, and street lighting.
- Area travel distances will be roughly equivalent. The route to the signalized Doaks Ferry Road NW/Orchard Heights Road NW intersection will be nearly identical to a route involving Landaggard Avenue NW. Additionally, traffic heading toward the traffic signal will benefit with the Doaks Ferry Road NW connection occurring as a right turn instead of a left turn onto Orchard Heights Road along a downhill segment at a school entrance.

The Street System Element of the TSP outlines a comprehensive system of streets and highways that serve the mobility and multimodal travel needs of the Salem Urban Area. Landaggard Drive NW is identified on Map 3-1, Street Plan, as a north-south collector street that extends north from Orchard Heights Road NW. The Street Plan identifies the Colorado Drive NW Extension on page 3-31:

"Colorado Drive NW Extension (South terminus of Colorado Drive NW to Orchard Heights Road NW)

This will extend the current streets that follow the bowl-shaped contour topography north of Orchard Heights Road NW and west of Doaks Ferry Road NW to create a loop road connected to and north of Orchard Heights Road NW. The loop road will be comprised of Grice Hill Drive NW, Vickery Lane NW, Colorado Drive NW, and possibly Landaggard Drive NW. This will be a new collector, which will curve around to connect back to Orchard Heights Road NW."

This project is shown on Maps 3-5 and 3-6 and Table 3-7 as a low priority project. The alignment for the street extension appears on the following maps in the TSP:

- 3-1: Street Plan
- 3-5: Street Improvement Projects
- 3-6: Street Improvement Projects - West Salem
- 7-5: Bicycle Network - West Salem
- 7-10: Bicycle Project Prioritization - West Salem
- 8-7: Pedestrian Network - West Salem
- 8-12: Pedestrian Project Prioritization - West Salem

The TSP, Street System Element Policy 4.5, allows alignments of future streets to shift up to 200 feet from the adopted alignment. The Developer has requested that the Colorado Way NW extension be shifted away from the Landaggard Drive NW approximately 850 feet east to Doaks Ferry Road NW, thereby requiring an amendment to the TSP.

Policy 4.5 Deviation of Future Street Alignments

Between its intersections with arterial and collector streets, the location of a street right-of-way can be varied up to 200 feet on either side of the planned roadway centerline as identified in the Salem Transportation System Plan with the approval of the Public Works Director. Deviations greater than 200 feet shall require an amendment to the Salem Transportation System Plan.

Procedural Findings

Per *Salem Revised Code* (SRC) 64.015, the TSP is a component of the comprehensive plan. Comprehensive plan amendments are either major or minor.

SRC 64.020(b) Major comprehensive plan amendment. A major comprehensive plan amendment is any amendment to the comprehensive plan that involves the creation, revision, or implementation of broad public policy generally affecting more than one property owner or affecting a large number of individual properties.

SRC 64.020(c) Minor comprehensive plan amendment. A minor comprehensive plan amendment is:

- (1) Any amendment other than a major comprehensive plan amendment; and*
- (2) Any amendment that is necessary to comply with an order, directive, or recommendation of a governmental body responsible for administering state land use law, or to comply with an order of a court having jurisdiction over litigation involving state land use law. As used in this section, the term "governmental body responsible for administering state land use law" includes, but is not limited to, the Land Use Board of Appeals, the Land Conservation and Development Commission, and the Department of Land Conservation and Development.*

The proposed amendment would include the following changes to the TSP to reflect the Colorado Way NW extension and reclassification of Landaggard Drive NW. The proposed changes are included in Exhibit 1 to Ordinance Bill 15-23 (Attachment 3).

- Street System Element
 - Amend maps 3-1, 3-5, and 3-6
 - Amend text on page 3-31
 - Amend table 3-7
- Bicycle System Element
 - Amend maps 7-5 and 7-10
- Pedestrian System Element
 - Amend maps 8-7 and 8-12

The proposed amendment meets the definition of a minor comprehensive plan amendment because it does not involve creation, revision, or implementation of broad public policy generally affecting more than one property owner or affecting a large number of individual properties.

According to SRC 64.020, a minor comprehensive plan amendment can be initiated by staff by placing the ordinance on the Council agenda for first reading. Council conducted first ordinance reading of Ordinance Bill No. 15-23 on October 9, 2023, and directed the City Manager to schedule a public hearing at City Council.

ORS 197.610 and OAR 660-018-0020 require that notice be provided to the Department of Land Conservation and Development (DLCD) on any proposed amendment to a local land use regulation at least 35 days prior to the first public hearing. Notice to DLCD was submitted to DLCD on October 23, 2023, 35 days prior to the first public hearing.

SRC 300.1110(e)(1)(A) requires that the City mail notice of the first evidentiary public hearing in a legislative land use proceeding not more than 40 days, but not less than 20 days, prior to the first evidentiary hearing. Public notice was provided for the hearing before the City Council on November 2, 2023, as required under SRC 300.1110(e)(1)(A), and public notice was published in the newspaper as required under SRC 300.1110(e)(2), on November 13, 2023, and November 20, 2023.

Public Comments

As of the writing of this report, the following public comments have been received. Public comments are included in full as Attachment 4.

1. *The declared purpose of the TSP change is to redirect Colorado from Orchard Heights to Doaks Ferry.*

Staff Response: The amendment to the TSP proposes to redirect the collector street alignment from Orchard Heights to Doaks Ferry (see Attachment 1, Exhibit Map).

2. *The map given to council was incorrect. Landaggard is currently a local street and in the current TSP it is only a "possible" link between Colorado and Orchard Heights. Other possible Colorado to Orchard Heights links were previously identified.*

Staff Response: Landaggard Drive NW is identified as a collector street in the Salem Transportation System Plan, Map 3-1. The text acknowledges that the alignment for the collector street may be in a different location; however, the map alignment establishes Landaggard as a collector street.

3. *The map given to council members incorrectly extends Landaggard up to the proposed alignment of the proposed link of Colorado to Doaks Ferry.*

Staff Response: The Titan Hill Subdivision (SUB-UGA-SPR-ADJ-TRV-DR23-02) establishes a street connection from the current northern terminus of Landaggard Drive NW to connect to Colorado Drive NW. If the TSP amendment is approved, then this street connection will be downgraded to a local street. If the TSP amendment is denied, then the Landaggard connection will serve as the collector street.

4. *What is the legal basis upon which Council may modify the Salem TSP by adopting a collector street alignment that does not nor will not conform to the cited requirements of the Salem Revised Code?*

Staff Response: The Salem TSP establishes the policy basis and framework for the City's transportation system. Part of this policy framework directs that the City shall develop Street Design Standards (Street System Element Policy 2.4). The TSP recognizes (page 3-10) that there are many factors that influence the ability for a street to be constructed to the "typical" standard. Topography is noted as one possible limiting factor. For this reason, the Salem Revised Code (SRC) 803.065 includes criteria for approval of an Alternative Street Standard.

5. *Does the proposed future alignment of Colorado Drive meet the Polk County partition conditions providing for a future road upon the creation of Tax Lot 100?*

Staff Response: Tax lot 073W17B00100 is located outside of city limits. Polk County was provided notice of the Titan Hill development proposal (Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02) and did not provide any objection or comments to the proposal or about any required street connection. Notice of the public hearing for this amendment to the Salem TSP (CA23-05) was provided to Polk County and to date no comments have been received. Any previous conditions of approval established by Polk County through a partition decision for tax lot 073W17B00100 would be under Polk County jurisdiction to enforce as that parcel is outside Salem's city limits.

6. *The tentative Titan Hill subdivision includes a future Colorado Drive slope greater than 8 percent. Why? Has the Tax Lot 400 owner provided evidence that there are no alignments across the Tax Lot 400 (Titan Hill) topography that will permit Colorado Drive to maintain an 8 percent or less slope between Tax Lot 500 and Doaks Ferry Road?<>*

Staff Response: As part of the Titan Hill Subdivision Decision (SUB-UGA-SPR-ADJ-TRV-DR23-02), a request for an Alternative Street Standard was granted to allow the proposed Colorado Drive through the subdivision boundary to have a street grade in excess of eight percent, but not to exceed 12 percent. Salem Revised Code (SRC) 803.065 includes criteria for approval of an Alternative Street Standard. Staff and City Council found these criteria have been met, as discussed in the analysis of the subdivision decision. As part of the request, the applicant is not "required" to provide alternative alignments. As discussed in the analysis and findings included in the Subdivision Decision, Staff and City Council find that the development site had existing natural topography that would make construction that strictly adhered to the eight percent grade standard difficult and approved the Alternative Street Standard pursuant to SRC 803.065(a)(3).

7. *What is the logic of the revised Salem TSP that bisects Tax Lot 500 in such a manner that the northwest corner of that tax lot is isolated from the remaining bulk of Tax Lot 500? Since Salem roadways create new tax lot boundaries, what will happen to the narrow strip of land in Tax Lot 500 east of Colorado Drive once Colorado is extended southward into TL 500 and subsequently eastward into TL 400 (Titan Hill)?*

Staff Response: The proposal is to amend the TSP collector alignment through the Titan Hill Subdivision (tax lot 073W17B00400) and to downgrade the existing portion of Landaggard Drive NW to a local street (see Attachment X, Exhibit Map). The TSP Alignment through tax lot 073W17B00500 west of the Titan Hill Subdivision is not being modified through this proposal. At this time, no development proposals for tax lot 073W17B00500 have been reviewed or approved. At such time tax lot 073W17B00500 develops, staff will evaluate how Colorado Drive will traverse through the future development site. If a narrow strip of land is created through dedication of the future Colorado Drive through tax lot 073W17B00500, it could become right-of-way or be evaluated for development under provisions in the *Salem Revised Code*, depending on its ultimate size and configuration.

8. *How will the proposed Salem TSP modification implement the transition between the current Colorado Drive 68-foot R-O-W and the proposed TL 400 (Titan Hill) Colorado Drive 60-foot R-O-W?*

Staff Response: *Salem Revised Code* (SRC) Chapter 803 stipulates that the minimum right-of-way width required for a collector street classification is 60-feet (SRC 803.025(a)). The right-of-way width through the Titan Hill Subdivision will be 60-feet. The right-of-way may taper from the 68-foot-wide portion down to the 60-foot-wide portion. Design of the street will be evaluated through future review of development proposed on tax lot 073W17B00500 that would be impacted. The proposed TSP amendment does not modify minimum right-of-way width requirements established in SRC Chapter 803.

9. *Under what circumstances may the City of Salem adopt and/or modify the Salem TSP that approves a collector street alignment that does not meet Federal ADA transportation facility requirements?*

Staff Response: All City streets (collectors and others) are required to follow ADA standards at the time they are constructed or improved.

Substantive Findings

SRC 64.020(f)(2) establishes the criteria under which a minor comprehensive plan amendment may be made:

(A) The amendment does not significantly change or amend key principles or policies in the comprehensive plan;

Finding: The TSP, Street System Element, Policy 1.5, System of Collector Streets, states, "The City's street system shall contain a network of collector streets that serve to connect local traffic to and from the arterial system." According to the TSP, Street System Element Table 3-1, City of Salem Street Classification and Basic Design Guidelines, a collector street primarily distributes traffic between neighborhoods, activity centers, and the arterial street system while also providing property

access. The loop extension to Doaks Ferry Road NW maintains that collector street connection that was previously served by Landaggard Drive NW. Area travel distances will be roughly equivalent. The route to the signalized Doaks Ferry Road NW/Orchard Heights Road NW intersection will be nearly identical. For these reasons the amendment satisfies this criterion.

(B) The amendment does not require substantial changes to plan language to maintain internal plan consistency;

Finding: The amendment requires minor changes to seven maps, one paragraph of text, and one table. Substantial changes are not needed. The amendment satisfies this criterion.

(C) The amendment does not require significant factual or policy analysis;

Finding: The loop connection to Doaks Ferry Road NW would perform the same function as the planned connection to Orchard Heights Road NW through Landaggard Drive NW. The Colorado Way NW extension to Doaks Ferry Road NW would fulfill the same function of providing a connected street network. Area travel distances would be roughly equivalent and traffic heading towards the traffic signal at Doaks Ferry Road NW and Orchard Heights Road NW intersection would benefit with the Doaks Ferry Road NW connection occurring as a right turn, instead of a left turn onto Orchard Heights Road NW. The amendment satisfies Transportation Goals 2 and 4 in the *Salem Area Comprehensive Plan*:

T.2. Complete Streets Goal: Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of persons of all ages, abilities, and circumstances in the Salem Urban Area. Ensure that the street system supports a diversity of transportation modes for all kinds of trips, including commuting, shopping, going to school, and recreating. Increase the resiliency of the transportation system to help ensure continued service and reduce risks to people following seismic events and other hazards.

T.4. Local Connectivity Goal: Provide an interconnected local street system that allows for dispersal of traffic, encourages a mix of travel modes, reduces the length of trips, and increases opportunities for people to walk and bike.

The realigned collector street will be developed with sidewalks and bike lanes thereby supporting mobility and multimodal travel needs. Maintaining Landaggard Drive NW as a local street, together with the construction of a new collector street alignment, supports the goal of local connectivity. The amendment satisfies this criterion.

