

## Shelby Guizar

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**From:** Eunice Kim  
**Sent:** Monday, May 9, 2022 4:30 PM  
**To:** Planning Comments  
**Cc:** Lisa Anderson-Ogilvie; Austin Ross  
**Subject:** FW: Comment Letter on CA 21-04  
**Attachments:** Salem CA 21-04 Gold Star.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Samuel Goldberg <sgoldberg@fhco.org>  
**Sent:** Monday, May 9, 2022 4:28 PM  
**To:** Eunice Kim <EKim@cityofsalem.net>  
**Cc:** YOUNG Kevin DLCD <Kevin.YOUNG@dlcd.oregon.gov>  
**Subject:** Comment Letter on CA 21-04

Hello Eunice,

Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO) wish to submit the attached comments on CA 21-04.

Thank you,

Samuel Goldberg  
Education & Outreach Specialist  
**Fair Housing Council of Oregon**  
1221 SW Yamhill St. #305  
Portland, Oregon 97205  
(503) 223-8197 ext. 104  
Preferred Pronouns: He/Him/His



**Fair Housing Council Hotline** - Fridays 9:00 a.m. to 12:00 p.m.  
(800) 424 - 3247 x2  
Email: [information@fhco.org](mailto:information@fhco.org)



May 9, 2022

Salem City Council  
555 Liberty St SE #240,  
Salem, OR 97301

**RE: This proposal includes amendments to the Comprehensive Plan, Comprehensive Plan Map, Neighborhood Plan Maps, Zoning Map, and Salem Revised Code that resulted from the Our Salem project. (CA 21-04)**

Dear Mayor and Councilors:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians.

Both HLA and FHCO commend the City and support the adoption of CA 21-04, which goes above and beyond the minimum requirements to meet the diverse housing needs of its residents. Additionally, the planning staff created incisive and detailed Goal 10 findings, which help to show why these changes are necessary. We wish the City the best of luck on the implementation of these amendments.

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Allan Lazo".

Allan Lazo  
Executive Director  
Fair Housing Council of Oregon

Cc: Kevin Young, DLCD

## Shelby Guizar

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**From:** Eunice Kim  
**Sent:** Tuesday, May 17, 2022 11:19 AM  
**To:** Planning Comments  
**Subject:** FW: Code Amendment Case NO:CA21-04 13.3 acres Tatchio Property 340 Holder Ln SE and Lone Oak 5559

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Lisa Anderson-Ogilvie <[LMAnderson@cityofsalem.net](mailto:LMAnderson@cityofsalem.net)>  
**Sent:** Tuesday, May 17, 2022 9:21 AM  
**To:** Eunice Kim <[EKim@cityofsalem.net](mailto:EKim@cityofsalem.net)>  
**Subject:** Fwd: Code Amendment Case NO:CA21-04 13.3 acres Tatchio Property 340 Holder Ln SE and Lone Oak 5559

- Lisa | 503-540-2381

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**From:** Dan Atchison <[DAtchison@cityofsalem.net](mailto:DAtchison@cityofsalem.net)>  
**Sent:** Tuesday, May 17, 2022 9:20:08 AM  
**To:** Lisa Anderson-Ogilvie <[LMAnderson@cityofsalem.net](mailto:LMAnderson@cityofsalem.net)>  
**Subject:** FW: Code Amendment Case NO:CA21-04 13.3 acres Tatchio Property 340 Holder Ln SE and Lone Oak 5559

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**From:** Chuck Bennett <[CBennett@cityofsalem.net](mailto:CBennett@cityofsalem.net)>  
**Sent:** Tuesday, May 17, 2022 9:16 AM  
**To:** Dan Atchison <[DAtchison@cityofsalem.net](mailto:DAtchison@cityofsalem.net)>  
**Subject:** Fwd: Code Amendment Case NO:CA21-04 13.3 acres Tatchio Property 340 Holder Ln SE and Lone Oak 5559

Sent from my iPad

Begin forwarded message:

**From:** Marjorie Kmetz <[kmetzmarjorie@gmail.com](mailto:kmetzmarjorie@gmail.com)>  
**Date:** May 17, 2022 at 9:03:42 AM PDT  
**To:** Chuck Bennett <[CBennett@cityofsalem.net](mailto:CBennett@cityofsalem.net)>, Chris Hoy <[chrishoy@salem.net](mailto:chrishoy@salem.net)>, Jackie Leung <[JLeung@cityofsalem.net](mailto:JLeung@cityofsalem.net)>, Jose Gonzalez <[JGonzalez@cityofsalem.net](mailto:JGonzalez@cityofsalem.net)>, Micki Varney <[MVarney@cityofsalem.net](mailto:MVarney@cityofsalem.net)>, Tom Andersen <[htandersen@aol.com](mailto:htandersen@aol.com)>, Trevor Phillips <[TPhillips@cityofsalem.net](mailto:TPhillips@cityofsalem.net)>, Vanessa Nordyke <[VNordyke@cityofsalem.net](mailto:VNordyke@cityofsalem.net)>, Virginia Stapleton <[VStapleton@cityofsalem.net](mailto:VStapleton@cityofsalem.net)>  
**Subject:** Code Amendment Case NO:CA21-04 13.3 acres Tatchio Property 340 Holder Ln SE and Lone Oak 5559

Mr. Mayor and City Councilors:

Re: Tatchio Property 13.3 acres 340 Holder LN SE and Lone Oak 5559

Proposal

This letter is to ask for your support of a proposal that my 70+ neighbors drew up in regard to the Tatchio property.

The 13.3 parcel is currently for sale, and there are water and tree issues with this land.

The property slopes dramatically from Summit View Av. to Holder Lane and houses on Summit View, Gadwall, and Wigeon (in particular)

have soggy and/or marshy backyards about 10 times a year after a hard rain.

One house at the bottom of Wigeon had to have a detention basin built into their backyard to control the water.

An attachment shows 2 pictures of the detention basin.

Very old Douglas Fir and Black Cottonwood trees make up most of the trees on the property and if they are removed would likely interfere unfavorably

with even more runoff and possible damage to houses which abut this land.

Our proposal is that the owner or buyer should be required to have an expert determine whether the property is a wetland or a watershed.

The expert should determine whether it is safe to remove any of the firs and cottonwoods and/or to build on this land.

The 70+ neighbors whose houses already abut this land ask that trees be left around the perimeter of the

Tatchio property as a barrier instead of a cement wall.



## Shelby Guizar

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**From:** Liz Backer <lizmail217@gmail.com>  
**Sent:** Sunday, May 22, 2022 12:17 PM  
**To:** Eunice Kim  
**Subject:** Our Salem Zoning changes question

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Happy Monday Eunice,

I have a (hopefully quick) hypothetical question about the proposed changes to the zoning map:

I saw there was a public comment from a property owner who was opposed to the proposed change in zoning of their property from RA to MF-II. The response back was basically "the zone change doesn't require the property to be developed", which totally makes sense.

My question is, if that property owner hypothetically wanted to develop their own property, they are still allowed to propose single-family lots in a RM-II zone, correct? They wouldn't be *required* to develop multifamily units? The way I read the allowed uses in a multi-family residential zone, it seems to basically allow most of the uses of the single family zone, *plus* additional, multifamily uses, is that an accurate assessment?

Thank you!  
Liz Backer

## Shelby Guizar

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**From:** Wallace Lien <WLien@lienlaw.com>  
**Sent:** Monday, May 23, 2022 10:31 AM  
**To:** Eunice Kim  
**Cc:** Wallace Lien  
**Subject:** Record Submission - CA 21-04  
**Attachments:** To City with Record Submittal.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Morning

Please see the attached document for inclusion in the official record of the above land use proceeding.

Thank you.

### **Wallace W. Lien**

Attorney at Law

[wallace.lien@lienlaw.com](mailto:wallace.lien@lienlaw.com)

Virtual Office Directory:

1004 Crescent Dr NW

Salem, OR 97304

phone: 503-585-0105

<http://www.lienlaw.com>

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# WALLACE W. LIEN



Wallace W. Lien

Attorney at Law

Contact by e-mail at  
wallace.lien@lienlaw.com

May 23, 2022

Ms. Eunice Kim  
Planning Division  
City of Salem  
555 Liberty St SE  
Room 305  
Salem, OR 97301

By Email to: [Ekim@cityofsalem.net](mailto:Ekim@cityofsalem.net)

Re: Comments for the Record - Case CA21-04

Dear Ms. Kim:

Thank you for meeting with my clients and I regarding the proposed rezone of their and surrounding properties located in Polk County on Orchard Heights Road NW, Salem from its current Suburban Residential (SR) zone to the proposed RM2.

