



## URBAN RENEWAL AGENCY URBAN DEVELOPMENT DEPARTMENT

Si necesita ayuda para comprender esta información, por favor llame 503-588-6178

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### WEST SALEM REDEVELOPMENT ADVISORY BOARD

#### Board Members

- Nicholas Bondaug-Winn - Chair
- Jeff Miller – Vice Chair
- Annette Day
- Kathy Goss
- Dwayne Hilty
- Tim Klarr
- Robert Kraft
- Mark May
- Lyle Mordhorst
- Mike Pennington
- Paul Sturzinger

#### City Staff

- Tory Banford, Project Manager
- Annie Gorski, Economic Dev. Manager
- Therese Van Vleet, Staff Assistant

Next Meeting: March 7, 2018

### MEETING AGENDA

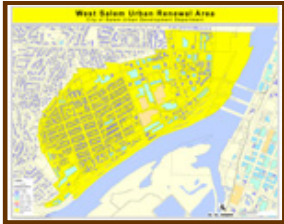
Wednesday February 7, 2018  
West Salem Public Library,  
395 Glen Creek Rd NW

1. Call to Order
2. Approval of Agenda
  - a. February 7, 2018
3. Approval of Minutes
  - a. January 3, 2018
4. Report on Committees
  - a. None
5. Public Comment  
Appearance of persons wishing to address the advisory board on any matter other than those which appear on this agenda.
6. Discussion/Information Items
  - a. Update on the West Salem Business District Zone Code Clean-up Project: Review of community outreach process and proposed zoning code provisions (BC – 20 min)
  - b. Update on property owner meetings related to the West Salem Business District Feasibility Study (TB – 10 min)
  - c. FY 18-19 budget discussion (TB – 10 min)
7. Action Items
  - a. None
8. Old and/or new business
9. Adjourn

It is the City of Salem's policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity, and source of income, as provided by Salem Revised Code 97. The City also fully complies with Title VI of the Civil Rights Act of 1964, and Americans with Disabilities Act of 1990, and related statutes and regulations, in all programs and activities.

Es la política de la Ciudad de Salem asegurar que ninguna persona será discriminada por motivos de raza, religión, color, sexo, estado civil, situación familiar, origen nacional, edad, discapacidad mental o física, orientación sexual, identidad de género, ni fuente de ingresos, de acuerdo con el Salem Revised Code Chapter 97. La Ciudad de Salem también cumple plenamente con el Title VI of the Civil Rights Act of 1964, y los estatutos y reglamentos relacionados, en todos los programas y actividades

***Remember to declare potential or actual conflicts of interest prior to each item on the agenda.***



**ACTION AGENDA/MINUTES  
WEST SALEM REDEVELOPMENT  
ADVISORY BOARD**

Wednesday January 03, 2018 – 7:30 a.m.  
West Salem Public Library  
395 Glen Creek Road NW



Action Agenda/Minutes complements the meeting audio recording attached to the online Minutes.

- 1. CALL TO ORDER AND ROLL CALL** 00:00:00  
**CALL TO ORDER:** 7:31 a.m. (Hr. Min. Sec)  
**ROLL CALL:** Nicholas Bondaug-Winn-Chair, Annette Day, Kathy Goss, Dwayne Hilty, Robert Kraft, Mark May, Jeff Miller-VC, Paul Sturzinger  
**MEMBERS ABSENT:** Tim Klarr, Lyle Mordhorst, and Mike Pennington  
**STAFF:** Tory Banford, Annie Gorski, Therese Van Vleet-UD; Aaron Edelman-PW  
**GUESTS:** Pete Snook, Nathan Wuerch, John Hannam, Councilor Jim Lewis, Bob Elliott
- 2. APPROVAL OF AGENDA** 00:00:50  
**Motion:** Move to approve the agenda for January 03, 2018, as presented.  
**Motion by:** Board Member Miller  
**Seconded by:** Board Member Hilty  
**Action:** Agenda for January 03, 2018, approved as presented.  
**Vote:** Aye: Unanimous **MOTION CARRIES**
- 3. APPROVAL OF MINUTES** 00:01:00  
**Motion:** Move to approve the minutes for October 18, 2017, as presented.  
**Motion by:** Board Member Kraft  
**Seconded by:** Board Member Miller  
**Action:** Approved the October 18, 2017, minutes as presented.  
**Vote:** Aye: Unanimous **MOTION CARRIES**
- 4. REPORT ON COMMITTEES** 00:01:27  
None
- 5. APPEARANCE OF INTERESTED CITIZENS–PUBLIC COMMENT** 00:01:30  
**Guest:** Pete Snook-DEACON **Topic:** “The Point at Glen Creek” Project  
**Comments and questions:** Snook, Hilty, Miller, Lewis
- 6. DISCUSSION/INFORMATION ITEMS** 00:26:05  
**Update on the West Salem Business District Zoning Code Clean-up Project**  
**Presentation by:** Tory Banford  
**Comments and questions:** Banford, Miller, Goss, Gorski  
  
