

RESOLUTION NO. 2005-51

A RESOLUTION ADOPTING "LAND USE AND TRANSPORTATION STRATEGIES" AND "INTEGRATED LAND USE AND TRANSPORTATION ALTERNATIVE STANDARD AND BENCHMARKS"

WHEREAS, the City of Salem has undertaken Periodic Review of its land use regulations, as required by ORS 197.628 - 197.663; and

WHEREAS, the City of Salem has completed all the tasks of the City's Periodic Review Work Program, but must submit Tasks 3 and 5, which establish compliance with Transportation Planning Rule (TPR), OAR 660-012-000 through 660-012-0070; and

WHEREAS, The City's Periodic Review Work Program, as amended on October 28, 2002, Task 3 and Task 5 provide as follows:

“Task 3: Prepare and adopt outstanding TPR-directed code amendments to the City's land use code.

“Task 5: Develop Alternative Standards that Reduce Reliance on the Automobile”; and

WHEREAS, the City has adopted various plans, code amendments, plan amendments, and programs to achieve the TPR's goal of reducing reliance on the automobile, including, but not limited to overlay zones, Fairview Mixed Use Zone, Mixed Use Overlay, Employment Center Zone and Plan Designation, Development Design Handbook, Mixed-Use Comprehensive Plan Designation, Riverfront/Downtown Core Area Master Plan, North Downtown Plan, Fairview Master Plan, SINALACS, SREC Master Plan, and the Toolbox Loan and Grant Program; and

WHEREAS, the Periodic Review Work Program products to satisfy Task 3 and Task 5 have been completed; and

WHEREAS, on April 5, 2004, the City Council established a City Council Subcommittee to review the Periodic Review Work Program tasks and products; and

WHEREAS, the City Council Subcommittee met between May 3, 2004 and April 21, 2005, and reviewed and approved draft documents (“the Draft Documents”) to satisfy Periodic Work Program products to satisfy Task 3 and Task 5; and

WHEREAS, the City Council Subcommittee referred the Draft Documents to the Planning Commission and to the Salem Futures Citizens Advisory Committee for comments; and

WHEREAS, the City Council held a public hearing on the Draft Documents on June 27, 2005, where it heard evidence and received testimony, including the Planning Commission and members of the Salem Futures Citizens Advisory Committee comments and recommendations; and

WHEREAS, after due consideration of, and amendments to, the Draft Documents, the City Council voted to adopt those certain documents entitled "Land Use and Transportation Strategies" and "Integrated Land Use and Transportation Alternative Standard and Benchmarks," which are attached hereto as "Exhibit A" and "Exhibit B" for submission to the Oregon Land Conservation and Development Commission, in satisfaction of the Periodic Review Work Program;

NOW, THEREFORE, THE CITY OF SALEM RESOLVES AS FOLLOWS:

Section 1. "Land Use and Transportation Strategies" and "Integrated Land Use and Transportation Alternative Standard and Benchmarks." Those certain documents entitled "Land Use and Transportation Strategies" and "Integrated Land Use and Transportation Alternative Standard and Benchmarks," which are attached hereto as "Exhibit A" and "Exhibit B," respectively and incorporated herein by reference, are hereby adopted, and shall be submitted to the Oregon Land Conservation and Development Commission, in satisfaction of the City of Salem Periodic Review Work Program.

Section 2. Effective Date. This resolution is effective upon adoption.

ADOPTED by the Council this 5th day of July, 2005.

ATTEST:

Kathy Hall

City Recorder

Approved by City Attorney: *[Signature]*

Checked By: *C. Urbani (ed)*

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City of Salem

Land Use and Transportation Strategies

Over the past decade, there has been a steadily increasing awareness of the critical interdependence among land use and development activities, the provision of public infrastructure (such as sewer, water, and transportation facilities and services) and quality of life issues (such as air, water quality, and the availability of open space). As a result, governmental entities and the public are being encouraged to develop plans and implement ordinances that move us away from our traditional approaches to infrastructure and growth and instead create integrated systems that make more efficient use of past and future investments.

The following four broad strategy initiatives are designed to more effectively integrate the land use, transportation and other infrastructure available to the residents of Salem in the future.

1. Physical Changes to Land Use Patterns

As land is redeveloped and new developments are introduced, land use patterns will allow for and support a multimodal transportation system. Concepts such as mixed-use transit-oriented centers—where housing, shopping, and employment are clustered together—will allow us to increase the viable modal choices for our transportation needs.

It is anticipated that adopted changes to the Salem Area Comprehensive Plan and land use regulations will facilitate more compact urban development with a greater mix and balance of residential and retail/commercial uses. Transit-supportive land uses will receive particular emphasis in identified community centers for retail, civic, residential, and employment uses. It is with these goals in mind that the following land use actions be supported.