My clients are opposed to the proposed change and ask that the following information and arguments be submitted to the City Council as part of the official hearing record in the above referenced land use case.

The specific block of properties my clients are concerned with, and opposed to the proposed zone change are shown in yellow on the attached Assessor Map, and shown on the attached aerial photograph. The rezone area affected properties are summarized as follows:

Map	Tax Lot	Size	Use	Comments
7.3.18	1810	1.02	Vacant - accessory use	This parcel is used in combination with Tax Lot 300, Map 7.3.18D, as an enlargement of that homesite
7.3.18	1900	2.0 ac	Residential and Horse Arena	Proposed split zone - noted is the apx size of the parcel to be rezoned Property has 2 General Purpose buildings totaling 3,072 sq ft, a house at 3,054 sq ft and the Arena at 29,120 sq feet

Map	Tax Lot	Size	Use	Comments
7.3.18	5100	5.12 ac	Residential and heavily wooded	Assessor online site lists this file as "confidential". The aerial pix shows a house and at least one outbuilding
7.3.18D	100	1.0 ac	Residential	There is a General Purpose building at 738 sq ft and a house at 2,251 sq ft
7.3.18D	200	.32 ac	Residential	There is a General Purpose building at 750 sq ft and a house at 1,244 sq ft
7.3.18D	300	1.11 ac	Residential	There are two General Purpose buildings totaling 1,190 sq ft and a Manufactured Home
7.3.18D	301	.22 ac	Residential	House at 988 sq ft
7.3.18D	400	.71 ac	Residential	There are two General Purpose buildings totaling 6,014 sq ft and a house at 2,754 sq ft
7.3.18D	600	1.92 ac	Residential	There are two General Purpose buildings totaling 1,556 sq ft and a house at 1,792 sq ft
7.3.18D	900	2.45 ac	Vacant	Almost entirely wooded
7.3.18D	1100	5.9 ac	Residential	There are four General Purpose buildings totaling 6,014 sq ft and a house at 2,363 sq ft
7.3.18D	1200	1.0 ac	Residential	There is a General Purpose building at 220 sq ft and a house at 1,605 sq ft
TOTAL		22.77 ac		

The reasons for opposition to this rezone are several. The first is that this small area is not suitable for conversion to multifamily uses. The parcels are for the most part small, all but one are developed with single family homes and most have one or more outbuildings on them. The one vacant parcel is entirely covered in trees. The location and quality of the buildings and houses are for the most part such that their useful life will extend out 40-50 years, long past the planning period involved in this current process.

Flawed assumptions are made about this area, and then used to justify the change in zone. The first is the tree canopy. This proposal assumes little tree canopy, and that existing trees could be removed without impact for the construction of apartment buildings. The attached aerial photograph clearly indicates the proposed rezone area has a significant number of trees, most of which would be required to be removed for new construction of multifamily buildings, driveways and parking areas.





In addition, partial justification for rezoning this area is the lack of development. As the above table points out, with the one exception, every parcel is developed with a single family home, and most have one or more outbuildings. My clients' object to the characterization of this area as not developed or only "partially developed", which characterizations are then used to justify the rezone.

The definition of "partially vacant" used by the City in this process is found at OAR 660-038-0120(2)(b) which allows the City to "assume" that a parcel is partially vacant<sup>1</sup> if either:

*(A) The real market improvement value of the lot or parcel is greater than five percent and less than 40 percent of the real market land value, in which case, the city must assume that 50 percent of the lot or parcel is developed and 50 percent is vacant, or*

*(B) Based on an orthomap, the lot or parcel is greater than one acre in size and at least one-half acre is not improved.*

Using this definition and applying it to the 12 parcels at issue here, my clients have developed a table of information needed to determine which of the 12 parcels in the rezone area actually do qualify as "partially vacant." The Table is attached hereto for your reference, and it establishes that five of the parcels in the proposed rezone area do not qualify as "partially vacant," and therefore are not sufficient to justify the proposed rezone.<sup>2</sup> The parcels that do not qualify as "partially vacant" lie along Orchard Heights Road, and are interspersed with the other parcels, making it too difficult to consolidate the "partially vacant" parcels into a larger economically useable parcel for redevelopment. Therefore, reliance on the "partially vacant" theory for the rezone of this area is not factually supported and is misguided.

It makes no sense to convert this area to RM2 when in fact there is no chance in the foreseeable future for it to ever actually be utilized for that purpose. Every parcel in the area is owned by different owners, so with the exception of the two parcels that are over 5 acres, there is not sufficient area for the development of multifamily buildings. To develop multifamily uses, multiple contiguous parcels will have to be purchased by a single developer, who will then demolish perfectly good structures in order to build apartments. It simply defies logic that this will happen at any time in the next 40 years. Why do a rezone for an area that will never develop with that use? It simply creates an entire community of non-conforming uses.

This brings me to our second objection to this rezone. The current process uses the Housing

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<sup>1</sup>It must be recognized that OAR 660-038-0120(2)(c) allows a city to assume that a lot or parcel is "fully developed" if the real market improvement value is greater than or equal to 40 percent of the real market land value. Using this standard, 8 of the affected parcels are considered to be "fully developed." See the attached table of information.

<sup>2</sup>Larry Parkinson actually owns two adjoining parcels and uses them as one homesite. The dwelling is located on TL 300, and the adjoining vacant parcel is TL 1810. For planning purposes these two tax lots should be considered as one parcel, and when viewed in that manner, TL 1810 which would otherwise be defined as "partially vacant" would lose that qualification. As such there are actually 6 of the 12 parcels in the rezone zone area that do not meet the definition of "partially vacant."



Needs Analysis as its basis and justification. The result of this process has not only balanced the need for multifamily housing, but has created a surplus of 60 acres of multifamily zoned land. To my clients, having such a large surplus created in this process does not make sense. Balancing the inventory is obviously a good thing, but creating a large surplus is not. There appears to be no real justification for doing anything other than balancing the current inventories to the Housing Needs analysis. There is no mandate for a surplus, and in fact a surplus can be used quasi-judicially to rezone lands out of multifamily uses. My clients ask the City to remove this 22.77 acres of land from the RM2 zone, the result of which will still leave the City with a surplus of multifamily lands of nearly 40 acres.

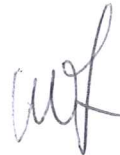
Finally, the reasons for selecting this area for RM2 zoning are flawed. It is understood that the City desires to place multifamily uses close to parks and on major transportation routes. In this case the city owned land across from West Salem High School that is designated for a future park, is undeveloped. We were advised there is no budget for any future improvements to this land. There also does not appear to be money allotted in the capital improvement plan to fund conversion of this land into an actual useable park at any time in the future. The land is not now a park, and will not become a park in the foreseeable future. Reliance on this land as justification for conversion of my clients' area is misplaced.

In addition, the reliance on Orchard Heights as a transportation route is also misplaced. While Orchard Heights is currently the primary access to this area, when the Wyant property across the street develops, the transportation plan re-routes Orchard Heights to the south to serve the Wyant property, making the road servicing my clients' area not much more than a driveway. No longer will this area be located on a major street, thereby negating one of the justifications for this rezone in the first place.

On behalf of my clients, I respectfully urge the City of Salem to abandon the effort to rezone the above described area. It is simply not suitable for redevelopment and is not needed in order to balance the need for multifamily uses in the City.

