

Amy Johnson

From: Carol DeCoursey <cdecoursey@gmail.com>
Sent: Monday, August 10, 2020 3:14 PM
To: citycouncil; CityRecorder
Subject: Personal testimony on Site Plan Review Case # SPR 20-19
Attachments: Cottage St Tree Removal Appeal.pdf

I am appealing to the Salem City Council to review and stay Permit SPR 20-19. The permit was granted on the basis of incorrect information. Here is a summary of what I found. There may be other errors, too.

1. The notice/permit states, "[T]he proposed construction [is] to expand the existing bus pull-through." This is incorrect. There is NO bus traffic and no "existing bus pull-through" on Cottage Street. This construction would be new construction for a new operation, not a modification to an existing operation.
2. The notice/permit states, "[T]he proposed construction [would] expand the ... on-street parking area." This is incorrect. This construction would repurpose a long section of the parking curb on the east side of Cottage, reserving it for bus pick-ups and drop-offs; it would remove 7 to 9 parking spaces in a neighborhood that has terrible parking problems already documented by the City. Since the school currently has only 8 spaces on-site and 19 classrooms, loss of those parking spaces will be a great loss to the staff in the school and the local residents.
3. The notice/permit states that all five trees to be removed are Halka Zelkova. This is incorrect. Only one of the five is a Halka Zelkova tree.
4. The notice/permit states that all five trees are less than 6" in diameter. This is incorrect. In fact, according to Diameter at Breast Height (DBH) methodology, four of the five trees are greater than 6" in diameter. The DBH method measures the trunk circumference of the tree at 48 inches from the ground, divides circumference by Pi (3.14), and rounds up to yield the measurement. The DBH measurements of those trees are 11 inches, 7 inches, 7 inches, and 6 inches. (See attached letter to Public Works Dept. for more detail.)
5. The notice/permit states, "The trees proposed for removal meet the criteria described in SRC 86.090(a)(8) because there are no reasonable alternatives available to accommodate the proposed construction ..." This is incorrect and somewhat misrepresents the applicable clause of the SRC. That clause states, "The Director may permit the removal of a City tree due to construction if there is no reasonable alternative." And that is the end of the sentence, leaving open the scope of the project that may be reconsidered. The Neighborhood Association has presented to the District and to the City several "reasonable alternatives" to a new bus pullout on Cottage Street that WOULD NOT require removal of those trees. I implore the City Council to consider those alternatives now -- some of which are far less expensive!
6. Removal of those trees goes against the Urban Tree Canopy Assessment of 2010 (UTC), which mandated the planting and preservation to create
 1. increased property worth,
 2. pollutant removal,
 3. stormwater runoff reduction,
 4. carbon sequestration, and
 5. energy savings.

7. Removal of those trees goes against TITLE VII (PERMITS, STREETS, AND PUBLIC WAYS), Section 86 (Trees on City-owned Property), Sec. 86.005 (Purpose) in three ways:
 1. Fewer trees will mean higher car speeds on Cottage Street
 2. The loss of street trees can lead to increased crime in a neighborhood that has been overcoming crime. *"Green Cities, Green Health" 2018, Urban Forestry/Urban Greening Research, USDA Forest Service and University of Washington.*

Because of these many errors, I assert that the permit was granted on incorrect information, and that if the correct information were considered, the permit would not be granted. I therefore beg the city to suspend this permit until all of the correct information is considered and the alternatives fully explored.

Carol DeCoursey
740 Shipping St
Salem, Oregon 97301
Carol: 425-269-9630

GRANT NEIGHBORHOOD ASSOCIATION

SALEM OREGON

July 15, 2020

Jennifer Scott
City of Salem, Public Works Department
555 Liberty ST SE, Room 325
Salem, OR 97301-3513

Re: **STREET TREE REMOVAL PERMIT APPLICATION NO. 20-108586-TR**
Grant Neighborhood - Grant Community School

Dear Ms. Scott and Public Works Department,

This letter and accompanying filing fee of \$285 represents the official appeal by Grant Neighborhood Association pursuant to the Notice issued June 16, 2020.

