

Our Salem: Today



TAC and SAC Meeting: April 3, 2019

Meeting Agenda

- Project Update
- City Profile
- Greenhouse Gas (GhG) Inventory
- Draft Scenarios and Indicators
- Next Steps
- Public Comment (Last 15 Minutes)



What is a Comprehensive Plan?

Comprehensive plans...

- Are based on residents' and stakeholders' values and dreams
- Provide a shared vision for the city to guide future growth and development
- Provide policies and action items to implement the shared vision



Salem's Comprehensive Plan Update Process

Phase 1
Existing
Conditions +
Scenarios

Fall 2018 – Spring
2019



Phase 2
Community
Vision

TBD



Phase 3
Update Comp
Plan

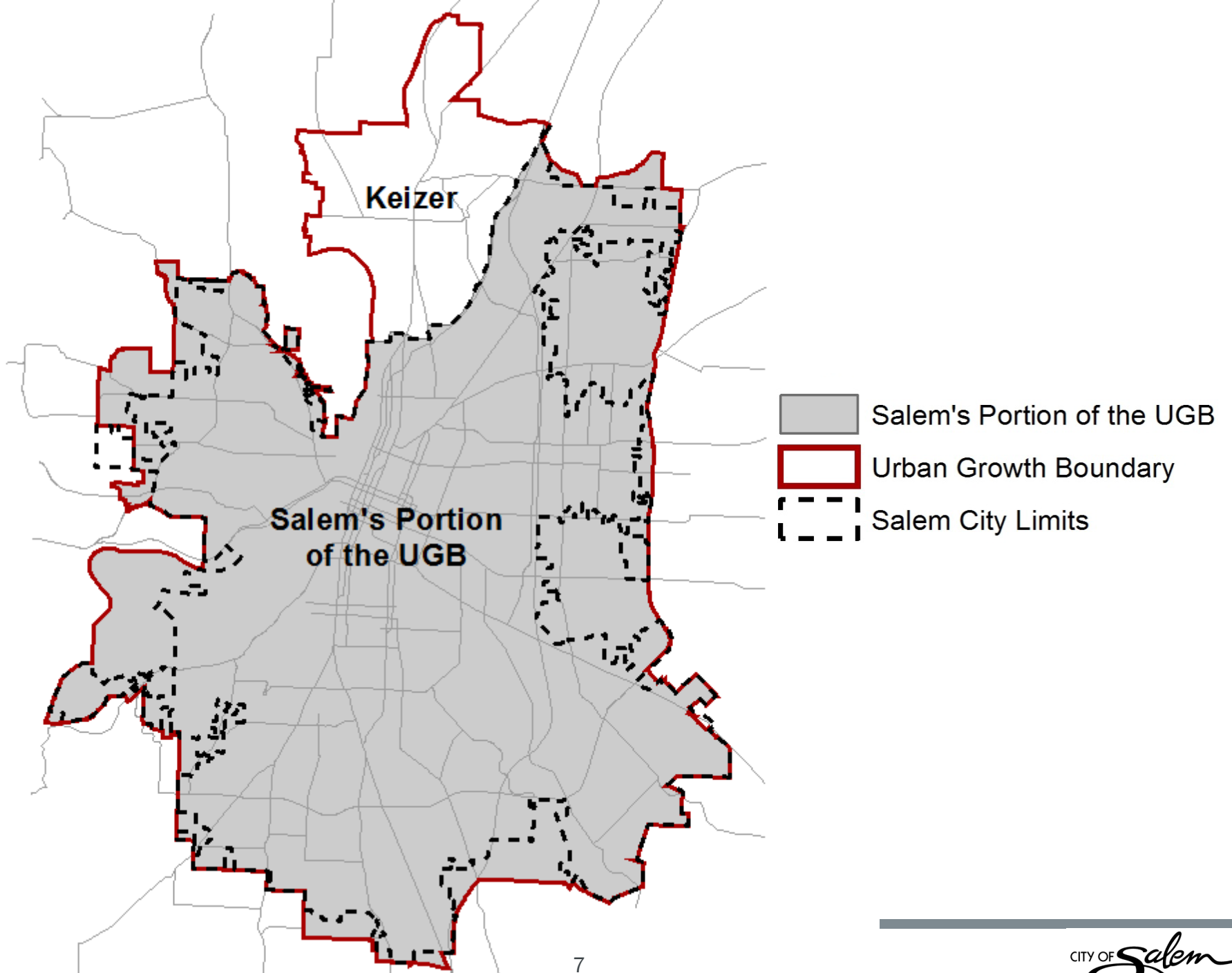
TBD

Process and Schedule

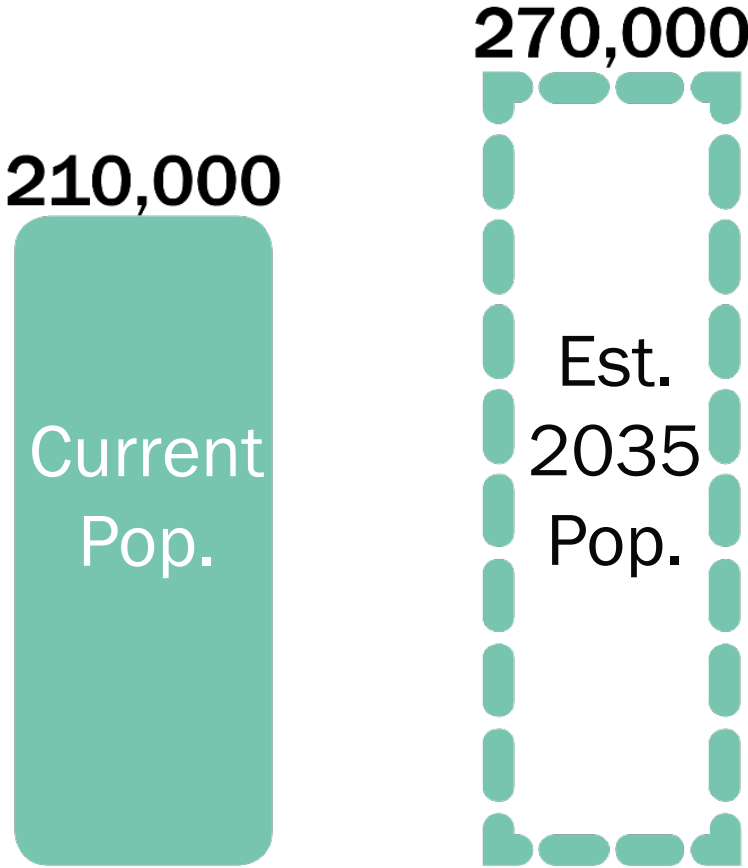




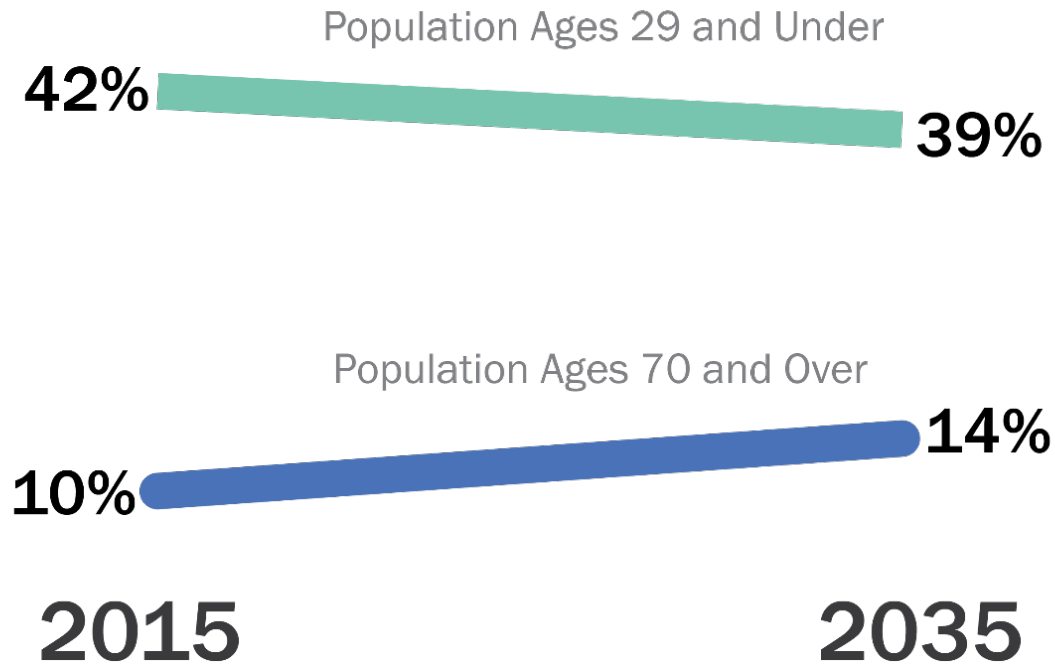
City Profile



60,000 more people by 2035

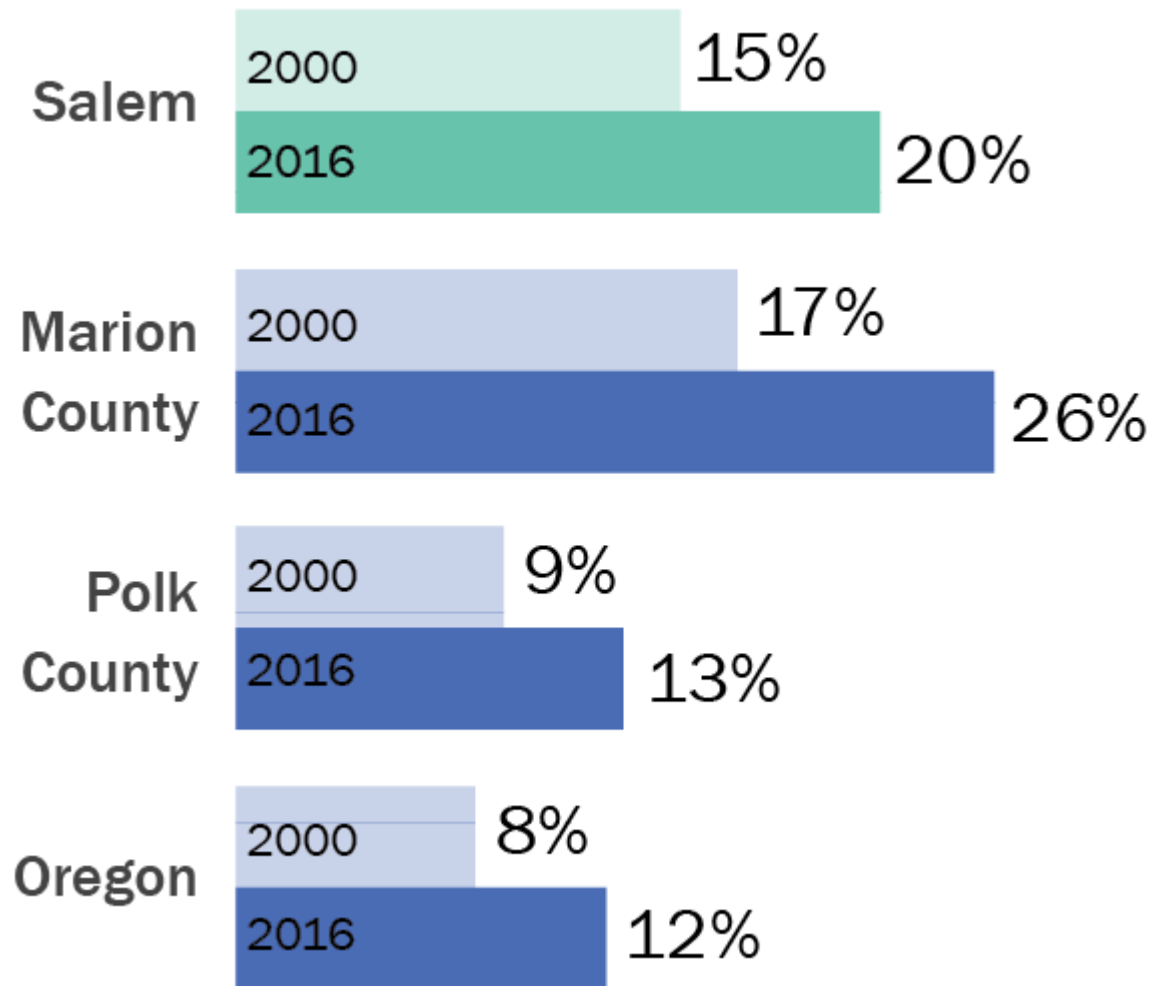


Salem's Population is Aging

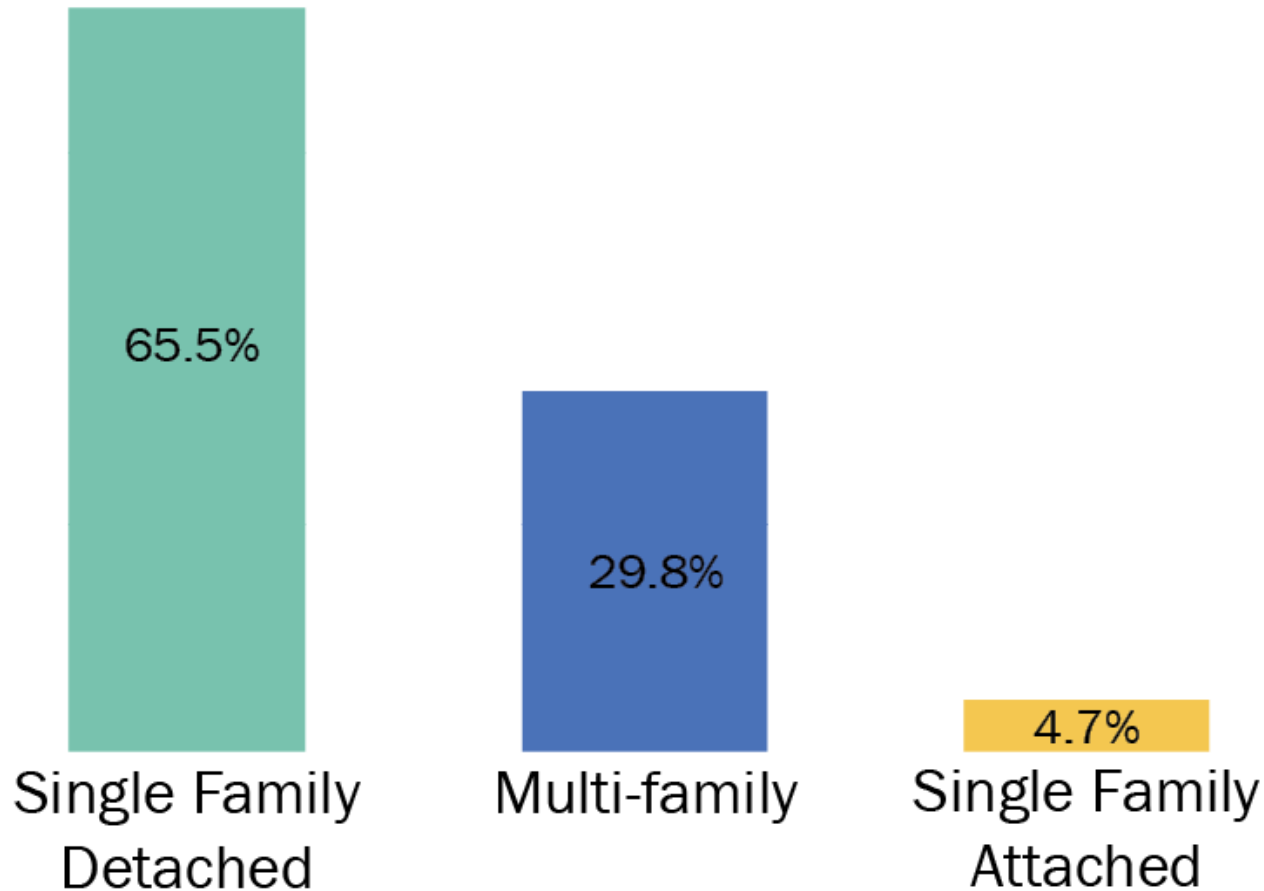


Source: 2015 Salem Housing Needs Analysis

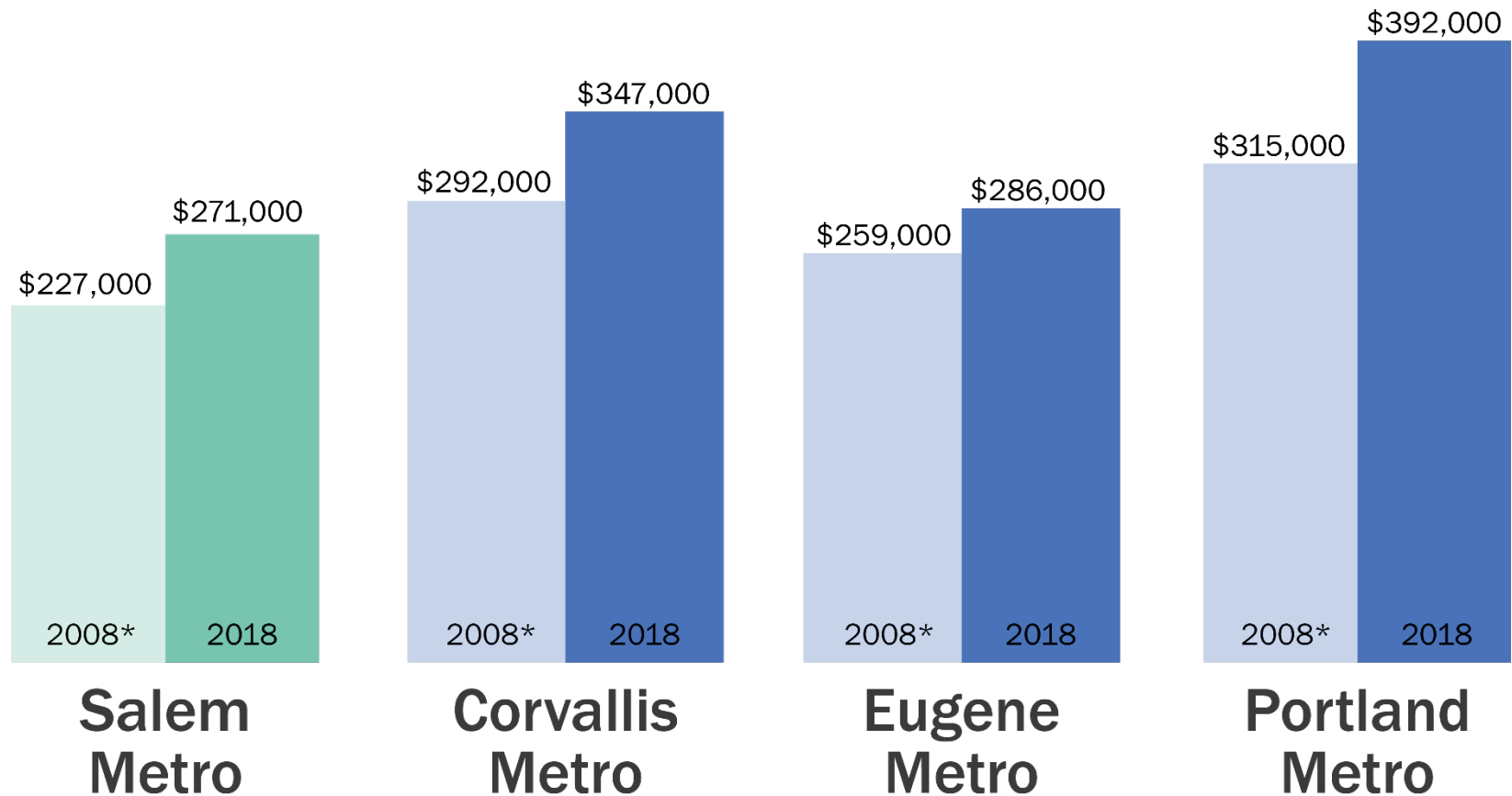
Hispanic/Latino Population is Increasing



Salem has a mix of housing types



Housing prices are rising following regional and national trends



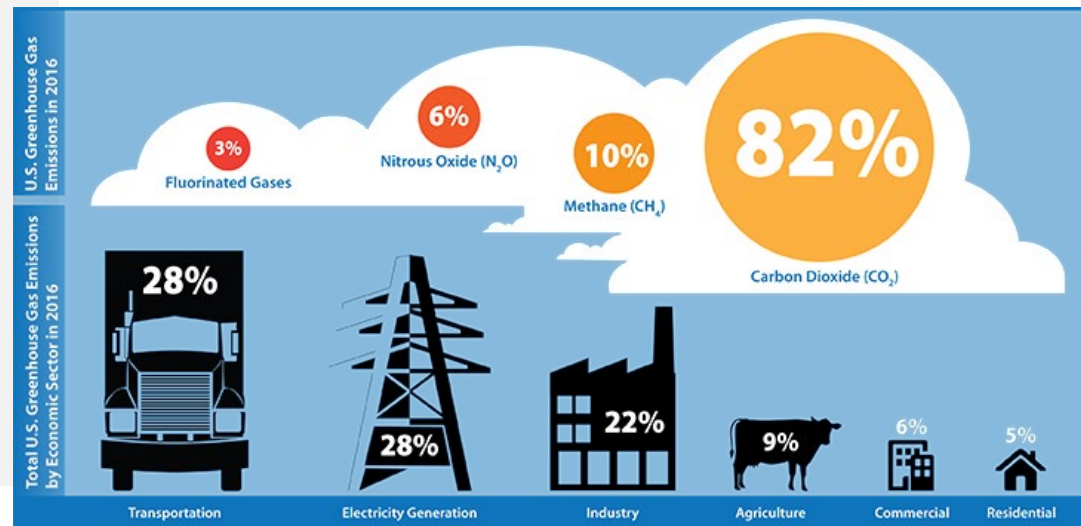
*2008 prices are adjusted for inflation



Community Greenhouse Gas (GhG) Inventory

What is a Community Greenhouse Gas (GhG) Inventory?

- Greenhouse gases absorb and emit the sun's energy.
- GhG inventories are a full accounting of these gases emitted into and removed (sequestered) from the atmosphere.
- A community GhG inventory tracks emissions and sequestration associated with activities that occur within a city, county, or region.