(D) The amendment is in the public interest of the public health, safety, and welfare of the City;

Finding: Comprehensive Transportation Policy 15, Transportation Safety, states:

Local governments within the Salem Urban Area shall make as a high priority the planning, design, construction, and operation of a safe transportation system for all modes of travel including

minimizing conflicts between different travel modes.

Traffic on area roads increases toward the urban area located to the east. Connecting to Doaks Ferry Road NW allows the highest-volume portion of this route to be constructed to the City's collector standard with bicycle lanes and sidewalks rather than relying on a segment of Landaggard Drive NW that was built to a rural standard. Traffic heading toward the traffic signal will benefit from the Doaks Ferry Road NW connection occurring as a right turn instead of a left turn onto Orchard Heights Road along a downhill segment at a school entrance. For these reasons, the amendment satisfies this criterion.

(E) The amendment conforms to the applicable statewide planning goals and applicable administrative rules adopted by the Department of Land Conservation and Development.

Goal 1: Citizen Involvement

Finding: The amendment process complies with Goal 1 because residents were provided opportunities for input as required by SRC 300.1110. The amendment satisfies this criterion.

Goal 2: Land Use Planning

Finding: The *Salem Area Comprehensive Policies Plan* includes the following goal statement: "Develop and maintain an integrated, equitable multimodal transportation network that promotes safe, convenient, efficient travel for every user and contributes directly to the health, economic vitality and equality of life of all residents, especially the most vulnerable, and the broader community." The Salem TSP is a component of the *Salem Area Comprehensive Plan* and is the document that contains goals, objectives, policies, plan maps, and project lists to guide provision of transportation facilities and services in the Salem area. The proposed amendments support the overall goal to develop and maintain an integrated, equitable, multimodal transportation network that promotes safe, convenient, and efficient travel for every user. Shifting the alignment of the collector street to connect to Doaks Ferry Road NW instead of Orchard Heights NW improves safety by moving the majority of the new traffic away from the high school entrance and directing the highest-volume portion of this route to a new street that will be constructed to the City's collector standard with bicycle lanes and sidewalks, rather than relying on a segment of Landaggard Drive NW that was built to a rural standard. Traffic heading toward the traffic signal will benefit from the Doaks Ferry Road NW connection occurring as a right turn instead of a left turn onto Orchard Heights Road along a downhill segment at a school entrance. The amendment satisfies this criterion.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

Finding: The proposed change to the collector street alignment does not eliminate the requirement for future development on the surrounding property to meet the requirements of SRC Chapter 809 (Wetlands), SRC Chapter 601 (Floodplain Overlay Zone), SRC Chapter 808 (Preservation of Trees and Vegetation), SRC Chapter 71 (Stormwater), and SRC Chapter 230 (Historic Preservation). Additionally, the right-of-way width required for a collector street is the same as what is required for a local street (60 feet). If the collector street alignment is not changed, a local street would be constructed in the same location. Stormwater treatment will be required for the additional roadway width constructed to incorporate bike lanes as part of the extension of Colorado Drive NW to Doaks

Ferry Road NW. The amendment satisfies this criterion.

Goal 6: Air, Water and Land Resources Quality

Finding: The proposed amendment to shift the collector street alignment does not eliminate the requirement for future development of the surrounding property to meet the requirements of SRC Chapter 808 (Preservation of Trees and Vegetation), SRC Chapter 809 (Wetlands), SRC Chapter 601 (Floodplain Overlay Zone), SRC 71 Chapter (Stormwater), and SRC Chapter 810 (Landslide Hazards). These existing regulations aim to protect the quality of air, water, and land resources. The proposed amendment therefore conforms with this goal.

Goal 7: Areas Subject to Natural Disasters and Hazards

Finding: The proposed amendment to the TSP does not eliminate requirements for future development on surrounding properties to meet the requirements of SRC Chapter 808 (Preservation of Trees and Vegetation), SRC Chapter 809 (Wetlands), SRC Chapter 601 (Floodplain Overlay Zone), SRC Chapter 810 (Landslide Hazards), and SRC Chapter 71 (Stormwater). These existing regulations aim to avoid or minimize risks to people and property from natural hazards. The proposed amendment therefore conforms with this goal.

Goal 8: Recreational Needs

Finding: The Salem Comprehensive Parks System Master Plan was adopted on May 13, 2013. The Comprehensive Parks System Master Plan does not identify any proposed parks in the area of the proposed TSP amendment. Straub Nature Park is located across Doaks Ferry from the realigned collector street. The new alignment will provide an access route for people to access this existing park. The proposed amendment therefore conforms with this goal.

Goal 9: Economic Development

Finding: The proposed TSP amendment supports the goals included in the Salem Area Comprehensive Policies Plan to develop and maintain an integrated, equitable multimodal transportation network. The property surrounding the proposed TSP amendment is designated for residential development in the Comprehensive Plan. The extension of Colorado Drive NW to connect to Doaks Ferry Road NW as a collector street will provide an opportunity for a future local street connection to the south to serve property designated for mixed-use development located in the northwest quadrant of the intersection of Doaks Ferry Road NW and Orchard Heights Road NW. The mixed-use designation allows a wide range of commercial uses, including retail sales, personal services, and offices. Therefore, the proposed amendment conforms with this goal.

Goal 10: Housing

Finding: The proposed amendment to the TSP supports development of an integrated, equitable multimodal transportation network. The shift in alignment supports development of the surrounding property that is designated and zoned for multifamily development. This change in the collector street alignment supports multifamily development by moving the majority of the new traffic away from the high school entrance and directing the highest-volume portion of this route to a new street that will be constructed to the City's collector standard with bicycle lanes and sidewalks, rather than relying on a segment of Landaggard Drive NW that was built to a rural standard. The proposed

amendment therefore conforms with this goal.

Goal 11: Public Facilities and Services

Finding: The proposed amendment supports the timely, orderly, and efficient arrangement of public facilities to support urban development. The realignment of the collector street proposed in this amendment continues to support the planned development of water, wastewater, and stormwater facilities to serve urban development consistent with the comprehensive plan designations. The proposed amendment therefore conforms with this goal.

Goal 12: Transportation

Finding: The transportation goal, to provide and encourage a safe, convenient, and economic transportation system, is implemented by Oregon Administrative Rules 660-012. This proposed amendment is considered an interim update per OAR 660-012-0012(2)(b) because it is not a major update and notice will be submitted prior to June 30, 2027. Therefore, the amendment is not required to bring the entire transportation system plan in compliance with all applicable regulations. Interim updates must comply with the applicable requirements in OAR 660-012. The proposed collector street alignment includes pedestrian facilities as required by OAR 660-012-0510, bicycle facilities as required by OAR 660-012-0610, and supports the network of collector streets required by OAR 660-012-0810. Therefore, this amendment conforms with Goal 12 as implemented by OAR 660-012.

Goal 13: Energy and Conservation

Finding: The proposed amendment supports the City's Complete Streets Goal (*Salem Area Comprehensive Policies Plan*), to "Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of persons of all ages, abilities, and circumstances in the Salem Urban Area." The provision of a collector street with bike lanes and sidewalks supports multimodal travel needs of residents in this area that is planned for high density, multi-family development. Therefore, the proposed amendment conforms with this goal.

Goal 14: Urbanization

Finding: The proposed amendment is consistent with Goal 14 because it supports development of an integrated, equitable multimodal transportation network within the Salem UGB.

Goals 3 (Agricultural Lands), 4 (Forest Lands), 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) are not applicable to this proposed TSP amendment.

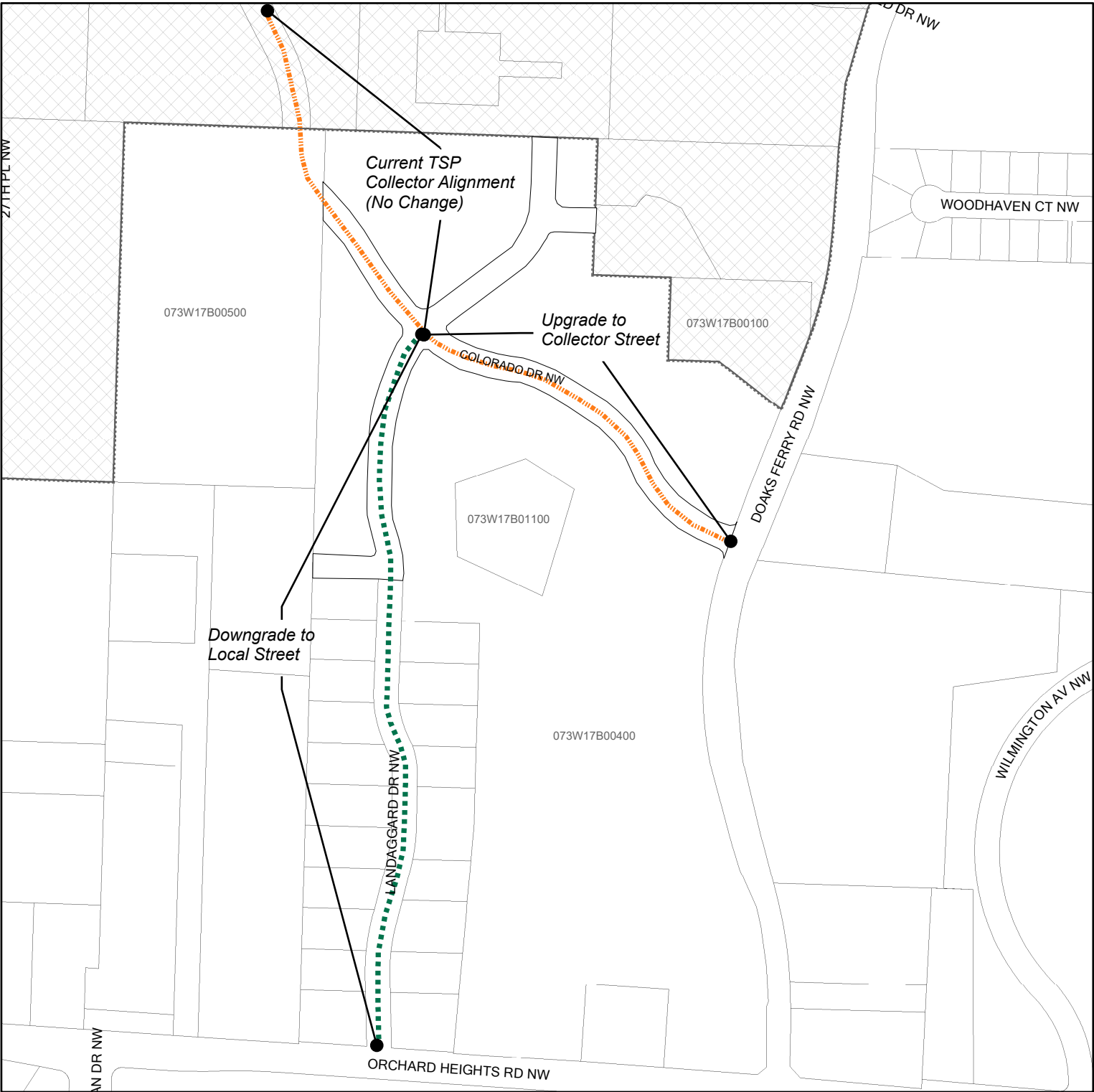
Robert D. Chandler, PhD, PE
Assistant Public Works Director

Attachments:

1. TSP Amendment CA23-05, Exhibit Map
2. Ordinance Bill No. 15-23

- 3. Exhibit 1 to Ordinance Bill No. 15-23
- 4. Public Comments

TRANSPORTATION SYSTEM PLAN (TSP) AMENDMENT CA23-05 LANDAGGARD AND COLORADO DRIVES NW



Legend

- Taxlots
- City Limits
- Outside Salem City Limits
- Proposed Local Street
- Proposed TSP Collector Alignment



EXHIBIT MAP

ORDINANCE BILL NO. 15-23

AN ORDINANCE RELATING TO AMENDING THE SALEM TRANSPORTATION
SYSTEM PLAN; A COMPONENT OF THE SALEM AREA COMPREHENSIVE PLAN;
AND AMENDING SRC 64.005

The City of Salem ordains as follows:

Section 1. Findings. *Salem Revised Code* (SRC) 64.020(f)(2) establishes the criteria under which a minor comprehensive plan amendment may be made:

(A) *The amendment does not significantly change or amend key principles or policies in the comprehensive plan;*

Finding: The Salem *Transportation System Plan* (TSP), Street System Element, Policy 1.5, System of Collector Streets, states, “The City’s street system shall contain a network of collector streets that serve to connect local traffic to and from the arterial system.” According to the TSP, Street System Element Table 3-1, City of Salem Street Classification and Basic Design Guidelines, a collector street primarily distributes traffic between neighborhoods, activity centers, and the arterial street system while also providing property access. The loop extension to Doaks Ferry Road NW maintains that collector street connection that was previously served by Landaggard Drive NW. Area travel distances will be roughly equivalent. The route to the signalized Doaks Ferry Road NW/Orchard Heights Road NW intersection will be nearly identical. For these reasons the amendment satisfies this criterion.

(B) *The amendment does not require substantial changes to plan language to maintain internal plan consistency;*

Finding: The amendment requires minor changes to seven maps, one paragraph of text, and one table. Substantial changes are not needed and the amendment satisfies this criterion.

