

Amy Johnson

From: Eunice Kim
Sent: Monday, July 16, 2018 3:45 PM
To: Amy Johnson
Cc: Lisa Anderson-Ogilvie
Subject: FW: Comments: City Council Hearing - State Street Corridor Plan

Hi Amy,

Below is more testimony.

Eunice | 503-540-2308

From: Sue Geniesse [mailto:scgeniesse@icloud.com]
Sent: Monday, July 16, 2018 3:38 PM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: Comments: City Council Hearing - State Street Corridor Plan

City Councilors:

Thank you for the opportunity to comment on the proposed State Street Corridor Plan. State Street has so much un-realized potential to become the hub for our neighborhood. I agree with the State Street Plan's vision to create an attractive corridor that can safely and comfortably accommodate walking and biking as well as driving, and that would provide our community with additional needed housing and convenient access to new retail and services.

Street Design:

I support the Hybrid alternative street design, currently in the plan, that provides for a road diet between 14th and 17th streets. My preference would be for a road diet along the entire corridor, but I am satisfied with the staff's commitment to evaluate the lane configuration west of 17th Street after 1 ½ years to consider extending the road diet to 24th Street. I do not agree with the Planning Commission's recommendation to adopt the Four Lane alternative.

Land Use:

I support the proposed land use alternative's objectives to provide a mix of uses, encourage pedestrian-oriented development, and add more residential density that will support new business development in the corridor. But I think the city staff could have more adequately and creatively responded to neighborhood concerns about the proposed 55' maximum building height. I do not live on Court Street, but I can put myself in their place — their concerns about building shadows, noise, and privacy are valid.

One possible compromise could be to allow by-right buildings up to 45' or 50' (inclusive of roof equipment). Additional height to 55' or 60' would be conditional, with standards of approval that considered potential negative effects on adjacent residential uses, such as listed above.

Creek Setbacks

I am surprised and dismayed that there is no building setback from a creek. The NEN-SESNA plan envisioned a greenway along the creek. I thought that the city's comprehensive plan also emphasized the value of greenways and the need to have vegetated setbacks for the ecological health of the creek. So there should be at

least a minimum 20-25' building setback from a creek and a requirement to have at least a minimum amount of vegetation.

Other than the issues above, I support your adoption of the State Street Corridor Plan. Thank you again for the opportunity to comment.

Sue Geniesse
1623 Chemeketa St NE
Salem, OR 97f301

July 16, 2018

Code Amendment State Street Corridor Plan Case No. CA18-02

I very much appreciate the hard work that's gone into the State Street Corridor redesign proposal. Most of us agree it needs to happen but needs fine tuning to account for the adjacent residential neighborhoods along Court Street. Strong disagreements remain about slight differences in specifics. I am offering a simple remedy to one of them: allowable building heights north of State.

My remedy keeps the same floor space in the State Street Corridor Plan by adding one floor south of State and subtracting one floor north of State. Doing so allows buildings on both sides of State enough sun for solar energy capture both on their roofs and in their upper windows. At the same time, residents north of State would be relieved of one of our darkest fears, the fear of buildings looming over us and casting shadows on our springtime gardens and into our autumnal eyes and wintry windows.

North of State is a residential neighborhood including both the Court-Chemeketa Residential Historic District and East Footbridge, a stable, closely knit neighborhood of more modest homes resting over the footbridge on the opposite bank of Mill Creek. Young families and older, motivated newcomers are buying in as its original owners and renters age out. Many of us want access to the sun and sky for both aesthetic and practical purposes. Think a mixed skyline with scattered trees, distant taller buildings and lower rooflines in the foreground. Think solar energy applications anywhere in this view.

As things stand, the affected land south of State has more existing retail and institutional use and occupants much less sensitive to taller buildings. Remember the Southeast Salem Neighborhood Association has approved allowing taller buildings on the south side of State. Altering the plan to eliminate its fearful symmetry would open up more pleasing prospects to everyone. Adjacent current residents. People coming to new digs in the corridor. Possibly ambitious architects signing up for the aesthetic and financial potential of less uniform outlooks.

