

Overview of Salem River Crossing Land Use Amendments CA16-04

The Oregon Department of Transportation (ODOT) and the City of Salem have been working in collaboration with regional partners to identify a preferred location for a new bridge across the Willamette River. This process has been referred to as the Salem River Crossing Project. The Draft Environmental Impact Statement was published in April 2012. The project policy committee, known as the Oversight Team, recommended a Preferred Alternative in February 2014. The Preferred Alternative is a hybrid of alternatives analyzed in the Draft Environmental Impact Statement. Impacts associated with the Preferred Alternative will be documented in the Final Environmental Impact Statement.

The State Agency Coordination Rule (Oregon Administrative Rule 731-015-0075(3)) requires that ODOT rely on affected cities and counties to make all plan amendments and zone changes necessary to achieve compliance with the statewide planning goals and compatibility with local comprehensive plans prior to completion of the Final Environmental Impact Statement. The City must take a number of land use actions in order to demonstrate consistency with statewide planning goals and compatibility with the Salem Area Comprehensive Plan. The land use actions include amending the Salem Transportation System Plan, modifying the Urban Growth Boundary (UGB), and taking an exception to Statewide Planning Goal 15 (Willamette River Greenway). The UGB amendment must also be concurred in by the City of Keizer, Marion County, and Polk County. Polk County must also amend their Comprehensive Plan designations for land that is being added to the UGB and amend the Polk County Transportation System Plan.

This joint notice covers the amendments described below and documented in the file [SalemRiverCrossingProposedAmendmentsDLCDNotice.pdf](#).

1. Amendments to the Salem Transportation System Plan – City of Salem Adoption
 - Strike-out/Underline text amendments (pdf pages 1-18), including listing of map amendments
 - Map illustrating elements of the Salem River Crossing Preferred Alternative (pdf page 19)
2. Amendments to the City of Salem Willamette River Greenway Plan – City of Salem Adoption
 - Text and map for new appendix to City's Greenway Plan taking an exception to Goal 15 for the Preferred Alternative with supporting documentation (pdf pages 20-38)

3. Urban Growth Boundary Amendment – Adoption by City of Salem, Polk County, City of Keizer, and Marion County
 - Map of proposed UGB amendment (pdf page 39)
 - Legal description of three parcels proposed to be added to the UGB (pdf pages 40-44)
4. Salem Comprehensive Plan Map Amendment – City of Salem Adoption
 - Map showing proposed City Comprehensive Plan designation of Parks – Open Space – Outdoor Recreation (POS) for UGB addition (pdf page 45)
5. Polk County Comprehensive Plan Map Amendment – Polk County Adoption
 - Map showing proposed Polk County Comprehensive Plan designation of Urban Reserves (UR) for UGB addition (pdf page 46)
6. Polk County Transportation System Plan Amendment – Polk County Adoption
 - Text of proposed amendment to the Polk County Transportation System Plan (pdf pages 47-48)
7. Salem Revised Code Chapter 64 Amendment – City of Salem Adoption
 - Amendments to Chapter 64, Comprehensive Planning, definitions to incorporate proposed changes to the Comprehensive Plan Map, Salem Transportation System Plan, Urban Growth Boundary, and Willamette River Greenway Plan (pdf page 49)