

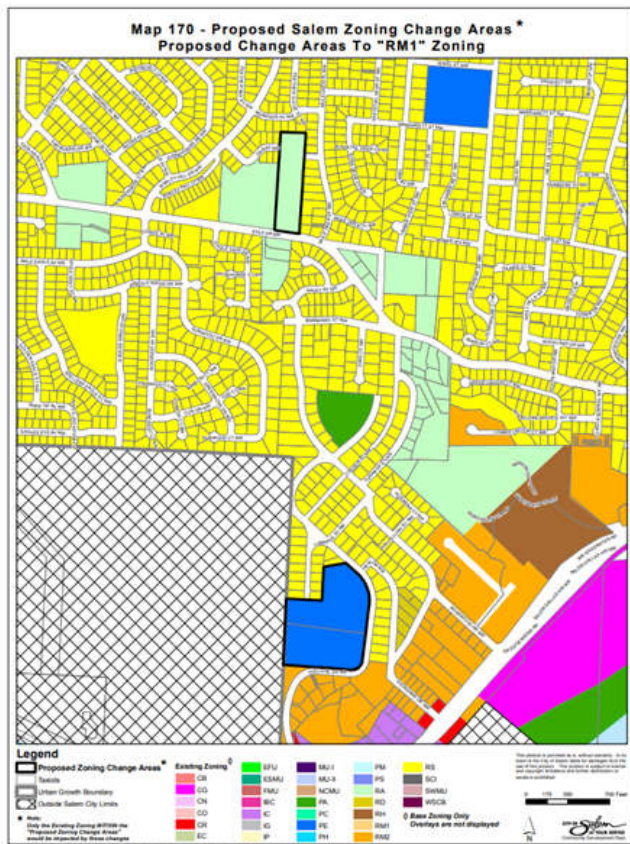
# Shelby Guizar

**From:** Nick Fortey <fortey.nick@gmail.com>  
**Sent:** Tuesday, March 15, 2022 4:08 PM  
**To:** Planningcommittee@cityofsalem.net; Lisa Anderson-Ogilvie; Shelby Guizar  
**Subject:** Planning commission written testimony

My name is Nick Fortey and I reside at 2165 Turnage Street NW in Salem; I wish to provide written comment on Our Salem adoption, specifically for the changes proposed to comprehensive plan zoning under Map 170, which seeks to change current PE zoning to RM 1 for a property on College Drive.

Thanks for the opportunity to provide comments!

The map, with changes, is shown below:



While understanding the need for more multifamily zoning in Salem I believe the proposed re-zoning of this property creates undue hardship on the surrounding, well-developed neighborhood and is incompatible with many of the stated goals. The existing property was developed as Salem Academy and now functions as a church. Providing for a zone change allowing substantially more development would be expected to create additional traffic and environmental impacts incompatible with stated goals (goal language is provided below with my comments in red):

- 3.1 Context-sensitive development: The City should encourage development to be responsive to the site and context, including the public realm, the area's cultural or historic identity, and natural features and

environment. In the case of College Drive, the existing narrow roadway and existing residential development would mean a street cross-section expansion to better accommodate vehicles, bicyclist and pedestrians would create large-scale impacts incompatible with the existing development.

- L5.1 Growth management: The construction of transportation facilities should be timed to coincide with community needs and when possible, funding opportunities, and should be implemented to minimize impacts on existing development. The issue here is that encouraging growth where there is existing infrastructure (e.g. arterials with bicycle lanes and sidewalks) minimizes costs, is more compatible with existing development, and facilitates delivery of projects. The existing cross section would not only require revision in front of the property but throughout the neighborhood until its connection with Eola at substantial expense and impact to the neighborhood.
- L 5.2 Development requirements: Improvements to the transportation system shall be required, in addition to those in or abutting a development, as a condition of approval of subdivisions and other intensifications of land use as needed. The changes needed to create a compatible network for users would be substantial and create significant impacts to a long-established neighborhood.
- L 5.3 Traffic impacts: Transportation System Development Charges shall be collected as defined by Oregon Revised Statutes and local government ordinances to mitigate traffic impacts placed on areawide transportation facilities by new development. The changes required to street cross-sections (widening existing narrow lanes and adding bicycle lanes and sidewalks) would be well in excess of normal development impacts and unlikely could be allocated to the development and would instead require substantial City investments.
- L 5.4 Alternative street designs: The City should support alternative street design standards that provide flexibility to address unique physical constraints and land use contexts. While alternative designs would be appropriate in the established neighborhood, trip increases would support changes that likely could not be accommodated through flexible design.
- N 1.7 Environmental impacts: The City shall take proactive measures to reduce the environmental impacts from City-funded programs and projects by ensuring that environmental resources are identified and evaluated for impacts early in the planning stage. Design, construction, and maintenance activities should avoid, minimize, or mitigate adverse environmental impacts. The existing narrow cross section with deep ditches would require a closed drainage system and expansion would impact existing roadways and a neighborhood with extensive tree cover.
- T 3 Neighborhood Traffic Management Goal: Preserve and enhance neighborhood livability and safety through community supported education, enforcement, and engineering measures that address vehicle speed and volume appropriate to the street's designated functional classification and land use context. The existing roadway classification (and its existing cross-section and operation) would not be compatible with accommodating the projected trips from rezoning.
- 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 existing network is relatively limited and would necessitate some traffic travel along local streets and would, absent a major investment, not encourage bicycling and walking.
- T 5 Bicycle System Goal: Accommodate bicyclists of all ages and abilities by providing a well-connected system of on- and off-street bicycle facilities that will encourage increased ridership, safe bicycle travel, and active transportation and will support public health. The existing system provides on-roadway cycling with hills and narrow cross-section that can function with existing low volumes but would be difficult with rezoning and traffic increases.
- T 6 Pedestrian System Goal: Accommodate pedestrians of all ages and abilities by providing a comprehensive system of connecting sidewalks, walkways, trails, and pedestrian crossings that will encourage and increase safe pedestrian travel and active transportation to support public health. To provide pedestrian accommodation, which is currently, in-the-roadway walking as there is not a shoulder on the majority of the local network, would be a major investment through the neighborhood.

- T 7 Transit System Goal: Support a public mass transit system that provides convenient, robust, and accessible transit services to residents throughout the Salem Urban Area, particularly in transportation-disadvantaged areas. **The narrow cross-section and lack of sidewalks are not supporting transit. Even with roadway upgrades it is unlikely the existing alignment would be supportive of transit connections thus requiring individuals to walk to Eola to a transit stop.**



Existing narrow cross section on College Drive (driveway to right is one providing access to subject property)