Suggested Actions

- A. Encourage mixed use, higher density development and designate higher density land uses along major centers and/or transit corridors.
- B. Encourage new development and redevelopment in areas that facilitate and complement investments in the transportation system, particularly public transit.
- C. Encourage community design that provides a safe and convenient network of facilities that meets the needs of walkers, bicyclists, transit users, and motorists.
- D. Encourage development to ensure that prospective land uses are appropriate and are being developed at appropriate intensities and designs for compatibility with existing and planned transportation and other infrastructure facilities.
- E. Address existing legal and institutional obstacles to mixed use, pedestrian, and transit-oriented development.

- F. Develop public/private partnerships (financial incentives/ investments) that provide economic and other benefits to both parties. Use targeted public investments to encourage and implement adopted land use policies.
- G. Allow for an assortment of housing choices.

2. Physical Changes to the Transportation System

Regional and local transportation plans will address needs for maintaining the existing transportation system and expanding opportunities for walking, bicycling, and transit use. Proposed modifications to plans will identify transportation system improvements that, if adopted by the governing bodies, would facilitate desired land use changes.

Suggested Actions

- A. Emphasize a balanced, multimodal system that provides a variety of viable choices and increased opportunities for travel by modes other than by the automobile.
- B. Ensure designs that facilitate travel by bicyclists, pedestrians, and transit users without excluding needs of motorists.
- C. Support transit service that provides reasonable travel alternatives.
- D. Support the provision of regional interurban transit (including commuter rail) services, providing commuters options for traveling between cities throughout the Willamette Valley.
- E. Implement Intelligent Transportation Systems (ITS) technologies to increase the efficiency of the transportation system.

3. Promoting Transportation Options

The City will continue to promote programs that expand transportation options available in our community and support desired land use patterns.

Suggested Actions

- A. Enhance programs, such as Mid-Valley Rideshare, that work with employers and the general public to encourage the use of alternative transportation options, including carpools, vanpools, transit, bicycling, walking, flexible work schedules, and teleworking.
- B. Explore and implement, as appropriate, parking management tools that support transportation options and encourage desired land use patterns. Parking management tools to consider include preferential parking for carpools and vanpools; reducing city-instituted minimum parking requirements to reduce excess land devoted to surface parking; supporting Park & Ride locations; charging for parking (such as state and City employee charges for parking downtown), and managing parking to achieve the desired turn-over.

4. Public Awareness Efforts

The first three strategy initiatives will provide the public with opportunities and choices, but it will take increased public awareness and understanding of the benefits of this approach for the efforts to have their intended effects.

Suggested Actions

- A. Conduct educational outreach programs.
- B. Ensure that all sectors of the public are included in public awareness efforts.

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**Integrated Land Use and Transportation
Alternative Standard and Benchmarks
Proposed Measures**

Measure	Description	Measurement	Recent Years	Interim Benchmarks					Benchmark 2030
				2005	2010	2015	2020	2025	
1a	New Dwelling units (d.u.) within 1/4 mile of transit stops	Ratio of new d.u. within 1/4 mile walking distance of transit stops (with frequency of service of 30 minutes) to all new d.u. in the city	26.9% ('98-'04)	30%	34%	38%	43%	48%	
1b	New Dwelling units (d.u.) within 1/4 mile of transit stops	Ratio of new d.u. within 1/4 mile walking distance of transit stops (with frequency of service of 15 minutes in peak hour) to all new d.u. in the city	2.7% ('98-'04)	3.5%	4.5%	6.5%	8.5%	10.5%	
2	Jobs in Activity Nodes and Corridors	Ratio of total jobs in Activity Nodes and Corridors to all jobs in the city, excluding industrial zones.	50.17% (2000)	52%	53%	54%	55%	56%	
3	New d.u. in Activity Nodes and Corridors	Ratio of new d.u. in Activity Nodes and Corridors to all new d.u. in the city	14.95% ('98-'04)	17%	19%	21%	23%	25%	
4	Critical bicycle, pedestrian and transit improvements constructed	Number of projects constructed by the public and private sectors	15/year ('98-03)	75 (15/year)	75 (15/year)	75 (15/year)	75 (15/year)	75 (380 total)	
5	Growth in Mid-Valley rideshare database	Number of people in database using alternative modes	695 (2003)	749 (7% increase)	801 (7% increase)	881 (10% increase)	969 (10% increase)	1066 (10% increase)	

The above benchmarks have been accepted by the City of Salem, but are contingent on the continued cooperation of all the regional partners, especially the Salem Area Transit District, and including City of Keizer, Marion and Polk Counties, MWVCOG, and the Salem Keizer School District.