Yours truly,

**Wallace W. Lien**



WALLACE W. LIEN

Enc: Assessor Map  
Aerial Photograph  
Partially Vacant Lands Table

cc: Clients





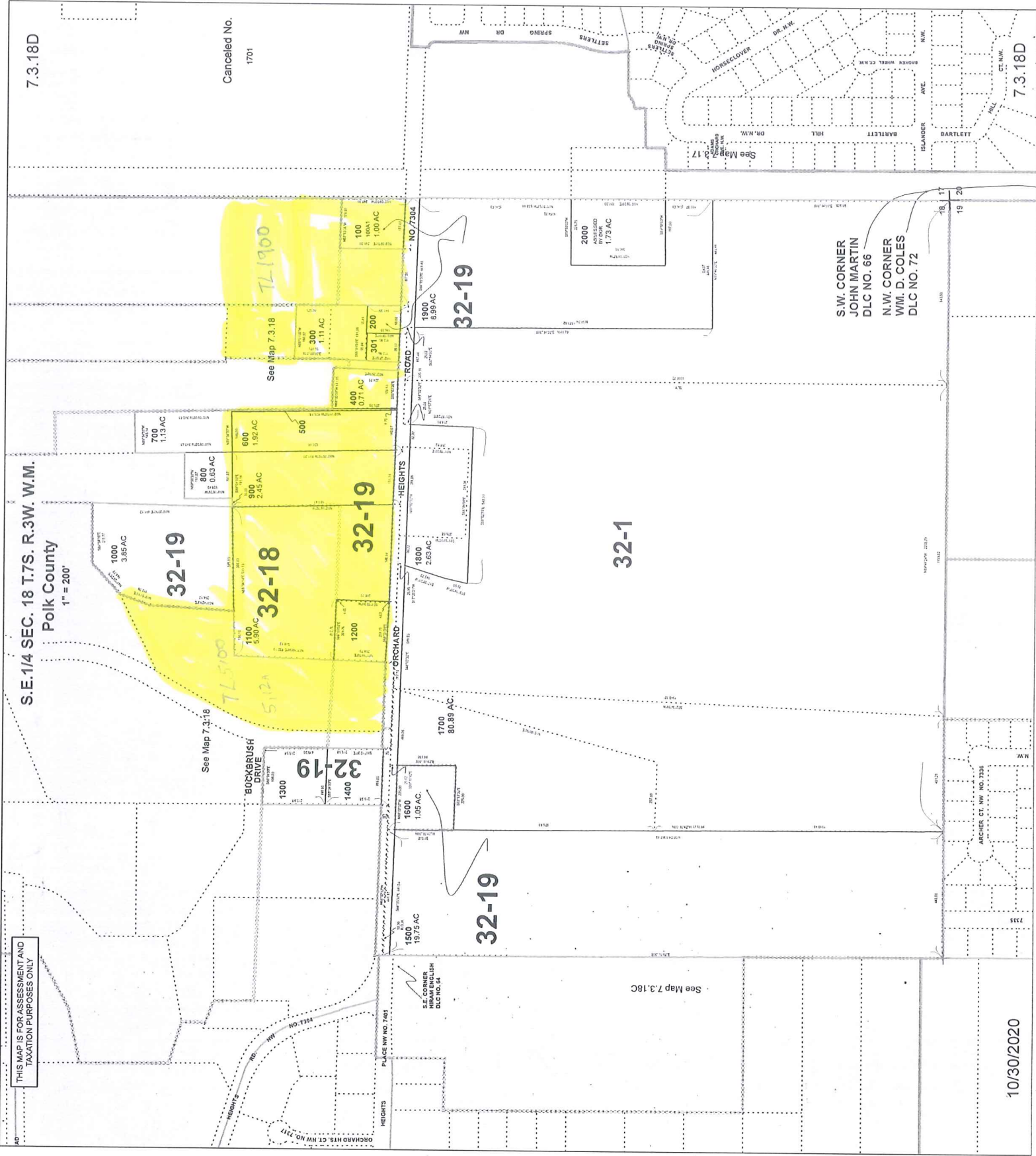
THIS MAP IS FOR ASSESSMENT AND TAXATION PURPOSES ONLY

S.E. 1/4 SEC. 18 T.7S. R.3W. W.M.  
Polk County

1" = 200'

7.3.18D

Canceled No.  
1701



10/30/2020



# Orchard Heights

Aerial pix of proposed rezone area

## Legend

 Cats Only Luxury Boarding



Cats Only Luxury Boarding

Google Earth



Analysis of Partially Vacant Land

Owner	Address	Map / Tax Lot	Land Size	Land Value	Improvement Value	Percentage Value (Improvements to land)	Based on Improvements to land value, does this parcel qualify as "partially vacant" (must be between 5-40%)	Is the lot greater than one acre in size AND at least 1/2 acre is not improved? (both factors must be met to qualify as "partially vacant")
Rick & Kimberly Sohn	3017 Orchard Heights Rd	7.3.18D / 100	1 acre	\$182,500.00	\$318,420.00	57%	No	No
J&M Rental Properties (Keystone)	3065 Orchard Heights Rd	7.3.18 / 1900	13.9 acres	\$639,010.00	\$990,510.00	65%	No	Yes
Dennis Korn	3085 Orchard Heights Rd	7.3.18D / 200	.32 acre	\$162,500.00	\$166,620.00	98%	No	No
Krysta & Mark St. Michell	3087 Orchard Heights Rd	7.3.18D / 301	.23 acre	\$135,000.00	\$134,640.00	100%	No	No
Larry Parkson	3097 Orchard Heights Rd	7.3.18D / 300	1.11 acres	\$104,510.00	\$56,700.00	184%	No	No
Larry Parkson	3097 Orchard Heights Rd	7.3.18 / 1810	1.02 acres	\$56,980.00	N/A		Yes	Yes
Gene Bolante	3147 Orchard Heights Rd	7.3.18D / 400	.71 acre	\$185,000.00	\$530,890.00	35%	Yes	No
Devonna Drake	3167 Orchard Heights Rd	7.3.18D / 600	1.92 acres	\$289,840.00	\$188,770.00	154%	No	Yes
Les Huntsinger	3187 Orchard Heights Rd	7.3.18D / 900	2.45 acres	\$295,110.00	N/A		Yes	Yes
Jeremy Holman	3247 Orchard Heights Rd	7.3.18D / 1100	5.9 acres	\$467,000.00	\$311,150.00	150%	No	Yes
Wayne Simmons	3287 Orchard Heights Rd	7.3.18D / 1200	.9 acre	\$187,500.00	\$193,400.00	97%	No	No
Occupant	1974 Grice Hill Drive	7.3.18 / 5100	5.12 acres	Access to information	unavailable			Yes

## Shelby Guizar

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**From:** Candace Niezgodzki <cniezgodzki@realtyincome.com>  
**Sent:** Tuesday, May 24, 2022 10:34 AM  
**To:** Planning Comments  
**Cc:** Jessica Lopes  
**Subject:** RE: City of Salem's -Our Salem Project: Midas-1685 Lancaster Dr NE (Salem, Oregon) (RI# 1319)  
**Attachments:** RI#1319.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Sir/Ma'am:

Following up on the email below to see if you could provide us with any updates to the proposed zoning changes for our property and advise us if there are any anticipated impacts to the permissible use of our property.

Thank you,

**Candace Niezgodzki**

Associate, Right of Way, Condemnations, & Real Estate  
Realty Income Corporation (NYSE "O")  
2325 E. Camelback Rd., 9<sup>th</sup> Floor, Phoenix, AZ 85016  
[www.realtyincome.com](http://www.realtyincome.com)  
(O) 858-284-5275



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**From:** Lisa Sokolow <lsokolow@realtyincome.com>  
**Sent:** Thursday, April 7, 2022 2:12 PM  
**To:** PlanningComments@cityofsalem.net  
**Cc:** Jessica Lopes <jlopes@realtyincome.com>; Jacqui Sigg <jsigg@realtyincome.com>; Candace Niezgodzki <cniezgodzki@realtyincome.com>  
**Subject:** City of Salem's Our Salem Project – Multiple Properties (RI#s 1319, 0593, and 0367)

Dear Sir/Ma'am:

We received the attached notice regarding the City of Salem's Our Salem project in proximity to our following properties:

Prop ID	Tenant Name	Address	City	County
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1319	Midas	<a href="#">1685 Lancaster Dr NE</a>	Salem	Marion
0593	Taco Bell	<a href="#">3455 Commercial St SE</a>	Salem	Marion
0367	O'Reilly Auto Parts	<a href="#">3863 Commercial St SE</a>	Salem	Marion

We understand that the potential changes may result in a revision to the zoning and/or ordinance codes to which our properties are subject. Please provide details on the proposed changes and advise us if there are any anticipated impacts to the permissible use of our properties.