Grounds for Appeal:

From the notice/permit, it appears the Permit was granted on erroneous information. Since those errors are material assertions in the **Request, Location, and Findings** sections of the Permit, we reasonably presume the Permit was issued in error and the Department would not have come to the same Finding if it were operating on the correct information, and might not have issued the Permit.

1. **Error #1 in Official Notice sent by email and posted on Trees.** The notice/permit states, "[T]he proposed construction [is] to expand the existing bus pull-through." There is NO bus traffic and no "existing bus pull-through" on Cottage Street. This construction would be new construction for a new operation, not a modification to an existing operation.
2. **Error #2 in Official Notice sent by email and posted on Trees.** The notice/permit states, "[T]he proposed construction [is] to expand the ... on-street parking area." This construction would repurpose a long section of the parking curb on the east side of Cottage, reserving it for bus pick-ups and drop-offs, and removing 7 to 9 parking spaces. Since the school currently has only 8 spaces on-site and 19 classrooms, loss of those parking spaces will be a great loss to the staff in the school and the local residents. The project's proposed expansion is to increase the pavement area of the street; it does not increase any of the actual parking area when it is defined as a parking space. As stated above, it removes parking spaces. The statement that this project would "expand the on-street parking area" is totally erroneous.

3. **Error #3 in Official Notice sent by email and posted on Trees (photo attached).** The notice/permit states that all five trees to be removed are Halka Zelkova. But only one of the five is a Halka Zelkova tree.

4. **Error #4 in Official Notice sent by email and posted on Trees.** The notice/permit states that all five trees are less than 6" in diameter. In fact, according to Diameter at Breast Height (DBH) methodology, only 1 tree meets this requirement. The DBH methodology:
 - a. measures the trunk circumference of the tree at 48 inches from the ground,
 - b. divides circumference by Pi (3.14), and
 - c. rounds up to find DBH measurement
 - d. Measurements show that 4 of the five trees are 6" or larger by DBH measurement:
 - i. 10.3 inches (11-inch DBH),
 - ii. 6.05 inches (7-inch DBH),
 - iii. 6.05 inches (7-inch DBH), and
 - iv. 5.07 inches (6-inch DBH).

6. **Error #5 in Official Notice sent by email and posted on Trees.** The notice/permit states, "The trees proposed for removal meet the criteria described in SRC 86.090(a)(8) because there are no reasonable alternatives available to accommodate the proposed construction ..." This somewhat misrepresents the applicable clause of the SRC. That clause states, "The Director may permit the removal of a City tree due to construction if there is no reasonable alternative." And that is the end of the sentence, leaving open the aspects of the project that may be considered *in the alternative*. The Neighborhood Association has presented to the District and to the City several "reasonable alternatives" to removing those trees and constructing a new bus pullout on Cottage Street. Though the District has initially rejected those alternatives, no independent observer has yet examined those proposals to determine whether they are "reasonable alternatives."

As the City's Planning Department knows, the Neighborhood Association and the School District are in robust and positive negotiations to seek alternative solutions to the bus-lane project and, in turn, the removal of trees and green-space. The District has notified us in writing that this exploration process will run into the fall based on the different committees and task forces which need to review the alternatives. Giving permission to cut the trees down on July 17 would be unnecessarily hasty given the District's stated schedule. Moreover, since alternatives are being sought as described above, the decision to cut down the trees violates Sec. 86.090-8.

TITLE VII - PERMITS, STREETS, AND PUBLIC WAYS
Sec. 86.090. - City tree removal criteria.

(a)(8) The Director may permit the removal of a City tree due to construction if there is no reasonable alternative. The applicant shall be required to bear all cost of the tree's removal and replacement.

Even with good intentions, a premature approval to cut the trees far in advance of the actual need

leaves the door open for mistakes. It is not uncommon on development projects for a subcontractor or worker to mistakenly proceed with a task or action. In fact, this has already happened once on the Grant School project, requiring a work stoppage. Granting approval now for tree removal unnecessarily exposes them to a similar mistake.