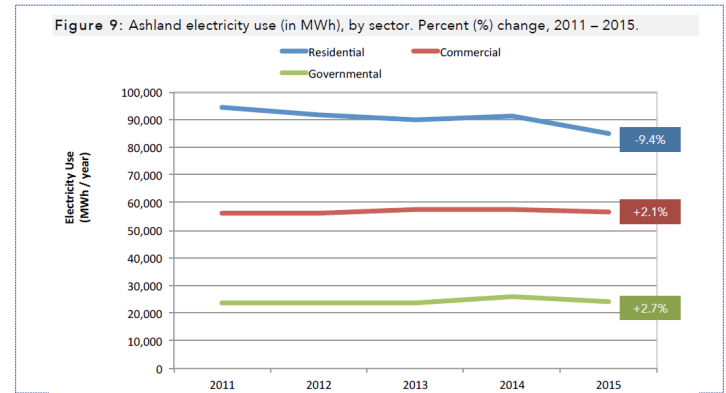


Why Create a Community GhG Inventory for Salem?

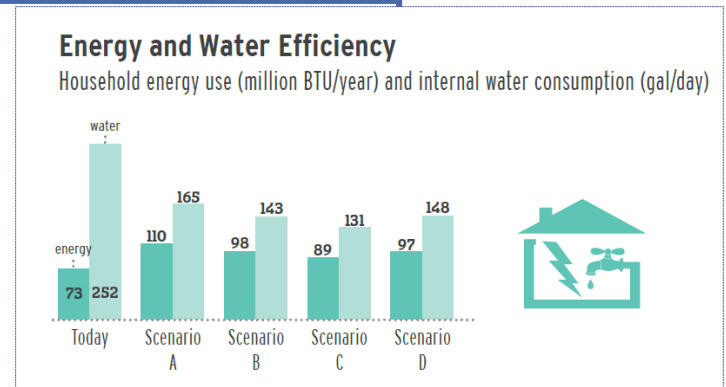
Track progress over time

- Develop policies around GhG reduction targets.
- Identify activities, industries, and housing types that provide GhG reductions benefits.

Set a baseline for scenarios

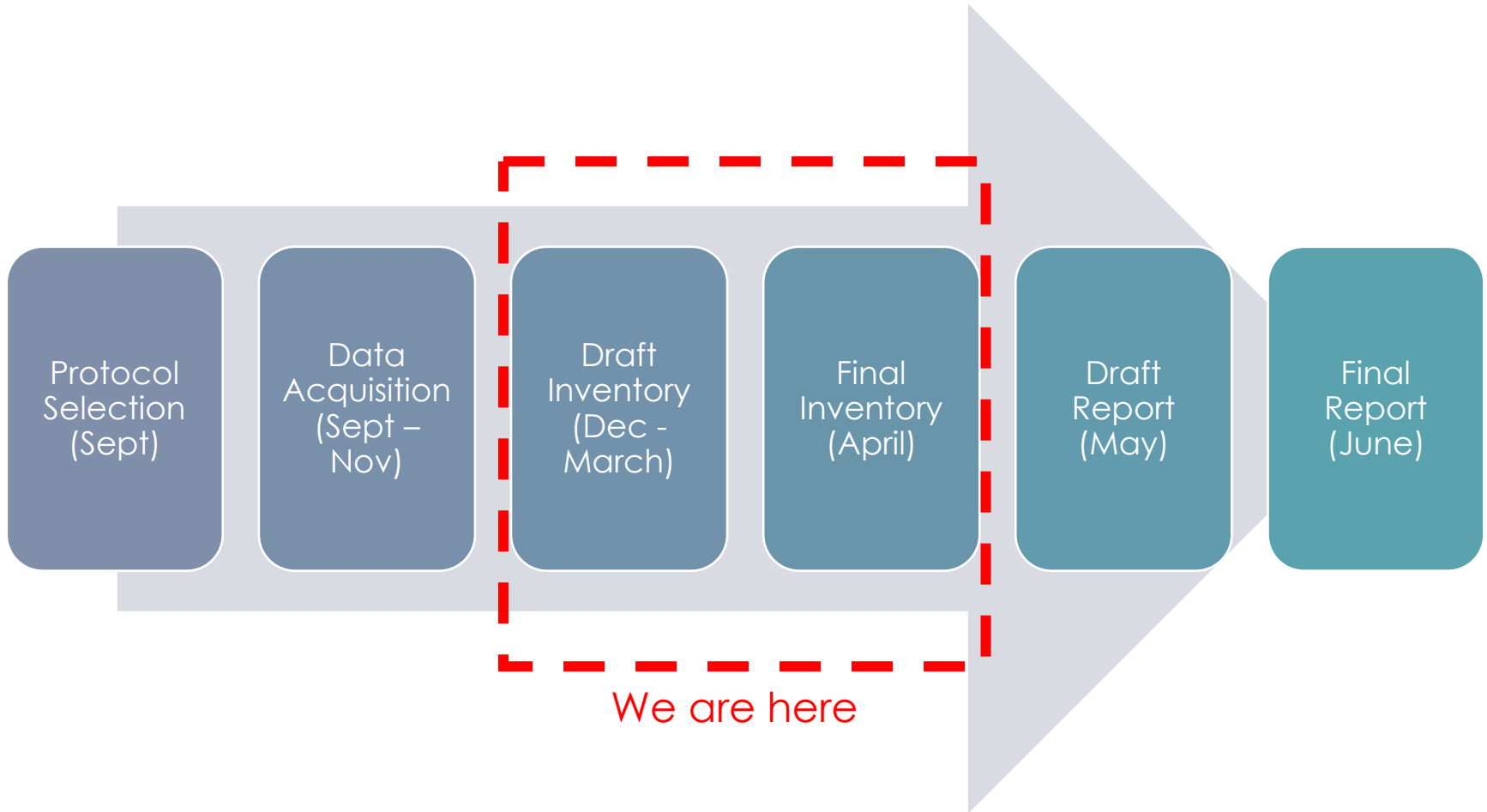


City of Ashland GhG Inventory (2016)



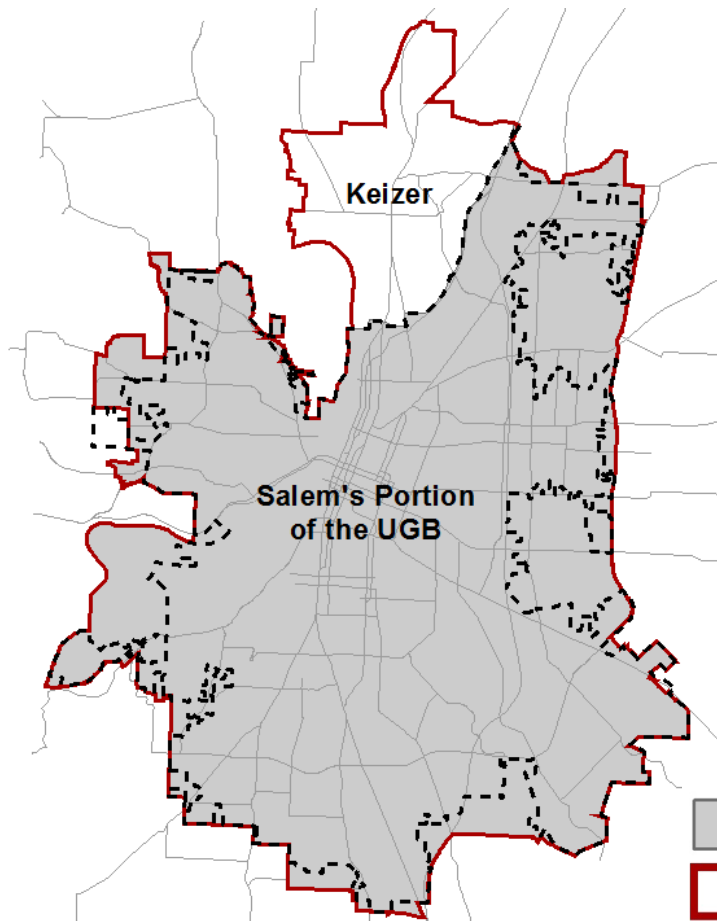
Hearland 2050 Regional Vision (Omaha, NE)

Progress To-Date

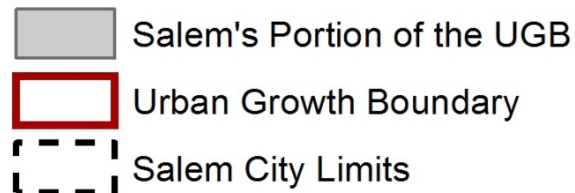


We are here

Scope of Salem's GHG Inventory



- Community-Scale GHG Inventory
- Not consumption-based



Six Emissions Categories / 3 Scopes

SCOPE 1

TRANSPORTATION



Passenger and freight vehicle miles traveled within Salem UGB.

RES / COMMERCIAL FUEL



Combustible fuel use in residential and commercial buildings.

WATER AND WASTEWATER



Water supply and wastewater generation within Salem UGB.

SCOPE 2

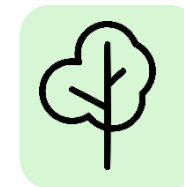
ELECTRICITY GENERATION



Electricity generated by PGE and Salem Electric to customers within Salem UGB.

SCOPE 3

AGRICULTURE / URBAN FORESTRY



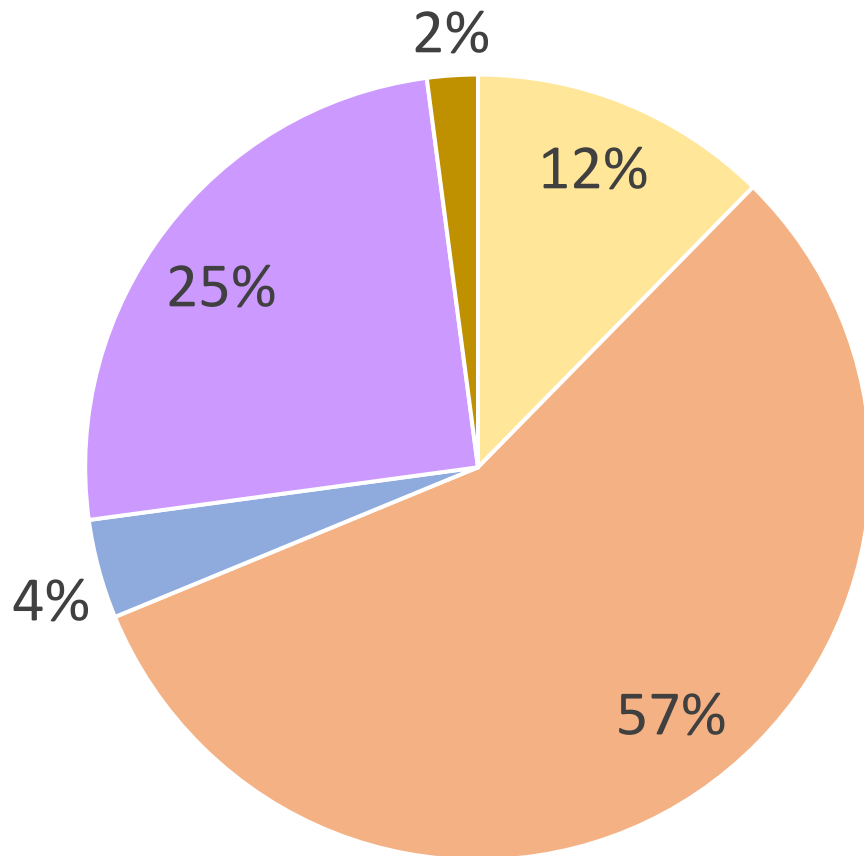
Carbon released by agricultural fertilizer and carbon removed from urban tree cover.

WASTE GENERATION



Solid waste sent to landfills and waste-to-energy facilities.

Total Emissions by Source



1.72 Million MT CO₂e
8.2 MT CO₂e per Capita

SCOPE 1

- Res / Commercial Fuel
- Transportation
- Water and Wastewater

SCOPE 2

- Electricity

SCOPE 3

- Waste Generation

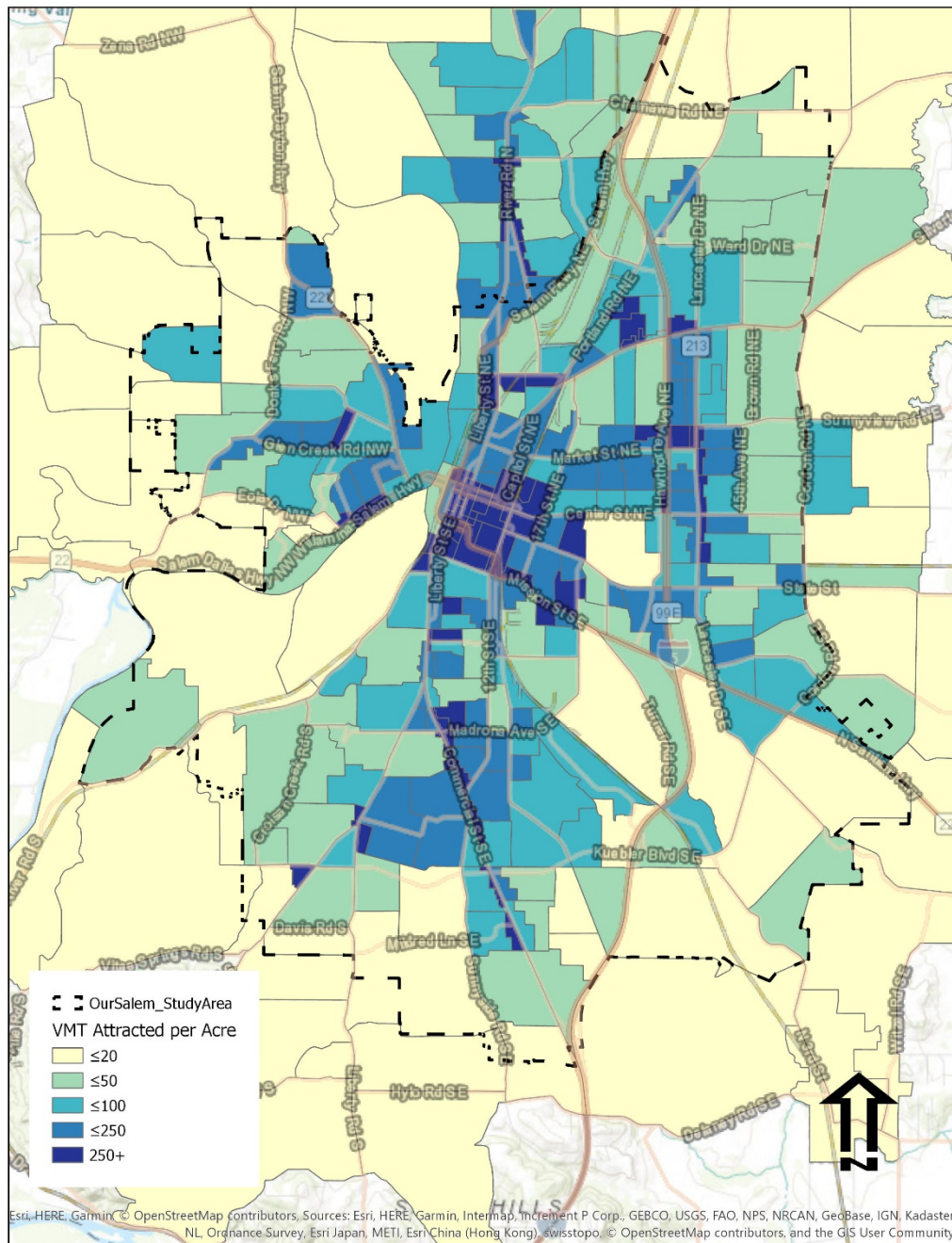
DOES NOT INCLUDE
23,685 MT CO₂e SEQUESTERED
FROM TREE CANOPY



Transportation Emissions

960,000 MT CO₂e
4,624,776 Average Daily VMT

- Includes trips going into the Salem UGB or originating from the Salem UGB
- Does not include through-trips
- Includes flights to/from Salem municipal airport



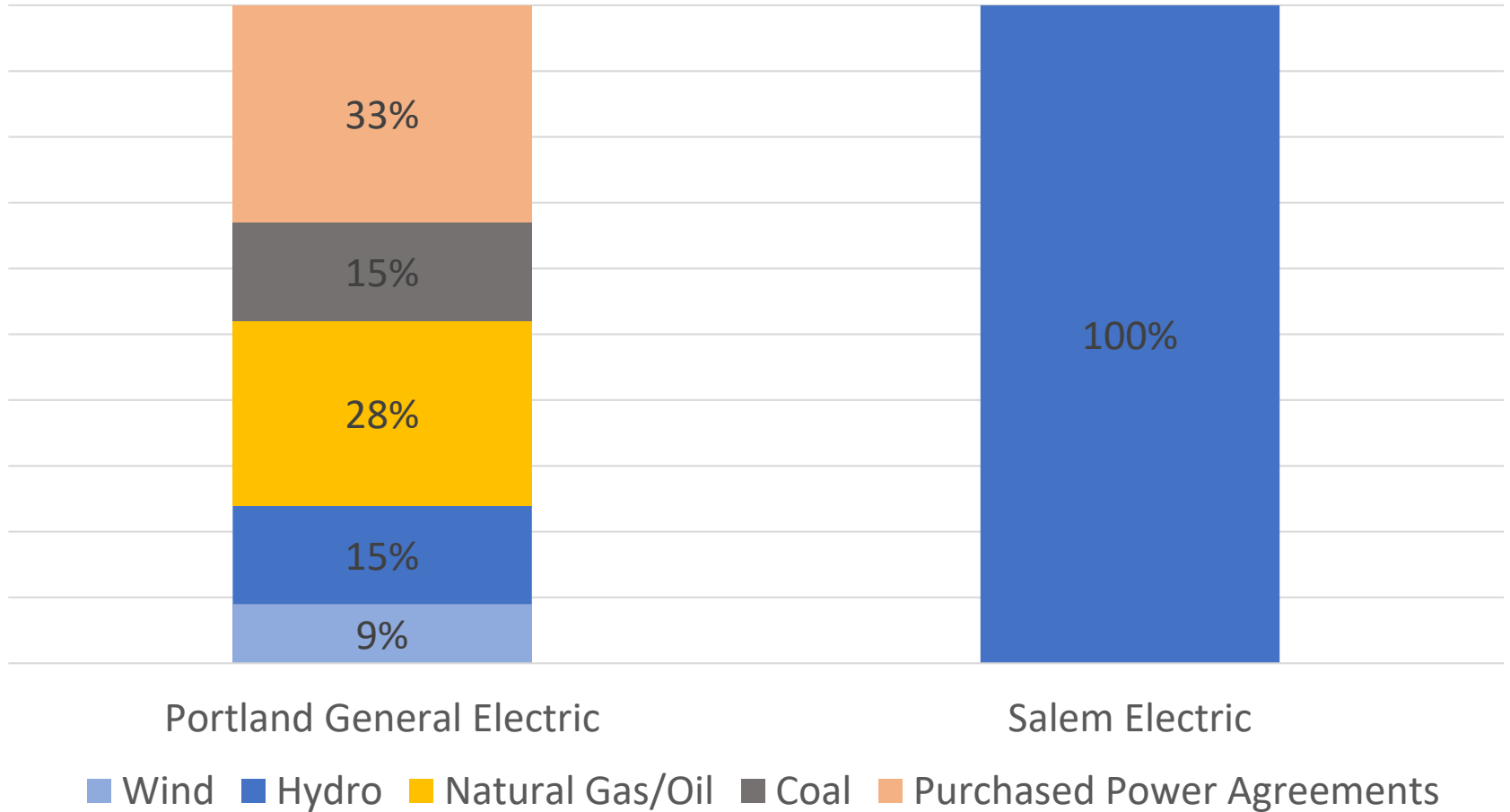
DRAFT RESULTS
SUBJECT TO REVISION

Source: Cascadia Partners and MWVCOG



Electricity Emissions

Electricity Fuel Mix

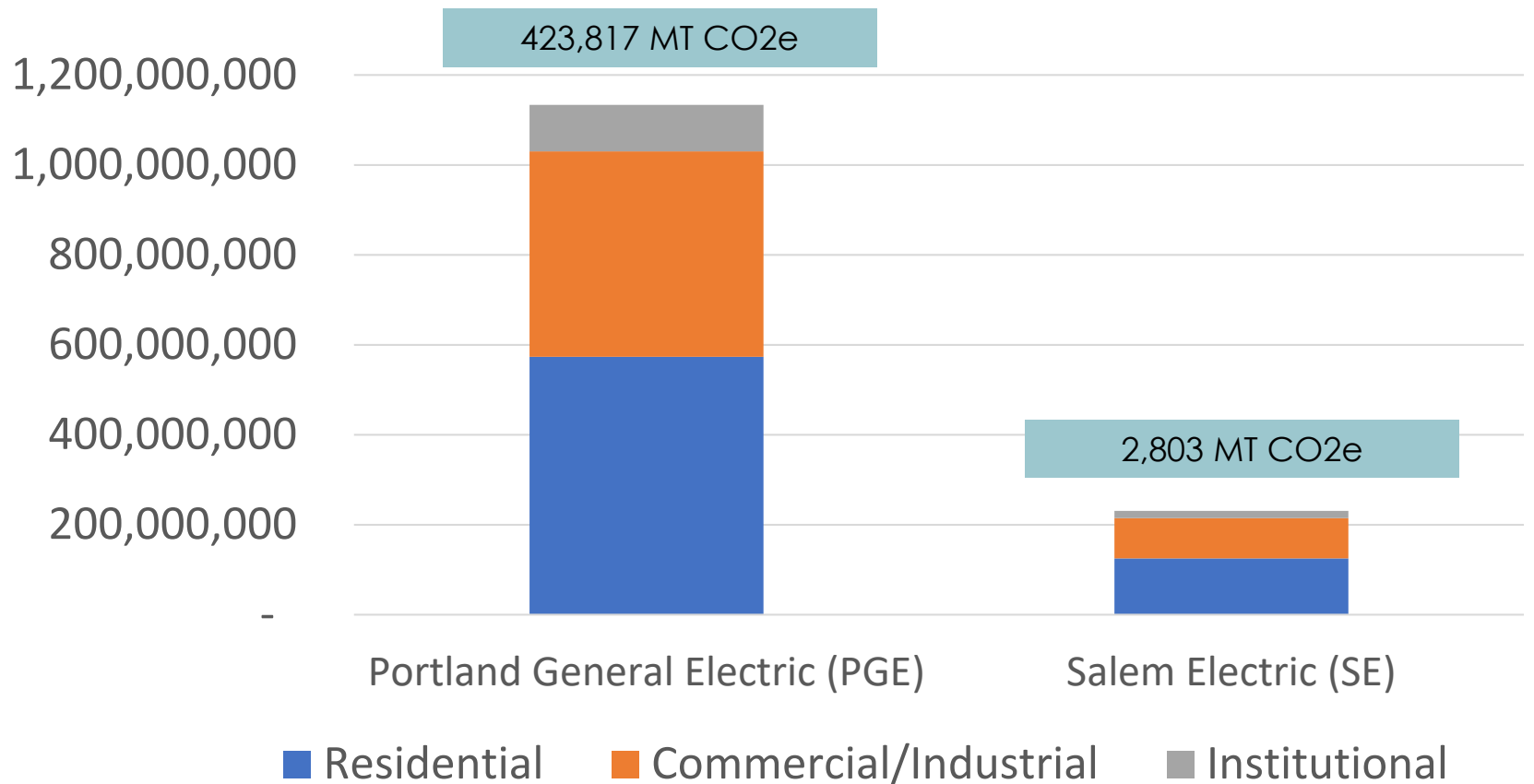


DRAFT RESULTS
SUBJECT TO REVISION



Electricity Emissions

Electricity use data by sector and utility (kWh)