Any additional information you may have with respect to the proposed rezoning will be appreciated.

Regards,

**Lisa Sokolow**

Assistant, Asset Management  
Realty Income Corporation (NYSE "O")  
The Monthly Dividend Company®  
11995 El Camino Real, San Diego, CA 92130  
Office/Mobile: 917-789-2194  
[lsokolow@realtyincome.com](mailto:lsokolow@realtyincome.com)

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RI#1319 Midas  
Exp. 5/31/2022  
Cust. ID 10240  
Salem, OR



RECEIVED MAR 02 2022

## NOTICE OF PUBLIC HEARING AUDIENCIA PÚBLICA

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**PURPOSE OF HEARING:** The Salem Planning Commission will hold a public hearing to receive testimony regarding the Our Salem project. The proposal includes amendments to the Salem Area Comprehensive Plan, Comprehensive Plan Map, Neighborhood Plan Maps, Zoning Map, and Salem Revised Code. The proposal also includes adoption of the Salem Housing Needs Analysis.

**CASE FILE NUMBER:** Code Amendment Case No. CA21-04

**DATE AND TIME OF PUBLIC HEARING:** Tuesday, March 15, 2022, at 5:30 p.m.

**LOCATION OF PUBLIC HEARING:** **DUE TO SOCIAL DISTANCING MEASURES IN PLACE TO HELP STOP THE SPREAD OF THE COVID-19 VIRUS THIS HEARING WILL BE HELD DIGITALLY**

**CASE MANAGER:** Eunice Kim, Long Range Planning Manager, City of Salem Planning Division, 555 Liberty Street SE, Room 305, Salem, Oregon 97301.  
Telephone: 503-540-2308; E-mail: [PlanningComments@cityofsalem.net](mailto:PlanningComments@cityofsalem.net)

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### HOW TO PROVIDE TESTIMONY:

Both written and oral testimony will be accepted on this proposal. Only those participating by submitting written testimony, or by testifying virtually at the hearing, have the right to appeal the decision.

**To Provide Written Testimony:** Direct written comments to the **case manager** listed above. Staff recommends emailing your comments to ensure receipt before the public hearing.

**Please Provide Comments by:** March 15, 2022 at 5:00 p.m.

**To Provide Testimony Digitally at the Public Hearing:** Sign up by contacting Shelby Guizar at [SGuizar@cityofsalem.net](mailto:SGuizar@cityofsalem.net) or 503-540-2315 by March 15, 2022 at 3:00 p.m. to receive instructions.

### APPROVAL CRITERIA:

Salem Revised Code (SRC) Chapters 110.085(b) – Amendments to the Unified Development Code (UDC); 265.010(d) – Legislative Zone Changes; SRC 64.025(e) - Plan Map Amendments; and SRC 64.020(f) - Comprehensive Plan Amendments.

The Salem Revised Code (SRC) is available to view at this link: <http://bit.ly/salemorcode>. Type in the chapter number(s) listed above to view the applicable criteria.

Subsequent to the close of the hearing, the Planning Commission will forward a recommendation to the City Council. Notice of the recommendation will be mailed to all neighborhood associations, anyone who participated in the hearing, and anyone who requested to receive notice. The City Council will make the final decision on the proposal.

The case file is available for review and printed copies may be obtained at a reasonable cost. A copy of the staff report will be available for inspection one week prior to the hearing. The staff report will be available online no later than 5:00 p.m., March 8, 2022 at the following location:

<https://www.cityofsalem.net/Pages/salem-planning-commission.aspx>

It is the City of Salem's policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity and source of income, as provided by Salem Revised Code Chapter 97. The City of Salem also fully complies with Title VI of the Civil Rights Act of 1964, and related statutes and regulations, in all programs and activities. Special accommodations are available, upon request, for persons with disabilities or those needing sign language interpretation, or languages other than English. To request accommodations or services, please call 503-588-6173 (TTD/TTY 503-588-6439) at least two business days in advance.

***Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173***

This notice is required by State law to notify you that the City of Salem is proposing a land use regulation that may affect the permissible uses of your property and other properties.



**Comprehensive Plan Update (Our Salem Project)**  
*(Code Amendment Case No. CA 21-04)*

On March 15, 2022, a public hearing will be held before the City of Salem Planning Commission to receive testimony regarding a proposed update to Salem Area Comprehensive Plan (Comprehensive Plan) and proposed revisions to the Salem Area Comprehensive Plan Map, zoning map, neighborhood plan maps, and Salem Revised Code. The work is the result of the multi-year Our Salem project, which has included extensive public engagement. The proposal includes adoption of the Salem Housing Needs Analysis.

**What are the Proposed Changes?**

- **Update the Salem Area Comprehensive Plan:** The draft Comprehensive Plan is proposed to update the existing Comprehensive Policies Plan, revising the goals and policies in line with the community’s vision for the future. The draft plan covers a broad range of topics, including community engagement and equity, housing, economic development and employment, land use and urbanization, parks and recreation, natural resources and the environment, climate change and natural hazards, transportation, public facilities and infrastructure, and community services and historic resources.
- **Amend the Salem Revised Code:** The code amendment creates three new zones, the Mixed Use-III zone, Mixed Use-Riverfront zone, and Neighborhood Hub zone. Other proposed changes include implementing recommendations of the Our Salem Zoning Subcommittee to help reduce greenhouse gas emissions from transportation, repealing overlay zones that are no longer necessary, and renaming the Multiple Family High Rise Residential zone to Multiple Family Residential-III and establishing a maximum height and density.
- **Amend the Comprehensive Plan Map, Zoning Map, and Generalized Land Use Map in 10 Neighborhood Plans:** The proposed map changes reflect the community’s vision for future growth, advancing goals and policies in the proposed updated Comprehensive Plan. Proposed changes include rezoning and redesignating land to allow a mix of uses along frequent transit routes, increase the amount of multifamily land across the city to meet Salem’s housing needs, encourage small-scale businesses in single-family areas, and allow commercial uses more broadly across the city. Other proposed map changes resolve existing conflicts between properties’ current Comprehensive Plan Map designations and zoning.
- **Adopt the Housing Needs Analysis:** The City can adopt the Housing Needs Analysis once the projected deficit of multifamily land is met through the proposed map changes described above.

Public Hearing Information	
<b>Date/Time</b>	Tuesday, March 15, at 5:30 p.m.
<b>Location</b>	<b>Due to social distancing measures in place to help stop the spread of the COVID-19 Virus this hearing will be held digitally</b>

<b>For Additional Information Contact</b>	Eunice Kim, Long Range Planning Manager Salem Community Development Department - Planning Division <a href="mailto:PlanningComments@cityofsalem.net">PlanningComments@cityofsalem.net</a> / 503-540-2308
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### Why am I Receiving this Notice?

You are receiving this notice because the proposed map changes may affect the permissible uses of your property. You can **find your property** on a list on the Our Salem website – [www.cityofsalem.net/our-salem](http://www.cityofsalem.net/our-salem) - under the heading “**List of properties,**” and you can search the list by either your address or tax lot number. The list provides the current zoning, proposed zoning, current Comprehensive Plan Map designation, and proposed Comprehensive Plan Map designation of all properties impacted by a proposed map change. It also indicates which properties are impacted by the proposed elimination of an overlay zone.

You can also find your property on the attached maps of proposed zoning changes and proposed Comprehensive Plan Map changes. More detailed maps can be found on the Our Salem website. Large physical copies of the proposed Comprehensive Plan Map and zoning map are also hanging on the windows outside of Room 305 on the third floor of City Hall.

For impacted mobile home or manufactured home parks, the majority of the map changes are being proposed to resolve conflicts between the existing zoning and existing Comprehensive Plan Map designation. The proposed changes are **not** part of any development application or proposal.

State law requires the following statement to be included in this notice:

The City has determined that adoption of this ordinance may affect the permissible uses of your property, and other properties in the affected zone, and may change the value of your property and other properties.