**Update on the West Salem Redevelopment Grant Program** 00:30:30  
**Presentation by:** Tory Banford  
**Comments and questions:** Banford  
  
**Update: Addendum to the West Salem Business District Feasibility Study** 00:32:05  
**Presentation by:** Tory Banford  
**Comments and questions:** Banford, Miller, Gorski, Edelman, Hilty, Wuerch, Bondaug-Winn, Hannam, May, Goss, Kraft, Day

**Initial FY 18-19 Budget Discussion**

01:23:00

**Presentation by:** Tory Banford

**Comments and questions:** Banford, Gorski, Miller

**7. ACTION ITEMS**

None

**8. OLD/NEW BUSINESS**

01:28:00

**Schedule**

**Presentation by:** Tory Banford

**Comments and questions:** Banford, Gorski

**9. ADJOURNMENT: 09:00 a.m.**

**NEXT MEETING: February 7, 2018**

01:29:07

**Transcribed by:** Therese Van Vleet | **Reviewed by:** Anita Sandoval | **Edited by:** Tory Banford

DRAFT

## Summary of Public Outreach

January 23, 2018

In 2015, the West Salem Renewal Advisory Board (WSRAB) and the Salem City Council approved the [West Salem Business District Action Plan](#) (Action Plan), which recommends several changes to the property zoning in the business district area of Wallace Road NW, 2<sup>nd</sup> Street NW, and Edgewater Street NW to:

1. Simplify the zoning rules and process;
2. Enhance the character of the area; and
3. Prepare for future development

Extensive community outreach was conducted in 2014 and 2015 during the creation of the Action Plan, including public meetings and open houses to solicit input from residents and other stakeholders.

The West Salem Zone Code Clean-up project is the process to implement the zoning code changes recommended in the Action Plan. The public outreach for the Zone Code Clean-up Project began in late 2016, with presentations to WSRAB about the proposed changes. In early 2017, City staff met with key stakeholders from the area, including property and business owners and other community leaders, for in-depth one-on-one stakeholder interviews. Continuing throughout 2017, City Staff have met with additional stakeholders and presented information about the project at the West Salem Neighborhood Association and other community groups. At all of these meetings, staff both presented information and asked for input and ideas to incorporate into the proposed amendments.

A Technical Advisory Committee (TAC) made up of City officials also met throughout the summer of 2017 to write the specific code amendment language, based on the input received at the public outreach meetings and stakeholder interviews, and the Action Plan recommendations.

The public outreach and various technical work meetings for this project are outlined below.

### **Public Outreach to Date:**

- Ongoing updates at WSRAB meetings in 2016 and 2017
- One-on-one stakeholder interviews in early 2017 with 10 key community stakeholders
- Project webpage launched in early 2017, containing all up-to-date materials about the project ([bit.ly/codecleanup](http://bit.ly/codecleanup))

- April 3, 2017 - West Salem Neighborhood Association Meeting
- July 27, 2017 - West Salem Business Association Meeting
- Technical Advisory Committee (TAC) meetings June-September, 2017
- Meetings with DKS Associates traffic consultant summer and fall 2017
- September 5, 2017 - Expanded TAC meeting with Oregon Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT) officials
- September 19, 2017 - Edgewater Partnership Meeting
- October 18, 2017 - Joint Work Session of WSRAB and the key stakeholders (This was a public meeting that was advertised with a mailed postcard to all property owners, businesses, and residents within the vicinity)
- October 26, 2017 - West Salem Business Association Meeting
- November 7, 2017 - Salem Planning Commission Work Session
- December 9, 2017 - Release of informational video about the project on City of Salem social media pages and the project webpage
- December 12, 2017 - Edgewater Partnership Meeting (This meeting was advertised with a flyer hand delivered to all residential properties abutting the areas proposed for zoning changes)
- Complete draft code language made available on project website and emailed to key stakeholders for their review and comment
- Meetings with key stakeholders throughout January 2018 to discuss the draft code language
- Informational flyer with details about the proposed code amendments and invitation to property owner meetings mailed to all property owners in early January 2018
- Meetings with property owners on January 17, 18, and 19, 2018 to discuss the draft code language and gather feedback

### **Next Steps**

A complete draft of the proposed zone code language is now available for public review on the project webpage ([bit.ly/codecleanup](http://bit.ly/codecleanup)). City staff is collecting comments on the draft code language in January 2018, will make any necessary final edits, and then present the code amendments to the City Council for adoption in spring 2018.