Let me restate my State Street notion. Adding one story south of State and subtracting one story north of State would please the adjoining neighbors on both sides. May lure more ambitious architects to work in the zone by presenting prospects both high and low. Something for everyone. A more gorgeous redevelopment of State Street relieving us all—current residents and new owners and renters—of dreadful uniformity and gardens abandoned under haunting shadows and nearby eyeballs.

July 16, 2018

Code Amendment State Street Corridor Plan Case No. CA18-02



(Visit 1175 Court Street if you'd enjoy an example of a residence inspired office building with a solar rooftop and a sense of building scale. It's the Public Defender's office across from the Oregon's old Justice Building. My photo does not do justice to the new building.)

Amy Johnson

From: Eunice Kim
Sent: Monday, July 16, 2018 5:00 PM
To: Amy Johnson
Subject: FW: Comments on the State Street Project

Last one.

Eunice | 503-540-2308

From: Andrea Heywood [mailto:a.hey.ban@gmail.com]
Sent: Monday, July 16, 2018 4:57 PM
To: Eunice Kim <EKim@cityofsalem.net>
Cc: Chris Lobban ICE <calobban@gmail.com>; Charles Plaine <cplaine@gmail.com>
Subject: Comments on the State Street Project

Please read my comments to the record at tonight's city council meeting as I will be unable to attend.

I am one of the dozens on residence of Court Street Historic area. My home is on the south side of Court and will be directly impacted by the choices made here tonight.

I have been following this ongoing developments with this project and the city of Salem and our community response. I have been extremely dismayed at the response of the city to address any of our concerns. Not only has this street and community rallied together to find solutions to possible problems but have sat down with council members and staff to work through these concerns with little to no actual follow up or changes being made. This winter we submitted 50+ signatures with concerns over this plan which were not recognized or taken into account in previous meetings.

Any concerns we have raised has basically been told its our problem to deal with. We have jumped through ever hoop with little to no response. We are citizens of this community and we pay taxes on our expensive homes to support this city. By disregarding our concerns and not making a single concession you disregard us.

So here are my personal concerns:

- The impact of 5 story building on our homes light. Even if you lowered the proposed height by a little you would fix this problem.
- The impact of traffic not only on state street but on the adjacent side streets including court.
- The impact of parking on our Street with the proposed changes and increase in business. We have seen an impact just from the popularity of Word of Mouth.
- The impact on Bush Elementary School. I have not seen a single mention with adding mixed use property what the expected impact would be on not only the school but the traffic around the school (which us a disaster as it is).

I would hope you all would take these concerns seriously. Though I applaud the concept and ideas behind this project the logistics and lack of respect for members of this community certainly make me question how much I would invest in a community that doesn't care about the impact of its choices on it's citizens.

Thank you.
Andrea Heywood

1632 Court St NE
Salem, Or 97301

JUL 16 2018

CITY OF SALEM
CITY RECORDER

I'm outraged that you want to take away (for vehicles) lanes in an already congested area. I was already mad that you put an island on State Street, westbound at 25th at the turn lane so if more than four vehicles, normal sized vehicles, want to turn left, to go southbound on 25th; it backs up into the forward lane of traffic. But now you want to spend an outrageous amount of my tax money to not only create more congestion in that area because it will spill over onto Center, Mission and all the neighborhoods in between. For what?! Bicycles and pedestrians that DON'T PAY FOR THE ROADS! People who want exercise go to the park or can go a block in either direction and use the sidewalks in those neighborhoods. You can go to any park in AND out of town and find every park full of people after they get off work and/or on the weekends. There are very few people on bikes and walking on State Street's sidewalks. I don't mean to be judgmental but the majority of people that I do see, not all, walking and biking on State Street look to be either homeless or look like they are on drugs.

I am in ward 1, on Center Street, and I've had it with bicyclist! It doesn't seem to matter if I'm walking my dog in my neighborhood or at the park, the bicyclist fly past me without any fair warning whatsoever 98% of the time. One bad move and my dog and/or I will get run down from one of these guys and who is going to pay if my dog or I get injured?! I'd bet the guy on the bike will take off as fast as possible to avoid getting in trouble or having to pay for my dog's or my injuries.