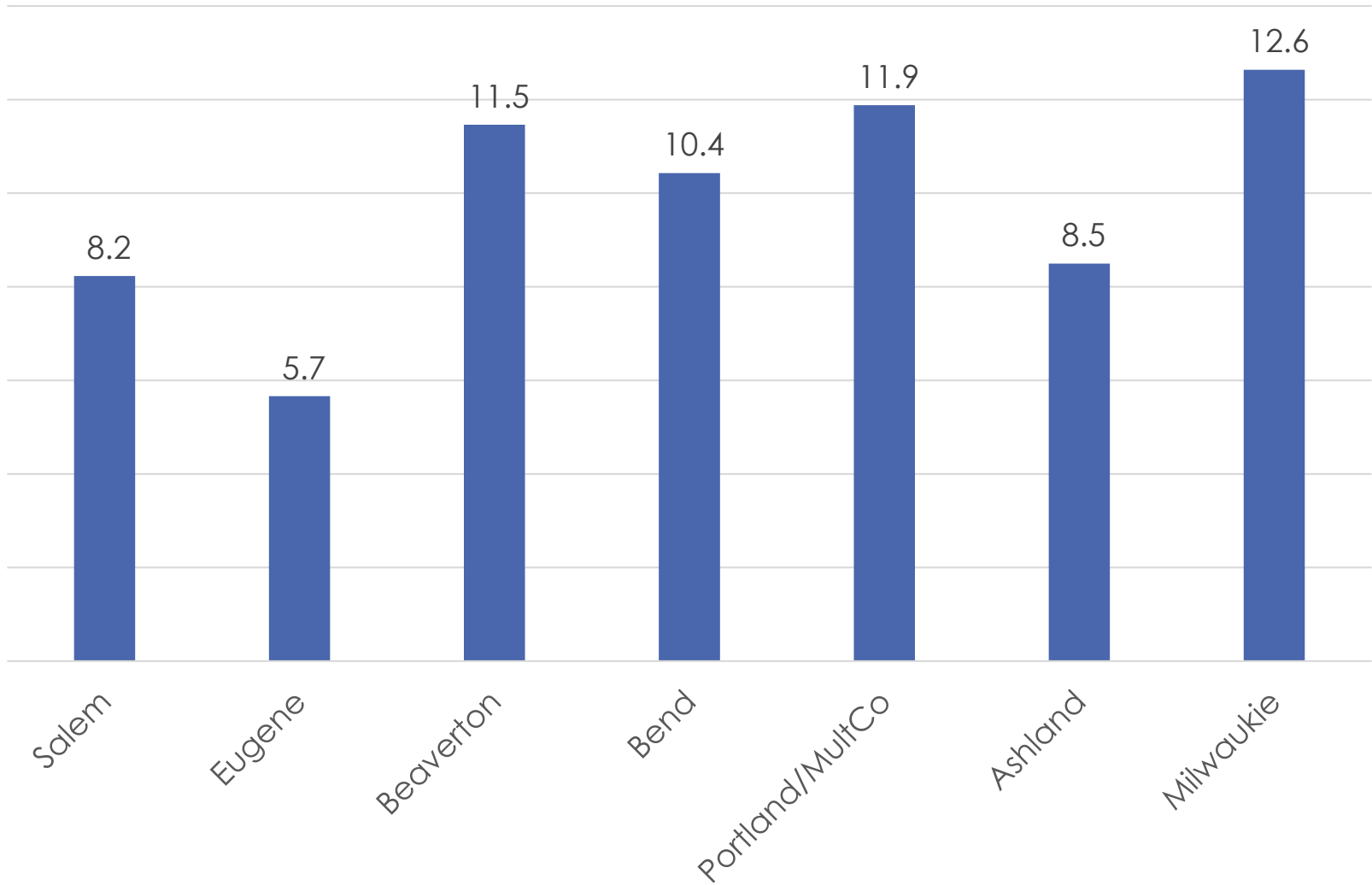
Comparing the Draft Inventory to Other Oregon Communities

Community	Most Recent Inventory Year
Salem	2016
Eugene	2015
Beaverton	2013
Bend	2016
Portland / Multnomah County	2008
Ashland	2015
Milwaukie	2016

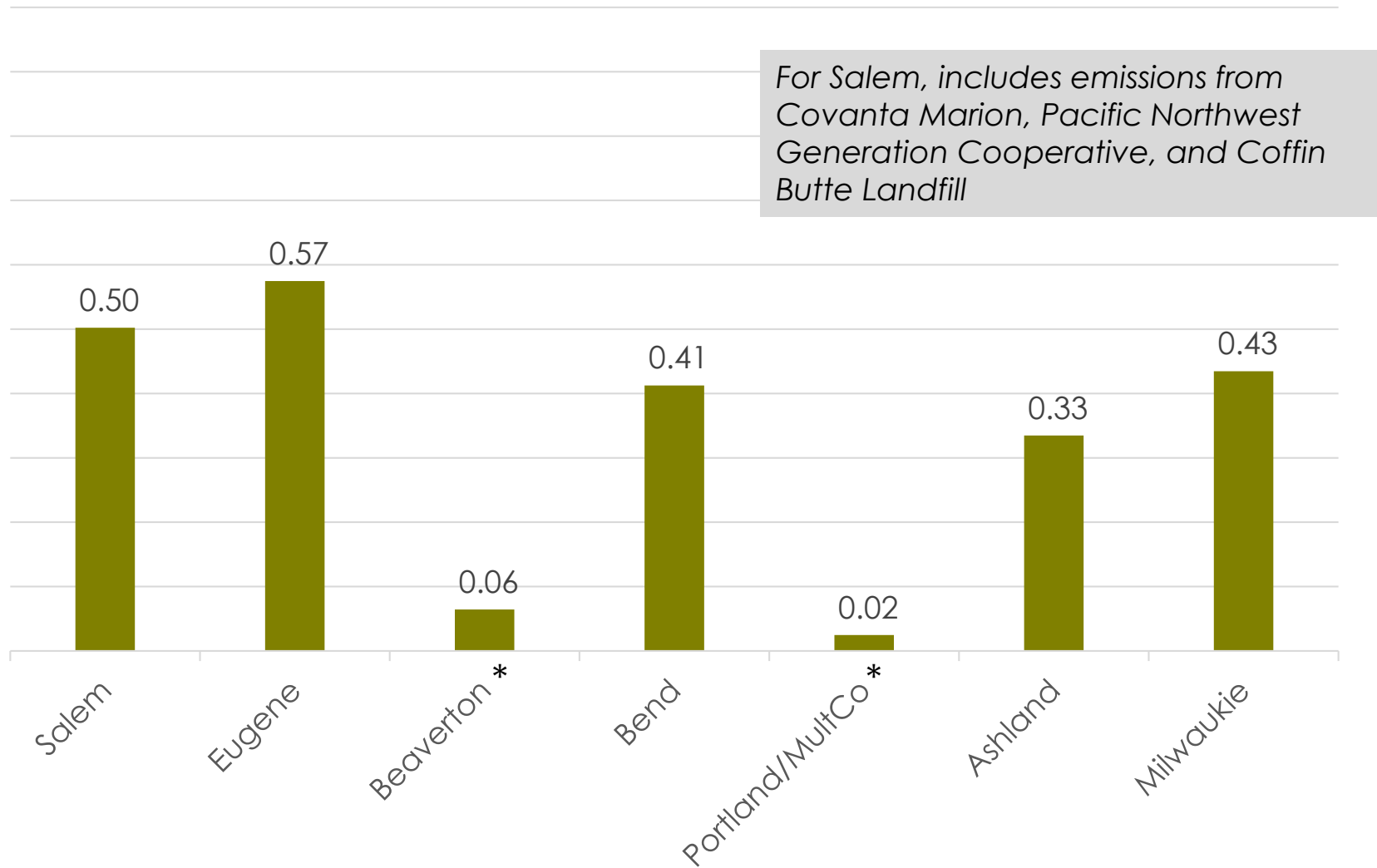
Caveats:

- Every community is different
- Some data is older
- Minor inconsistencies between inventories

Per Capita Emissions (MT CO₂e)



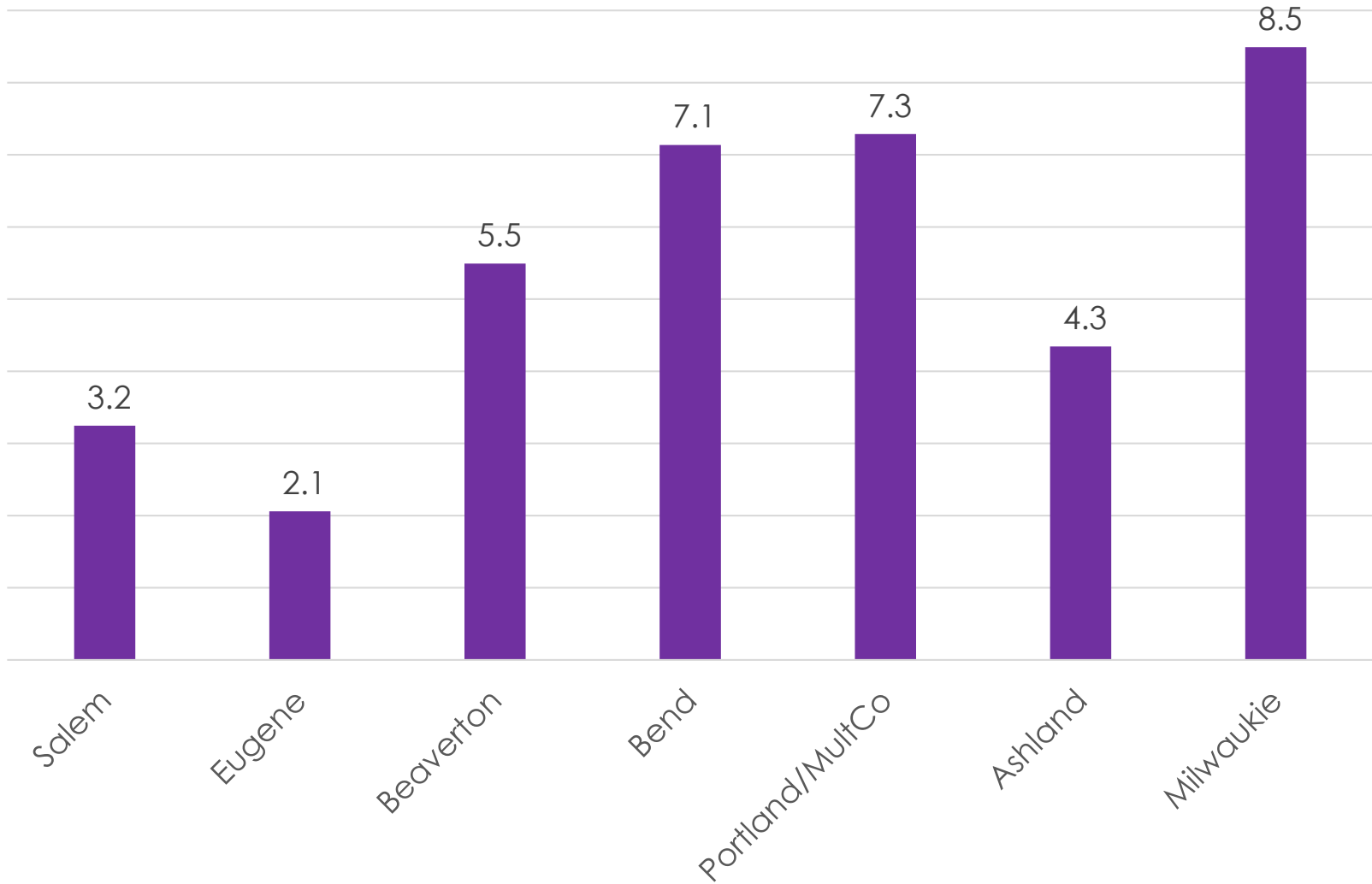
Per-Capita Waste Emissions (MT CO₂e)



*May be inconsistent due to GHG reporting standards used

DRAFT RESULTS
SUBJECT TO REVISION

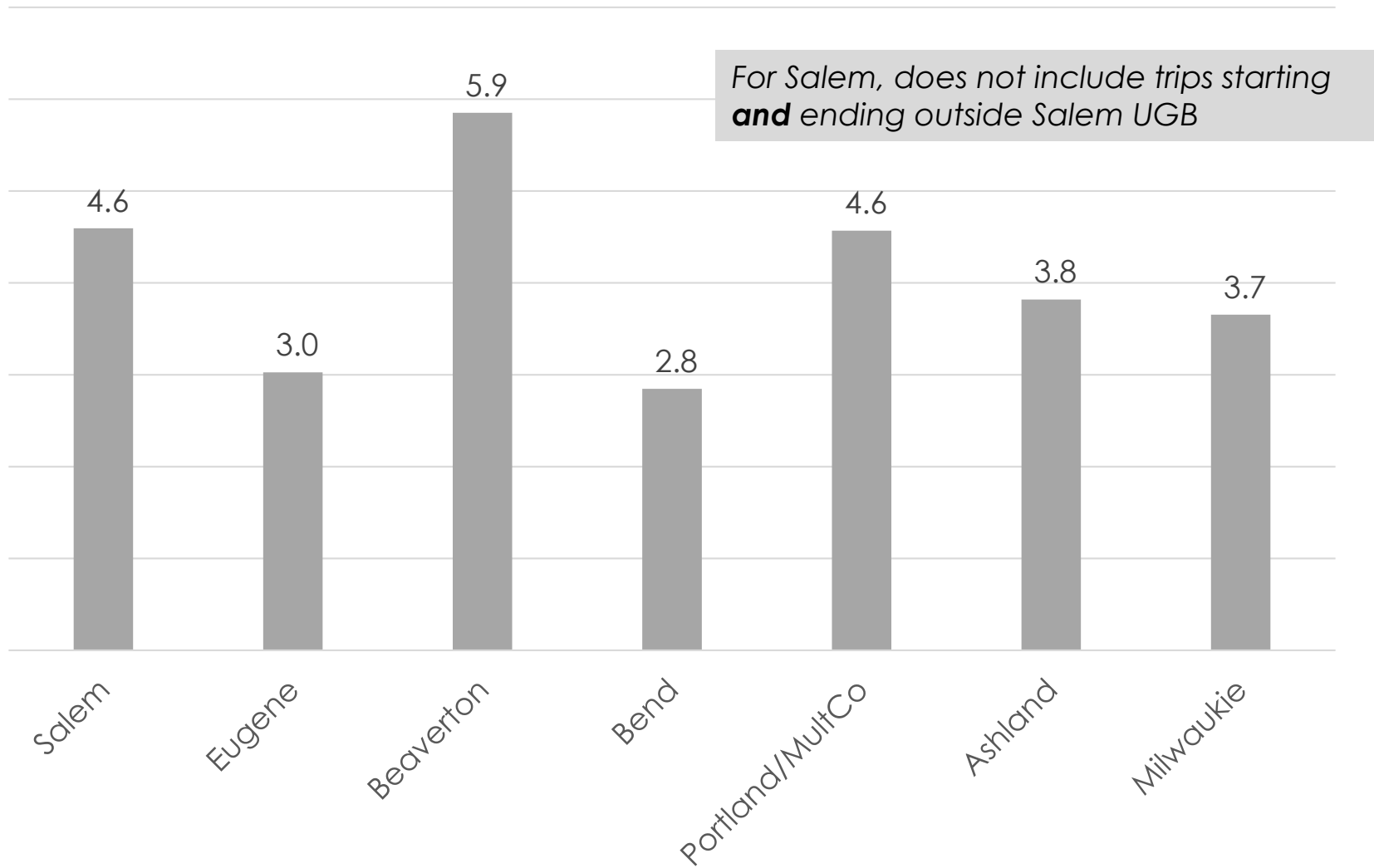
Per-Capita Energy* Emissions (MT CO2e)



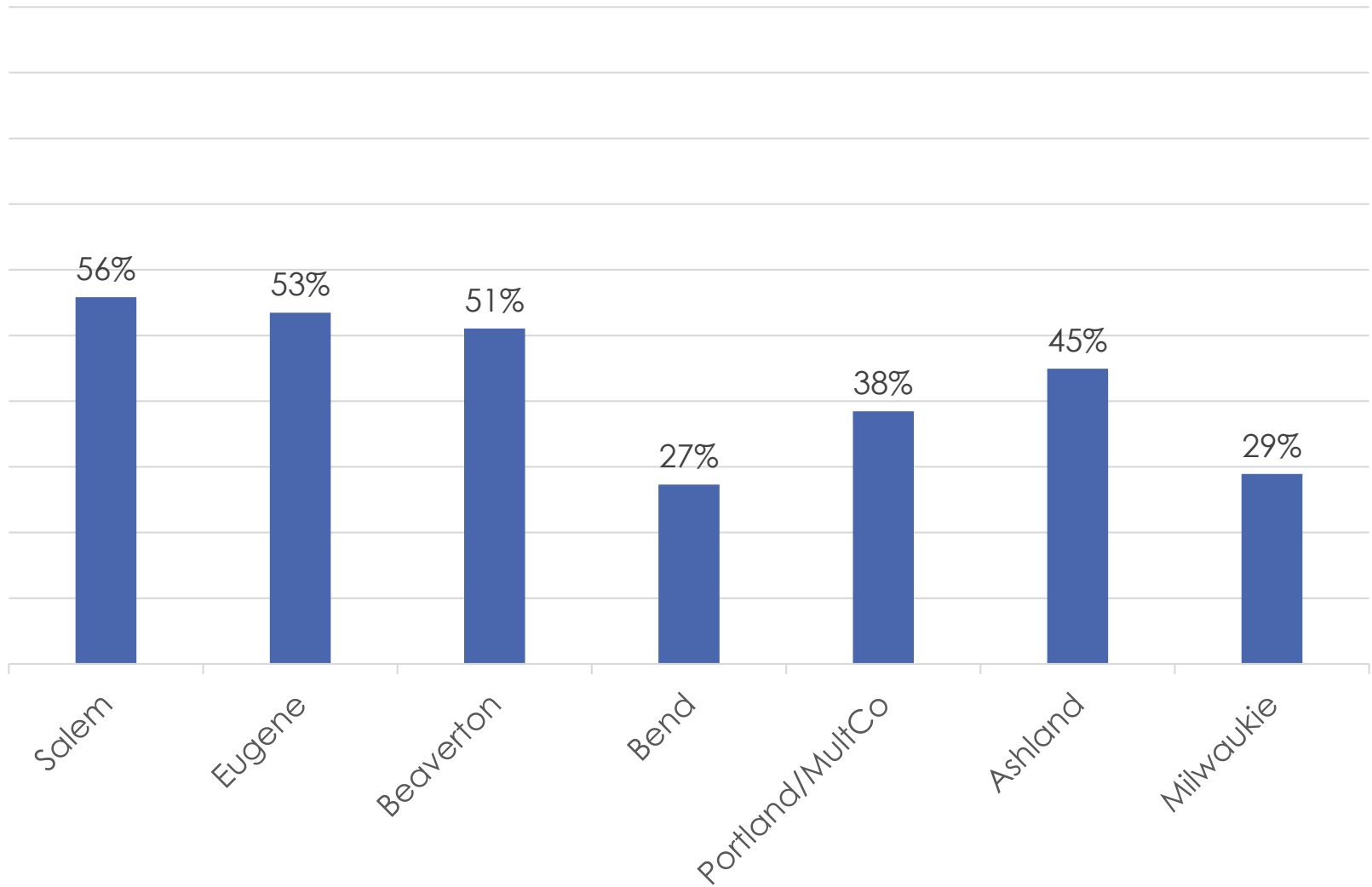
**Stationary consumption of electricity,
natural gas, and other fuels*

*DRAFT RESULTS
SUBJECT TO REVISION*

Per-Capita Transportation Emissions (MT CO₂e)



Transportation Emissions as Share of Overall Emissions



Next Steps

For Us:

- We will finalize the GHG inventory
- Prepare a summary report
- Prepare a technical memorandum

For You:

- Continue to track future progress
- Potentially look back to assess trends
- Identify policies that could impact community GHG emissions