(C) *The amendment does not require significant factual or policy analysis;*

Finding: The loop connection to Doaks Ferry Road NW would perform the same function as the planned connection to Orchard Heights Road NW through Landaggard Drive NW. The Colorado Way NW extension to Doaks Ferry Road NW would fulfill the same function of providing a connected street network. Area travel distances would be roughly equivalent and traffic heading towards the traffic signal at Doaks Ferry Road NW and Orchard Heights Road

1 NW intersection would benefit with the Doaks Ferry Road NW connection occurring as a
2 right turn, instead of a left turn onto Orchard Heights Road NW. The amendment satisfies
3 Transportation Goals 2 and 4 in the *Salem Area Comprehensive Plan*:

4 “T.2. Complete Streets Goal: Provide a comprehensive system of streets and highways
5 that serves the mobility and multimodal travel needs of persons of all ages, abilities, and
6 circumstances in the Salem Urban Area. Ensure that the street system supports a diversity
7 of transportation modes for all kinds of trips, including commuting, shopping, going to
8 school, and recreating. Increase the resiliency of the transportation system to help ensure
9 continued service and reduce risks to people following seismic events and other hazards.”

10 “T.4. Local Connectivity Goal: Provide an interconnected local street system that allows
11 for dispersal of traffic, encourages a mix of travel modes, reduces the length of trips, and
12 increases opportunities for people to walk and bike.”

13 The realigned collector street will be developed with sidewalks and bike lanes thereby
14 supporting mobility and multimodal travel needs. Maintaining Landaggard Drive NW as a
15 local street, together with the construction of a new collector street alignment, supports the
16 goal of local connectivity. The amendment satisfies this criterion.

17 (D) *The amendment is in the public interest of the public health, safety, and welfare of the City;*

18 **Finding:** Comprehensive Transportation Policy 15, Transportation Safety, states: “Local
19 governments within the Salem Urban Area shall make as a high priority the planning, design,
20 construction, and operation of a safe transportation system for all modes of travel including
21 minimizing conflicts between different travel modes.”

22 Traffic on area roads increases toward the urban area located to the east. Connecting to
23 Doaks Ferry Road NW allows the highest-volume portion of this route to be constructed to
24 the City’s collector standard with bicycle lanes and sidewalks, rather than relying on a
25 segment of Landaggard Drive NW that was built to a rural standard. Traffic heading toward
26 the traffic signal will benefit from the Doaks Ferry Road NW connection occurring as a right
27 turn instead of a left turn onto Orchard Heights Road along a downhill segment at a school
28 entrance. For these reasons, the amendment satisfies this criterion.

29 (E) *The amendment conforms to the applicable statewide planning goals and applicable*
30 *administrative rules adopted by the Department of Land Conservation and Development.*

1 **Goal 1: Citizen Involvement**

2 **Finding:** The amendment process complies with Goal 1 because residents were provided
3 opportunities for input as required by SRC 300.1110. The amendment satisfies this criterion.

4 **Goal 2: Land Use Planning**

5 **Finding:** The Salem Area Comprehensive Policies Plan includes the following goal
6 statement: “Develop and maintain an integrated, equitable multimodal transportation network
7 that promotes safe, convenient, efficient travel for every user and contributes directly to the
8 health, economic vitality and equality of life of all residents, especially the most vulnerable,
9 and the broader community.” The Salem TSP is a component of the Salem Area
10 Comprehensive Plan and is the document that contains goals, objectives, policies, plan maps,
11 and project lists to guide provision of transportation facilities and services in the Salem area.
12 The amendments proposed support the overall goal to develop and maintain an integrated,
13 equitable multimodal transportation network that promotes safe, convenient, and efficient
14 travel for every user. Shifting the alignment of the collector street to connect to Doaks Ferry
15 Road NW instead of Orchard Heights NW improves safety by moving the majority of the
16 new traffic away from the high school entrance and directing the highest-volume portion of
17 this route to a new street that will be constructed to the City’s collector standard with bicycle
18 lanes and sidewalks, rather than relying on a segment of Landaggard Drive NW that was
19 built to a rural standard. Traffic heading toward the traffic signal will benefit from the Doaks
20 Ferry Road NW connection occurring as a right turn instead of a left turn onto Orchard
21 Heights Road along a downhill segment at a school entrance. The amendment satisfies this
22 criterion.

23 **Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces**

24 **Finding:** The proposed change to the collector street alignment does not eliminate the
25 requirement for future development on the surrounding property to meet the requirements of
26 SRC Chapter 809 (Wetlands), SRC Chapter 601 (Floodplain Overlay Zone), SRC Chapter
27 808 (Preservation of Trees and Vegetation), SRC Chapter 71 (Stormwater), and SRC Chapter
28 230 (Historic Preservation). Additionally, the right-of-way required for a collector street is
29 the same as what is required for a local street (60 feet). If the collector street alignment is not
30 changed, a local street would be constructed in the same location. Stormwater treatment will

1 be required for the additional roadway width constructed to incorporate bike lanes as part of
2 the extension of Colorado Drive NW to Doaks Ferry Road NW. The amendment satisfies this
3 criterion.

4 **Goal 6: Air, Water and Land Resources Quality**

5 **Finding:** The proposed amendment to shift the collector street alignment does not eliminate
6 the requirement for future development of the surrounding property to meet the requirements
7 of SRC Chapter 808 (Preservation of Trees and Vegetation), SRC Chapter 809 (Wetlands),
8 SRC Chapter 601 (Floodplain Overlay Zone), SRC 71 Chapter (Stormwater), and SRC
9 Chapter 810 (Landslide Hazards). These existing regulations aim to protect the quality of air,
10 water, and land resources. The proposed amendment therefore conforms with this goal.

11 **Goal 7: Areas Subject to Natural Disasters and Hazards**

12 **Finding:** The proposed amendment to the TSP does not eliminate requirements for future
13 development on surrounding properties to meet the requirements of SRC Chapter 808
14 (Preservation of Trees and Vegetation), SRC Chapter 809 (Wetlands), SRC Chapter 601
15 (Floodplain Overlay Zone), SRC Chapter 810 (Landslide Hazards), and SRC Chapter 71
16 (Stormwater). These existing regulations aim to avoid or minimize risks to people and
17 property from natural hazards. The proposed amendment therefore conforms with this goal.

18 **Goal 8: Recreational Needs**

19 **Finding:** The Salem Comprehensive Parks System Master Plan was adopted on May 13,
20 2013. The Comprehensive Parks System Master Plan does not identify any proposed parks in
21 the area of the proposed TSP amendment. Straub Nature Park is located across Doaks Ferry
22 from the realigned collector street. The new alignment will provide an access route for
23 people to access this existing park. The proposed amendment therefore conforms with this
24 goal.

25 **Goal 9: Economic Development**

26 **Finding:** The proposed TSP amendment supports the goals included in the Salem Area
27 Comprehensive Policies Plan to develop and maintain an integrated, equitable multimodal
28 transportation network. The property surrounding the proposed TSP amendment is
29 designated for residential development in the Comprehensive Plan. The extension of
30 Colorado Drive NW to connect to Doaks Ferry Road NW as a collector street will provide an

1 opportunity for a future local street connection to the south to serve property designated for
2 mixed-use development located in the northwest quadrant of the intersection of Doaks Ferry
3 Road NW and Orchard Heights Road NW. The mixed-use designation allows a wide range
4 of commercial uses, including retail sales, personal services, and offices. Therefore, the
5 proposed amendment conforms with this goal.

6 **Goal 10: Housing**

7 **Finding:** The proposed amendment to the TSP supports development of an integrated,
8 equitable multimodal transportation network. The shift in alignment supports development of
9 the surrounding property that is designated and zoned for multi-family development. This
10 change in the collector street alignment supports multi-family development by moving the
11 majority of the new traffic away from the high school entrance and directing the highest-
12 volume portion of this route to a new street that will be constructed to the City's collector
13 standard with bicycle lanes and sidewalks, rather than relying on a segment of Landaggard
14 Drive NW that was built to a rural standard. The proposed amendment therefore conforms
15 with this goal.

16 **Goal 11: Public Facilities and Services**

17 **Finding:** The proposed amendment supports the timely, orderly and efficient arrangement of
18 public facilities to support urban development. The realignment of the collector street
19 proposed in this amendment continues to support the planned development of water,
20 wastewater, and stormwater facilities to serve urban development consistent with the
21 comprehensive plan designations. The proposed amendment therefore conforms with this
22 goal.

23 **Goal 12: Transportation**

24 **Finding:** The transportation goal, to provide and encourage a safe, convenient and economic
25 transportation system, is implemented by Oregon Administrative Rules 660-012. This
26 proposed amendment is considered an interim update per OAR 660-012-0012(2)(b) because
27 it is not a major update and notice will be submitted prior to June 30, 2027. Therefore, the
28 amendment is not required to bring the entire transportation system plan in compliance with
29 all applicable regulations. Interim updates must comply with the applicable requirements in
30 OAR 660-012. The proposed collector street alignment includes pedestrian facilities as

required by OAR 660-012-0510, bicycle facilities as required by OAR 660-012-0610, and supports the network of collector streets required by OAR 660-012-0810. Therefore this amendment conforms with Goal 12 as implemented by OAR 660-012.

Goal 13: Energy and Conservation

Finding: The proposed amendment supports the City’s Complete Streets Goal (Salem Area Comprehensive Policies Plan), to “Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of persons of all ages, abilities, and circumstances in the Salem Urban Area.” The provision of a collector street with bike lanes and sidewalks supports multimodal travel needs of residents in this area that is planned for high density, multi-family development. Therefore, the proposed amendment conforms with this goal.

Goal 14: Urbanization

Finding: The proposed amendment is consistent with Goal 14 because it supports development of an integrated, equitable multimodal transportation network within the Salem UGB.

Goals 3 (Agricultural Lands), 4 (Forest Lands), 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) are not applicable to this proposed TSP amendment.

Section 2. The *Salem Transportation System Plan*, Street System Element, Bicycle System Element, and Pedestrian System Element are hereby amended as set forth in “Exhibit 1,” which is attached hereto and incorporated herein by reference.

Section 3. SRC 64.005 is amended to read as follows:

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. 85-07, 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; Ordinance No. 6-14, enacted May 27, 2014; Ordinance No. 1-16, enacted February 8, 2016; Ordinance No. 4-18, enacted

1 August 13, 2018; Ordinance No. 18-19, enacted January 13, 2020, ~~and~~ Ordinance No. 11-22,
2 enacted August 24, 2022; and Ordinance No. XX-23, enacted [insert date].

3 **Section 4. Codification.** In preparing this ordinance for publication and distribution, the City
4 Recorder shall not alter the sense, meaning, effect, or substance of this ordinance, but within such
5 limitations, may:

- 6 (a) Renumber sections and parts of sections of the ordinance;
7 (b) Rearrange sections;
8 (c) Change reference numbers to agree with renumbered chapters, sections, or other parts;
9 (d) Delete references to repealed sections;
10 (e) Substitute the proper subsection, section, or chapter, or other division numbers;
11 (f) Change capitalization and spelling for the purpose of uniformity;
12 (g) Add headings for purposes of grouping like sections together for ease of reference; and
13 (h) Correct manifest clerical, grammatical, or typographical errors.

14
15 PASSED by the City Council this _____ day of _____, 2023.

