



Oregon

Kate Brown, Governor

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September 27, 2016

Julie Warncke
Transportation Planning Manager
City of Salem Public Works Department
555 Liberty St SE / Room 325
Salem, OR 97301

RE: Salem River Crossing, CA16-04 (DLCD File No. 016-16)

SUBMITTED VIA EMAIL

Dear Julie,

Thank you for the opportunity to comment on the joint urban growth boundary (UGB) amendment with Polk County, Keizer, and Marion County for approximately 35 acres to accommodate the transportation need identified in the Salem River Crossing Preferred Alternative to construct a new bridge across the Willamette River.

As part of the 35-day notice, the city provided the Department of Land Conservation and Development with the some of the required findings. Those are addressed below. Missing from the initial proposal were findings for Goal 10 (Housing) and division 8, Goal 12 (Transportation) and division 12, and Goal 14 (Urbanization), division 24 and division 38. We received those draft findings on Thursday September 22, 2016; consequently, this department has not had adequate time to review and include comments in this initial participation letter.

Goal 15, Willamette River Greenway

The information provided for the Willamette River Greenway goal lacks a discussion specifically about access to and along the river. Access along the river is the primary reason for the structural setback requirement in the goal and the exception material discusses impacts to recreation uses, but does not specifically talk about access to and along the river.

We understand that the city has plans and policies in place to preserve the option for a planned path along the river on the west side. Pilings will be used to support the bridge and there will be plenty of room to walk/bike under the bridge. On the east side, the city has stated priorities to maintain a bike and pedestrian route along Front Street. Front Street is to be moved closer to the river to make room for the bridge's descent to grade by the time it gets to Commercial Street. Given that the bank is steep in this location, other options for physical access to and along this

portion of the river may not be feasible. During the design phase for the Front Street alignment, the city will be able to advocate for visual access to the river within the city's greenway permit-review process.

The materials provided in support of an exception to Goal 15 is one step in the overall Greenway compatibility review that will need to be completed by the city. When ODOT makes application for local permits, DLCD recommends that the city consider options for providing visual access to the river along the realigned portion of Front Street.

Conclusion

Please enter these comments into the record for the plan amendment. Because we did not receive all of the findings necessary to review this UGB amendment 35 days before the first evidentiary hearing, additional comments following a full review will be submitted by the October 12 hearing.

We recommend the council continue the hearing on this matter so that it can review state findings that will help it determine if this proposal is in compliance with state statutes and the statewide planning goals.

Sincerely,

Angela Lazarean Carnahan

Angela Lazarean Carnahan
Mid-Willamette Valley Regional Representative

cc: Amanda Punton, DLCD Natural Resources Specialist
Bill Holmstrom, DLCD TGM Coordinator
Gordon Howard, DLCD Urban Planning Specialist