

Olivia Glantz

From: Pat Dixon <patbilldixon@gmail.com>
Sent: Tuesday, April 09, 2019 5:40 PM
To: Olivia Glantz
Subject: Case #SUB-ADJ19-02, Wren Heights

To: Olivia Glantz, Planning Division, 555 Liberty St. SE, Salem, OR 97301

From: Pat Dixon, 608 Salem Heights Ave. S., Salem, OR 97302

RE: Case #SUB-ADJ19-02, Wren Heights

The Wren Heights subdivision should be rejected as proposed because it would add danger to an already dangerous road.

I frequently walk on Salem Heights Avenue. There are no sidewalks or curbs. The road is a narrow 20 feet. When a car comes my way, the driver moves towards the middle of road, thus creating a traffic hazard for oncoming drivers. If cars are coming from each direction, then I have to move into the bushes. The grade of the street has several places where drivers, walkers and cyclists cannot see traffic approaching. Again making for unsafe conditions.

It is my understanding that Salem Heights is a collector street in name only: 20 feet of roadway instead of the minimum standard of 27 feet. No sidewalks. No curbs. Beyond the maximum allowed grade (9.48% vs 8%). No on-street parking.

Salem Heights is 3,100 feet in length. The present plan to upgrade 15% of the street in front of the development would leave 85% of the street unimproved while adding a projected 315 additional cars. This would exacerbate the present unsafe condition of the street.

The design should be altered to eliminate the proposed connection to Doughton Street and direct traffic from the subdivision to Hansen Avenue South, which is up to collector street standards. Once Salem Heights has been brought to standard, then the Doughton Street connection could be completed.

To be more specific:

Wren Heights as proposed does not meet the requirements of SRC 205.010(d)-5 for safe, orderly, and efficient circulation of traffic into, through and out of the subdivision.

Wren Heights as proposed fails to meet the requirements of SRC 205.010(d)-6 for safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development.

If Wren Heights were built with the proposed changes to Salem Heights, only 15% of the street would meet minimum collector street standards. This would make Salem Heights less safe than it is now, and it is plenty dangerous already. Please deny this subdivision as presently proposed.