16 ATTEST:

17 City Recorder

18 Approved by City Attorney: _____
19
20

21 Checked by: Julie Warncke
22
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24
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30

EXHIBIT 1 TO ORDINANCE BILL NO. 15-23**Salem Transportation System Plan, Street System Element, City of Salem Street System, West Salem, Recommended Improvements****New Streets and Extensions of Existing Streets (Low Priority), page 3-31:**

Colorado Drive NW Extension (South terminus of Colorado Drive NW to ~~Orchard Heights~~ Doaks Ferry Road NW)

This will extend the current streets that follow the bowl-shaped contour topography north of Orchard Heights Road NW and west of Doaks Ferry Road NW to create a ~~loop-road collector street that connected~~ connects to and north of Orchard Heights Road NW to Doaks Ferry Road NW. The ~~loop-road collector street~~ will be comprised of Grice Hill Drive NW, ~~Vickery Lane NW,~~ and Colorado Drive NW, ~~and possibly Landaggard Drive NW. This will be a new collector, which will curve around to connect back to Orchard Heights Road NW.~~

Table 3-7, Low Priority Street Improvement Projects, Location, page 3-69:

South terminus of Colorado Drive NW to ~~Orchard Heights Road NW~~ Doaks Ferry Road NW

Table 3-7, Low Priority Street Improvement Projects, Full Project Description, page 3-69:

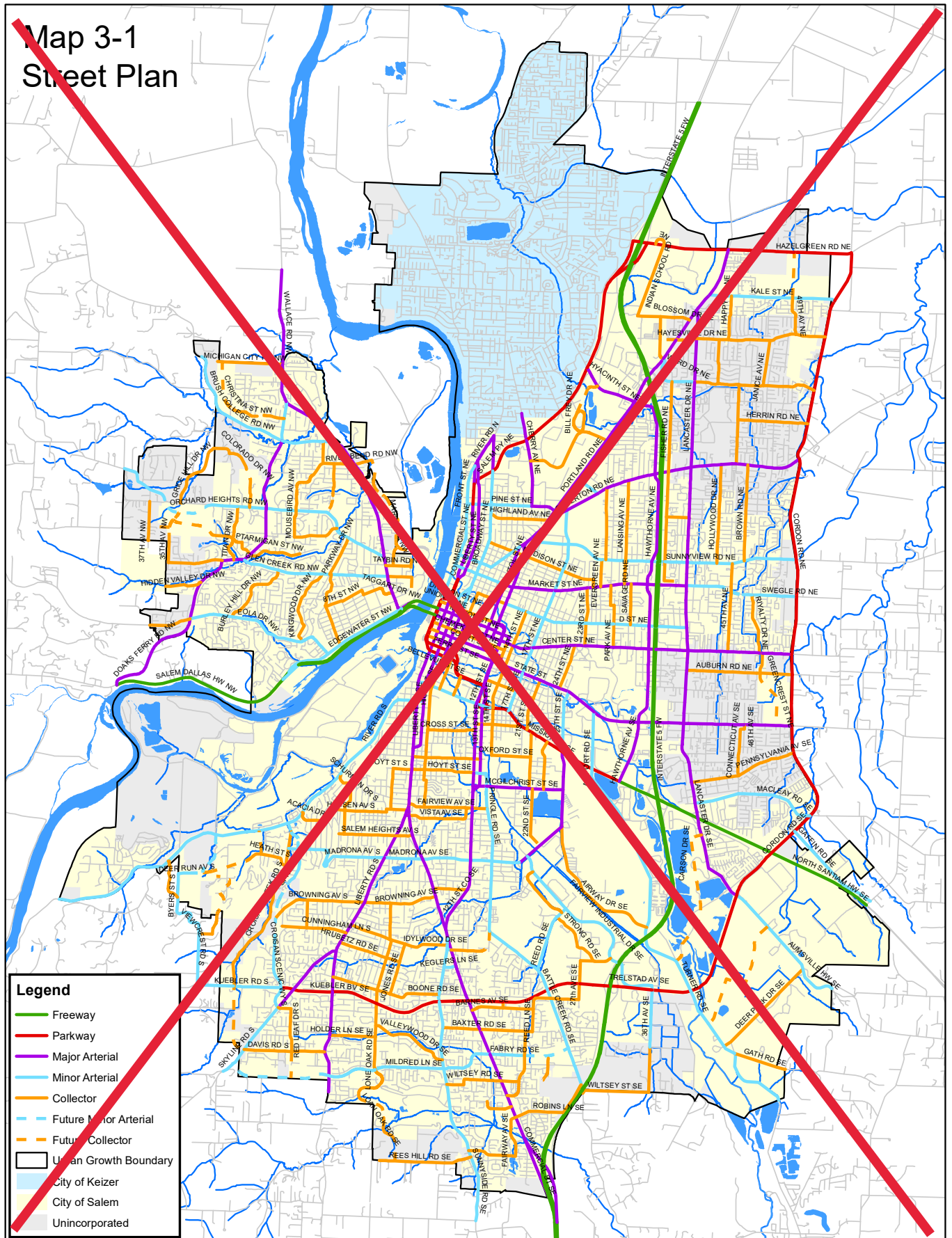
Extend street to complete a ~~loop-road collector street that connected~~ connects to and north of Orchard Heights Road NW and west of to Doaks Ferry Road NW, comprised of Grice Hill Drive NW, ~~Vickery Lane NW,~~ and Colorado Drive NW, ~~and possibly Landaggard Drive NW.~~

Proposed Amendments to Maps

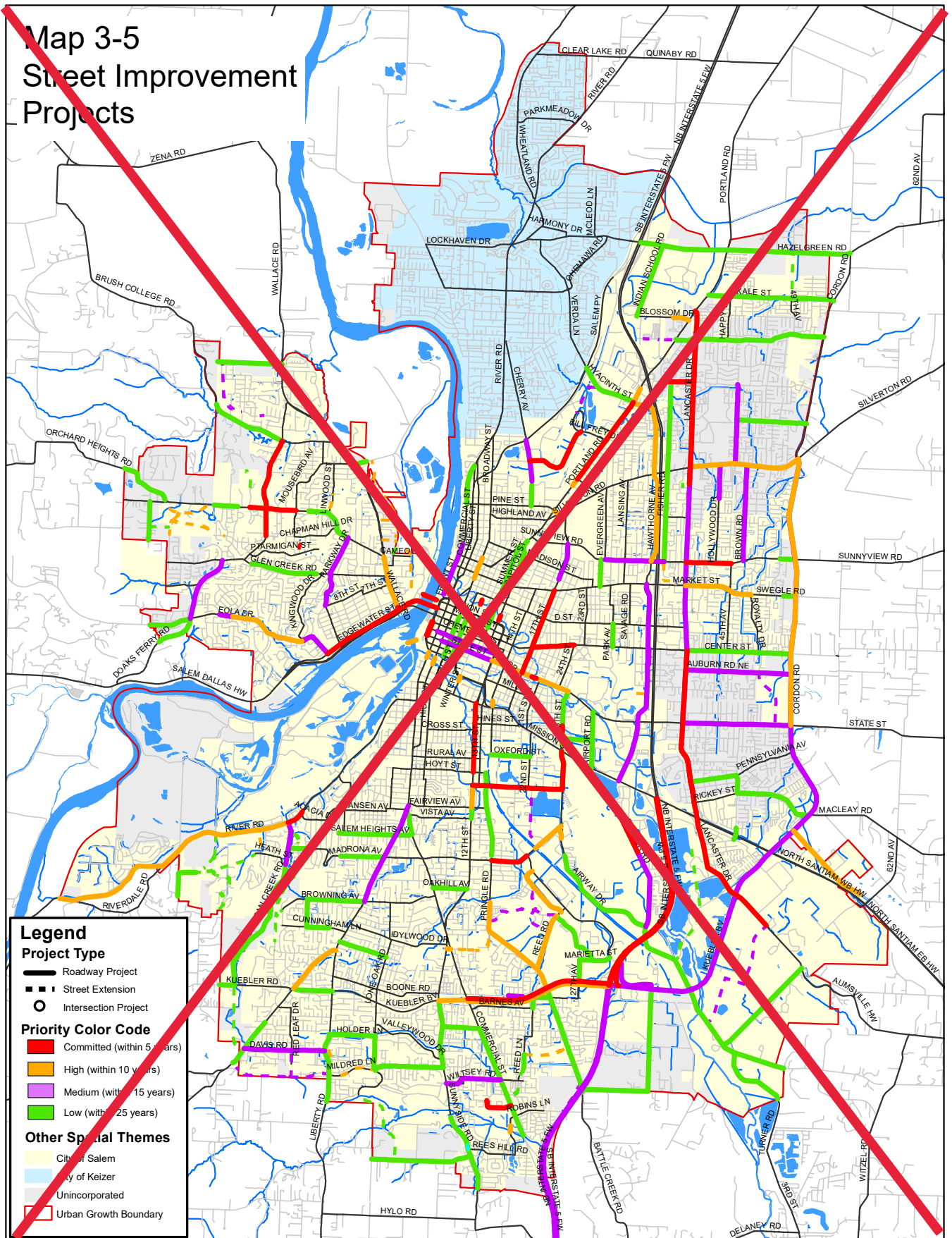
Remove and replace the following maps (attached):

- 3-1: Street Plan
- 3-5: Street Improvement Projects
- 3-6: Street Improvement Projects – West Salem
- 7-5: Bicycle Network – West Salem
- 7-10: Bicycle Project Prioritization – West Salem
- 8-7: Pedestrian Network – West Salem
- 8-12: Pedestrian Project Prioritization – West Salem

but outside of Salem, giving a total of 840 miles of roadways. Table 3-2 shows the amount of mileage by street classification in the Salem Urban Area.