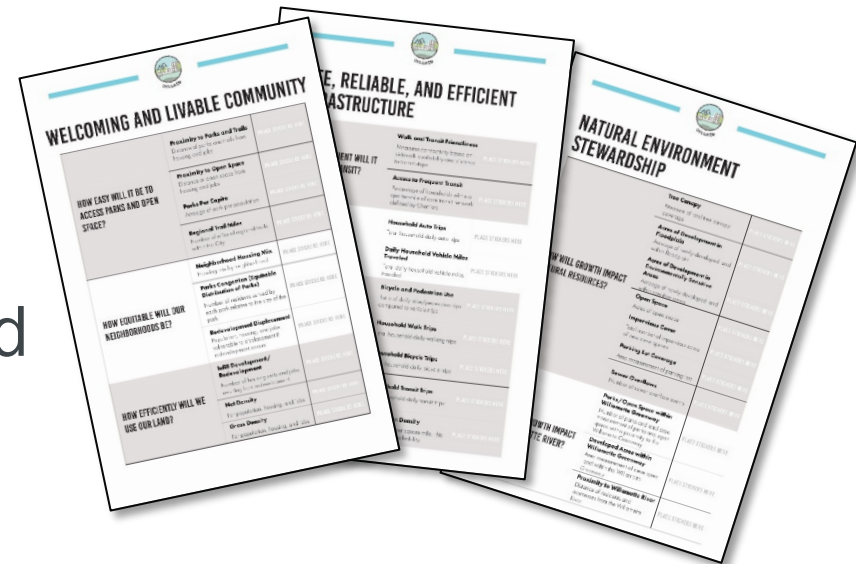


Indicators and Scenarios

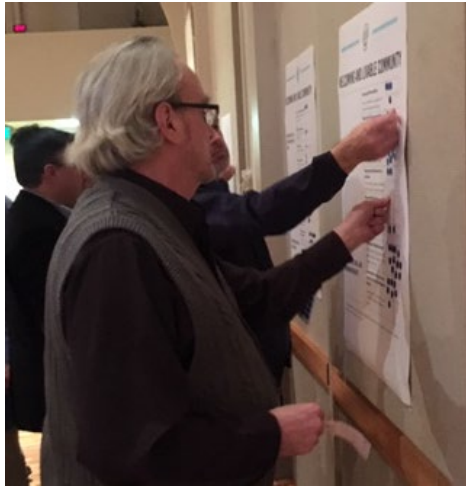
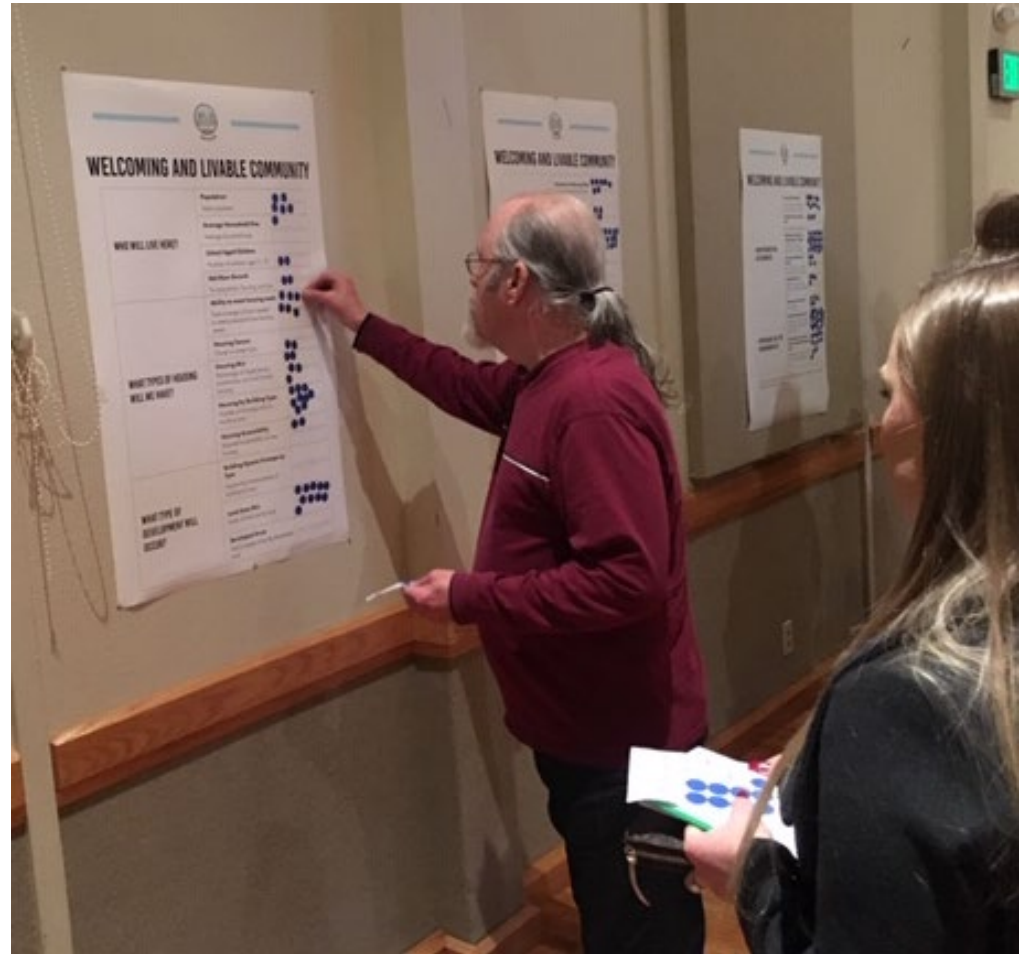
Indicators Chosen

The indicators are:

1. Variables that can be measured on a map
2. Questions for which good data is available
3. Can be influenced by a Comprehensive Plan



December Community Workshop



Top 20 Indicators

“Result Areas”

Welcoming and Livable Community	Safe, Reliable, Efficient Infrastructure	Strong and Diverse Economy	Good Governance	Natural Environment Stewardship	Safe Community
Affordability	Walk and transit friendliness	Employment mix	Revenue-to-cost ratio	Development in environmentally sensitive areas	Traffic/pedestrian accidents
Housing affordability	Access to frequent transit	Average wage	Annual level of service <i>(expenditures per capita)</i>	Tree canopy	Active transportation
Complete neighborhoods	Bicycle and pedestrian use	Jobs/housing balance	Property tax revenue	Total greenhouse gas emissions	
Proximity to parks and trails				Air pollutant reduction	
Infill development/redevelopment					

An aerial photograph of Salem, Oregon, showing a dense urban area with various buildings, streets, and green spaces. In the foreground, there is a large body of water, likely the Willamette River, with a bridge and some industrial structures. In the background, the snow-capped peak of Mount Hood is visible under a clear sky. The text is overlaid on the center of the image.

Salem is Growing

How We Grow Matters

What is Scenario Planning?

Conventional Approach: One Possible Future

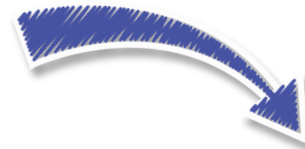
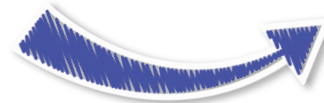
The Present



The Future



Scenario Planning Explores Multiple Possible Futures



Two Future Scenarios

These are not alternative growth scenarios used for Visioning

Both assume current City policies

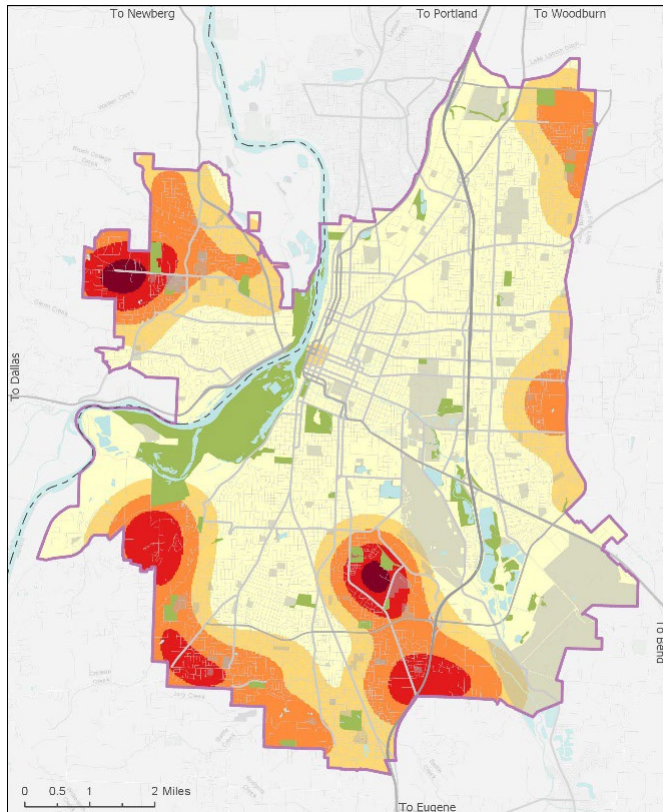
Scenario 1: Current Trends (Most Likely)

- Population: 54,000 more people (Forecast =60,000)
- Density: Lower than allowed
- Redevelopment: Some

Scenario 2: Zoning Buildout (Maximum Density)



- Population: 93,000 more people
- Density: Maximum allowed (housing)
- Redevelopment: Much more

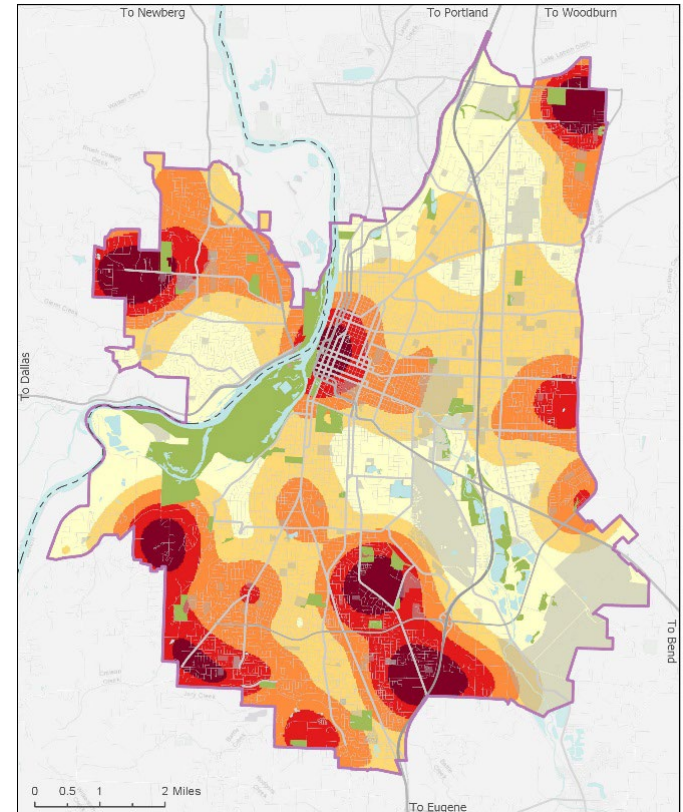
New Households



Current Trends

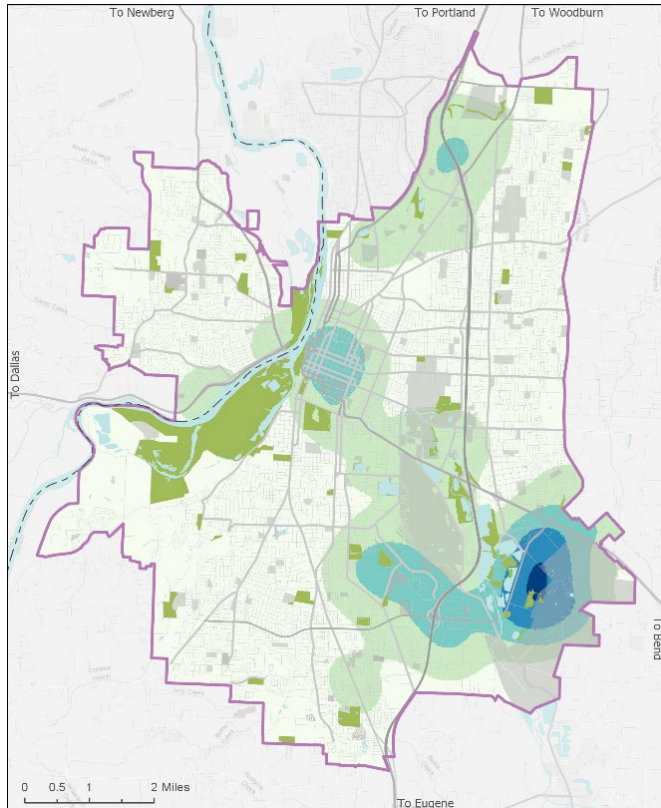


-  Larger Parks and Wetlands
-  Airport and Public Lands

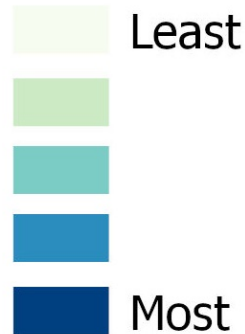




Zoning Buildout

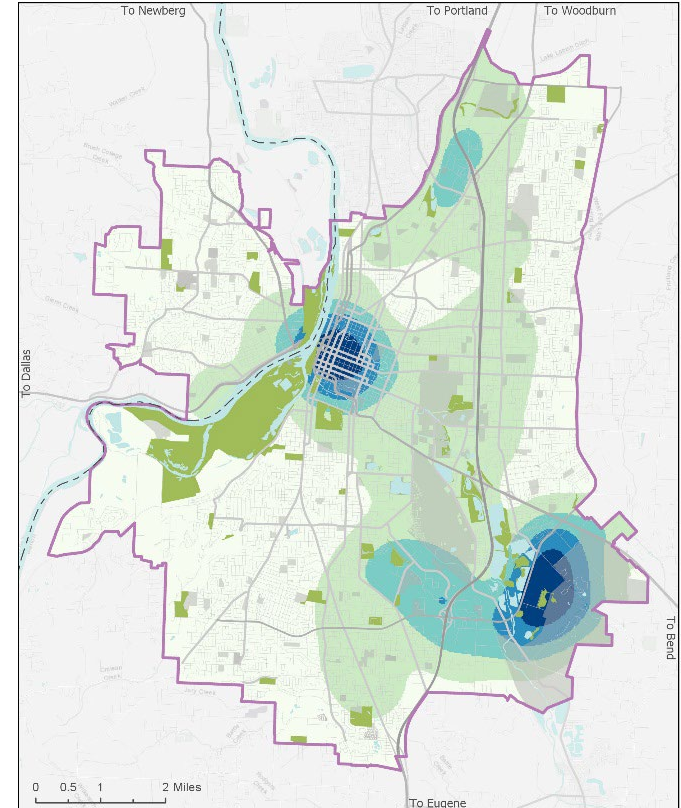
New Jobs



Current Trends

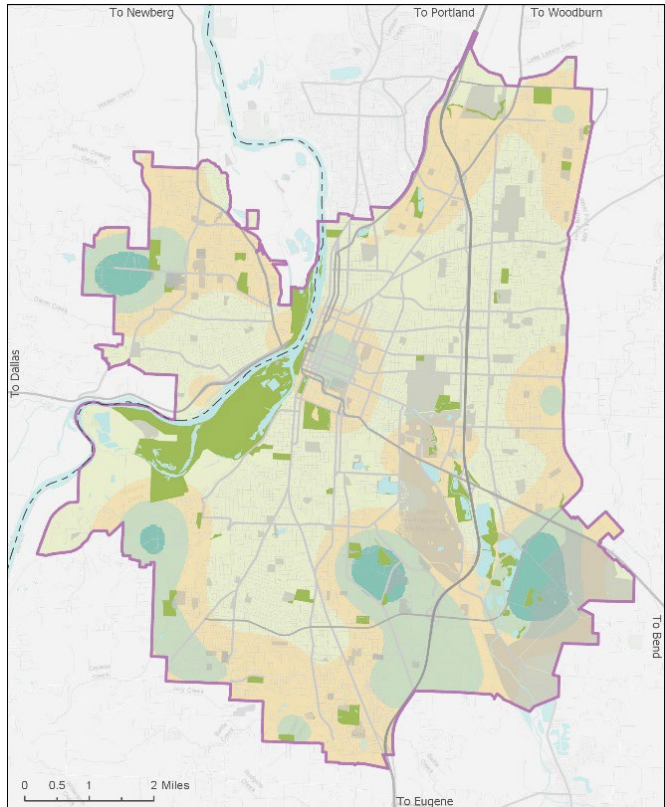


-  Larger Parks and Wetlands
-  Airport and Public Lands





Zoning Buildout

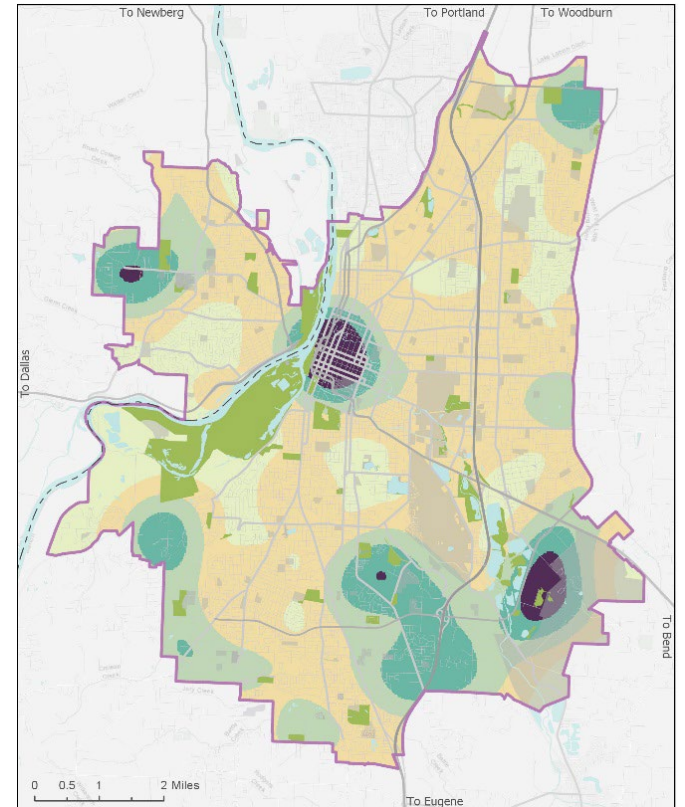
New Activity = Households + Jobs



Current Trends

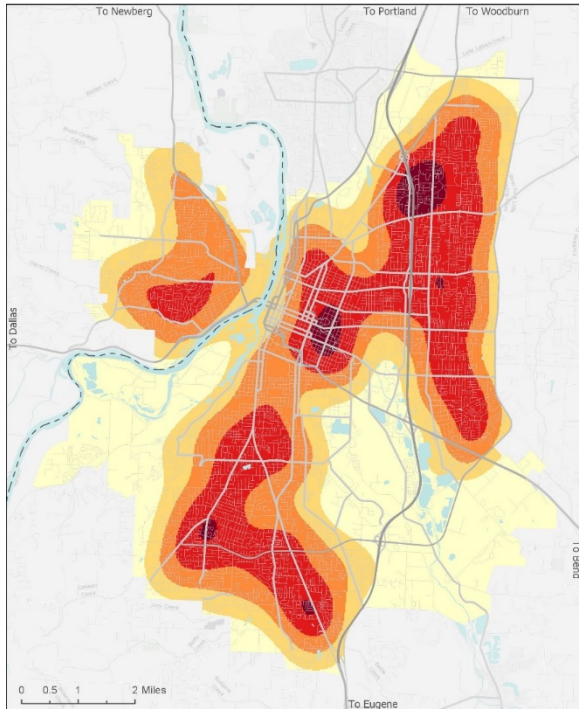


-  Larger Parks and Wetlands
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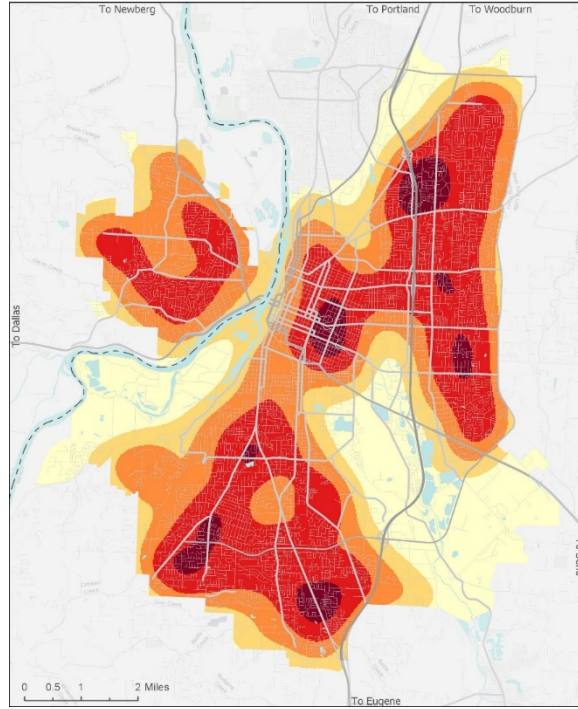