The bicyclists ride wherever they want and rarely follow any rules of the road already. The ones I've heard called the spandex mafia are not normally the ones creating problems because they ride in groups on the road, and as far as I've seen, usually obey most of the rules of the road. These guys are already on the roadway and don't seem to have any problems on the roads we already have.

I know why you want to do this; the governor and other politicians want us all out of our vehicles and onto public transit. This is not OK! The driver's in Oregon already pay for the roads from the money we have to spend at DMV and through gas taxes. Have you ever been to Winco, Safeway or Roth's?! Full grocery carts. And the busiest time is when people get off work, get groceries on their way home. How is anyone supposed to get groceries home on the bus??? The bus is not going to stop in front of my house and wait for me to go in and out while I unload all of my groceries! And I, like a lot of people I'm sure, combine their trips to save gas and time. Having less lanes will not help and I for one will never take public transit! I can't. I get motion sickness really bad and will throw up. I also can't stop throwing up once it starts and end up in the emergency room. I remember, as a child when I lived by Chemeketa and 23rd street and my family drove to the drive in (Movie Theater) on Lancaster by the Silver Dollar where the new (indoor) movie theater is and in that short maybe four mile drive, I threw up. You will never get me out of my vehicle and onto public transit, ever!

Kate Brown who was born in Spain and Peter Courtney, who was born in Philadelphia, who I've supported for years because he made animal abuse/neglect a felony and tougher fines for driving while on you cell phone, which is dangerous to all; can go back home! Quit making the state/city I was born in more difficult to get around in.

I've been a democrat for over 30 years, and I cannot support what is happening now especially making Salem more congested instead of less! I've lived here my entire life, this is my home state, I'm furious

and I will not vote for anyone backing these changes and I can tell you, it is a cold day in Hades that I miss any election! I voted for the people who want this, but will never again if this passes! I will never forgive or forget this ever and those involved, I will never support ever again.

Angela Knapp
ward 1
registered VOTER

Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

Code Amendment State Street Corridor Plan Case No. CA18-02, **Salem City Council Hearing July 16, 2018**

Dear Mr. Mayor and the Salem City Council

We the undersigned residents, neighbors and friends of neighborhoods surrounding the State Street Corridor and the National Register Court Chemeketa Residential Historic District of Salem write in praise, support and improvement of the State Street Corridor Plan/Draft Ordinance.

Praise and Support

We love the vision of more vibrant neighborhoods in this area of the city with walking access to businesses, shops, dining, housing and other amenities along a State Street that is more beautiful, attractive, safer, and pedestrian/bike friendly. We are fully in support of making this vision come alive and committed to doing everything we can to help make it a reality. We realize there may be some negative impact on our neighborhoods in terms of possible increased cut-through traffic flow and parking, but we are willing to accept this within reason for the sake of development and growth in our city. We are encouraged by the city planners commitment that should unforeseen traffic problems arise in the future that they will study and seek ways to ameliorate any problems that arise, as they did with the Broadway development.

In particular we praise and support the many gains to land owners and developers on state street and to neighboring residents suggested by the city planners and approved by the planning commission with our input and support such as:

- reduced parking requirements for new buildings;
- the allowance of shared parking to meet parking requirements;
- the ability to build on 100% of properties instead of the current 60%;
- the ability to mix single family, multifamily, and retail in mixed use zones;
- the requirements for retail ready construction on some ground floors;
- the ability to build up to the front of properties instead of the current set aside of a front parcel of the land for future road construction;
- the change to more flexible and practicable mixed-use zoning options to meet the needs and potentials of different areas along state street;
- the use of zoning to encourage more attractive and human-scale living, and more development;
- the encouragement of walking, biking, traffic safety, and beautification through developing new road plans; and
- the wider-context thinking of the plan that seeks to improve this area of the city in the context of developing the city as a whole.

We realize that all of these new options will be a huge encouragement for the development, beautification, and humanization of the existing state street corridor which is quite ugly in parts, unsafe for pedestrians, cyclists and traffic and too restrictive of development and retail.

Improvement

We have pointed out above all the things we like about the proposed plan, and now we would like to address ways in which we think the plan is missing something and in need of correction or improvement. We would also like to propose some solutions to what the plan has not got right. We believe the plan needs more work to fully achieve its vision, and because this is a long term vision we know that we have plenty of time to improve the vision.

Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

First, we think the Planning Commission's decision to go against the carefully thought out and studied recommendation of the city planners and not include the hybrid road diet plan was a mistake for all the reasons put forward by the city planners and supported by numerous neighbors in public testimony. The solution for correcting this error is simple: reinstate the full road diet vision from 12th to 25th into the plan with a commitment to test it by beginning with the road diet between 12th and 17th first.

Second, we think the height allowance of 55 feet plus an additional 10 feet for unscreened equipment will have deleterious impacts on many parts of the surrounding residential neighborhoods and in particular the residential historic district. We have shown in our public testimony that this will cast a shadow over the residential historic district and is not in keeping with the spirit and design of this area. The solution is to limit building height in these sensitive areas to 45 feet with an additional 5 feet of screened equipment.

Third, the plan has not sufficiently thought through the need to protect the residential historic alley boundary on the north side of State Street. This alley is not appropriate for increased traffic as it can only sustain one-way traffic. The solution is to further consider and build in protections for the alley such as limiting it to the use of single/duplex family homes with access to the alley.

Fourth, we do not believe the plan has yet reached the flexibility of zoning options for the city that were part of the promise when this plan was initiated. It is our understanding that to secure the federal funding for this project, the City promised to create 3 to 6 new zones for the State Street Plan, but they have only produced two options to date - the MU1 and MU2 zones. We believe the City's commitment to have a variety of zones to accommodate the goal of revitalizing State Street and other areas of the city would be best achieved through the adoption of additional zone classifications that encourage more buffers and transition between high density development and single family homes or historic resources. This would be more in keeping with the City's existing zoning overlays near residential neighborhoods that have had a commitment to "minimize the impacts of nonresidential development on existing residential uses." See chapters 621, 622, 623, 624, & 625 of the Salem Code. It is also consistent with the NEN-SESNA Joint Neighborhood Plan. The solution is to take some more time to consider and develop possible MU3 and MU4 zones that can be flexibly applied to different sub-contexts of development along State Street and other areas of city development. For example, the City's current practice of limiting building height to 35 feet in its zoning overlays adjacent to residential zoned districts could be expanded to 45 feet in a new MU-3 zoning classification that would be intended to buffer single family residences from high density development.

With more time and work we can arrive at a shared and informed voice about the project. We know from research on implementation that projects are more successful when they take sufficient time to engage all the stakeholders, fully consider feasibility, and do a lot of readiness planning before proceeding to implementation. We need to know more about the options for and implications of how this plan will positively or negatively affect many aspects of the surrounding neighborhoods including:

- Compatibility with NEN/SESNA's Joint Neighborhood Plan
- Fostering the integrity of the Historic District boundaries
- Protecting the unique cultural resources of the surrounding areas and the residential historic district
- Overshadowing of single family homes by out-of-character 55 feet or five story buildings
- Traffic flow and parking use in the Historic District
- Pedestrian and biking impact
- Future Commercial and multi-family impact on the boundary alley between Court and State Streets (buffers, landscape standards, setbacks, traffic, trash management etc.)

We feel that having nuanced and graduated transition zones would do more to foster the vision of an integrated commercial, residential and historic district that fosters human interaction, community and

Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

businesses, complements the growing vitality of down-town Salem and showcases our city as a friendly, diverse, resourceful and livable space that is on the move.

We also request that the Salem Historic Landmarks Commission, in coordination with the State Historic Preservation Office be given a formal role as a vital stakeholder/partner in the ongoing development of the plan to help ensure that the plan fosters the historic resources of the city.

Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

Name

Address

M. R. Edelman

1889 Court St., N E

~~_____~~
JOSH EDELMAN

1889 COURT STREET N.E.

hand deliver to Joan Lloyd, 1577 Court Street by Monday, 7/16, 3:00 p.m.

Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

Name

Address

Mylinn Adams

1420 Court St. NE

Sorela O'Connell

1420 Court St. NE

Amber Webb

1415 Court St NE

Daisy Stratton

190 14th St Apt D

~~Shirley~~

410 Court St.

ELLEN JAY

1440 COURT ST. NE

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Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

Name	Address
DAVID GREYSMITH	1998 COURT ST NE
Romaine Milan	1998 Court St. NE
KAREN HENDRICKS	190 VICTORIA DR NE
Karyl Cain	193 Victoria DR NE
Tod Ransom	195 Victoria DR NE
Marshall Kelly	1915 Court St. NE
Meg Rowe	2010 Court St NE
CHERYL A. PELLEGRINI	210 20 th St NE
Albert FURTWANGLER	235 Oak Way NE
Thyminia Co. Furkeagle.	235 Oak way NE
Tasmithford	225 Court St NE
Richard Watkins	205 21st. St. NE
Brianna Jimenez	205 21 st St NE
Evan Lloyd	1577 Court St NE

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Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

Name

Address

John Mangini	1596 / 1598 COURT ST NE SALEM
Esther Mangini	" "
John Cline	1498 COURT ST WE SALEM
Marybeth	1658 Court St NE Salem, OR
Morgan Ituel	1658 COURT ST. NE Salem, OR
Joan Lloyd	1577 Court St. NE Salem
Wheddon K. Stephens	1591 COURT ST NE Salem
Janet ^{by Deas Carter} Smith	276 14th St NE, Salem
Sharon	1467 Court St. NE. Salem
Sharon	1474 Court ST NE Salem, OR 97301

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Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

Name	Address
Loris Parker	1496 Court Street NE, Salem
Laird Parker	1496 Court St. NE, Salem
Delores Daede-tatch	1582 Court St NE Salem <small>by Loris Parker</small>
Tom O'Connell	1420 Court St. NE Salem
Lori Hulme	1410 Court St NE Salem
Dale Hulme	1410 Court St NE Salem
M.M.	1337 Court St. NE
Cub Pine	1320 Chemeketa St. NE
Tessa Fennimore	1300 Chemeketa St NE
Gerry W Boehne	1320 CHEMEKETA ST. NE
Rick Valdez	1458 CHEMEKETA ST N.
Lee Chambers	1456 Chemeketa St. NE
Stacy Goodwin	1527 Chemeketa St NE
Matt Lorenzen	1745 Court St. NE

hand deliver to Joan Lloyd, 1577 Court Street by Monday, 7/16, 3:00 p.m.

Gloria Murray 1642 Court St NE, Salem OR 97302

Residents & Friends of the Court Chemeketa Residential Historic District and Surrounding Neighborhoods

Name	Address
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Sharon Messick	1794 COURT ST NE, SALEM OR 97301
MARGARET MESSICK <i>Hampden scales</i>	1794 COURT ST NE, SALEM OR 97301
<i>[Signature]</i>	2048 COURT ST NE 97301
<i>[Signature]</i>	2048 COURT ST NE 97301
GRETCHEN MARTIN-STRAUS	2090 COURT ST NE 97301
Wes Martin	2090 COURT ST NE 97301
Don Jenkin	2100 CHEMEKETA AV
ROSLYN JENKINS <i>By Roslyn Jenkins</i>	u u y
<i>[Signature]</i>	1566 COURT ST NE
<i>[Signature]</i>	260 14th ST NE Salem
Tobias Moore	240 14th ST. NE SALEM OR 97301
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hand deliver to Joan Lloyd, 1577 Court Street by Monday, 7/16, 3:00 p.m.

Amy Johnson

From: Eunice Kim
Sent: Monday, July 16, 2018 4:57 PM
To: Amy Johnson
Subject: FW: City Council July 16 Testimony
Attachments: City Council July 16 2108 - Neighbors Letter - State Street Project_2.pdf

[Here's more.](#)

Eunice | 503-540-2308

From: Tom O'Connor [mailto:oconnortom@aol.com]
Sent: Monday, July 16, 2018 4:55 PM
To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>
Cc: Joan Lloyd <jello879@gmail.com>
Subject: City Council July 16 Testimony

Dear Eunice and Lisa,

I have attached a letter signed by 62 neighbors that we would like to submit for tonight's City Council meeting on the State Street Plan. Could you please acknowledge receipt of this email at your convenience?

Thank you,

Tom

Tom O'Connor, Ph.D.,
CEO., [Transforming Corrections](#)
503-559-5752