**The draft Comprehensive Plan and proposed changes to the Comprehensive Plan Map, Zoning Map and Salem Revised Code can be found on the City’s website at the following location:**

<https://www.cityofsalem.net/our-salem>

Physical copies of the draft Comprehensive Plan are also available in the Permit Application Center Planning Desk at City Hall, 555 Liberty Street SE, Room 320, in Salem.

It is the City of Salem’s policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity and source of income, as provided by Salem Revised Code Chapter 97. The City of Salem also fully complies with Title VI of the Civil Rights Act of 1964, and related statutes and regulations, in all programs and activities. Special accommodations are available, upon request, for persons with disabilities or those needing sign language interpretation, or languages other than English. To request accommodations or services, please call 503-588-6173 (TTD/TTY 503-588-6439) at least two business days in advance.

***Si necesita ayuda para comprender esta información, por favor llame 503-588-6173***





# Proposed Salem Comprehensive Plan

City of Salem  
Community Development Department

FEBRUARY  
2022

## Key

### Proposed Salem Comprehensive Plan Designation

- CB - Central Business District
- COM - Commercial
- CS - Community Service
- CSA - Community Service Airport
- CSC - Community Service Cemetery
- CSE - Community Service Education
- CSG - Community Service Government
- CSH - Community Service Hospital
- CSS - Community Service Sewage and Solid Waste
- DR - Developing Residential
- EC - Employment Center
- FRM - Farm Resource Management
- IC - Industrial Commercial
- IND - Industrial
- MF - Multi-Family Residential
- MU - Mixed Use
- POS - Parks - Open Space - Outdoor Recreation
- ROM - River Oriented Mixed Use
- SF - Single Family Residential

Proposed Comprehensive Plan Change Areas

Urban Growth Boundary

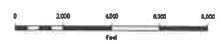
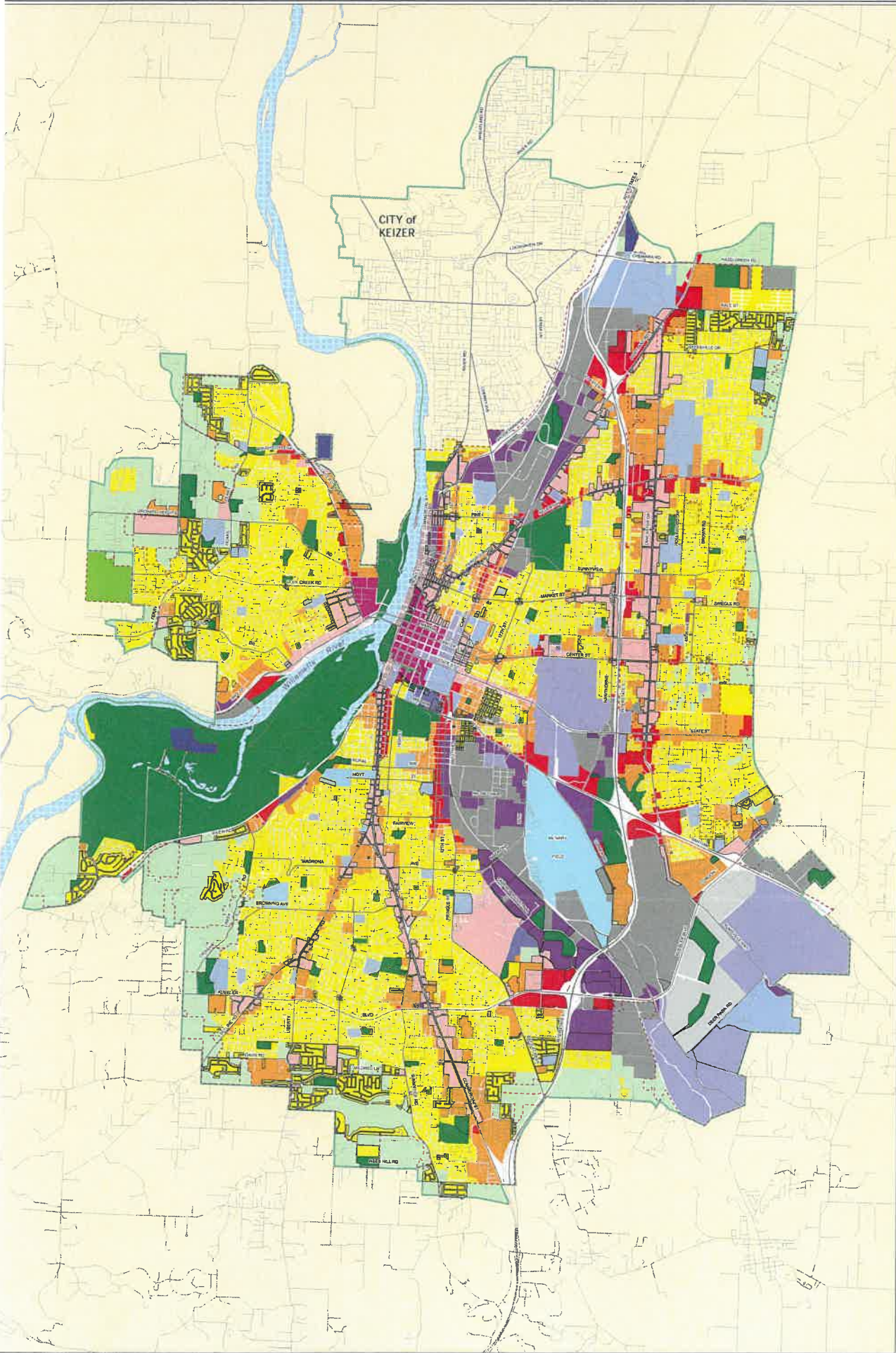
Salem City Limits

Outside Salem City Limits

Major Streets

Other Streets

Willamette River



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# Proposed Salem Zoning and Overlays