Zoning Buildout

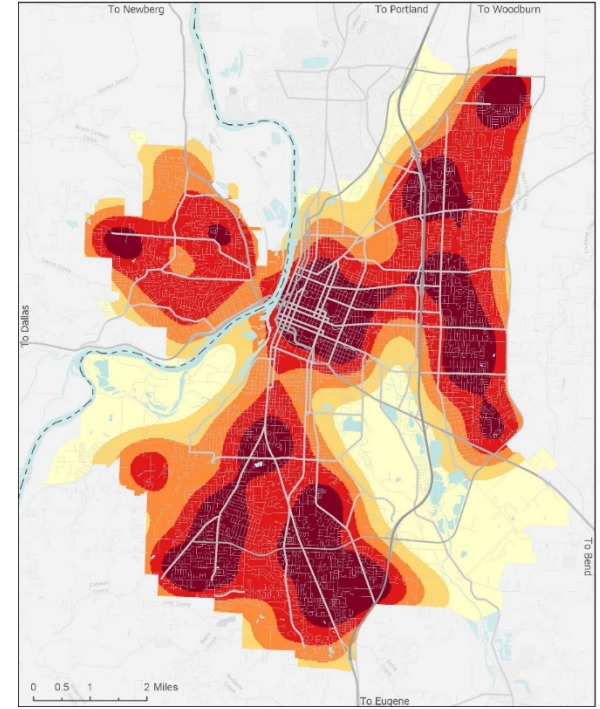
All Households = Today + Future



Today



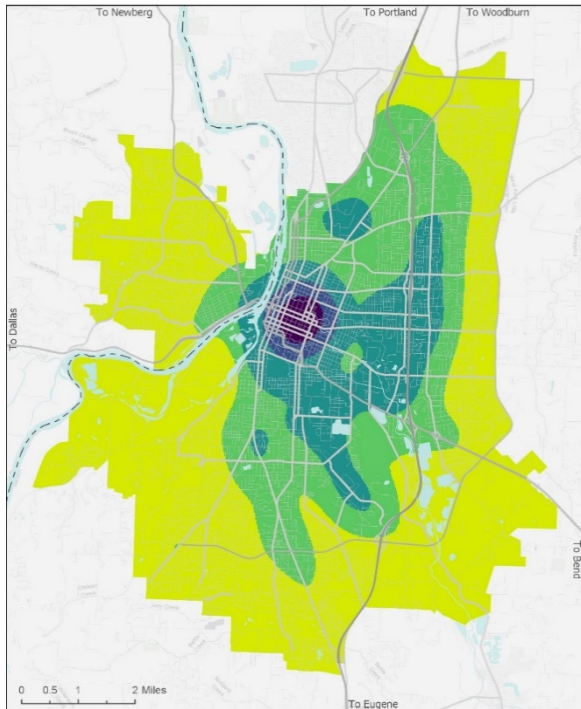
Current Trends



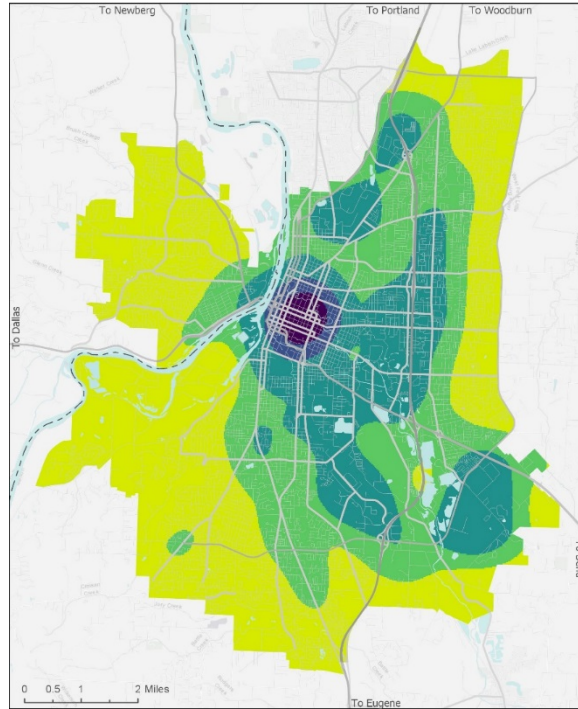
Zoning Buildout



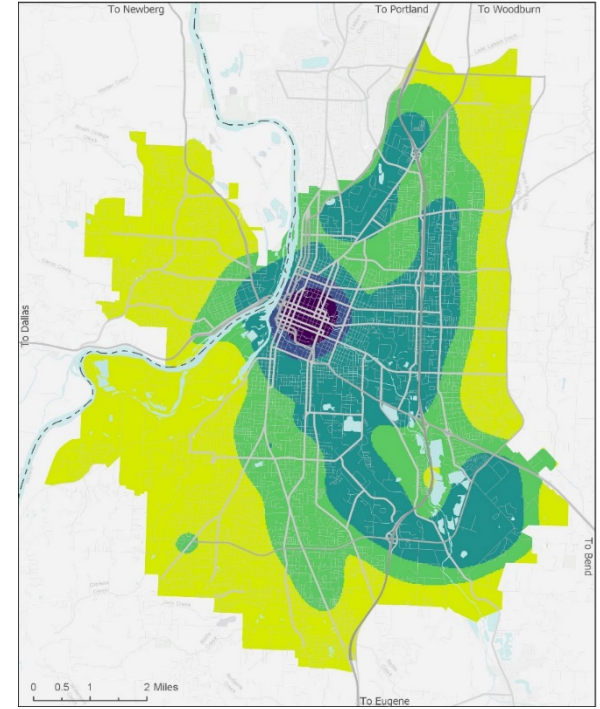
All Jobs = Today + Future



Today



Current Trends



Zoning Buildout

Least



Most

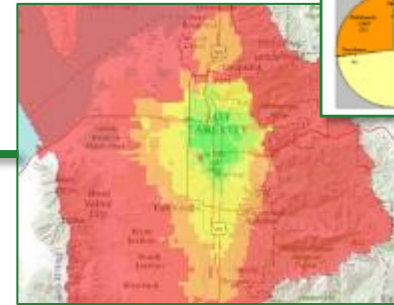
Scenario Analysis using *Envision Tomorrow*



BUILDING-LEVEL
MODELING



SPATIAL SCENARIOS



REAL-TIME
ANALYTICS

envision
tomorrow™
a suite of urban and regional planning tools



Many Indicator Results were Different

Similar:

1. Affordability (Housing + Transportation + Energy)
2. Housing Affordability
3. Complete Neighborhoods
4. Walk and Transit Friendliness
5. Jobs/Housing Balance
6. Active Transportation
7. Bicycle and Pedestrian Use
8. Average Wage
9. Tree Canopy
10. Employment Mix
11. Access to Frequent Transit
12. Proximity to Parks and Trails
13. Revenue-to-Cost Ratio
14. Annual Level of Service

Different:

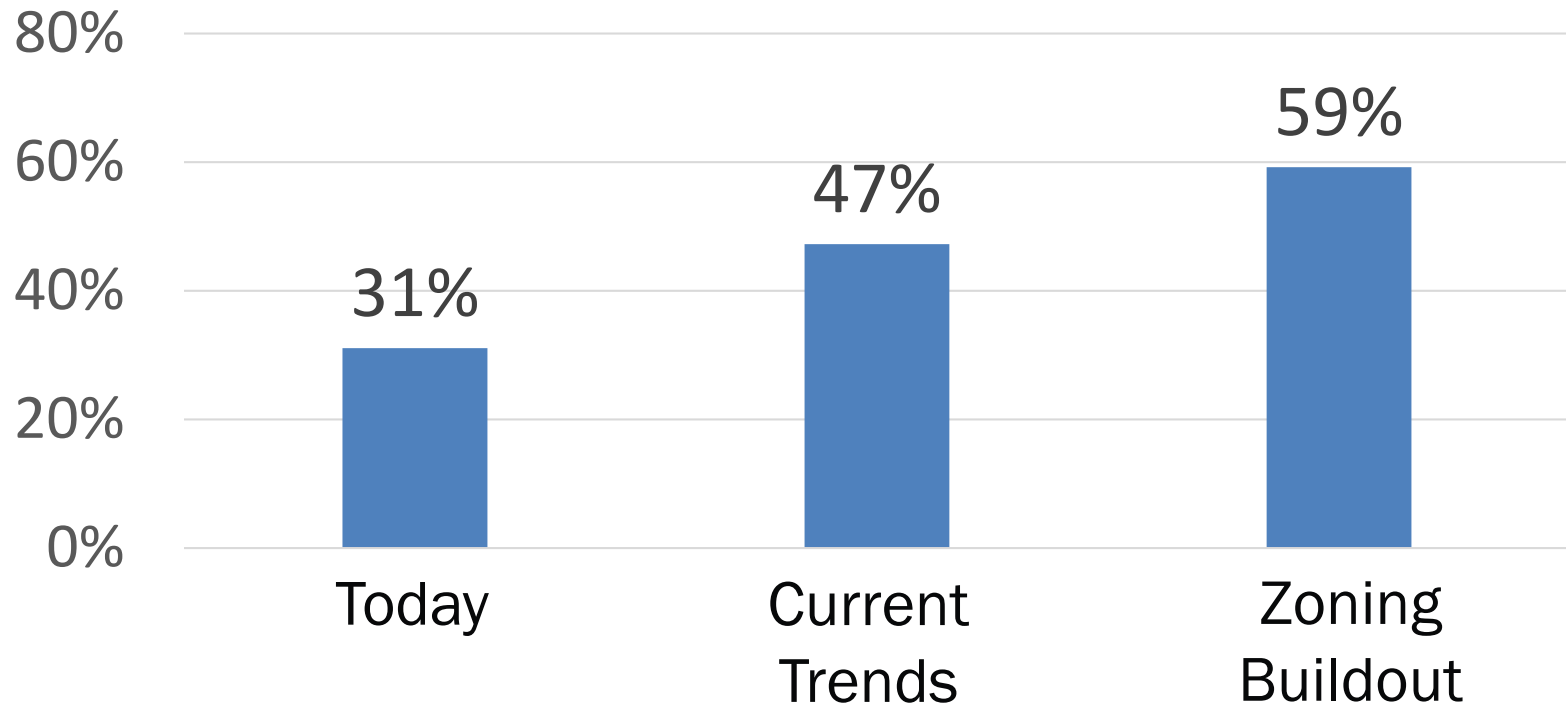
15. Property Tax Revenue
16. Traffic/Pedestrian Accidents
17. Infill Development/
Redevelopment
18. Development in Slopes,
Floodplain and Riparian Areas
19. Greenhouse Gas Emissions
20. Air Pollution Reduction

Why Were They Different?

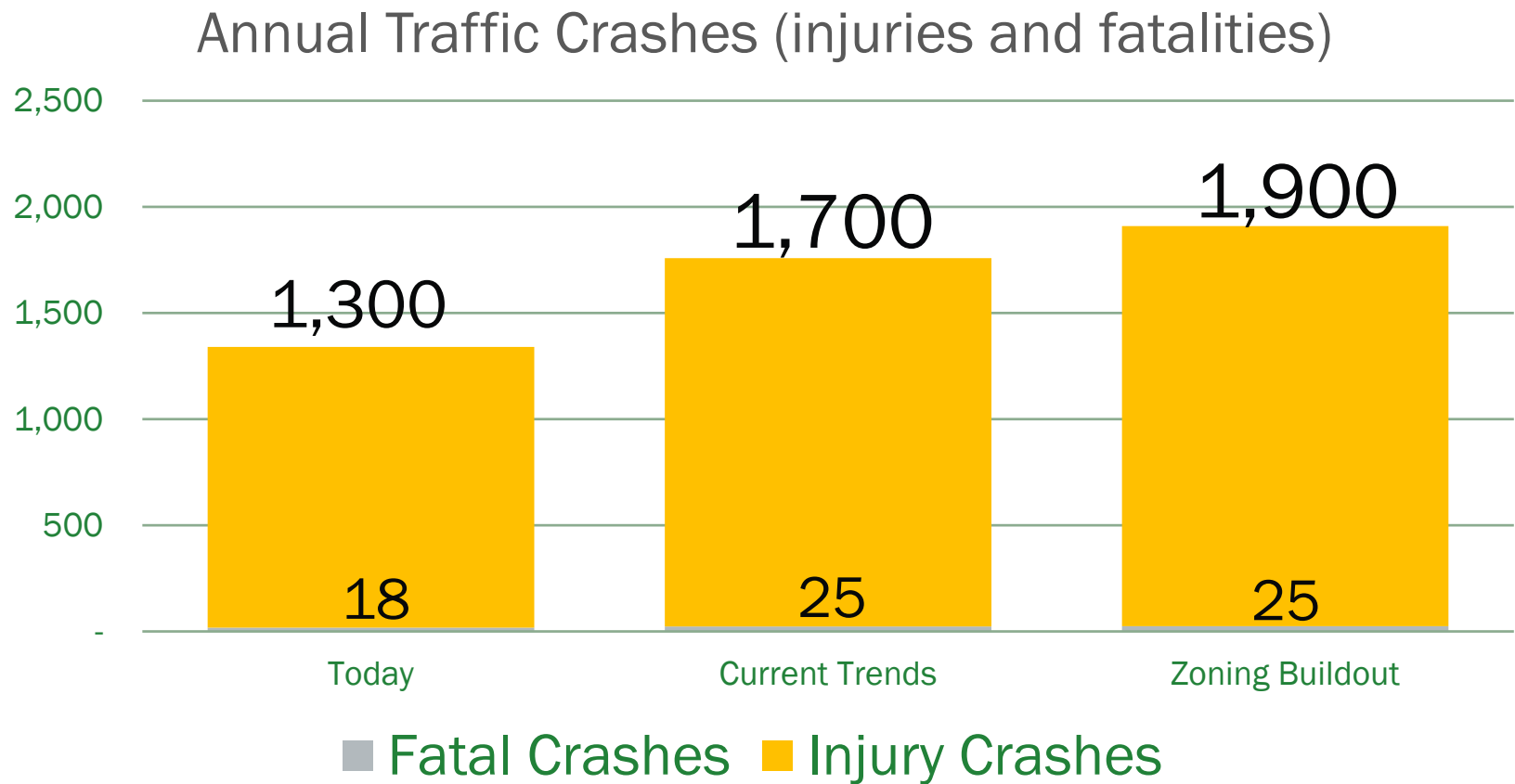
- More development in the Zoning Buildout Scenario
- Different types of development
 - Redevelopment
 - Mixed use Downtown
- Population varies between scenarios (54,000 vs. 93,000)
 - Direct impact on revenue, accidents, etc.
 - Less to do with where development occurs

Infill and Redevelopment

Housing Infill and Redevelopment

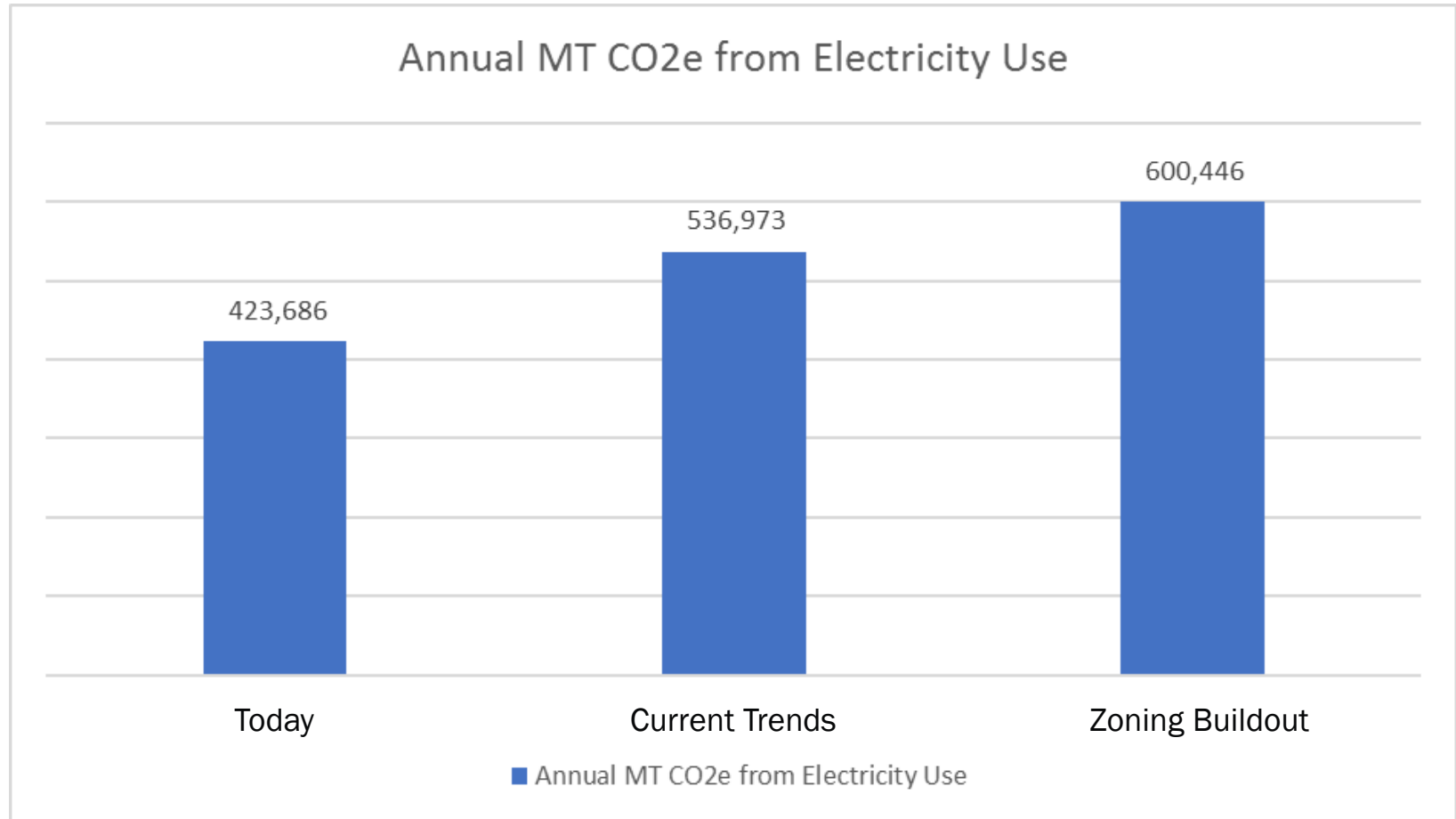


Traffic Crashes



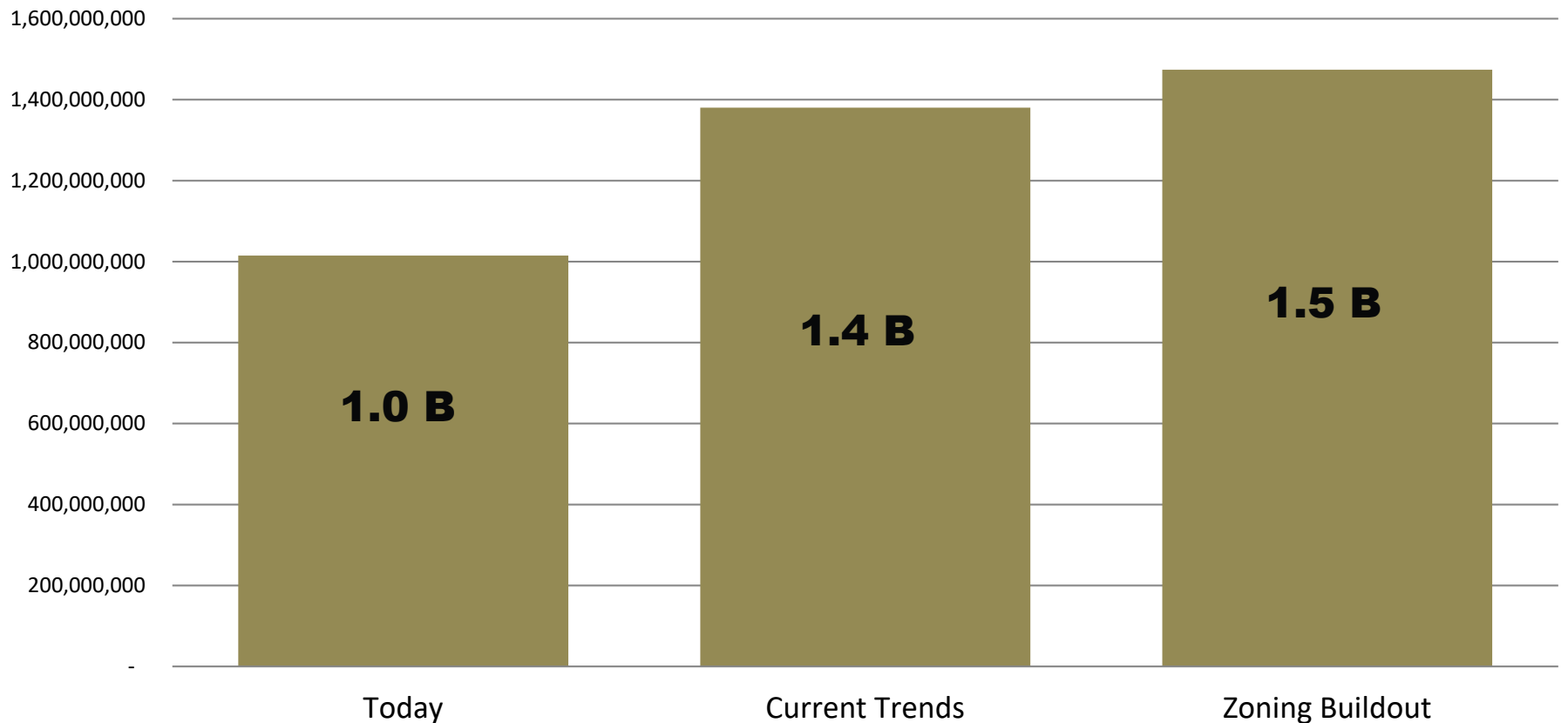
Salem Target: Zero fatalities by 2030

Greenhouse Gas Emissions from Electricity Use



Greenhouse Gas Emissions from Auto Travel

Transportation Carbon Emissions (CO₂, g/day)



Many Indicator Results were Similar

Similar:

1. Affordability (Housing + Transportation + Energy)
2. Housing Affordability
3. Complete Neighborhoods
4. Walk and Transit Friendliness
5. Jobs/Housing Balance
6. Active Transportation
7. Bicycle and Pedestrian Use
8. Average Wage
9. Tree Canopy
10. Employment Mix
11. Access to Frequent Transit
12. Proximity to Parks and Trails
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14. Annual Level of Service

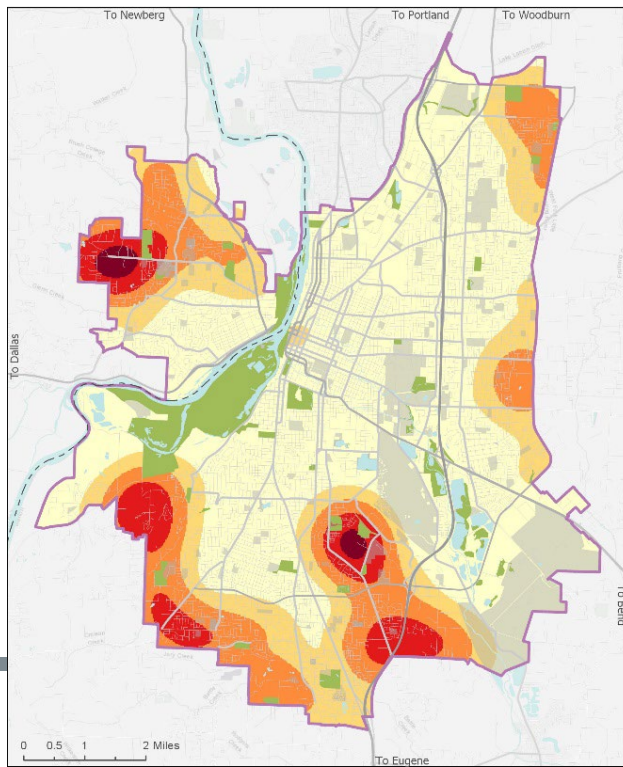
Different:

15. Property Tax Revenue
16. Traffic/Pedestrian Accidents
17. Infill Development/
Redevelopment
18. Development in Slopes,
Floodplain and Riparian Areas
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20. Air Pollution Reduction

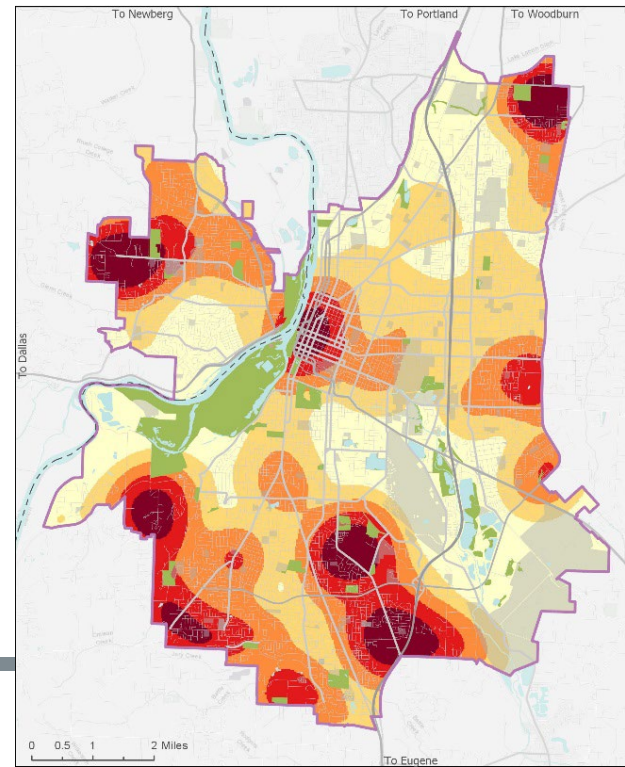
Why Were They Similar?