Map 3-5 Street Improvement Projects

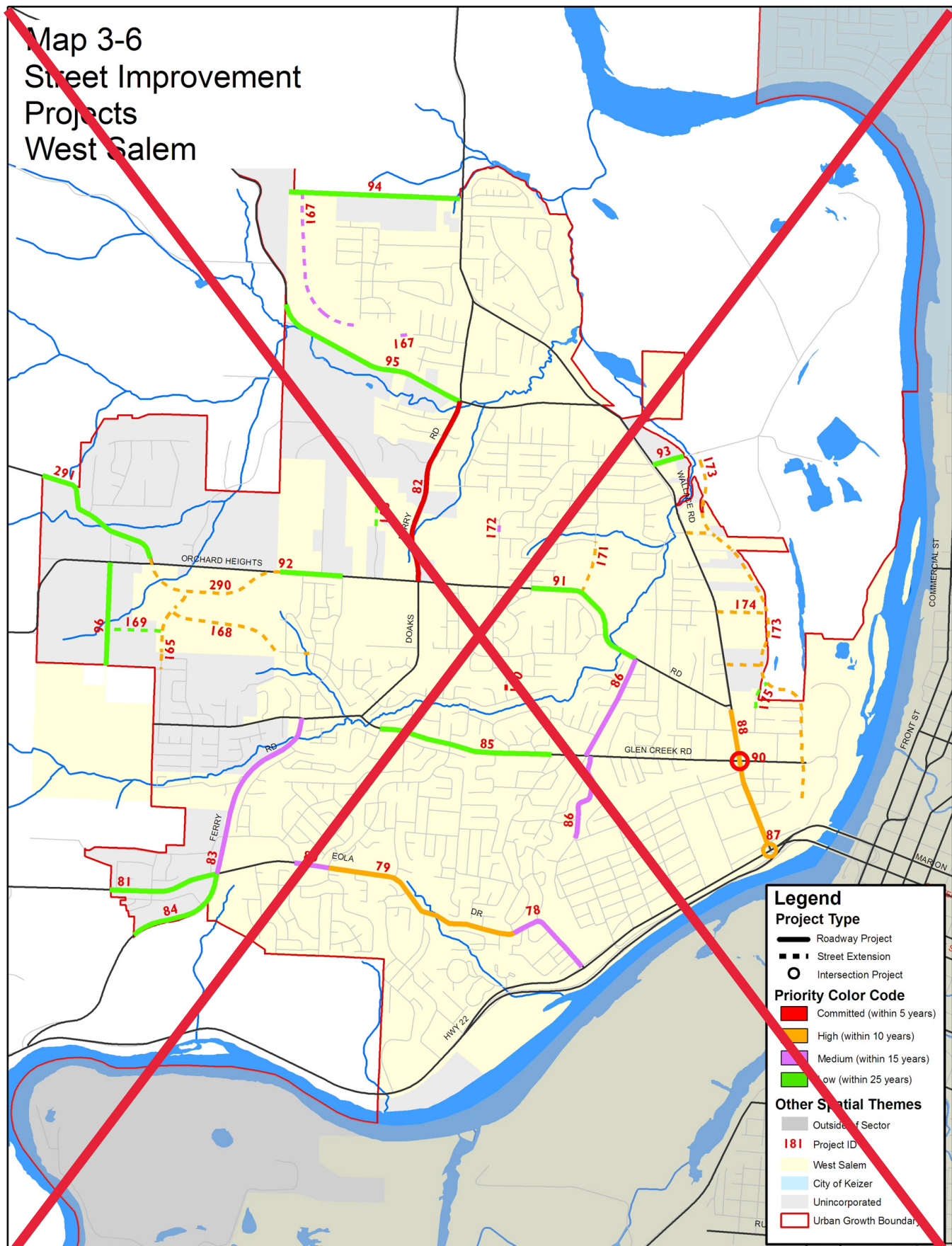


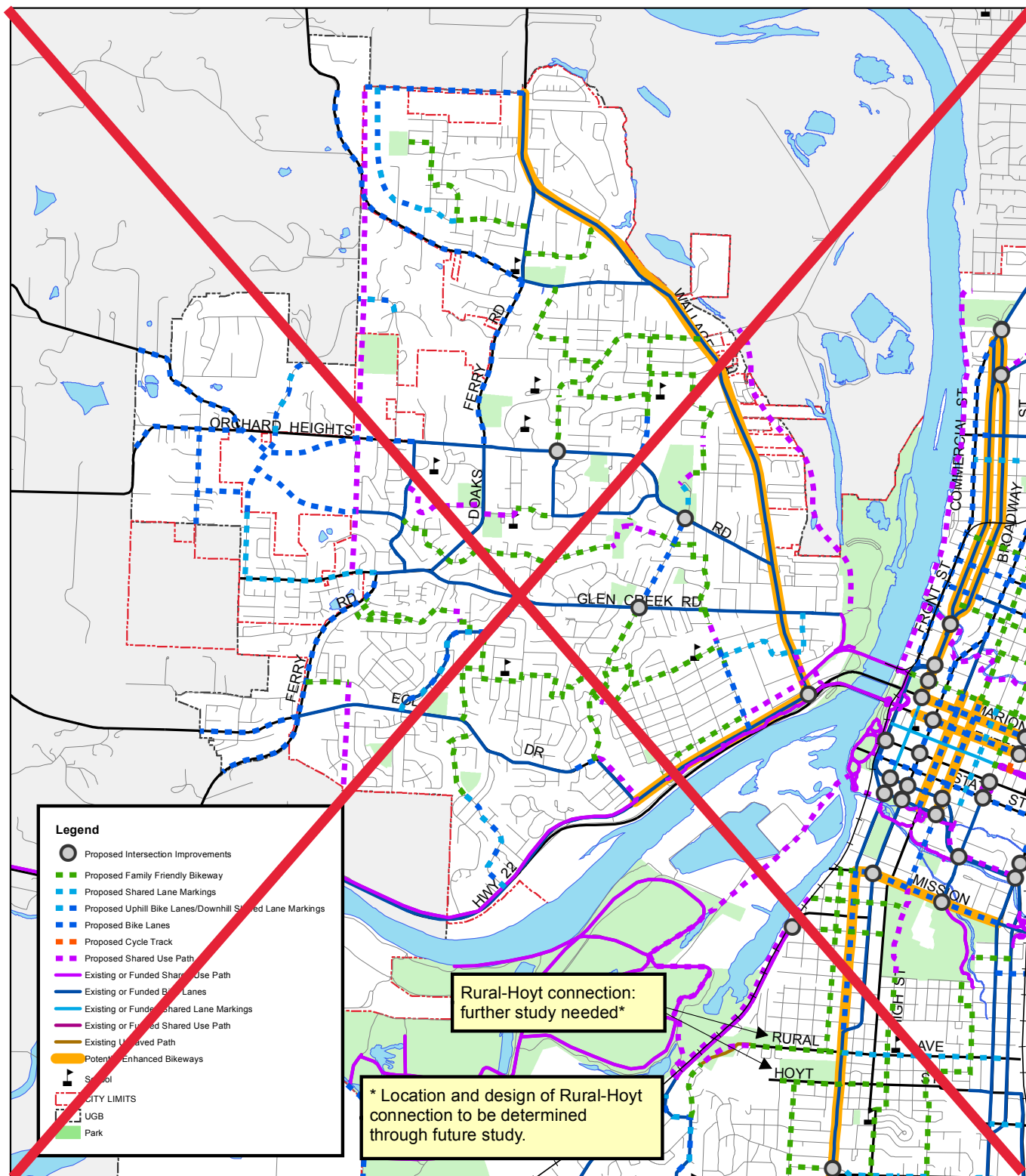
Document Path: N:\MAIN\Products\MXD\Salem Transportation Plan\TSP Proposed\2018\Map3-5 Greencrest.mxd

Date: 10/8/2019

While this tool has not been implemented in Salem as of 2006, it is being actively pursued jointly by the Public Works Department Transportation Services Division and Police Department Patrol Division. Additional tools available to increase safety on residential streets are described in the

10. 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





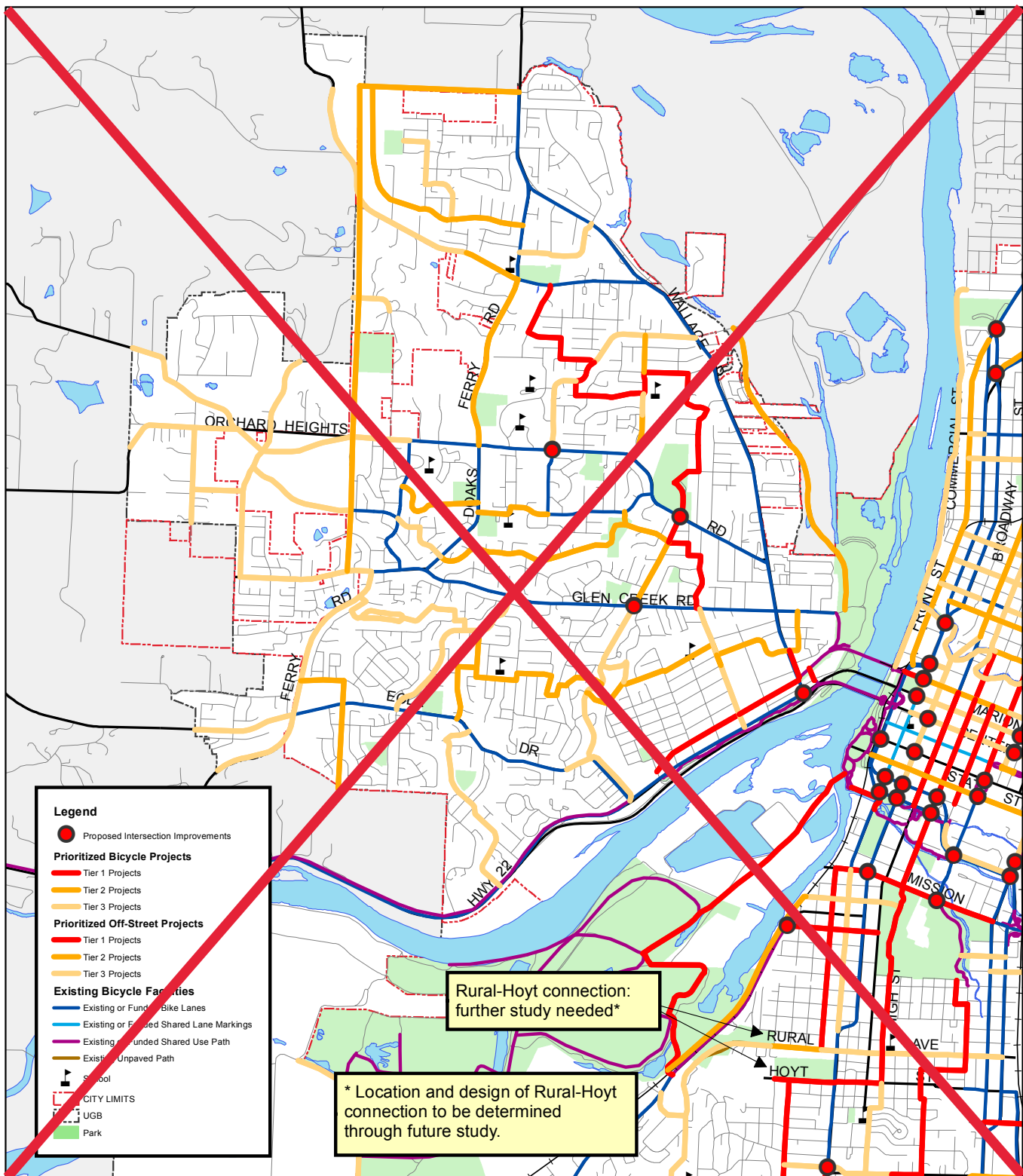
Map 7-5: Bicycle Network - West Salem

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.



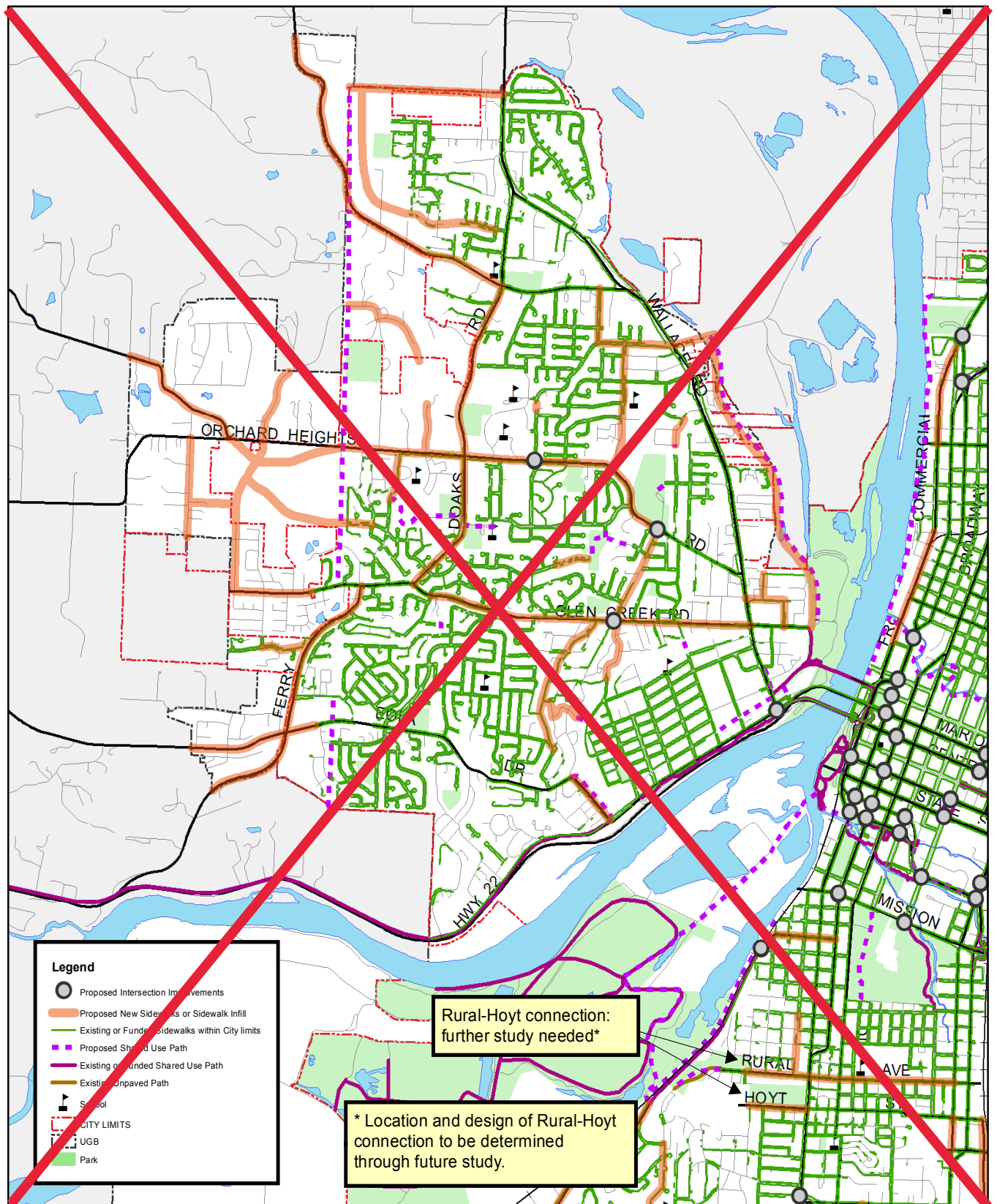
Map 7-10: Bicycle Project Prioritization- West Salem

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.



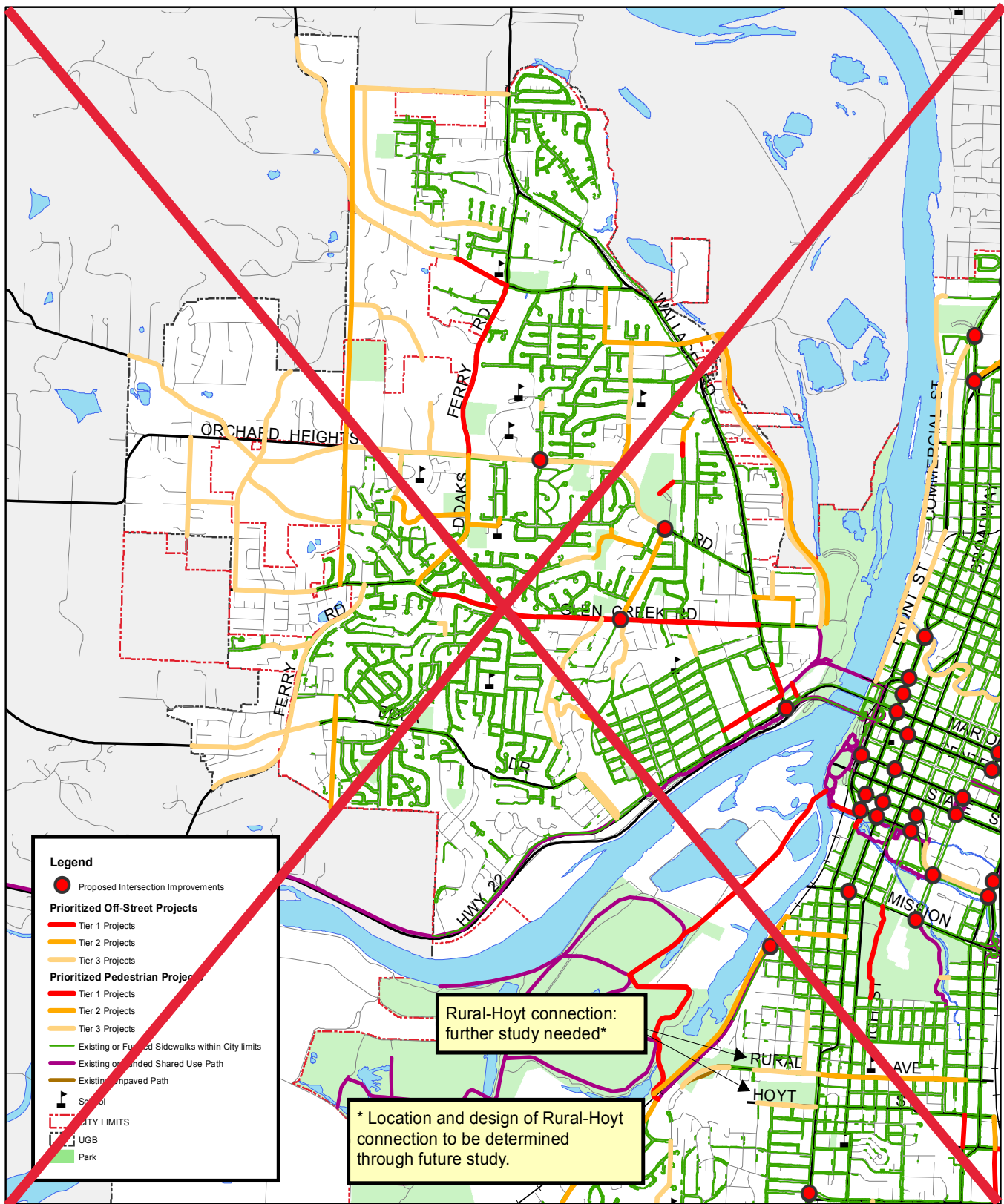
Map 8-7: Pedestrian Network - West Salem