City of Salem  
Community Development Department

FEBRUARY  
2022

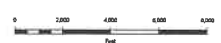
## Key

### Proposed Salem Zoning Designation

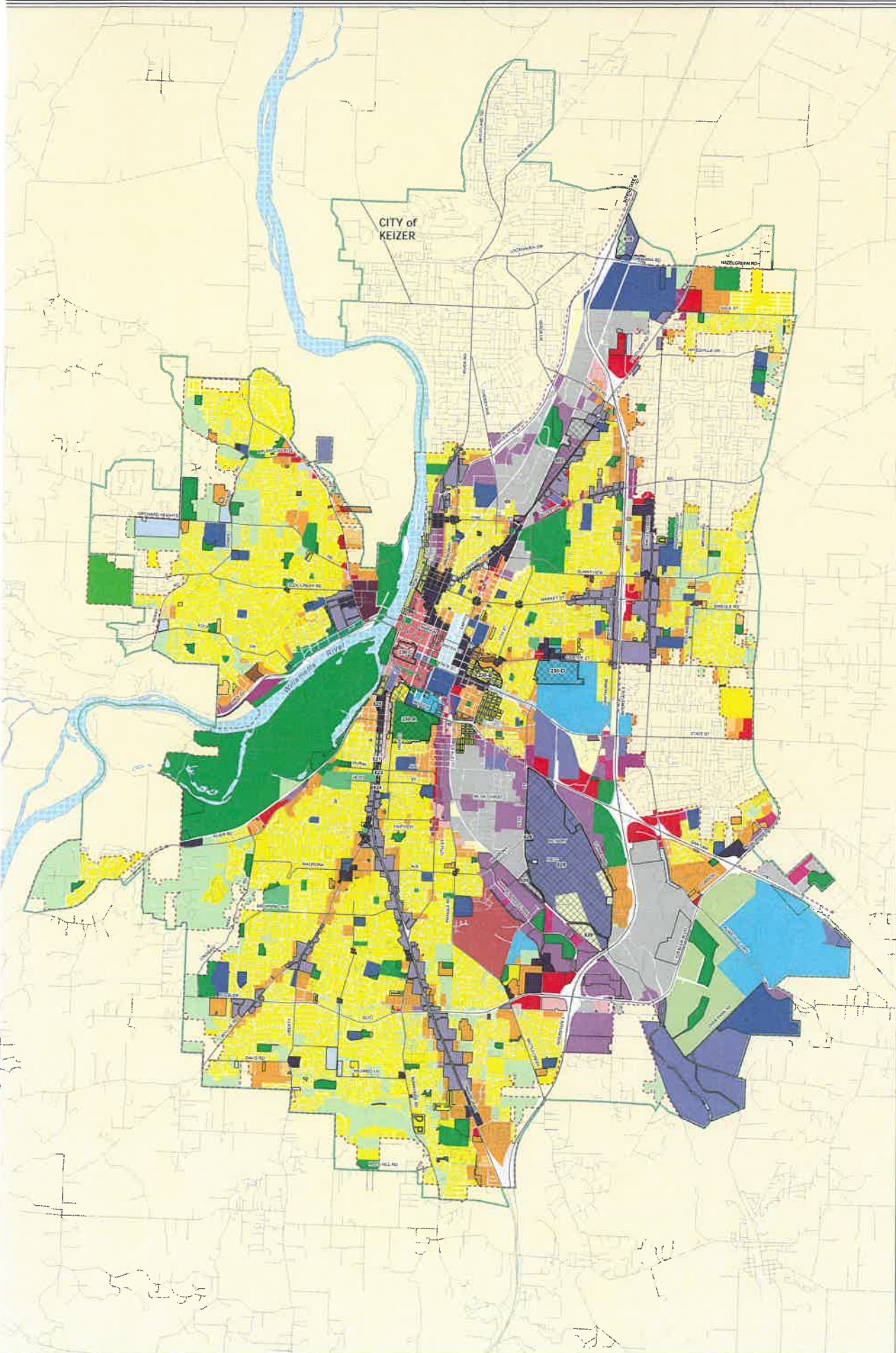
- CB - Central Business District
- CG - General Commercial
- CO - Commercial Office
- CR - Retail Commercial
- EC - Employment Center
- EFU - Exclusive Farm Use
- ESMU - Edgewater/Second Street Mixed-Use Corridor
- FMU - Fairview Mixed-Use
- IBC - Industrial Business Campus
- IC - Industrial Commercial
- IG - General Industrial
- IP - Industrial Park
- MJU-I - Mixed Use-I
- MJU-II - Mixed Use-II
- MJU-III - Mixed Use-III
- MJU-R - Mixed Use - Riverfront
- NH - Neighborhood Hub
- PA - Public Amusement
- PC - Public-Private Cemetery
- PE - Public-Private Education
- PH - Public Health
- PM - Capitol Mall
- PS - Public Service
- RA - Residential Agriculture
- RM1 - Multiple Family Residential 1
- RM2 - Multiple Family Residential 2
- RM3 - Multiple Family Residential 3
- RS - Single Family Residential
- SWMU - South Waterfront Mixed-Use
- WSCB - West Salem Central Business District

- Proposed Zoning Change Areas
- Urban Growth Boundary
- Salem City Limits
- Outside Salem City Limits
- Major Streets
- Other Streets
- Willamette River
- Overlay Zones To Be Retained

- 230-A - Gaiety Hill/Bush's Pasture Park Historic District
- 230-B - Court/Cheneketa Residential Historic District
- 230-C - Salem Downtown Historic District
- 230-D - Oregon State Hospital Historic District
- 603 - Portland/Fairgrounds Road Overlay Zone
- 918 - Chenoweth/6 Northeast Quadrant Gateway Overlay Zc
- 921 - Superior/Rural Overlay Zone
- 922 - Oxford/West Nob Hill Overlay Zone
- 923 - Oxford/Hoyt Overlay Zone
- 924 - Hoyt/McClintock Overlay Zone
- 925 - Saginaw Street Overlay Zone
- 929 - McKay Field Overlay Zone



This product is provided as a public utility, in no way as the City of Salem liable for damages from the use of this product. This product is subject to review and change, amendments and further distribution if needed is prohibited.





**COLDWELL BANKER  
COMMERCIAL**  
MOUNTAIN WEST  
REAL ESTATE

COLDWELL BANKER COMMERCIAL

Mountain West Real Estate  
365 Bush St SE  
Salem, OR 97302

May 13, 2022

Eunice Kim  
Long Range Planning Manager  
Community Development Department  
555 Liberty St SE, Room 305  
Salem, Oregon 97301

RE: Wyant Orchard Heights Zone Change

Eunice,

I wanted to follow up and memorialize the conversation I had with you and Austin Ross this morning. As I explained, the authorized representative, Dave Wyant, for the 133 acres of bare land on Orchard Heights in West Salem, would like to withdraw the earlier emailed request from Don Wyant Jr dated March 29, 2022, for the site to be changed to MU2. The ownership does not want the city council to approve this change, they want to support the original plan proposed by city staff for the site, attached hereto as Exhibit A.

Please advise if there is anything further you would like from us to complete this withdrawal. Thank you for your prompt consideration of this matter.

Attached hereto: Exhibit A

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alex Rhoten', written over a large, stylized blue star graphic.

Alex Rhoten,  
Principal Broker Coldwell Banker Commercial  
& Listing Broker for the subject site

Acknowledged and affirmed:

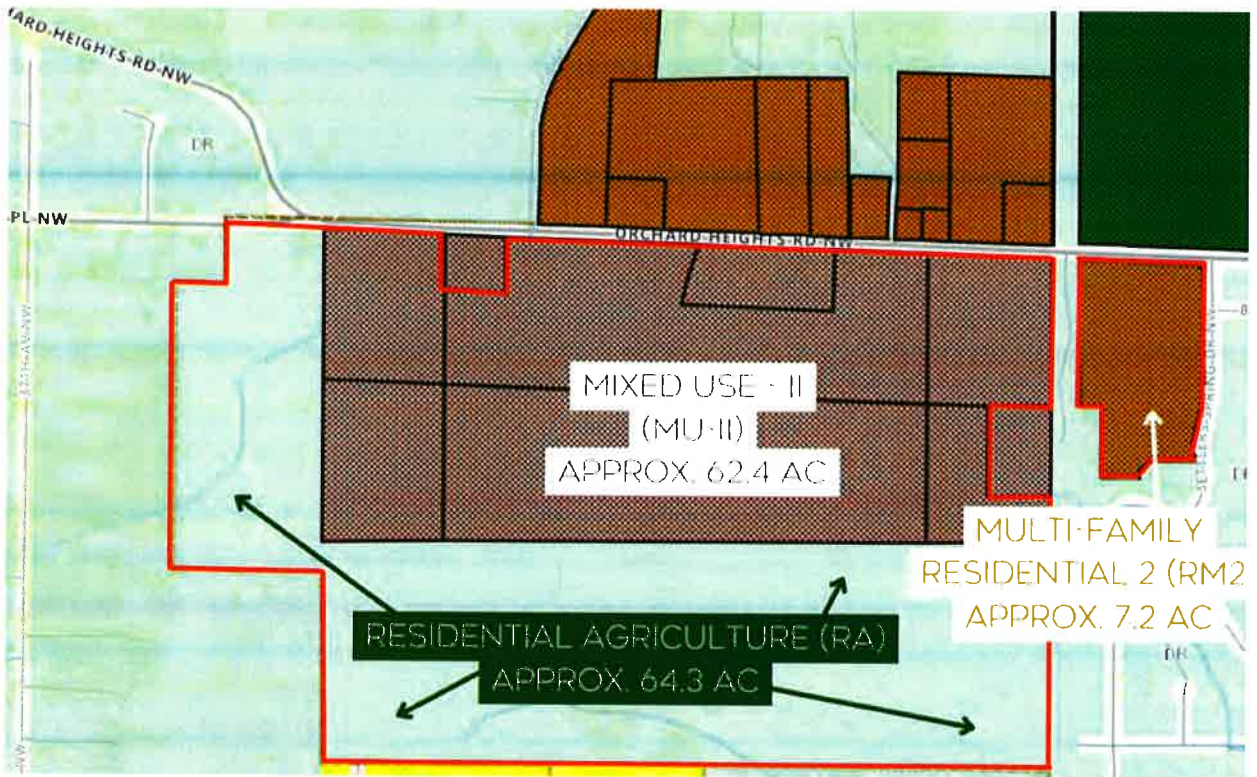
DocuSigned by:  
A handwritten signature in blue ink, appearing to read 'Dave Wyant', enclosed in a blue DocuSign signature box.  
F96053D74845410...