Moreover, COVID-19 school-attendance precautions being formulated by the Governor, the Oregon Department of Education, and Salem-Keizer Public Schools make it very unlikely that the medically-fragile students in the Medically Developmental Learning Center (MDLC) would actually accept students at Grant this fall. Again, a July 17 tree-cutting permission date is extremely premature given the very real possibility students will not be able to attend school.

All five trees were planted under the direction of the City of Salem's Arborist in partnership with Grant School teachers, parents and students, as well as Grant Neighborhood Association. They were planted during several "Earth Day/Tree City" beautification events at Grant School in the month of April over a period of years, an event the Mayor of Salem regularly attended. It seems like bad planning at best, and a violation of the City's own code, to remove these trees (see below).

TITLE VII - PERMITS, STREETS, AND PUBLIC WAYS

Section 86: Trees on City-owned Property

Sec. 86.005. – Purpose

The purpose of this chapter is to provide a unified, consistent, and efficient means for the planning, planting, maintenance, and removal of trees located on city property and to limit the adverse impacts to city trees and city infrastructure. It is hereby declared that the public interest and welfare requires that the City conduct a program for the planting, maintenance, preservation, and removal of city trees, and that the City promote the development of tree canopy cover of all trees on city property.

Removing the trees for a bus lane (as detailed in the attached letter from Grant Neighborhood Association) will have three negative impacts apart from the loss of canopy, shade, carbon-reduction, and beauty: a) Fewer trees will mean higher car speeds on Cottage Street; b) The loss of the trees and the parking strip means the loss of 7-9 parking spots in a neighborhood that has terrible (documented by City) parking problems; and, c) The loss of street trees can lead to increased crime in a neighborhood that has been overcoming crime. *"Green Cities, Green Health" 2018, Urban Forestry/Urban Greening Research, USDA Forest Service and University of Washington.*

Sincerely,

Sam Skillern
Co-Chair,
Grant Neighborhood Association
sam@salem1f.org

Cottage Street Tree Removal

Amy Johnson

From: Aaron Terpening <Aaron@CBTwoarchitects.com>
Sent: Monday, August 10, 2020 10:57 AM
To: CityRecorder
Subject: Written Public Testimony for SPR20-19
Attachments: SPR20-19 COUNCIL TESTIMONY_Owen Terpening.pdf

Please see the attached letter/petition from Owen Terpening to be included in the public testimony for the hearing at tonight's council on SPR20-19 Grant School.

Thank you,

Aaron Terpening, AIA, LEED® AP



500 Liberty St. SE, Suite 100
Salem, Oregon 97301

P: 503.480.8700
C:503.602.1311



Promote Sustainability.

Please consider the environment before printing this email.

Dear City Council and Mayor

This letter is about the trees by Grant School. They make our school look very pretty. Lots of kids at the school would like to keep them to. I know because I go to Grant School. I'm almost in fifth grade! I just finished fourth. I also have another reason I want to keep the trees; the air around them is always fresh (unless they are dead). They also clean the air so that we can breathe it in. Teachers at the school always say "when you chop down a tree, plant 2 new seeds". Well you can't plant the seeds in concrete.

The trees have been at Grant for a very long time. I remember them from kindergarten. In my opinion, killing a tree is the same as killing an animal, because they are both living things. If we keep replacing trees with concrete, there will be no more life. It will get harder to breathe, animals will die, and there will be too much pollution. To conclude, I would like to say, "keep the trees".

- Sincerely, Owen Terpening

Lydia
Alice Herrmann (PS with the letter)

Signatures:

Amorette Drexler

Elizabeth C. Katwin C.

430 14th St NE

Salem OR

ISAAC H.

1060 Cottage St. NE

Will Hoffmann

1060 Cottage St. NE

Adolyn H.

Jearl & Deicks

Zachary H.

Amy Johnson

From: Aaron Terpening <Aaron@CBTwoarchitects.com>
Sent: Monday, August 10, 2020 1:47 PM
To: CityRecorder
Subject: SPR20-19 Public Comment
Attachments: SPR20-19_Aaron_Terpening_Comments.pdf

Please enter the attached testimony into the record for the council hearing tonight regarding Grant School.

Thank you,

Aaron Terpening, **AIA, LEED® AP**



500 Liberty St. SE, Suite 100
Salem, Oregon 97301

P: 503.480.8700
C:503.602.1311



Promote Sustainability.