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 8-12: Pedestrian Project Prioritization - West Salem

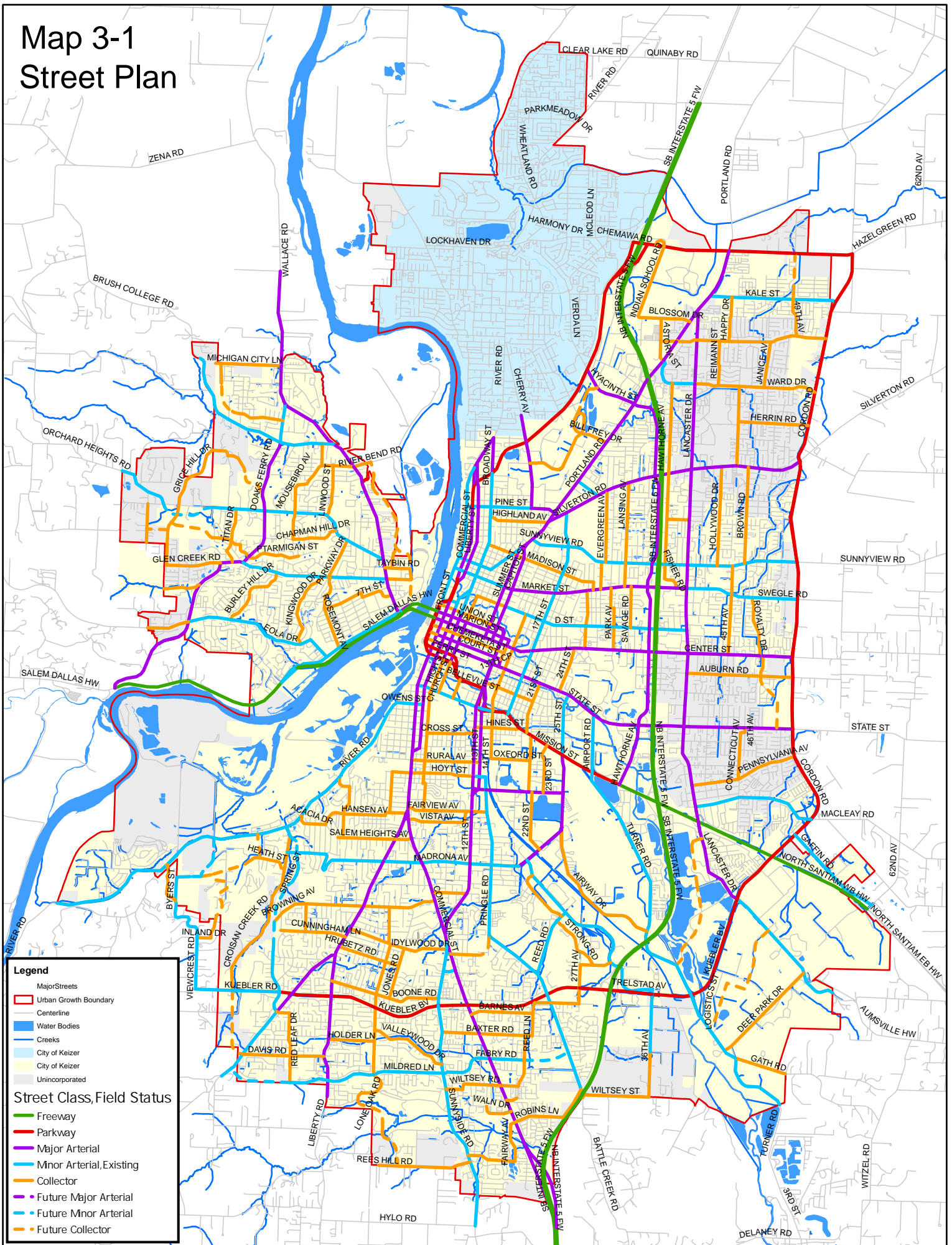
Salem Transportation System Plan Pedestrian System Element