- New homes continue to be built on the edges
- New jobs mirror current jobs
- Current policies remain in place

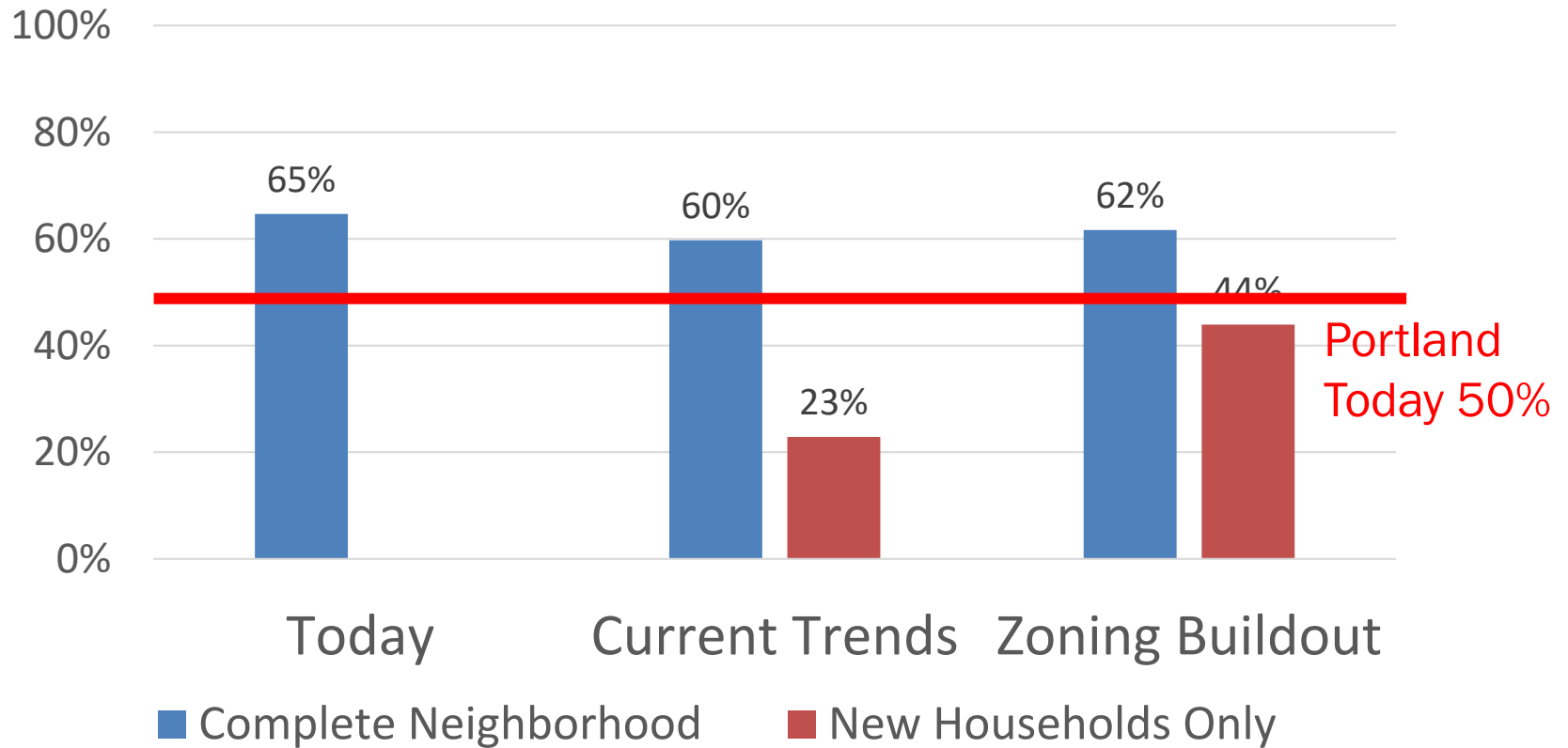
Current Trends



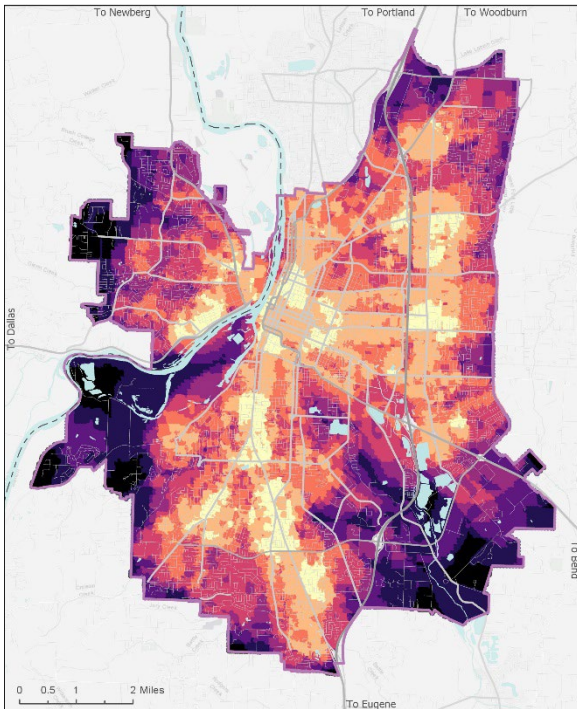
Zoning Buildout



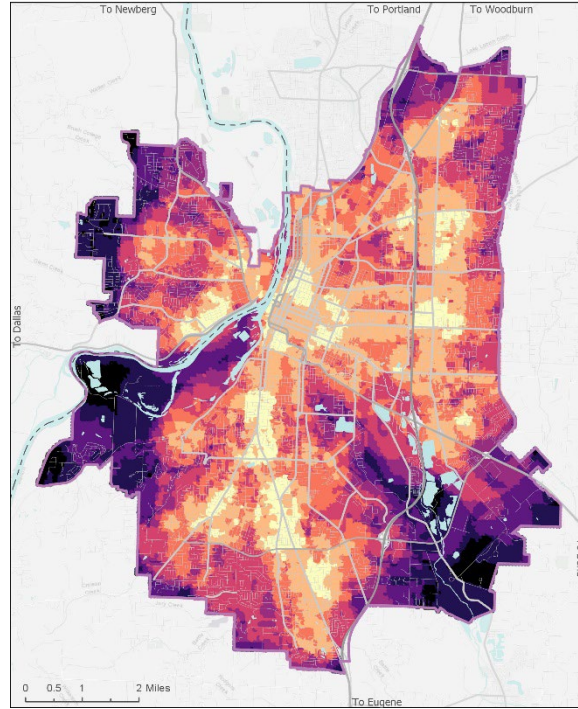
Complete Neighborhoods



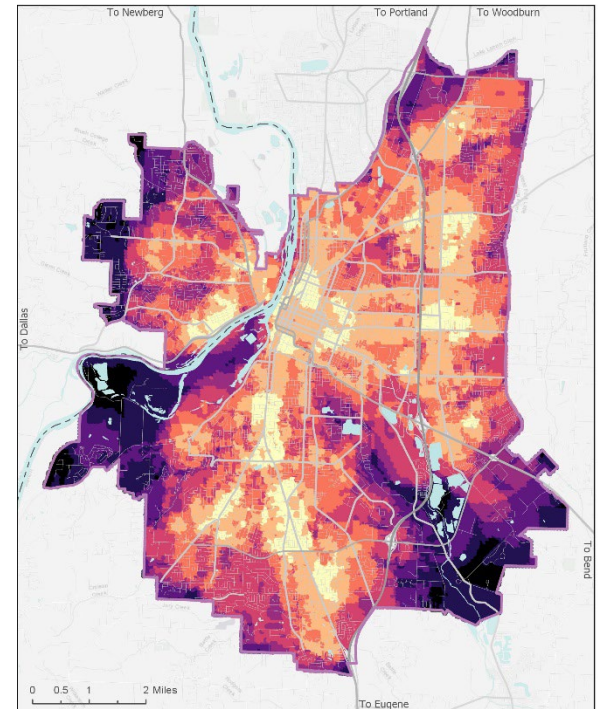
Complete Neighborhoods



Today



Current Trends



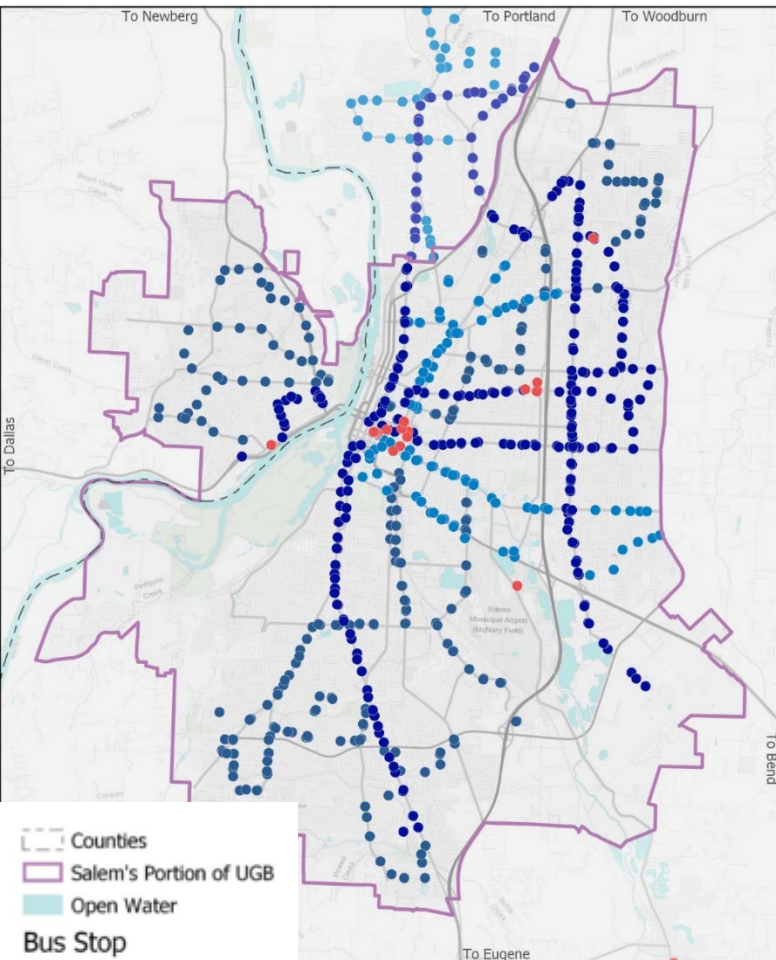
Zoning Buildout

No criteria matched

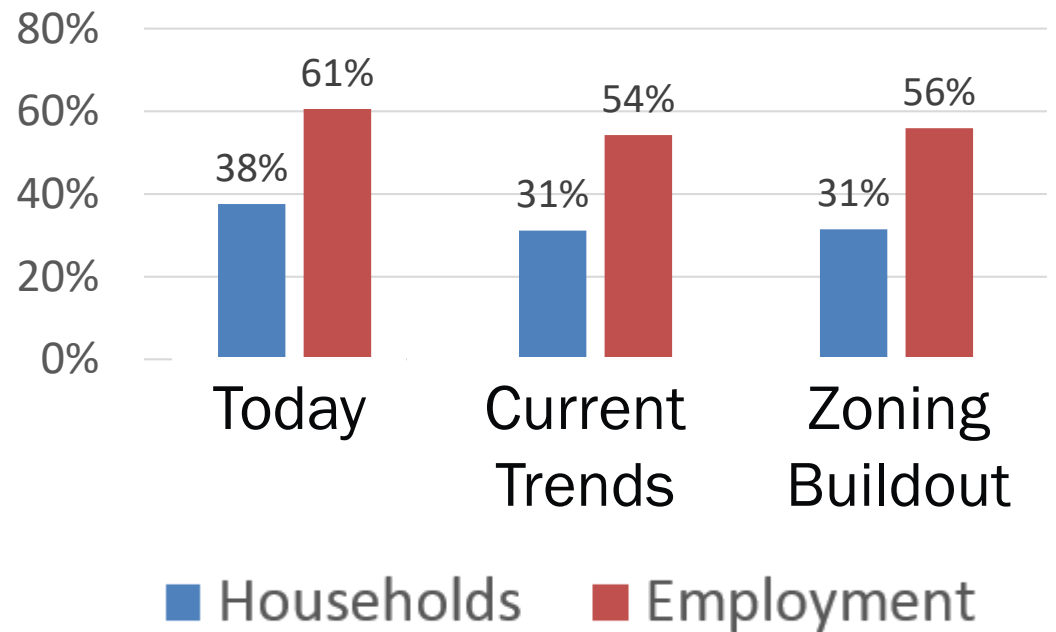


All 7 criteria matched

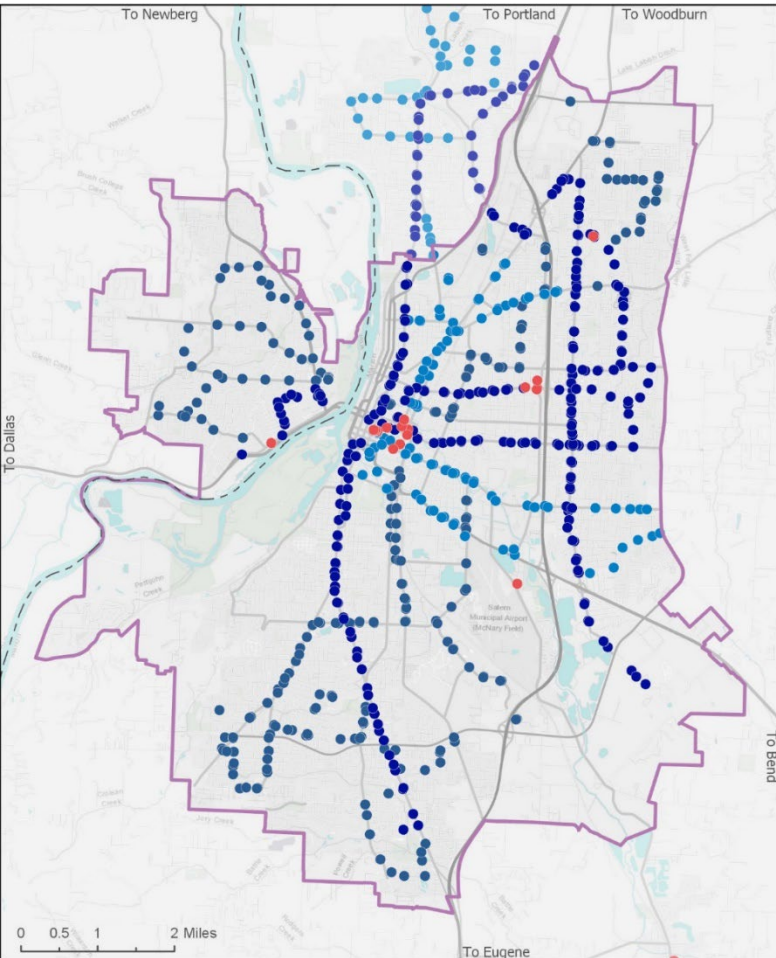
Access to Transit



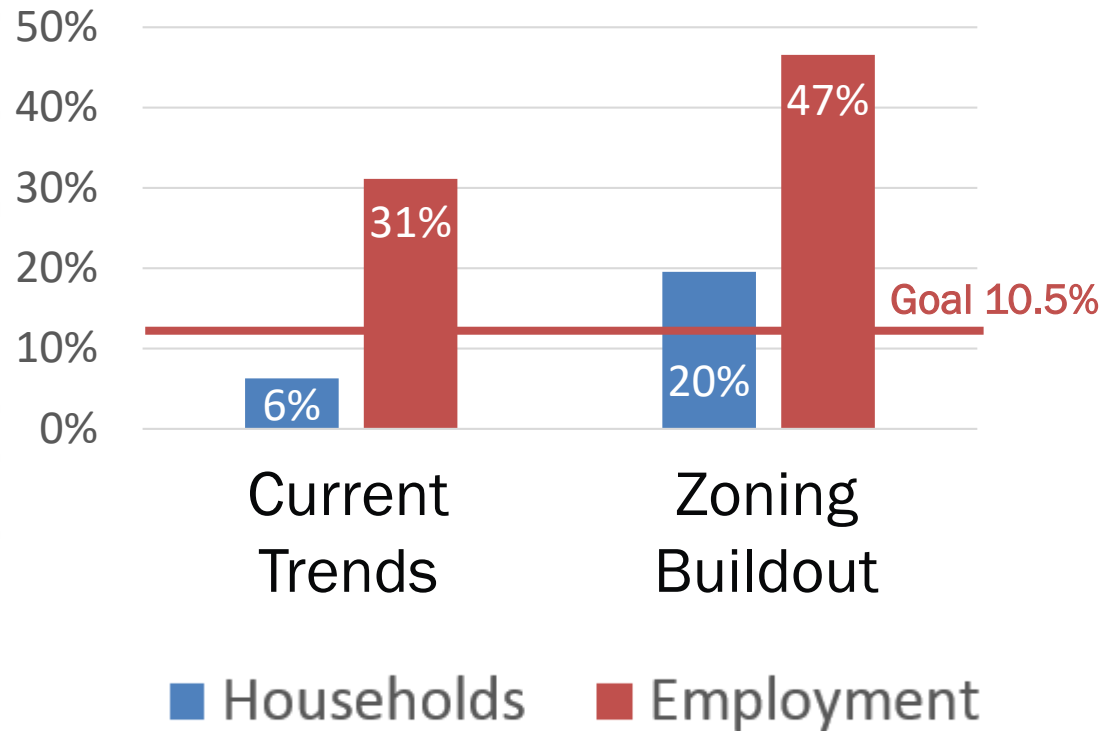
15 Minute Service: All Development