Please consider the environment before printing this email.

August 10, 2020
SPR19-20
Public Comment:

The City's staff report states that the applicant's proposal includes the request to "construct an on-street bus and ADA parking area on Cottage Street NE." This description falls well short of what is being proposed. The proposal includes the demolition of a pedestrian oriented environment and replaces it with an automobile-oriented environment. Grant neighborhood is one of a very few neighborhoods in our city that have almost no driveways, garages, or curb cuts. We have planter strips and beautiful street trees. The landscape strip provides a safety buffer between the pedestrian and the car. It provides beauty and the street trees provide desperately needed shade over the street, the sidewalk, and nearby structures reducing heat-island effect. In the application provided to the neighborhood, there is no survey of existing street trees. It inaccurately shows only two trees. There are five trees and their caliper are not noted. An existing conditions survey is a requirement for a Site Plan Review Application to be deemed complete. Is the application complete? Is there a survey which notes the location and size of the existing street trees?

In the applicant's proposal the planter strip is demolished and replaced with a landscape area against the building. The street trees are cut down and replacement trees are placed against the existing building too close to the to grow successfully. The existing zelkova is out in the planter strip (approx. 9 feet further away than the proposed new trees) and the branches are already coming close to the building (Attachment A). The proposed design is not our neighborhood standard and is not in our community's best interest. Should work in the public right of way be done with consideration for the concerns of the community?

The property already has a lengthy bus drop-off area on Market Street which serves the main entrance of the building. The applicant has stated their desire to drop-off students who are part of the DLC program close to the back entrance of the building so that they can arrive at the same time as the other students. This stated desire may be convenient, but it is not in the best interest of the children who will now be scuttled in through the back door while the rest of the student population goes through the main entrance. We hope the students can enter school together at the front door with everyone else.

I walk my kids to school and they wait at the front door until 8:45am when Principal Morris opens the doors and greets everyone. The buses have already come and gone, and the kids are simply waiting in line to enter. Could more buses come and go at the front door and provide an equitable and beneficial experience for all students? We are excited to welcome our new classmates at Grant and we want them to share in the school experience with us.

There may be an opportunity for a compromised design solution which respects the neighborhood character, protects the safety of our children, and is more equitable for all students. The new drop-off loading zone could be located on Cottage (See attachment B) as the applicant prefers but shortened to ½ (approx. 128 feet) block rather than the entire block length. A second parking cut-out could be placed on the other side of the street trees to serve two accessible stalls (approx. 80 feet). This would result in the saving of the two significant street trees and place the point of drop-off much closer to the main entrance of the building where a new accessible ramp has just been poured (Attachment C).

School will not be happening in person this fall. There is a small chance that it could happen for a couple weeks in November before going on Christmas break. Even in the best-case scenario, this school year

will likely only be half as long as a normal year (in person). The proposed work is in the public right of way and the public has significant concerns, there are existing similar facilities already on this site, and the proposed use is uncertain due to Covid-19. Please ask the applicant to consider its' other options and do not accept this proposal as currently designed.

