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October 12, 2016

City Councils of Keizer and Salem, Commissioning Boards of Marion and Polk Counties,  
Planning Commissions of Polk County and the City of Keizer

Re: Joint Hearing regarding Proposed Ordinance 14-16, Major Comprehensive Plan  
Amendments, Salem River Crossing Preferred Alternative

Honorable Commissioners, Mayors, City Councilors and Members of Planning  
Commissions:

On behalf of the Salem Area Chamber of Commerce, representing in excess of 1,200  
members and 46,000 employees, we stand united in strong support of the proposed  
amendments to our regions Urban Grown Boundary. The organizations we are  
privileged to represent have indicated an unprecedented will to see the Salem River  
Crossing to completion for decades.

These proposed amendments are necessary not only for the potential Salem River  
Crossing Preferred Alternative, but for the efficient mobility and public safety for  
existing properties and parcels within the current UGB via Marine Drive NW. Most of the  
adjacent parcels were annexed through popular vote, with over 80% of annexation  
votes passing in the past 12 years. Bringing the road network (35 acres) into the UGB to  
support urban-zoned properties represents sound judgment and planning.

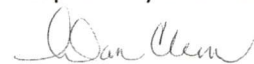
In studying the 432 page staff report, we believe that the proposed amendments  
comply with state laws and rules related to growth and UGB adjustments.

Both the planned Marine Drive NW, and its access to the Salem River Crossing are  
critical links to our future economic vitality. Global competition, as well as increased  
regulatory requirements, are demanding that producers, agriculture, wineries,  
distributors, farmers and local businesses must be able to access Interstate 5 in a timely  
and safe manner. Today's congestion, with traffic counts exceeding that of I-5 between  
Market St and Mission St, degrades our regional ability to compete and enjoy mobility  
for products and people.

In addition, commuters spend 29 hours per year in unavoidable traffic. Couple this with  
the danger of having only one current crossing site over seismically unsound facilities,  
this community can not continue to avoid this need.

We urge that you approve these amendments so that we can finalize and agree, as a  
region, what we need to compete and attain the mobility that our urban community  
demands.

Respectfully Submitted,



Dan Clem  
Chief Executive Officer