### **Contact**

For additional information contact:  
 Bryan Colbourne, Project Manager  
 City of Salem Community Development Department  
[bcolbourne@cityofsalem.net](mailto:bcolbourne@cityofsalem.net)  
 (503) 540-2363



## **ODOT 2015 Response to 2<sup>nd</sup> St NW At-Grade Intersection**

February 1, 2018

In the fall of 2015 the West Salem Business District Action Plan (Action Plan) was nearing completion and there were requests to evaluate a signalized at-grade intersection of 2<sup>nd</sup> St NW at Wallace Rd NW. ODOT issued the following response to meetings and requests on this topic. The matter has surfaced again related to the consideration of 2<sup>nd</sup> St NW extending over or under Wallace Rd NW. ODOT and Public Works have reiterated the same concerns today as they did in 2015.

During the January 2018 meeting, WSRAB members also expressed interest in understanding the transportation improvement options that were evaluated in the Action Plan that resulted in the recommendation for the under-crossing. Scott Mansur of DKS Associates was the traffic engineering consultant for the Action Plan as well as the Feasibility Study. He has agreed to be available for the March 2018 WSRAB meeting to share some of the background and answer questions from the board.





# Oregon

Kate Brown, Governor

## Department of Transportation

### Region 2 Tech Center

455 Airport Road SE, Building A

Salem, Oregon 97301-5397

Telephone (503) 986-2990

Fax (503) 986-2839

**DATE:** September 8, 2015

**TO:** Julie Warncke  
City of Salem Transportation Planning Manager

Kevin Hottmann, PE  
City of Salem Traffic Engineer

**FROM:** Julie Infante, PE, PTOE  
Region Signal Operations Engineer

**SUBJECT:** Wallace Road at Edgewater Street/Marine Drive Concept  
Review Comments

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ODOT Region 2 Traffic has reviewed the conceptual proposal of a signalized intersection of Wallace Road with a realigned Edgewater Street and a new city street (Marine Drive). As a result, we submit the following comments as input to the City's plan. We have numerous concerns about this concept.

It is undesirable to have three large signalized intersections so close together (within 1,600 feet), as it difficult to ensure adequate progression of through traffic. When progression cannot be maintained, overall delays and queue lengths increase. Vehicles on Wallace Road would likely be forced to wait through multiple long cycles in order to progress through each intersection. This added congestion would propagate longer queues down the approaches, making it very difficult for traffic from the side streets and driveways to enter or cross Wallace Road between the Marion Street Bridge and Orchard Heights Road.

The existing Wallace Road and Edgewater Street intersection operates as a two-phase signal with approximately one-half of the signal's green time allotted to each southbound Wallace Road and Edgewater Street while northbound Wallace Road operates as a free movement. The proposed four-leg intersection of Wallace Road and Edgewater Street/Marine Drive would operate as an eight-phase signal, with less available time for Wallace Road through movements because of serving the other approaches and all movements. Additionally, the interruption to northbound Wallace Road traffic flows would be closer to the Marion Street Bridge. This situation would significantly increase the length of queues on the Marion Street Bridge, likely into the operational areas of OR 22.

The proposed intersection would serve the Union Street Pedestrian Bridge/Trail. This would introduce conflicts from a relatively high number of vulnerable users (pedestrians and bicyclist) to a large intersection also serving a high demand of vehicular traffic. The amount of signal phase time needed to safely accommodate pedestrians crossing Wallace Road would take substantial green time away from the Wallace Road through movements and traffic turning onto Wallace Road from Edgewater Street and Marine Drive.

As a result of more congestion in this corridor, we would anticipate drivers to be more likely to seek alternatives to standing in increased delays on Wallace Road. Such drivers may choose to utilize local roads, such as the proposed Marine Drive to the east of Wallace Road, with the intent of returning to the highway at another point, such as at Glen Creek Road. An increase in side-street traffic would add to queues or require more available green time. This would further increase overall delay and queue lengths throughout this corridor.