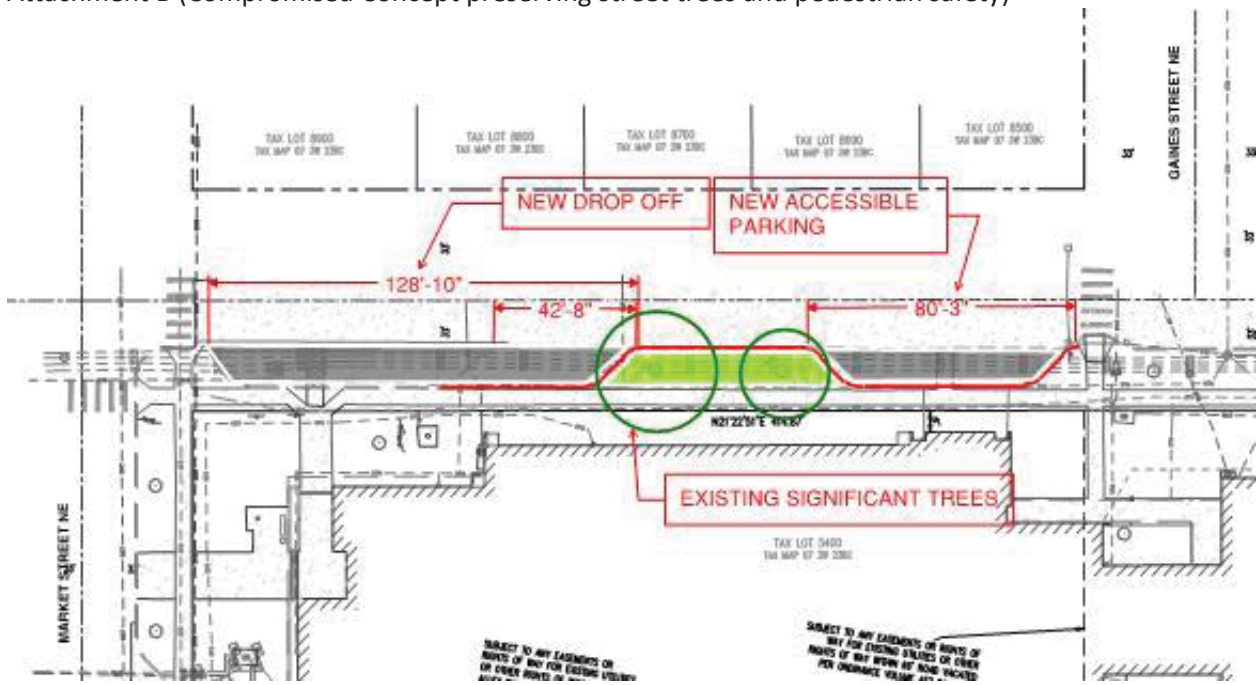
Sincerely,

Aaron Terpening
1270 Church Street NE
Salem, OR 97301

Attachment A (Existing Zelkova canopy)



Attachment B (Compromised Concept preserving street trees and pedestrian safety)



Attachment C (New accessible ramp at main entrance)



Amy Johnson

From: Pamela Cole
Sent: Monday, August 10, 2020 10:06 AM
To: Amy Johnson; Ruth Stellmacher
Subject: FW: plan review #spr20-19/application 20-104828-rp Testimony for Council Call-Up

Testimony for tonight's hearing.

Pamela Cole

Planner II

City of Salem | Community Development Department
555 Liberty St SE, Suite 305, Salem OR 97301
pcole@cityofsalem.net | 503-540-2309
[Facebook](#) | [Twitter](#) | [YouTube](#) | CityofSalem.net

From: Gretchen F <gforgue@aol.com>
Sent: Friday, August 7, 2020 6:45 PM
To: Pamela Cole <PCole@cityofsalem.net>
Subject: plan review #spr20-19/application 20-104828-rp

To: Pamela Cole, Case Manager
City of Salem, Planning Department
555 Liberty St SE, Room 320
Salem, OR 97301

From: Gretchen Forgue
1335 Cottage St, NE
Salem, OR 97301

Re: Application #20-104828-RP
Grant Community School

Ms Cole,

This email is my response to the impending development proposal at the Grant Community School.

As noted above, I live on Cottage St NE, near the Grant School and across from the Grant Park. I agree wholly with the assessments the Grant Neighborhood Association brought forth in their 7/13/2020 letter of rebuttal. I won't reiterate it all, but note again the problems with parking and congestion.

I was surprised to learn that this project was going to continue. There is not enough space on this street to add busses and take away parking spaces. I can't even park in front of my own house during school days. I end up having to walk from a block over. I have not enjoyed having to do that, but have quietly made do. All of the homeowners on Cottage and surrounding streets should be able to park in front of their own homes.

There is an excess of walking traffic in this area during school hours, and parents will park in the middle of the street to do drop offs and often block access to Market Street. With both sides of these small streets (Cottage/Gaines/Hood) filled with cars, how will busses even be able to traverse this small very congested area. There aren't enough busses to warrant such major issues for the neighborhood. I also fear it will cause our homes to loose value. Lack of parking and congestion could be a factor in people moving into the neighborhood.