Dave Wyant  
Authorized Representative for Wyant  
Land and Building Company, Wyant  
Family, LLC and Homestead House, LLC



### Exhibit A

### “Original Proposed Zoning Plan”



## Eunice Kim

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**From:** Ruth Stellmacher  
**Sent:** Thursday, June 2, 2022 10:19 AM  
**To:** Eunice Kim  
**Subject:** FW: Highland Neighborhood\_Ma & Pa/Village Market Store 800 Highland

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Here is a comment on OurSalem to attach to the staff report. I will take over once the report is Agenda Ready. It is currently in Norm's queue for approval.

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**From:** Leigha Gaynair <leigaynair@gmail.com>  
**Sent:** Wednesday, June 1, 2022 4:19 PM  
**To:** CityRecorder <CityRecorder@cityofsalem.net>  
**Subject:** Re: Highland Neighborhood\_Ma & Pa/Village Market Store 800 Highland

Hello,

I would like to support the zoning of 800 Highland Ave NE as a city HUB in hopes that the Ma & Pa/Village Market store may be restored to a building that would house a market or coffee shop. Many of my neighbors within the Highland core, which is all I know because I live here and walk my dog around the neighborhood and talk to many people. I am involved with my neighborhood association, but I am writing as a resident with my own hopes. We heard that there was someone in our neighborhood that wanted to open a market/coffee shop and I support this and would look forward to it.

As you finally vote to get this going I would also ask that there be limits placed on like/same businesses within our neighborhood boundary, We have a lot of auto related businesses...tire places, used car lots (a lot of these), and pot stores. I would think that within a certain area there could be a cap on like/similar businesses within a certain radius to bring diversity in commerce.

Thanks for reading this and I hope to see the end of surveys and public comments and a motion to move forward with what you have to get things moving and developing. I think that is what I most want to see is development in our neighborhood, especially along the riverfront and a rehomeing of the railroad tracks. But, if all we can hope for is a zoning change so we can have our market back, then that is at the very least a start.

Leigh and Robert Gaynair  
Highland Neighborhood Residents

## Ruth Stellmacher

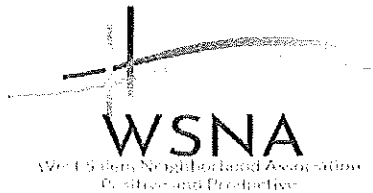
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**From:** STEVEN ANDERSON <[andersonriskanalysis@comcast.net](mailto:andersonriskanalysis@comcast.net)>  
**Sent:** Thursday, June 9, 2022 2:20 PM  
**To:** CityRecorder  
**Cc:** Eunice Kim  
**Subject:** Testimony for June 13th City Council Our Salem Public Hearing  
**Attachments:** Our Salem City Council Public Hearing Testimony June 2022.pdf

ATTN:

Attached is West Salem Neighborhood Association Testimony for the upcoming Salem City Council Our Salem Public Hearing June 13th. Please include for the record and distribute to the Mayor & City Council as soon as you can. Would you please confirm receipt of this testimony and its inclusion in the record? If any problems here, please let me know as soon as possible. Thank you for your assistance.

Steven A. Anderson, West Salem Neighborhood Association Land Use Chair  
[andersonriskanalysis@comcast.net](mailto:andersonriskanalysis@comcast.net)



To: Salem City Council,  
Fr: Steve Anderson, West Salem Neighborhood Association Land Use Chair  
Dt: 9 June 2022

The West Salem Neighborhood Association (WSNA) has enjoyed working closely in partnership with the Our Salem team to facilitate the advancement of the Our Salem goals and resulting benefits for our community. We see the inclusion of more multi-family acreage<sup>1</sup> and the multiuse rezoning in the old industrial area of the Edgewater District as positive steps forward.

With this progress comes the need to **step up now** and make a commitment to address the traffic congestion along Wallace Road. Nowhere in the Our Salem Goal 12 (transportation) staff report findings is Wallace Road mentioned. This increased housing density, while needed, will further degradation traffic and congestion along Wallace Road. How much can be debated. The facts are that currently there is a broken transportation system so valuable for the economic viability of West Salem. Congestion relief for Wallace Road is an important community issue. Without a commitment for action, it will only get worst with no plan for fixing it.

The solution is amazingly simple. The WSNA is asking Council to recognize that Wallace Road will be impacted by the Our Salem proposed zone changes. The WSNA sees the mitigation details being worked out during the upcoming revision of the Salem Transportation System Plan. The WSNA ask Council to officially recognize the problem now (do not kick the can down the road), then instruct staff to make Council's instruction a priority using the four multi-modal transportation improvements from the Congestion Relief Taskforce Finding the foundation for effecting positive change for a broken transportation system, Wallace Road.

Therefore, taking the "balancing test" approach proposed by staff in the Our Salem transportation analysis and approved by Oregon Department of Transportation (see details below) coupled with the "solution package" recommendation from the Congestion Relief Taskforce, the West Salem Neighborhood Association requests that:

- (1) Council acknowledges that the approval of the Our Salem comprehensive plan changes will further degrade the West Salem transportation infrastructure, specifically Wallace Road.
- (2) that Council direct staff to amend the Our Salem adopted findings to acknowledge the impacts of the proposed Our Salem zone changes to Wallace Road; and
- (3) direct staff to address the Council approved increased Wallace Road traffic volumes during the pending updates to the Salem Transportation System Plan.

The implementation of said multi-modal transportation solutions to be accomplished when the Salem Transportation System Plan is updated later this year.

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<sup>1</sup> Details obtained from staff show the proposed Our Salem zone changes will result in a total of 335 acres of Multi-Family Residential (MF) land now in West Salem, a 23.2% increase in MF zoned acres for West Salem. This is 30.4% of the 207-acre deficit determined in the Housing Needs Analysis.



## OUR LOGIC & SUPPORTING RATIONALE

A review of the Our Salem Goal 12 draft staff report findings<sup>2</sup> and the Transportation Analysis Zone (TAZ) report supporting the conclusions offered found that staff conducted a detailed analysis according to prescribed methodology for such work. The TAZ report referenced in the proposed Our Salem staff findings for the West Salem zone changes projected an increase of 1,670<sup>3</sup> daily trips southbound and eastbound from Wallace Road and Highway 22 [(656 + 1,044) = 1,670 daily trips].

The TAZ Transportation Analysis Report is accurate within the limits of its methodology. However, we have clear evidence that the Our Sale proposed zones changes will **further degrade** transportation on the Wallace Road corridor. The WSNA understands that increased density is needed as Salem grows and have worked closely with Our Salem staff to accomplish this. The WSNA understand that the large land reserves in West Salem will need to be used to provide more supply of affordable housing to contribute to the economic growth of our community. This said, nowhere in the TAZ Transportation Analysis Report is Wallace Road addressed.

The WSNA supports staff's suggestion of a balancing test in that their analysis suggests that the identified significant impacts can be offset using the balancing test described in the Transportation Planning Rule Section OAR 660-012-0060(2)(e) which states that improvements to other modes or in other locations can be used to offset the impact. Oregon Department of Transportation affirmed this.

Reports like the Salem River Crossing and the Congestion Relief Taskforce Findings documented that congestion and mobility are issues along Wallace Road today without the additional proposed Our Salem zoning changes. In fact, these studies clearly show that without the proposed Our Salem Zone changes for West Salem, Wallace Road, which currently does not meet mobility targets, will continue to deteriorate into the future unless addressed specifically.

Additionally, in as much as the current Salem Transportation System Plan map, adopted by council in 2016, declares both Wallace Road and Highway 22 to be "capacity deficient," and the Oregon Department of Transpiration has limited development along the East side of Wallace Road, more evidence that transportation infrastructure mitigation is needed for Wallace Road with or without the zone changes proposed as part of the Our Salem project. Clearly, adding more housing density to West Salem through the Our Salem zone changes with further degrade the Wallace Road transportation system.