0 0.25 0.5 1
Miles

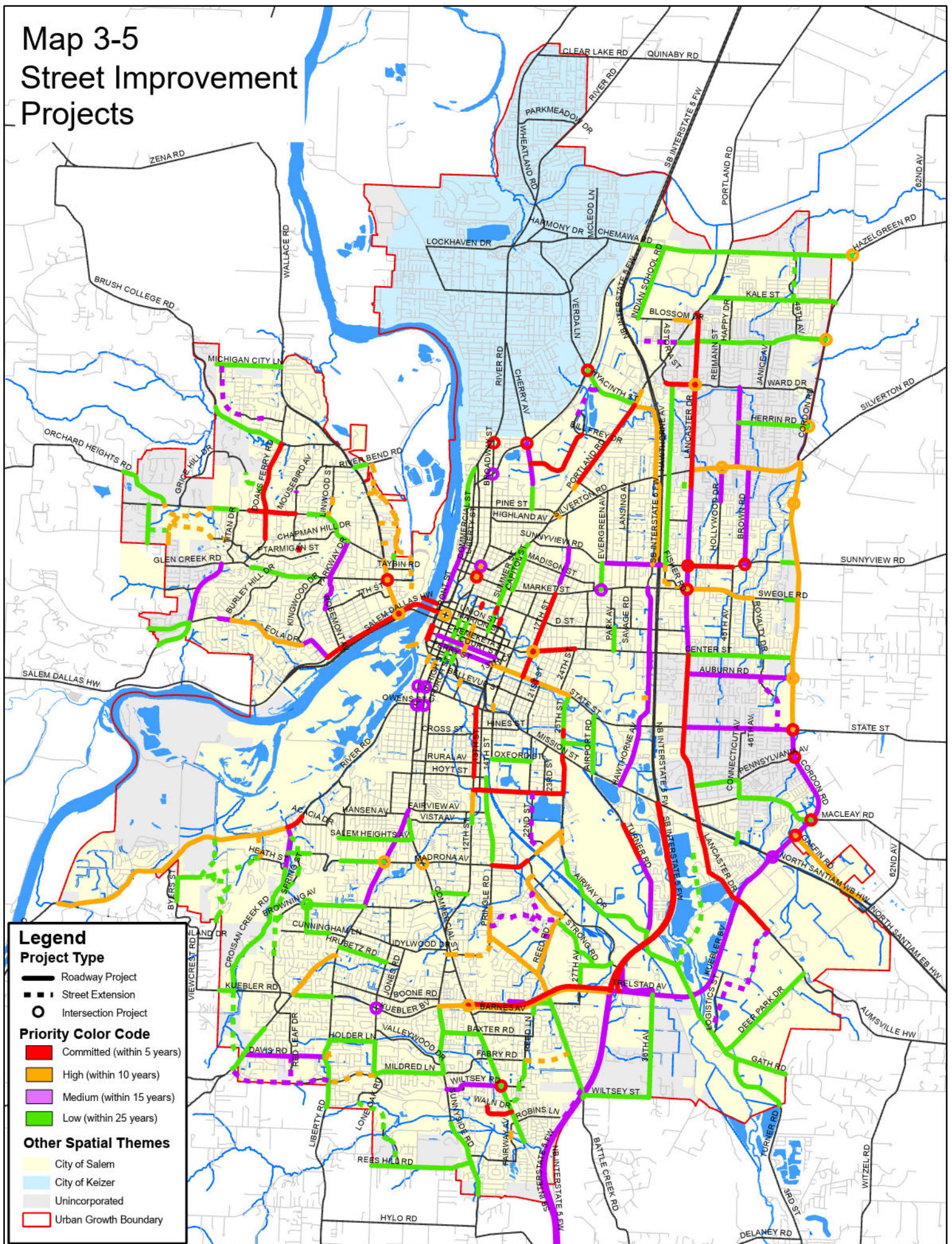


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

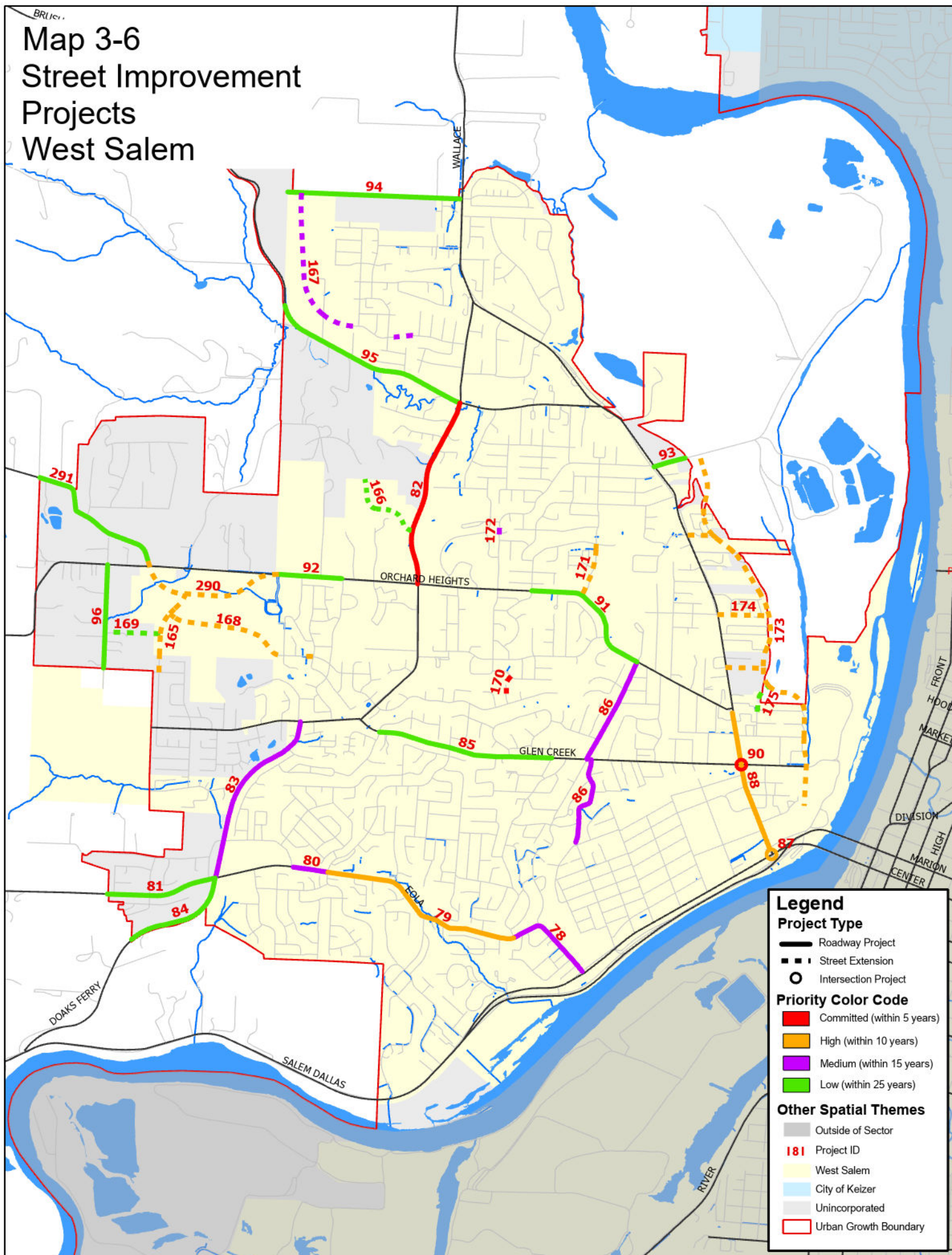
Map 3-1 Street Plan

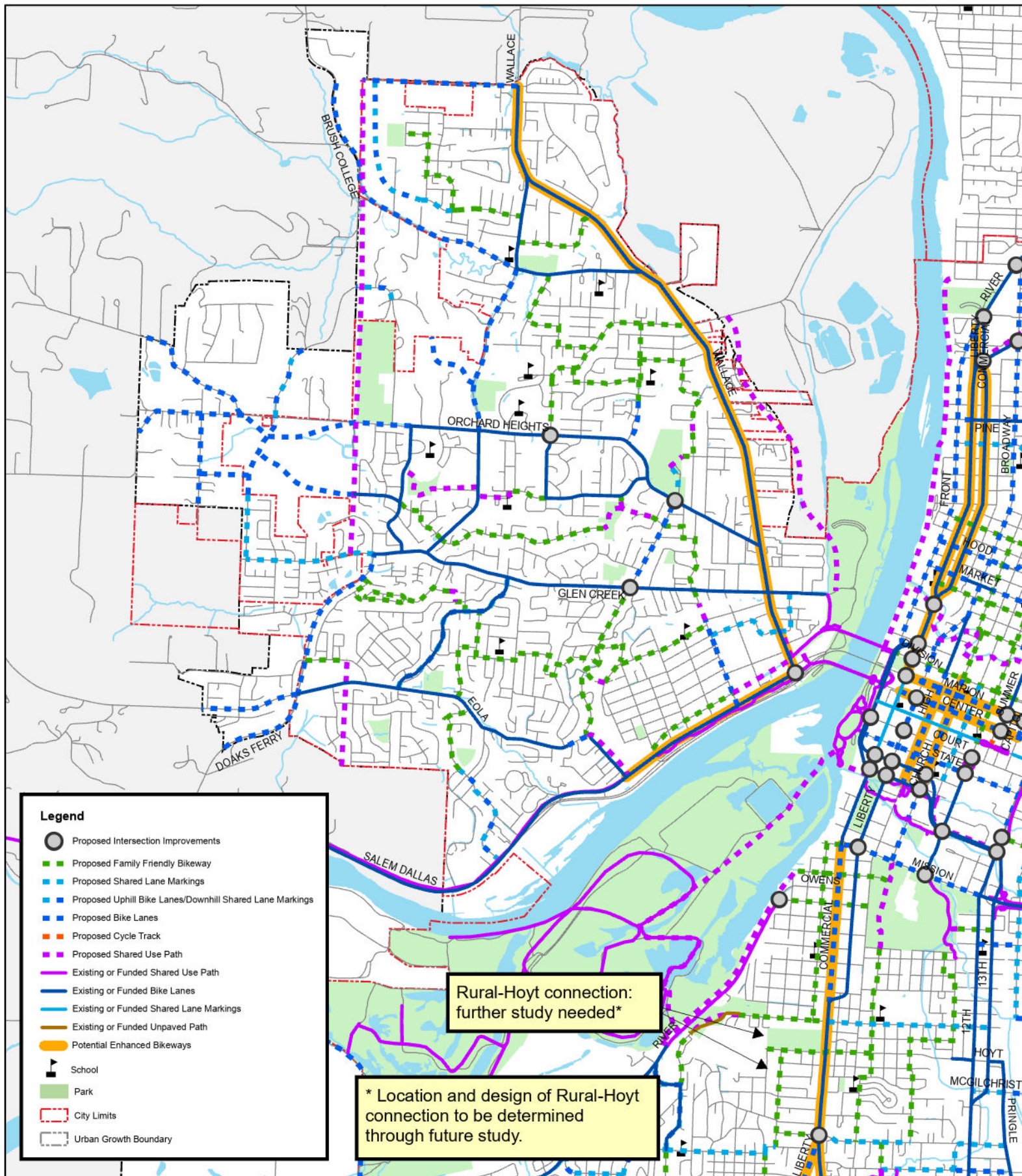


Map 3-5 Street Improvement Projects



Map 3-6 Street Improvement Projects West Salem





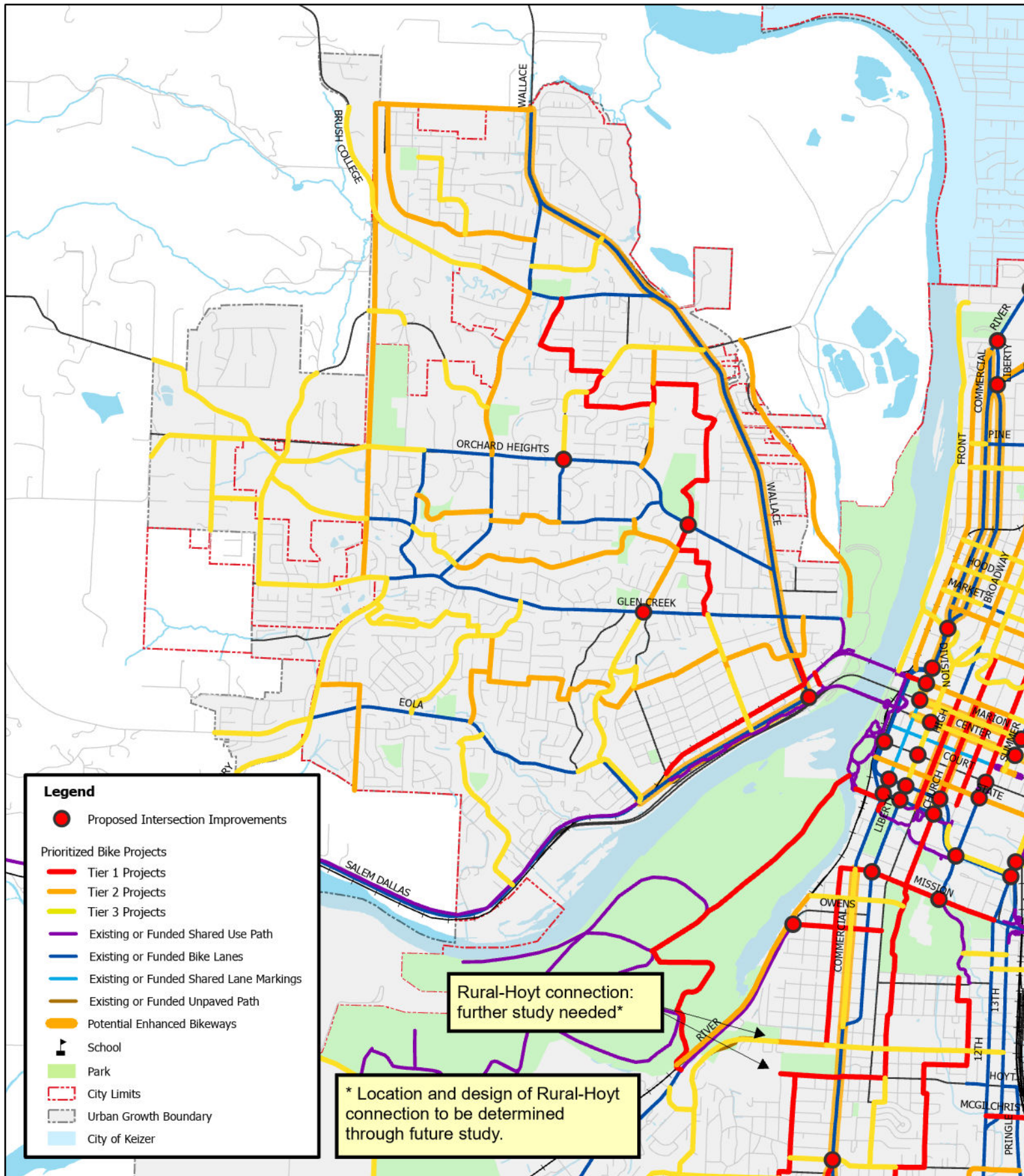
Map 7-5: Bicycle Network - West Salem

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.



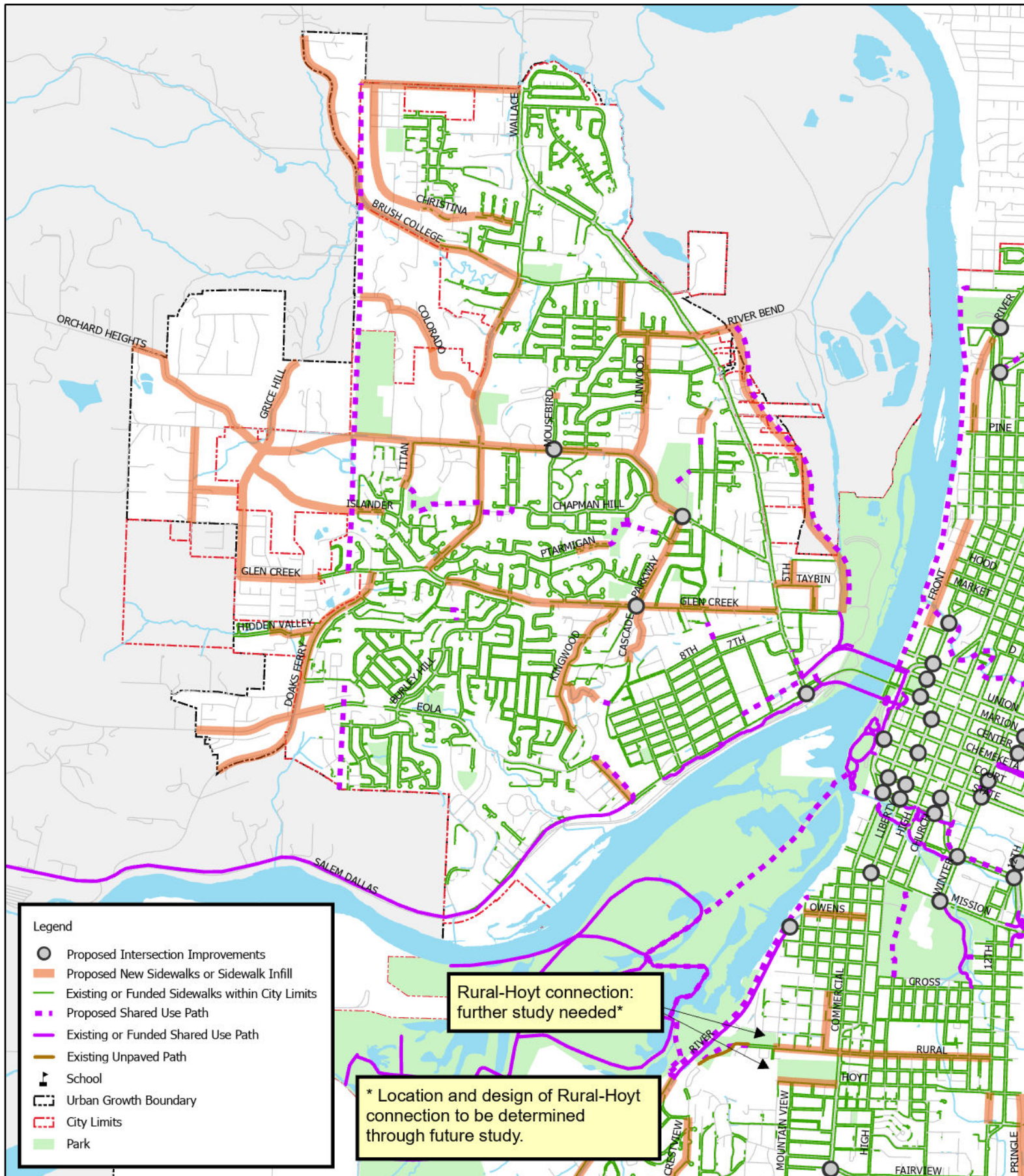
Map 7-10: Bicycle Project Prioritization- West Salem

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 8-7: Pedestrian Network - West Salem

Salem Transportation System Plan Pedestrian System Element

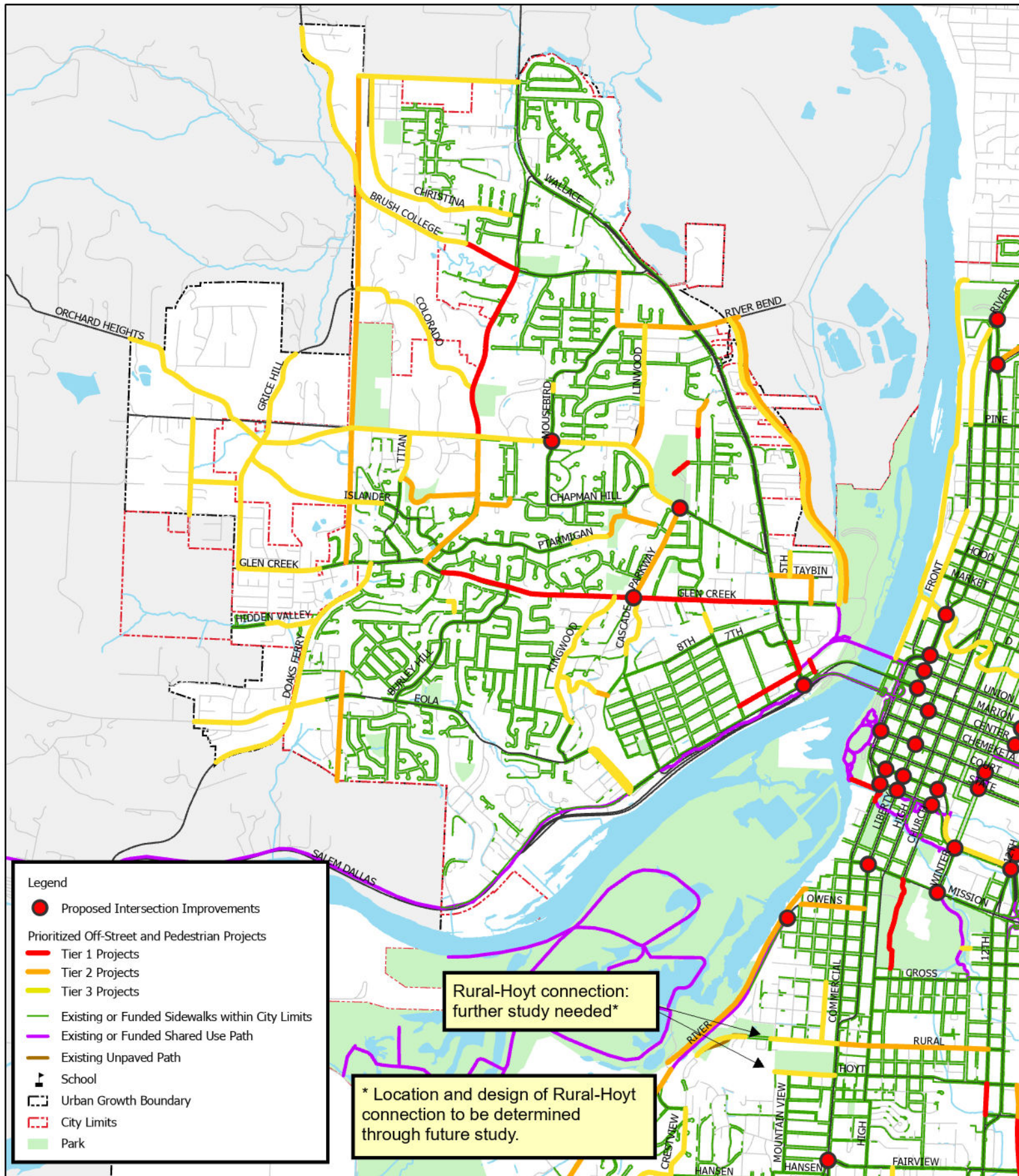
0 0.25 0.5 1
Miles



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

Document Path: N:\MAIN\Products\Salem Transportation Plan\MXD\S\TSP_Amendment_2023\TSP_Amendment_2023.aprx

Date: 9/6/2023



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.