This current proposal is not a viable solution and I disagree with the plan. I had always hoped the school would at some point find a solution to the parking issue in this area, not make it worse.

Sincerely,
Gretchen Forgue

Sent from [Mail](#) for Windows 10

Amy Johnson

From: mhdecoursey <mhdecoursey@gmail.com>
Sent: Monday, August 10, 2020 3:39 AM
To: citycouncil
Subject: Personal Testimony on Site Plan Review Case No. SPR20-19
Attachments: Personal-letter-bus-pullout.pdf

Please see the enclosed letter in written testimony appealing Case No. SPR20-19.

Mark H. DeCoursey
740 Shipping St. NE
Salem, Oregon 97301
Cell: 425 891 0440

Mayor and City Council
City of Salem, Oregon
citycouncil@cityofsalem.net

August 10, 2020

re: Site Plan Review Case No. SPR20-19
Removal of trees for bus pullout for Grant School

Mayor and Council Members:

Others have written or will testify with technical reasons why the Council should reconsider the decision of the Planning Commission to remove the trees on Cottage Street for a bus pullout.

I would like the Council to consider a humanistic reason that those appeals may not have mentioned. Considering that the District has practical alternatives for this bus service that do not include removing the trees:

Those trees were planted in a community Earth Day celebration with the participation of a class of grade school children less than a decade ago. Removing those trees now would be a betrayal of that promise. Contrary to statements in the application by the District, four of those five trees are larger than 5" in trunk diameter, by standard measurement, and only one is a Halka Zelkova. (The permit was granted on incorrect information.)

A tree is in many ways a symbol and an actuality of promise to future generations. I believe it was Carl Jung who wrote, "A promise to a child is easily made and easily broken—but not easily forgiven."

Surely, we have more respect for those children—and ourselves—than to make empty promises we have no intention to keep. Responsible adults make promises with the knowledge that the future cannot be known, but despite all temptation to the contrary, the promises will be kept. People who do not keep their promises lack integrity.

Expedient and cavalier promise-breaking is not the lesson we wish to teach the children who planted the trees, nor those who are currently in the school. We are adults and we keep our promises, as we expect of our children. The trees are a living, breathing reality—even as the children are an embodiment of promise, so are the trees.

Let us do all possible to rearrange our affairs to keep our promises.

Another possibility for the bus traffic has just been presented. On July 29, one of the larger trees on Winter at the intersection with Gains St. spontaneously split open and had to be removed—as though it were sacrificing itself for the greater good. Now it is possible to create a drive-through drop-off in the Winter Street parking lot without removing any trees, playgrounds, parking slots, or otherwise destroying working installations.

Sincerely,

Mark H. DeCoursey
740 Shipping St. NE
Salem, Oregon 97301
Cell: 425 891 0440
mhdecoursey@gmail.com





Fallen
Tree

Existing
driveway

Winter St NE

Gaines St NE

Winter St NE

Seeds Of Promise Child
Development Center

Seed of Faith
International

ool

Amy Johnson

From: Marissa Theve <marissatheve@gmail.com>
Sent: Friday, August 07, 2020 12:17 PM
To: CityRecorder
Subject: testimony in support of the bus pull out for Grant Elementary School at 725 Market Street NE

Greetings,

My partner Elliott Lapinel and I (Marissa Theve, of 845 Gaines Street NE) are close neighbors to Grant Elementary (725 Market Street NE.). We commented during the original open comment period in support of the project, and maintain that position. We enjoy having the school nearby and hearing children play and shuffle from Boys and Girls Club to the school from our kitchen. As such, we are in support of the school's development of a bus pull-out that would facilitate increased ADA accessibility to the school. We feel that the potential increased parking pressure to our neighborhood is worth the benefit to students.

We understand the construction would temporarily increase noise and traffic in our area, and accept these consequences of the proposal. We agree that the project meets all legal requirements, but maintain our suggestion that the District consider using pervious pavement where feasible to increase stormwater infiltration and reduce nonpoint source pollution. Like the existing trees on the grounds, an area of pervious pavement could offer the school valuable hands-on lessons in environmental science and hydrology. That said, we trust the school district to balance what's overall best for the students, staff, infrastructure, environment, residents, and district budget.