In summary, Region Traffic has significant concerns and cannot support this proposal. The proposal would replace the existing signal, with a much more complicated and less efficient signal to the north, resulting in substantial increases in delay and queue length, especially across the Marion Street Bridge. We thank you for the opportunity to review and comment on this proposal and appreciate your continued partnership to providing a safe, efficient, transportation system that supports economic opportunity and a livable community within the City of Salem. If there are any questions regarding these comments or you would like to discuss further, please contact me by phone at (503) 986-2826 or by email at [Julie.K.Infante@odot.state.or.us](mailto:Julie.K.Infante@odot.state.or.us).

Cc: Angela Kargel, Region Traffic Manager  
Dorothy Upton, Region Traffic Engineer  
Tim Potter, Area Manager  
Don Jordan, District Manager





# Oregon

Kate Brown, Governor

## Department of Transportation

### Area 3 Manager

885 Airport Road SE, Building P  
Salem, Oregon 97301-4788  
Telephone (503) 986-2900  
Fax (503) 986-2881

To: Julie Warnke  
City of Salem Transportation Planning Manager

Oct. 24, 2015

Subject: Wallace Road at Edgewater/Marine Drive

Julie,

On Sept 23<sup>rd</sup>, I met with Polk County Commissioner Craig Pope, Dan Clem of the Chamber of Commerce, and the manager of the West Salem Les Schwab Tire Center to discuss a different concept of getting traffic from east to west across Wallace Rd in the vicinity of Edgewater/Second/Marine Drive.

ODOT's Region 2 Signal Operations Engineer, Julie Infante, had provided a letter regarding a general review of the concept. The gentlemen asked for my views of the comments made. I listened to their view of how the "at grade" connection would be better than the undercrossing concept that had been developed for the West Salem Business District Action Plan. The group asked that I revisit the letter and see if I had a different view.

I have just sat down with the traffic professionals within Region 2 to make sure I understood the concept, and how the ideas presented by the three gentlemen might alter the outcome. Two specific features pointed out were the possibility of a dedicated free right-turn lane from the Marion St. Bridge to Marine Dr., and also the potential impact of diverted traffic to/from Taggart that might use this new signalized intersection.

I am now convinced that any signalized intersection that near to the terminus of the bridge would have a negative impact on flow of traffic across the bridge and on Wallace Road. Even though a large portion of the traffic would potentially want to go to Glen Creek, and could do so via the dedicated right to Marine Dr., the amount of "weave" that would take place on a short 5 lane structure would be untenable. There is already a significant safety issue with weave on the bridge (the bridge is a Top 5% SPIS site), and adding a new right-turn lane on Wallace Road in proximity to the bridgehead would exacerbate that.

If the City or others wish to model this proposal's traffic impacts, ODOT staff would be happy to review any technical documents provided by the City's engineers or consultants. We have spent many hours in the past decade and more looking at congestion at the bridgeheads. We have gotten significant push from the local population regarding the issue of improving flow within that bridgehead zone. ODOT has a primary consideration in improving flow on Marion St. Bridge, and collectively the City and ODOT have spent a tremendous amount of time and money to do so. I am now convinced that a new "at grade" intersection at the terminus would be counter to all that effort.

After careful discussion and review, I support the views expressed by Ms. Infante in her letter of Sept. 8, 2015.

Regards,

Tim Potter  
Mid-Willamette Area Manager, ODOT Region 2

cc. Dan Fricke, Area Planner  
Angela Kargel, Region Traffic Manager

**Anticipated New Projects**

Project	Scope	URA Plan ?	Support	Cost	Comments
Prepare for the design of 2nd St NW and the crossing of Wallace Rd NW	Set aside a portion, \$1,500,000, in preparation for engineering design of 2nd St NW and the crossing of Wallace Rd NW	Yes	TBD	\$1,500,000	Set aside partial funding in preparation for Agency decision

**Existing Projects that can be Re-Capitalized**

Project	Scope	URA Plan ?	Support	Cost	Comments
Redevelopment Grant Program	Recapitalize to prepare for new applicants	Yes	WSRAB	\$700,000	Some carryover from FY 17-18 expected; currently about \$300,000 available, maintain around \$1,000,000 for future applicants

**Other Possible Projects**

Project	Scope	In URA Plan?	Support	Cost	Comments
Acquisition and Redevelopment Opportunity Fund	Set aside around \$100,000 per year to prepare for land acquisition or redevelopment opportunities	Yes	TBD	\$100,000	Retention of funds for opportunity property acquisition for redevelopment

**\$2,300,000 Total FY 2018-2019 project costs**

**Note: \$4 million in available funds for FY 2018-2019**