Access to Transit

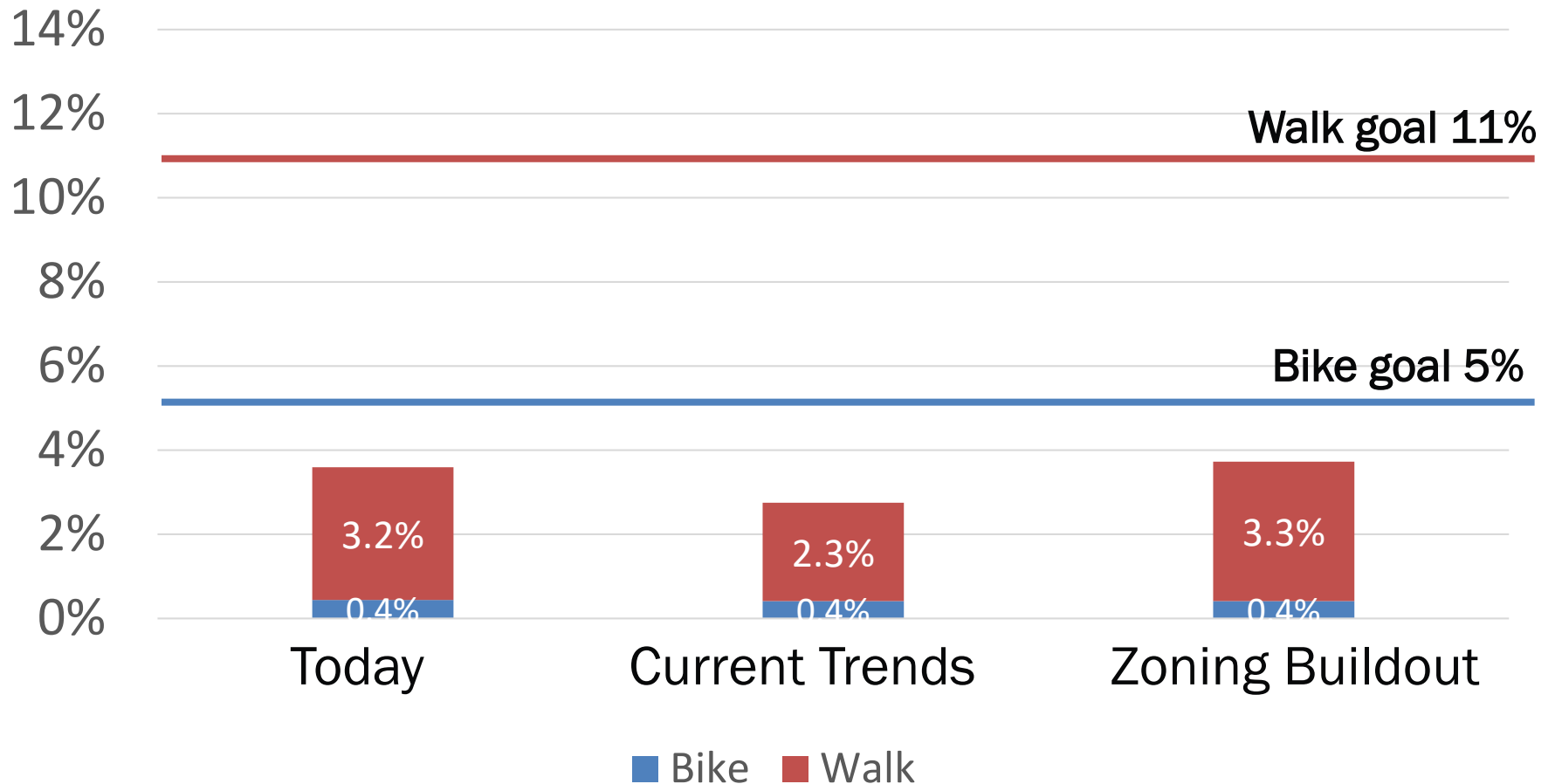


15 Minute Service: New Development

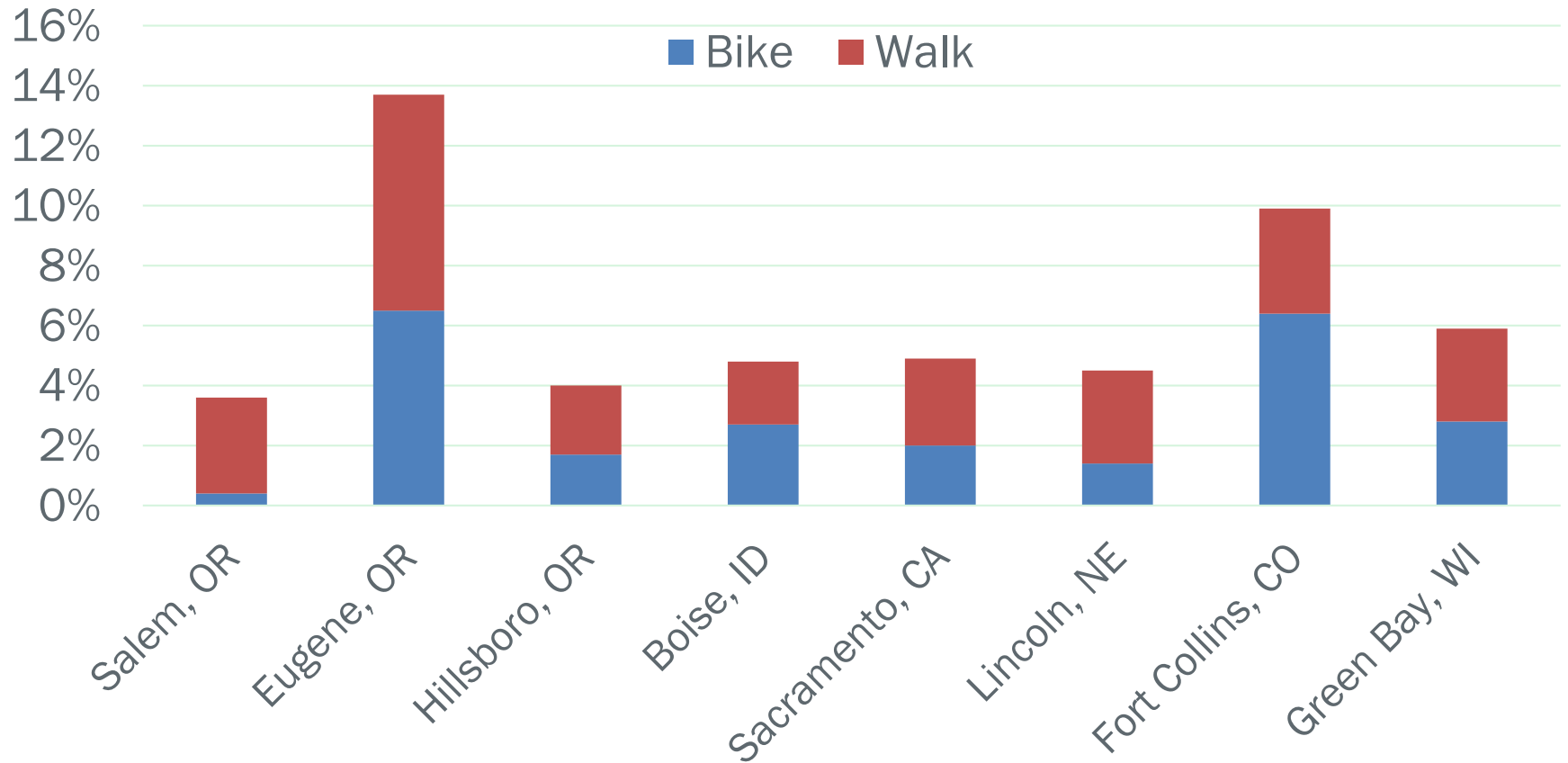


Goal: 10.5% of new units have access within ¼ mile of 15 min service

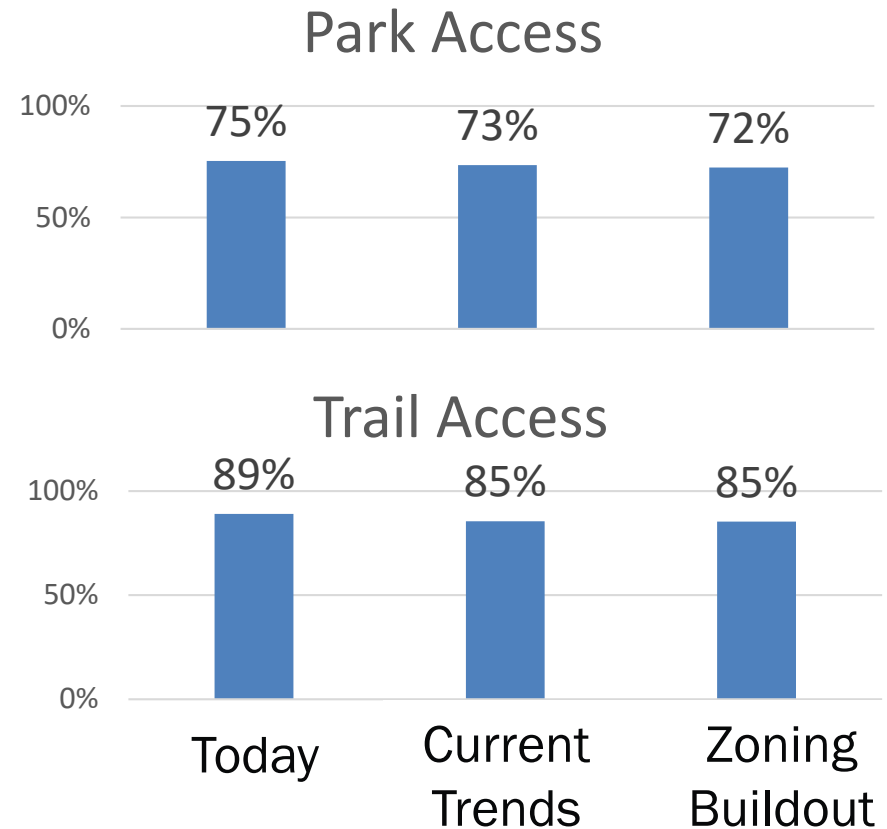
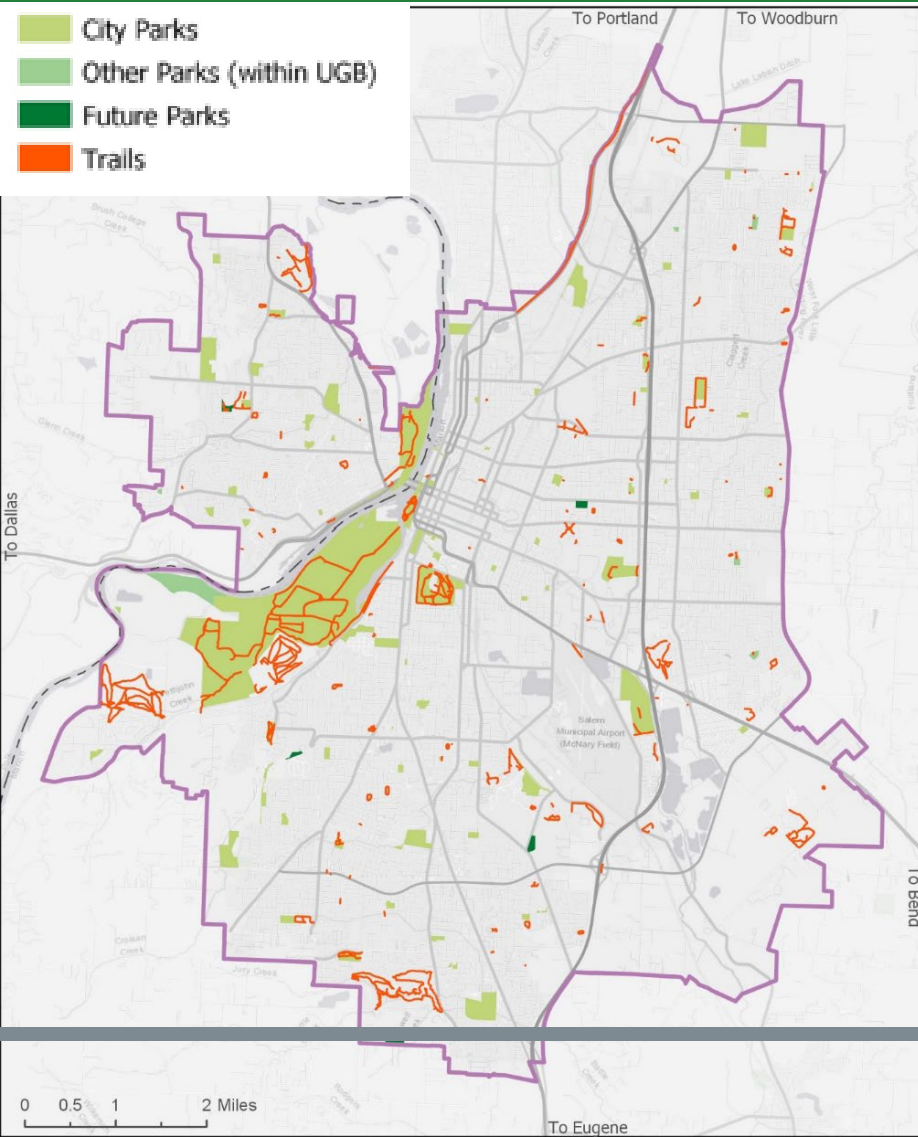
Bicycle and Pedestrian Use



Bicycle and Pedestrian Use: Peer Cities

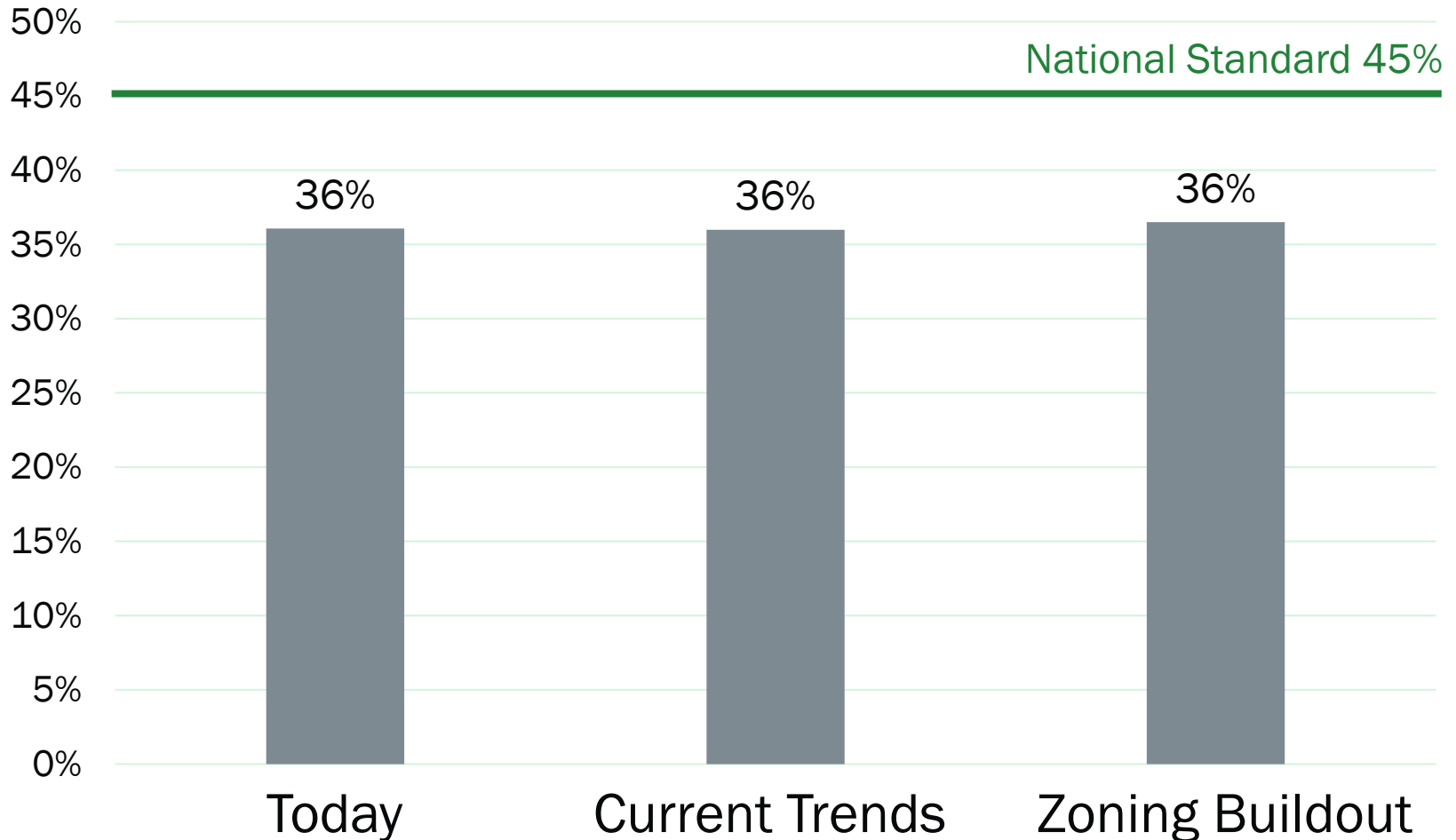


Proximity to Parks and Trails

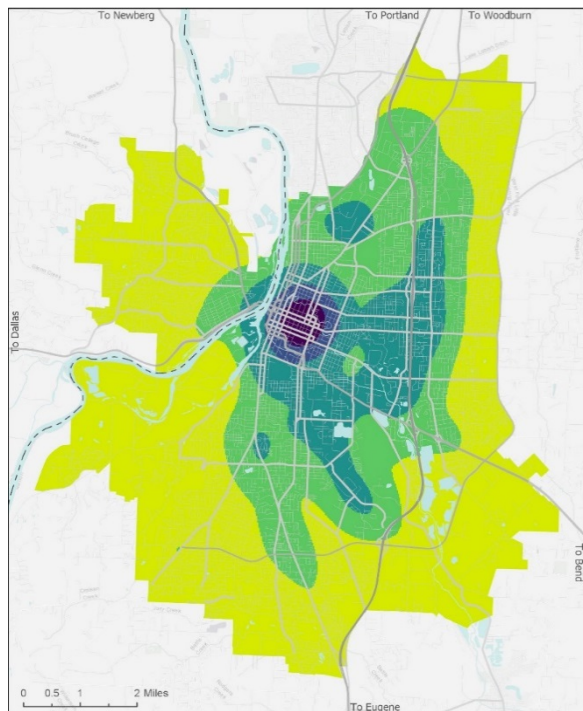


Other research: Every resident lives with 1/2 mile of a park.

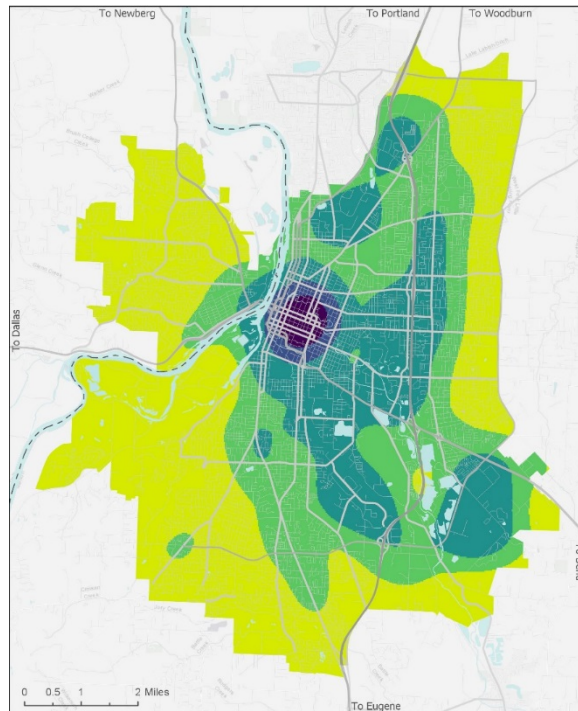
Housing + Transportation + Energy Cost of Household income