Thank you for the additional opportunity for comment,
Elliott Lapinel and Marissa Theve

--

Marissa Theve
Pronouns: she/her/hers

Amy Johnson

From: Nicholas Maselli <greenfleas@comcast.net>
Sent: Monday, August 10, 2020 1:43 PM
To: CityRecorder
Subject: Proposed Grant School project

Dear Council Members:

I live at 690 Gaines St. NE and have lived at this address for 24 years. I am adamantly opposed to the new bus drop off proposal on Cottage at Grant Elementary school. I have seen many programs come and go at Grant and other schools in the Salem Keizer area. I was a former Special Education Instructional Aide for quite some time and let me assure you, new programs and change within Special Education programs are the one constant. The issue with this particular program is that changing the sidewalk structure to accommodate the needs of the students is unneeded and will cause undue hardship to the Grant neighborhood by taking out 8 or so parking spaces to an already over-stressed parking arrangement that is currently manifesting itself. Teachers, State Workers, and residents are all vying for open spaces in the morning. With children and families crossing the street at Gaines and Cottage and at Market and Cottage to go to school and with the buses that will be parked on Cottage, narrowing the street between Market and Cottage (making it more dangerous) I believe this is a poor choice.

The Grant Neighborhood Assn. has provided several viable alternatives that I feel would be better working solutions. Please consider those other choices for the safety of the students, families, staff and neighbors of Grant Elementary.

Thank You,

Nicholas Maselli
690 Gaines St. NE
5415204458

Amy Johnson

From: Paul Tigan <paultigan@hey.com>
Sent: Monday, August 10, 2020 1:36 PM
To: CityRecorder; citycouncil
Cc: Sam Skillern; Jeanne and Corbey Boatwright; Eric Bradfield; Christopher Bechtel
Subject: Grant NA Testimony for Tonight's Hearing: 725 Market St NE
Attachments: Grant NA City Council Testimony 8-10-2020.pdf

Mr. Mayor & Councilors -

Please find the testimony/presentation for this evening's hearing on the Cottage Street bus lane at Grant Neighborhood School (725 Market St).

Sincerely,
Paul Tigan
Land Use Chair
Grant NA



GRANT NEIGHBORHOOD ASSOCIATION

Proposed Cottage Street Bus Lane

Appellant's Testimony

August 10, 2020



We love Grant School.

As neighbors we are longtime partners, allies and advocates.

Our children are Grant Grizzlies.

We mentor students and volunteer after school.



We are not adversaries.

We are not critics, naysayers, or monkey-wrenchers.

However, we respectfully ask the Council to respond to our concerns regarding the proposed Cottage Street lane. It is not good for Grant.

For 25 years we have proven our devotion to Grant School.

**For example:
We raised \$100,000 and volunteer-built two playgrounds ...**



Every April, for Earth Day, we rally neighbors, teachers, families and partners for the annual Grant School Beautification Project ...



**We converted a
concrete courtyard
into a children's
Learning Garden
with raised beds and
a greenhouse ...**



We installed pavers and paths, built composting bins, and planted most of shrubs surrounding the school.




Over the years, in partnership with the City's Arborist, we also planted 15 trees, including 5 that would be cut for the bus lane. The next slides are a comparison of the greenway now, versus the bus-lane look ...





**This view is
looking south
down Cottage
Street from
Gaines.**




This is a rendering of what the same view will look like after the project is implemented.



For 25 years it has been our joy to answer the call of Grant School and the School District to beautify our neighborhood school.





In return, we have one small request:

Please don't build a bus lane on Cottage Street that would make a terrible parking and traffic situation even worse.

Key point: We have never been against the Medically-fragile Student program.

We welcome these new students and families to Gra School. And we recognize their needs.

However, the transportation pressures this program brings to the District's smallest school campus is an unreasonable burden for the neighborhood to bear.

If the bus lane is approved, the school will use all three of its street frontages—Market, Winter and Cottage—for bus and car drop-offs. To our knowledge, no other school uses all its frontage in this way.