Document Path: N:\MAIN\Products\Salem Transportation Plan\MXD\S\TSP_Amendment_2023\TSP_Amendment_2023.aprx

Date: 9/6/2023

Julie Hanson

From: E Easterly <emeasterly@comcast.net>
Sent: Monday, October 30, 2023 3:52 PM
To: Julie Hanson
Subject: Titan Hill area TSP revision public hearing

Ms. Warncke,

While I am not opposed to the proposed changes to the TSP, I plan to raise questions and challenge portions of the staff information offered at the October 9 council meeting when Council scheduled the TSP revision public hearing.. This email is an effort to inform you of my concerns ahead of the public hearing with the hope that we can resolve many of these issues prior to the public hearing.

1. The declared purpose of the TSP change is to redirect Colorado from Orchard Heights to Doaks Ferry.
2. The map given to council was incorrect. Landaggard is currently a local street and in the current TSP it is only a "possible" link between Colorado and Orchard Heights. Other possible Colorado to Orchard Heights links were previously identified.
3. The map given to council members incorrectly extends Landaggard up to the proposed alignment of the proposed link of Colorado to Doaks Ferry.

The questions I intend to raise during the public hearing are outlined below.

1. What is the legal basis upon which Council may modify the Salem TSP by adopting a collector street alignment that does not nor will not conform to the cited requirements of the Salem Revised Code?

2. Does the proposed future alignment of Colorado Drive meet the Polk County partition conditions providing for a future road upon the creation of Tax Lot 100?
3. The tentative Titan Hill subdivision includes a future Colorado Drive slope greater than 8 percent. Why? Has the Tax Lot 400 owner provided evidence that there are no alignments across the Tax Lot 400 (Titan Hill) topography that will permit Colorado Drive to maintain an 8 percent or less slope between Tax Lot 500 and Doaks Ferry Road?^{[1](#)}
4. What is the logic of the revised Salem TSP that bisects Tax Lot 500 in such a manner that the northwest corner of that tax lot is isolated from the remaining bulk of Tax Lot 500? Since Salem roadways create new tax lot boundaries, what will happen to the narrow strip of land in Tax Lot 500 east of Colorado Drive once Colorado is extended southward into TL 500 and subsequently eastward into TL 400 (Titan Hill)?
5. How will the proposed Salem TSP modification implement the transition between the current Colorado Drive 68-foot R-O-W and the proposed TL 400 (Titan Hill) Colorado Drive 60-foot R-O-W?
6. Under what circumstances may the City of Salem adopt and/or modify the Salem TSP that approves a collector street alignment that does not meet Federal ADA transportation facility requirements?

Again, I look forward to working with you to resolve these issues prior to the public hearing. Thank you.

Respectfully,

E.M. Easterly
503-363-6221

^{[1](#)} **SRC 803.035. - Street standards.**

All public and private streets shall be improved as follows:

(c) No grade of a collector street shall exceed eight percent.

Brian Martin

From: E Easterly <emeasterly@comcast.net>
Sent: Tuesday, November 14, 2023 10:29 AM
To: Chris Hoy; Virginia Stapleton; Jose Gonzalez; Trevor Phillips; Julie Hoy; Linda Nishioka; Vanessa Nordyke; Micki Varney; Deanna Gwyn
Cc: Julie Hanson; Brian Martin
Subject: Questions Regarding Ordinance Bill No 23-15
Attachments: TSP questions to Council.pdf

Mayor Hoy and Salem Council Members:

You will be conducting a public hearing on November 27th regarding a request to amend the Salem Transportation System Plan.

In anticipation of that hearing I have submitted questions to the Salem Transportation Planner. She responded by indicating her answers would be included in the staff report.

The attached document contains those yet to be answered questions.

Respectfully,

E.M. Easterly
503-363-6221

Salem Transportation System Plan Proposed Amendment

Mayor Hoy and Salem City Council Members:

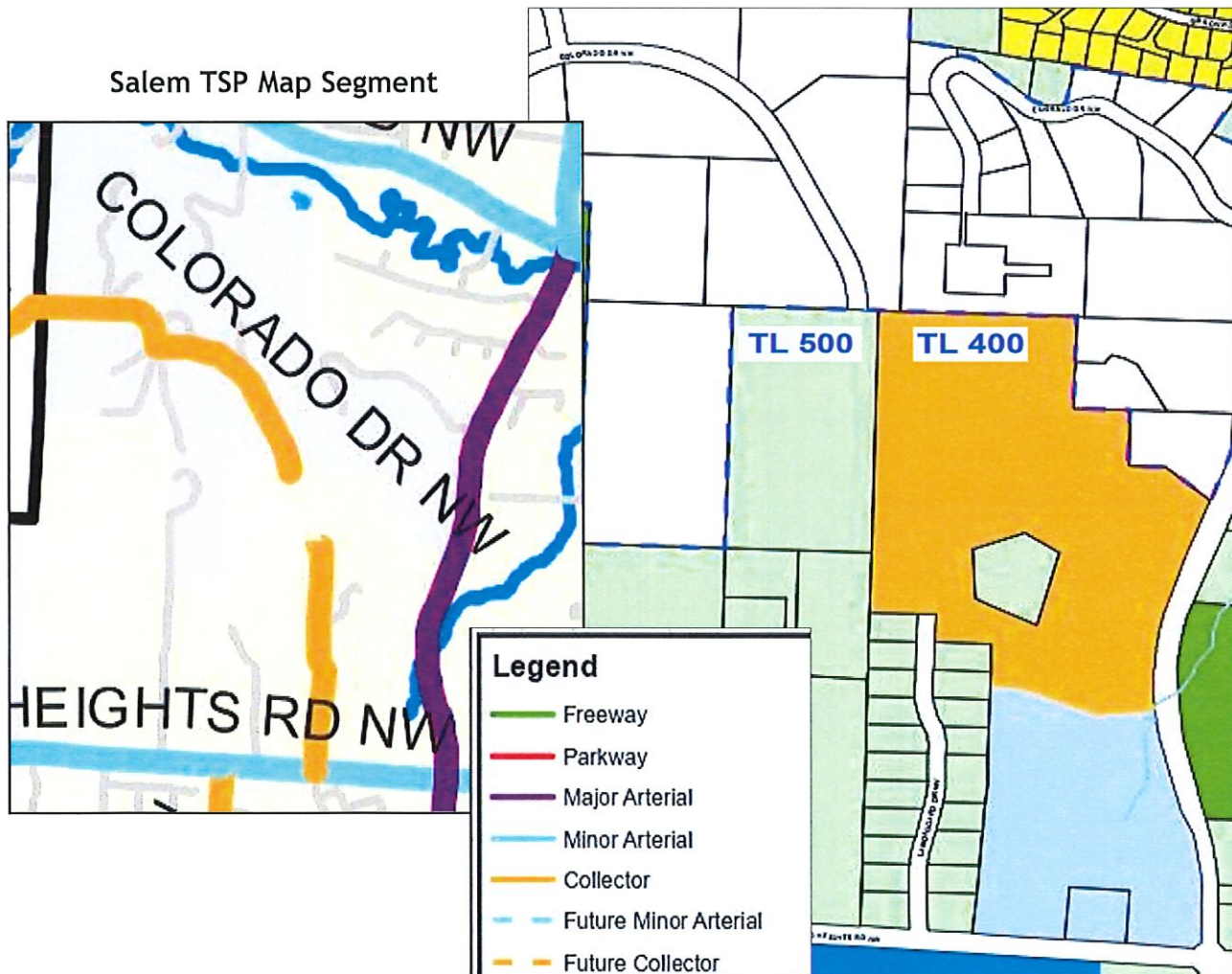
I support the modification of the Salem Transportation System Plan (TSP) to move the collector street Colorado Drive link from Orchard Heights Road to Doaks Ferry Road, However, I am bit confused. Why does the public notice reference changing the Plan from Landaggard Drive to Doaks Ferry Road? The current TSP describes the future collector as linking Colorado Drive to Orchard Heights Road.

“Colorado Drive NW Extension (South terminus of Colorado Drive NW to Orchard Heights Road NW) (166)

This will extend the current streets that follow the bowl-shaped contour topography north of Orchard Heights Road NW and west of Doaks Ferry Road NW to create a loop road connected to and north of Orchard Heights Road NW. The loop road will be comprised of Grice Hill Drive NW, Vickery Lane NW, Colorado Drive NW, and possibly Landaggard Drive NW. This will be a new collector, which will curve around to connect back to Orchard Heights Road NW.”

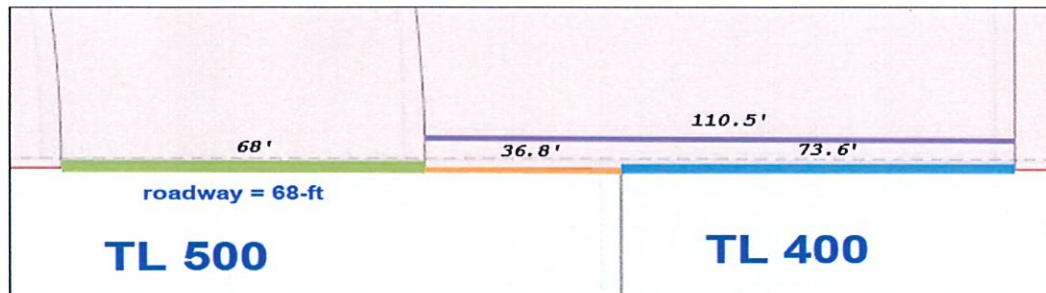
STREET SYSTEM ELEMENT-3-31

Salem Zone Map Segment



I also asked staff the questions below only to be advised by the Salem Transportation Planner that the questions would be addressed in her report to Council. I invite Council members to please consider each of the questions listed below prior your November 27th hearing.

1. What is the legal basis upon which Council may modify the Salem TSP by adopting a collector street alignment that does not nor will not conform to the cited requirements of the Salem Revised Code?
2. Does the proposed future alignment of Colorado Drive meet the Polk County partition conditions providing for a future road upon the creation of Tax Lot 100?
3. The tentative Titan Hill subdivision includes a future Colorado Drive slope greater than 8 percent. Why? Has the Tax Lot 400 owner provided evidence that there are no alignments across the Tax Lot 400 (Titan Hill) topography that will permit Colorado Drive to maintain an 8 percent or less slope between Tax Lot 500 and Doaks Ferry Road?
4. What is the logic of the revised Salem TSP that bisects Tax Lot 500 in such a manner that the northwest corner of that tax lot is isolated from the remaining bulk of Tax Lot 500? Since Salem roadways create new tax lot boundaries, what will happen to the narrow strip of land, approximately 36-feet wide depicted below, in Tax Lot 500 east of Colorado Drive once Colorado is angled southward into TL 500 and subsequently eastward into TL 400 (Titan Hill)?



5. How will the proposed Salem TSP modification implement the transition between the current Colorado Drive 68-foot R-O-W and the proposed TL 400 (Titan Hill) Colorado Drive 60-foot R-O-W?
6. Under what circumstances may the City of Salem adopt and/or modify the Salem TSP that approves a collector street alignment that does not meet Federal ADA transportation facility requirements?

These question are important because the initial staff findings address neither collector street slope nor ADA requirements. I ask that you postpone you final Ordinance Bill 23-15 decision until findings do address these questions and legal issues.

Respectfully,