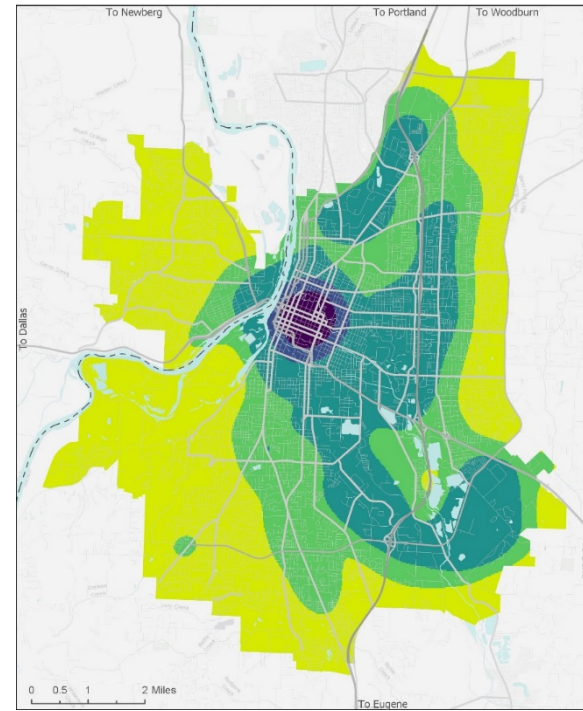
All Jobs = Today + Future



Today



Current Trends



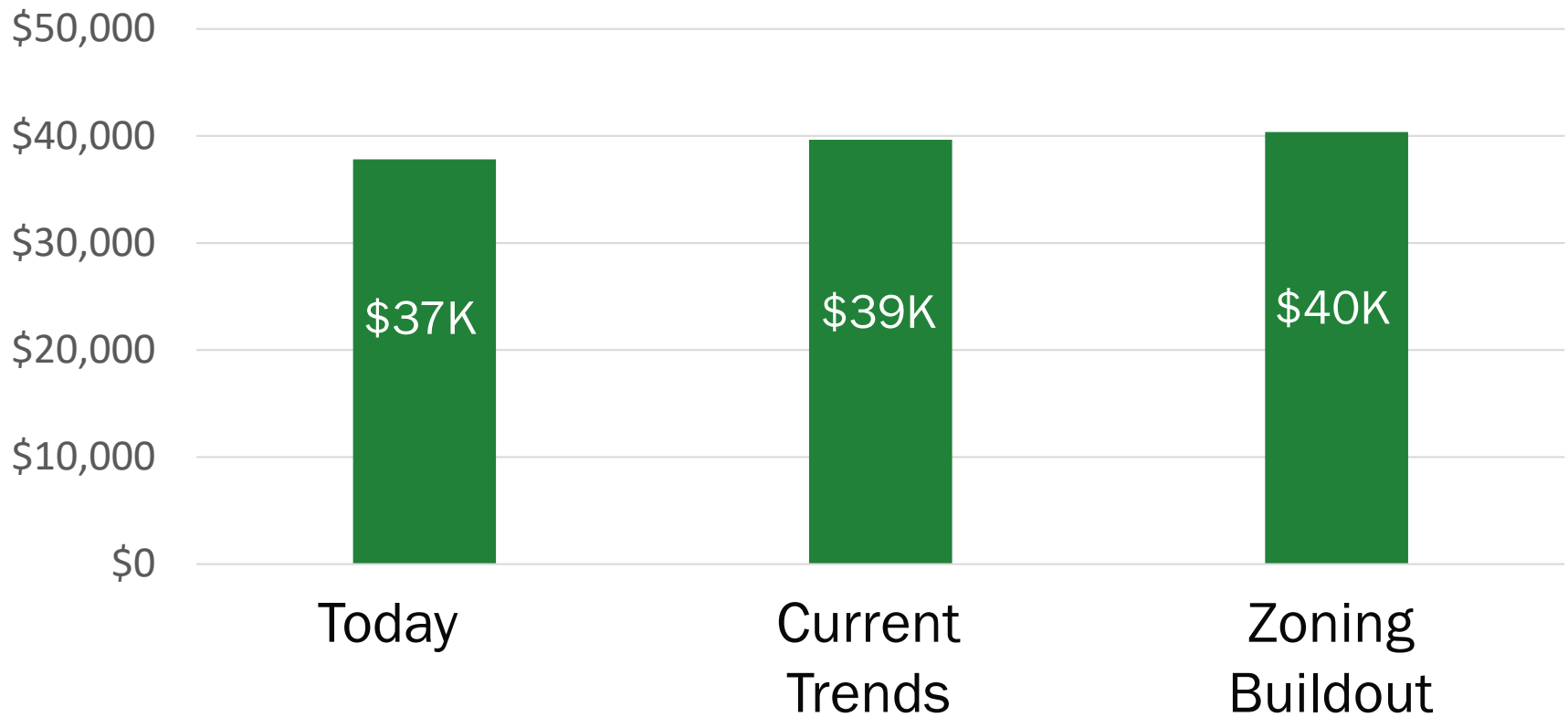
Zoning Buildout

Least



Most

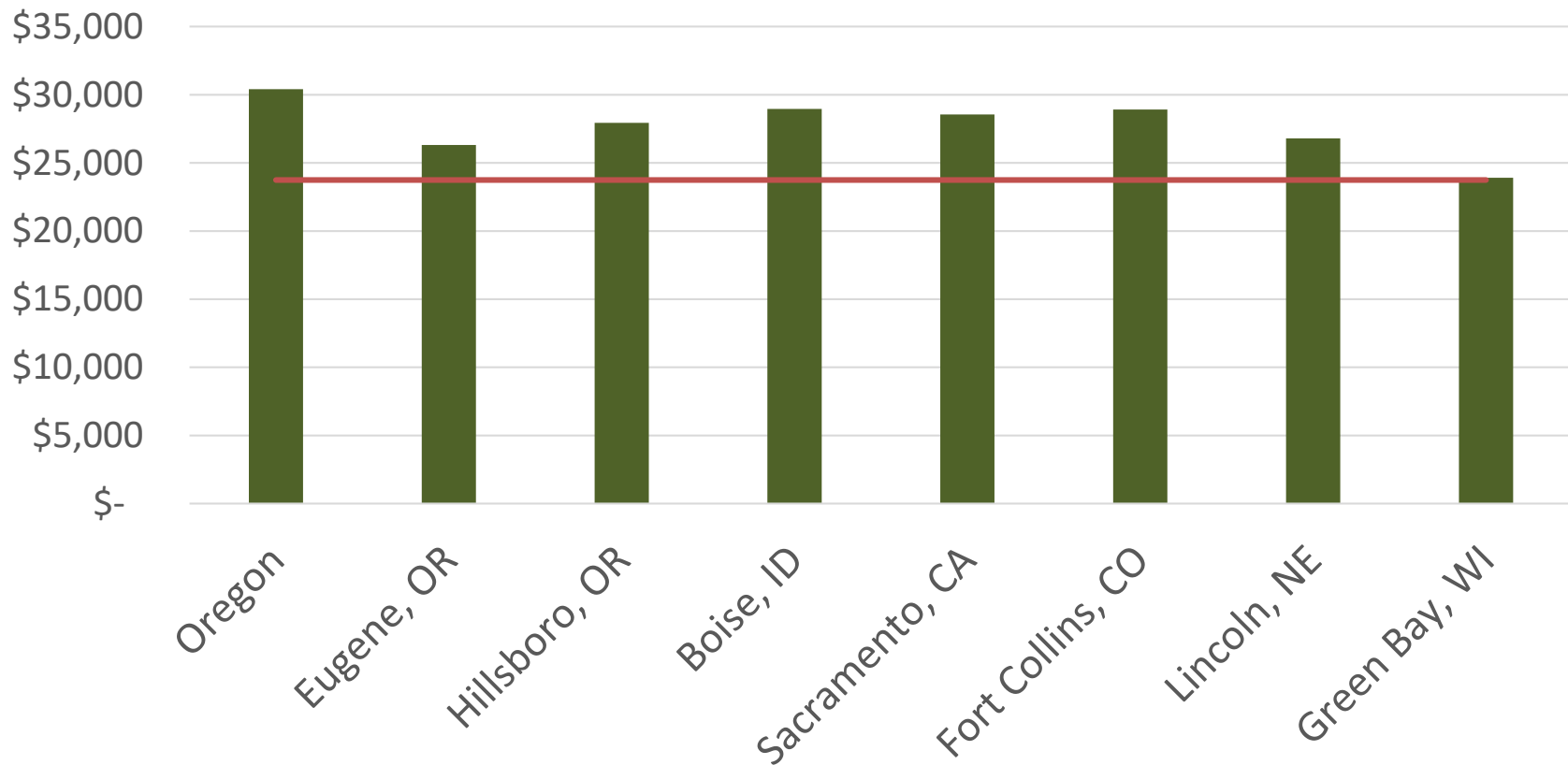
Average Wage per Job



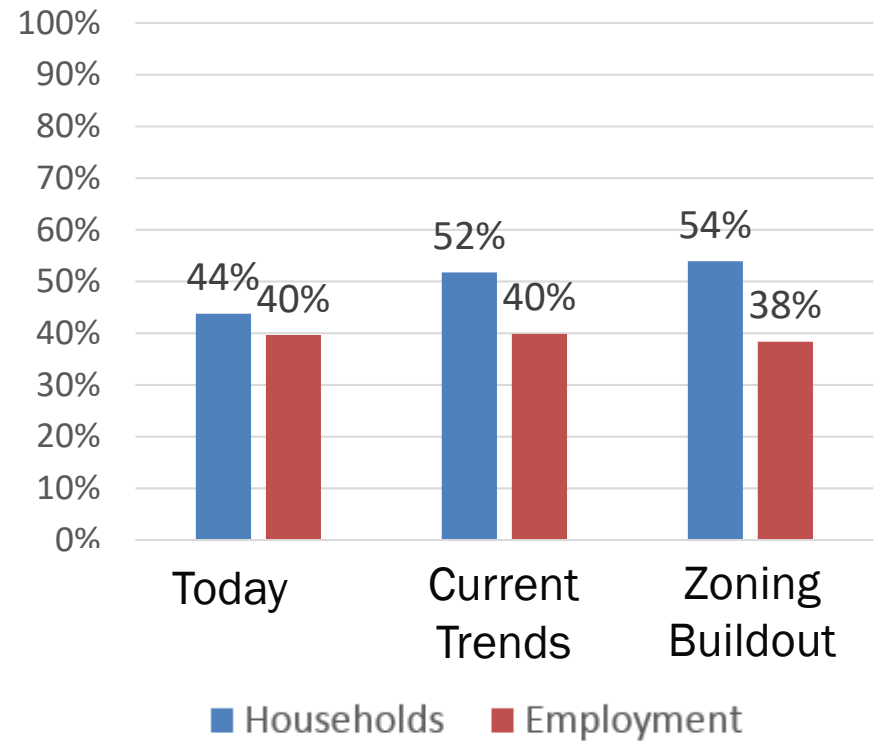
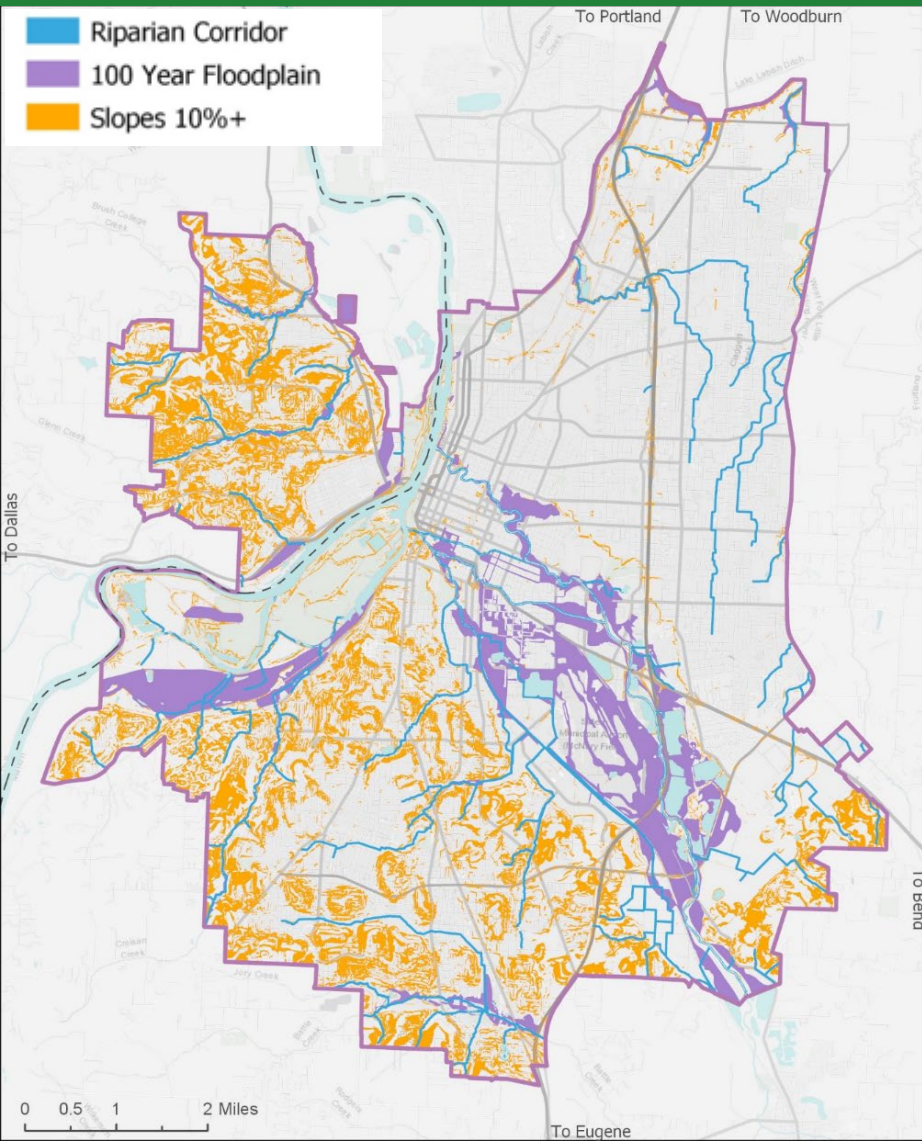
Average Wage: Peer Cities

Average Wage Per Capita

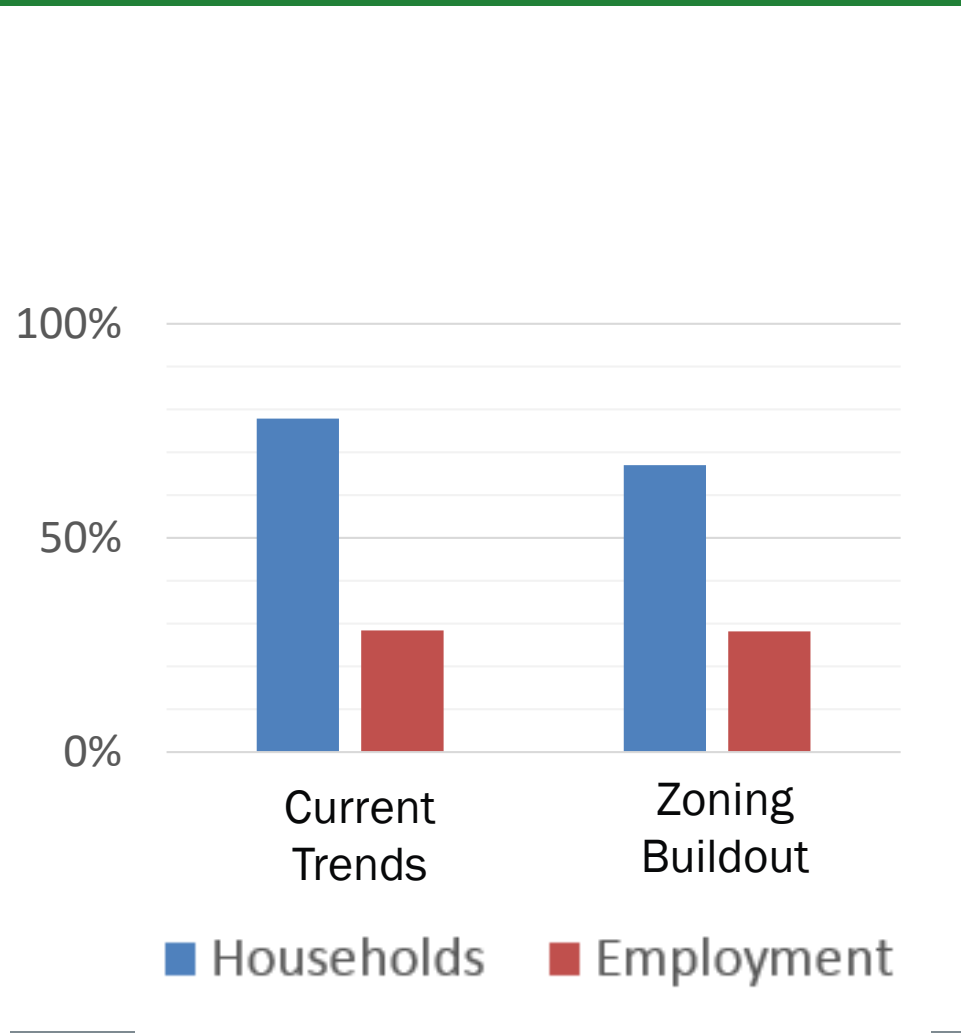
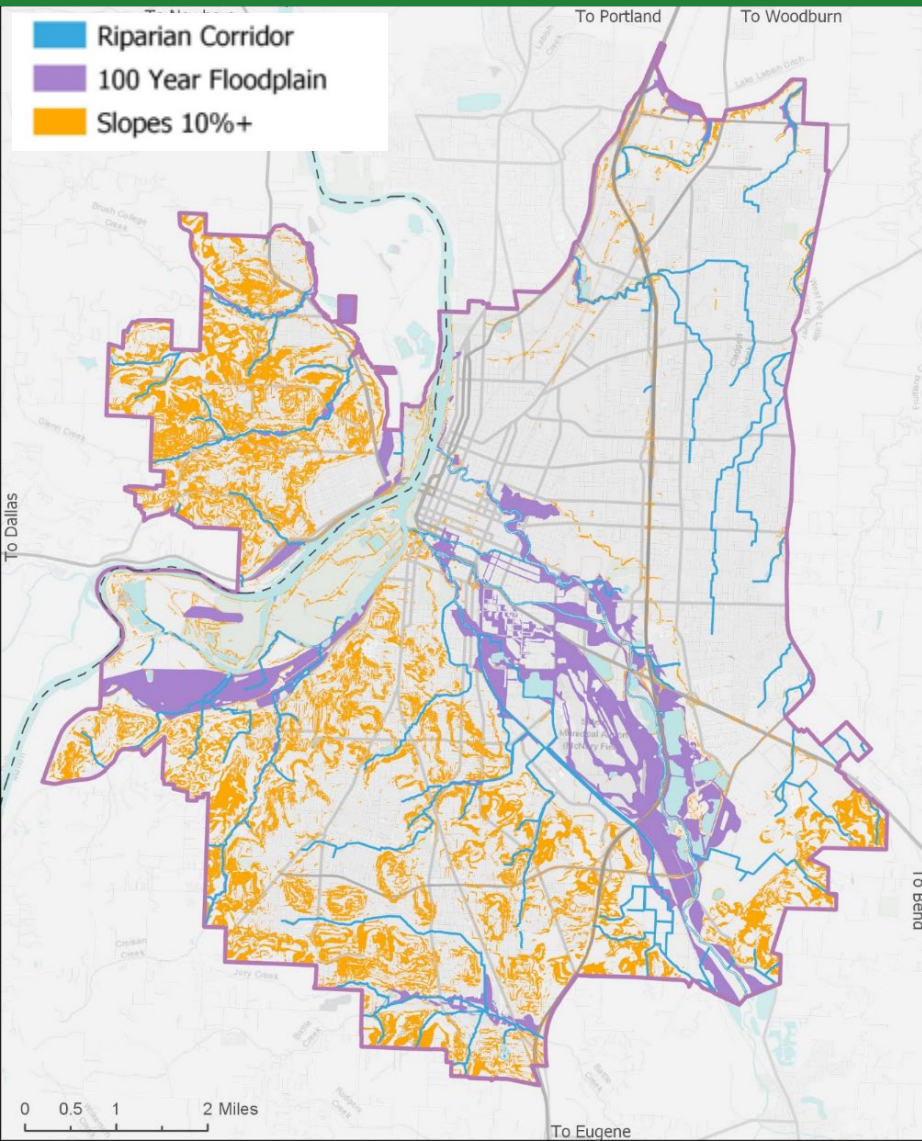
— Salem Today



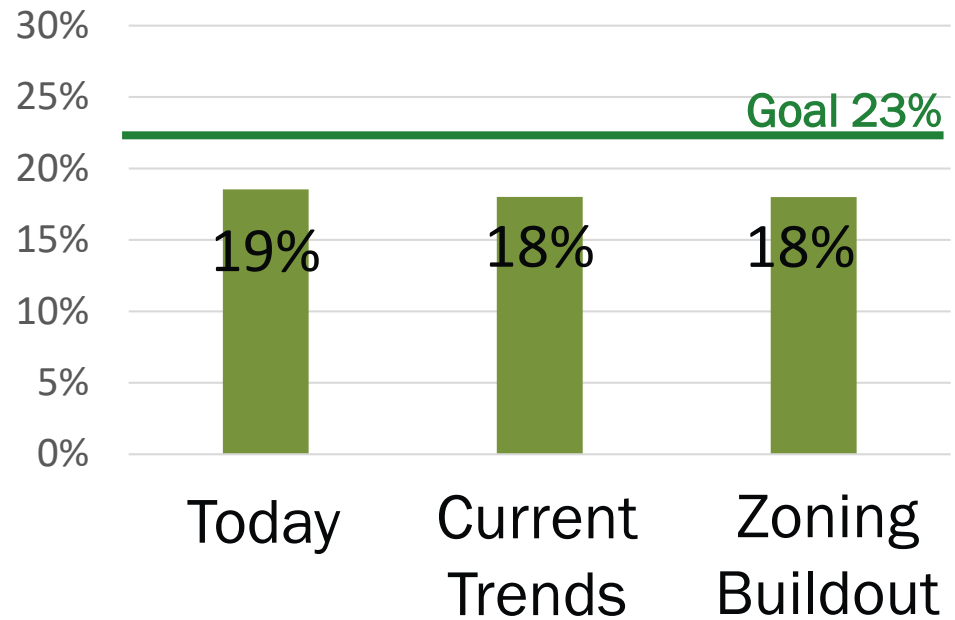
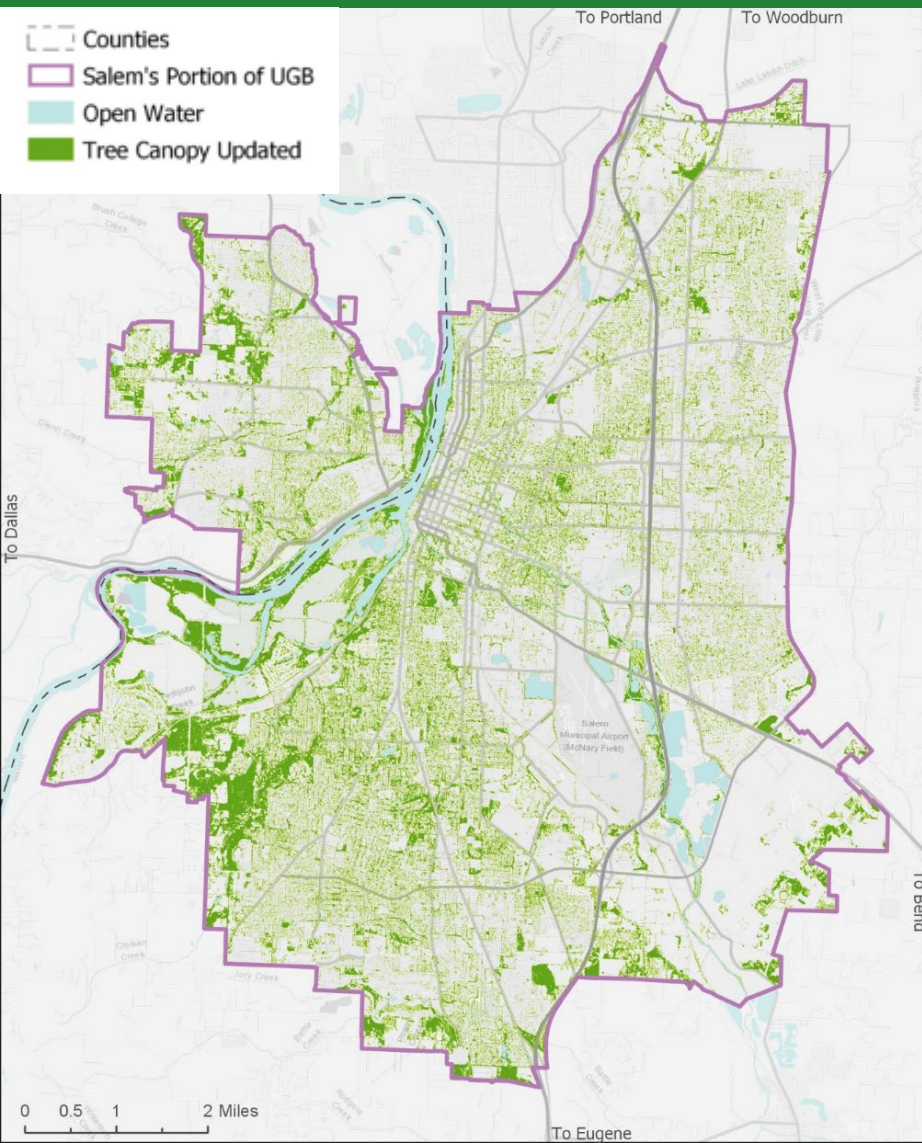
Riparian Areas + Floodplain



Development in areas with slopes 10% +



Tree Canopy



Few Adopted Targets

Indicator	Adopted Target	Meeting Target?
Tree Canopy	23% coverage	No
Walk Bike	Bike – 3% by 2020, 5% by 2030 Ped – 7% by 2020, 11% by 2030	No
Transit	41% of new housing units w/in ¼ mile of 30 min service and 10.5% w/in ¼ mile of 15 min service by 2030	No
Traffic Accidents	Reduce pedestrian crashes by 50% and no fatal crashes by 2030	No

What happens next?

- Create report card to evaluate Salem today and in the future under current policies
- May 8th – Public event to report back
- 6 pm at Court Street Christian Church



Public Open House May 8th

Visit project website for updates:

www.cityofsalem.net/Pages/our-salem.aspx

We're checking Salem's vitals

How livable are our neighborhoods? How strong is our economy? How sustainable is our community?

The City has launched a multi-year project to update the Salem Area Comprehensive Plan, which guides development in the Salem area. This is a big project, so it has been broken into three possible phases.

The first phase, called **Our Salem: Today**, focuses on examining the existing conditions of the city – our vital signs – and evaluating difference scenarios for how Salem could grow under current policies. The City has hired a consulting team to work on the first phase and the first phase only.

The Our Salem: Today phase includes several tasks:

- Review existing plans to identify City goals and priorities
- Choose measures to evaluate the city
- Conduct a greenhouse gas inventory to determine the community's impact on the environment
- Create and evaluate scenarios to illustrate how Salem could grow

The first phase is expected to take nine months to a year to complete. It will inform critical discussions and decisions about future growth in the city.

Future phases will be determined when the current phase is complete. If future phases are needed, they will follow the themes below:

- **Phase 2**
Our Salem: What's Possible – Establish the community's vision for future growth and development
- **Phase 3**
Our Salem: What's Next – Update the Comprehensive Plan to implement the community's vision

Upcoming meetings

A public workshop will be held on Wednesday, Dec. 5 from 6 to 8 p.m. at the Court Street Christian Church, 1699 Court St NE, Salem. **Please note this new location.**

Project updates



We want your input

How safe is the Salem community?

Submit your answer



Project phases

Phase 1

Evaluate existing conditions and how Salem could grow



Phase 2

Establish a community vision for future growth



Our Salem: Today



TAC and SAC Meeting: April 3, 2019