As an older urban Neighborhood, Grant has very few garages. Not only do most neighbors have to park on the streets, but State workers and school employees, as well. Multifamily housing developments in most of Grant are no longer required to provide parking off street.

When you add the high volume of in-district transfer families who drive to Grant for our prized Dual-Language Immersion Program, the parking and traffic conditions are terrible. Especially on Cottage Street.

If school were in session we would have video or photos, which would be convincing.

Grant has only 8 spots on campus for its 19 classrooms, which is way under code, but it's grandfathered in. We have accepted this and lived with it for years.

But adding a drastic and permanent change to Cottage Street—for 30 minutes of drop-offs in the morning and 30 minutes of pick-ups in the afternoon—will have a very negative affect on our neighborhood parking and traffic.

For months we have been working with the District find a mutually-beneficial alternative.

We asked for a sit-down process to work through a number of alternatives. Because of COVID, these meetings were not possible.

So we unilaterally suggested a number of ideas to the District and the City staff. At first, those ideas were rebuffed.

With persistence and good will, we were able to meet onsite in May with Supt. Christy Perry, Mike Wolfe, Smallwood and three school-board members. It was a positive meeting and the District assured us they would vet alternatives.



We believe there are two highly-viable alternatives the Cottage Street bus lane, which is slated to cost \$150,000 - \$180,000, remove 7-9 precious parking spots, and radically alter the public right-of-way ...

1. 190-foot Market Street Bus Lane

Grant already has a curb cut into the Right of Way for transportation purposes. It's on Market Street and is directly adjacent to the front door of the building and another double-door on Market Street.



1. 190-foot Market Street Bus Lane

Grant already has a curb cut into the Right of Way for transportation purposes. It's on Market Street and is directly adjacent to the front door of the building and another double-door on Market Street.



The Market Street Bus Lane has several benefits:

- 1. It is completely built, permitted, and requires additional investment.**
- 2. The buses don't have to compete with or increase traffic as they would on Cottage or Winter Streets.**
- 3. It drops the students off at the front door (where ADA accessibility is currently being improved).**

The Market Street Bus Lane has several benefits:

- 4. It would require no removal of street trees.**
- 5. Even if less-than-ideal from the district's perspective, is the least disruptive alternative.**


2. The existing Winter Street parking lot on Grant's campus.

It currently handles car and truck parking, as well as garbage truck ingress and egress.



The Winter Street loop has several benefits:

- 1. It is located on school property and requires no impact to the public right of way.**
- 2. The buses don't have to compete with or increase traffic as they would on Cottage Street.**
- 3. It drops the students off in a safer, quieter, respectful location (the garden).**

- 
4. The pedestrian distance from the drop-off site to the double-door entry is comparable to that on Cottage Street, part of the path covered from the weather.
 5. The cost is not yet calculated, but presumably cheaper than the \$150,000-\$180,000 slated for the bus lane.
 6. Even though Grant staff would lose the 8 parking spots, S Alliance Church has a formal agreement in place that allows Grant staff to park -- for free -- one block north of the school's 90-car lot on Hood and Cottage.

It would require only a minor widening of the existing driveway, and no tree removal, for a single in/out access point ...






... or the removal of one tree to create a second driveway and a vehicle loop for drop-offs.





We have been assured by the District that they are working with an architect to calculate the costs and logistics of using the Winter Street lot.

They have told us we'll be meeting later this month to review alternatives, and we are grateful for this commitment.



However, the 120-day period for a City decision is coming up fast: August 27th

We have asked the District to request an extension, which would allow more time for the review process they've indicated will go into September as they seek approval of the Bond Construction Oversight Committee and the School Board.



In summary, we are not at all in favor of the Application and don't want it approved.

We also recognize that denial would create difficulties for the School District. If there is a way to condition approval to keep the project on track but move the bus drop-off to Market or Winter Street, that would be optimal. Otherwise, we ask you to deny the permit.



We are hoping, as from the beginning, that we can work things out based on good will, good faith and creative thinking.

**Thank you for this
opportunity to present our
case.**

**We look forward to working
with the City and the School
District on a mutually-
beneficial solution.**

Questions?