The WSNA recommends that Council look to the Congestion Relief Taskforce findings for reasonable solutions. The Salem Congestion Relief Taskforce Final Report offered

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<sup>2</sup> <https://salem.legistar.com/View.ashx?M=F&ID=10906667&GUID=E6D919DF-A9CB-483E-A6C2-146459E61D80>  
Pdf pages 157-160

<sup>3</sup>The TAZ data provided one westbound segment, but no northbound segment daily traffic increases for the proposed Our Salem West Salem comprehensive plan update. Further, on a daily basis 22% of all new Our Salem daily southbound traffic on Wallace Road was projected to turn west onto 2<sup>nd</sup> or Edgewater Streets.



recommendations to significantly reduce congestion along Wallace Road. A set of capital projects were suggested and cited as “must be packaged together.” These “packages” of project ideas were called Solution Packages, each of which constituted potential major, long-term capital projects. These solution packages included those same multi-modal improvements suggested in the TAZ report in the form of bicycle/pedestrian, transit, and traffic signal in the vicinity of the impacted intersections for the balancing test (OAR 660-012-0060(2)(e)). In addition to those three, the Congestion Relief Taskforce included a fourth, the creation of a circulator/trolley program. The TAZ report assumed an 8% ridership increase. However, the Salem River Crossing study found that this level of ridership may be too optimistic. Therefore, the WSNA feels the inclusion of the circulator/trolley program offers four sound approaches to reducing congestion along Wallace Road. These four multi-modal improvements when incorporated into the future Salem Transportation System Plan update is cost-effective and provides clear direction for the future.

Taking the “balancing test” approach using the “solution package” recommendation from the Congestion Relief Taskforce, the WSNA offered the three specific requests of Council above (see page 1).

The WSNA has asked staff to support this request. We see no reason why not to recognize further degradation to the Wallace Road transportation system. It is simply a question of how much. The WSNA sees no reason for Council to not support the WSNA in its three specific requests to have actions now with specific, time certain, implementation dates to be agreed upon now. Our community is asking for your attention to our concerns and leadership to support it.



## Ruth Stellmacher

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**From:** noreply@cityofsalem.net  
**Sent:** Friday, June 10, 2022 11:46 AM  
**To:** CityRecorder  
**Subject:** City meeting public comment  
**Attachments:** ATT00001.bin

Once again, I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more. The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola. West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood, and a major drug bust on Crozer Rd of 31 pounds of meth, and the list goes on, yet you want to keep on adding to this. There doesn't appear to be any consideration whatsoever to the tremendous impact that this will have, and already has had on the community. The emphasis seems to be on the amount of tax dollars that can be generated rather than the impact to the community. We would like to make this part of your record. The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property. Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide into the homes on Mule Deer as well as those on Eola. When logging or fire strips the topography of trees, shrubs and grasses, water can infiltrate the ground and make it more prone to sliding. Earthquakes may also play a big part. The Gorge is an example of such a location with tragic results!!!!

This email was generated by the dynamic web forms contact us form on 6/10/2022.

## Ruth Stellmacher

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**From:** Mike Malowney <mike\_malowney@yahoo.com>  
**Sent:** Friday, June 10, 2022 3:36 PM  
**To:** Chuck Bennett; Micki Varney; Virginia Stapleton; CityRecorder; citycouncil  
**Subject:** June 13 Council Meeting - Agenda Item: Our Salem Project ( Map# 170 - College Dr NW

**Categories:** Council Dox

Dear City Council.

It has come to our attention that there is an effort to re-zone the property currently owned by Life Church from PE to Residential 1 - 4 unit property. We strongly oppose this action, primarily for the health and safety of current residents, and potential future residents. I live at 247 Turnage NW. I've lived on Turnage for 30+ years. This subject property is commonly known also as the former Salem Academy property.

We oppose this re-zoning because if additional housing, especially multi-unit housing, were built it would overwhelm the narrow streets in this neighborhood. College Drive is a narrow winding street that stretches from Highway 22 up the hill past several small single family homes and a series of duplexes. As College Drive winds it's way uphill there are about a dozen residential units in 3 or 4 structures on the left side. The parking lot on those units floods after hard rains and many residents park on the street and on a grassy unpaved stretch on College rather than wade through the waters to get to their cars.

Continuing up the hill there multiple apartment units (College Drive Apartments?) on the right. It's a sweeping right hand curve with limited visibility, many children, mail box kiosks, school bus stops and pedestrians, children. The apartment complex is directly across the street from the old Salem Academy school.

College Drive continues to wind uphill past Turnage Street, Crozer Street and eventually loops around and joins Stoneway Drive. All these streets are narrow, without sidewalks (except in front of the more recently built apartment complex and those across the street). Also a 3rd short sidewalk in front of the 2 recently built single family homes on the west side of College at the intersection with Turnage Drive.

Here are the problems we see with adding more residential units on College Drive

1. College Drive is narrow. Many Residents living on the right side of College have insufficient driveways, they are too short, and longer vehicles stick out into the roadway. Residents with multiple cars often park on the edge of the road. Delivery drivers stop on the roadway, turn on flashers, and leave the vehicles to deliver parcels. Landscaping services park on College and Turnage and Stoneway park on the side of the road due to lack of parking.

2. The road surface is poor. It is cracked, crumbling and prone to pot holes. With those 3 minor exceptions, there are NO sidewalks on College Drive. No sidewalks on Stoneway, and with one short section exception, No sidewalks on Turnage from College Drive to Eola.

3. There is a spring under College Drive and there is a wet spot on College, at the top of the hill, just below the apartment structures, that the pavement is always wet. All four seasons, water is seeping through the road surface. In the winter this is especially hazardous due to freezing/icing weather.

4. There are NO storm drains on College. There is a ditch rain water enters. I believe there is 1 storm drain on College below the apartments. There are No storm drains on Stoneway, Crozer and none on most of Turnage. As I have said previously, there are no contiguous sidewalks, none on Crozer or Stoneway. Pedestrians and cars share the roadway. This is already dangerous. It will get worse.

5. I live on a short deadend section of Turnage. To leave my home to go into town I have very limited choices:
  - a. Drive down College to the intersection with Highway 22. This is entering a 4 lane plus turning lane ON A CURVE. Very limited sight distance, which is even worse now that a storage facility has been constructed on Hwy 22. The storage units severely restrict visibility of oncoming traffic. Traffic that is driving at 50+ MPH, often much faster. Adding additional residential properties will exacerbate this problem. Traffic trying to enter hwy 22 will find a bottleneck and desperate drivers will take unnecessary risks, especially in foggy/rainy weather. Rush hour is very dangerous.

- b. Cross College and turn right on Stoneway, go down to the bottom of the hill, and although the visibility is better, entering Hwy 22 is still hazardous, especially during Rush Hour. And, there are many multifamily dwellings on Stoneway already (and Rosemont). Adding more residential units will make the situation on Stoneway worse. Also Stoneway has NO sidewalks, no storm water sewer and many pedestrians. Plus the additional traffic will affect the liveability of those who live on Stoneway.

b2. If I turn left from Turnage onto Stoneway, traffic is funnelled onto Kaley, impacting that neighborhood with additional traffic.

c. Continuing on Turnage Drive to Eola. Turnage Street at Stoneway is offset, you don't just cross Stoneway, the street takes a jog to the left and there is zero visibility of cross traffic coming down Stoneway because the intersection is on a curve. Again no sidewalks for pedestrians and dog walkers. Turnage is extremely narrow and curvey with limited sight distance. Cars encountering oncoming drivers are often forced to come to a complete stop to allow an oncoming car to pass. Delivery vehicles, landscapers, trades people all stop on the roadway.

6. To add more housing to the College Drive property will require a major investment in storm sewers, roadway improvements, sidewalks and onstreet parking.

Please DO NOT approve this zoning change.

Sincerely,

Mike & Connie Malowney  
247 Turnage St NW

**Ruth Stellmacher**

---

**From:** Roz Shirack <rozshirack7@gmail.com>  
**Sent:** Friday, June 10, 2022 4:24 PM  
**To:** CityRecorder  
**Subject:** Testimony for June 13 Council Hearing on Our Salem, agenda item 4.a  
**Attachments:** SCAN Testimony to Council-Our Salem.docx

**Categories:** Council Dox

Please include the attached testimony from South Central Association of Neighbors in the record for the Council's June 13 hearing on Our Salem.

Thank you,  
Roz Shirack, Chair  
SCAN Land Use Committee

Submitted for Lorrie Walker, President



South Central *SCAN* Association of Neighbors  
Salem, Oregon

June 10, 2022

To: City Council

From: Lorrie Walker, President  
South Central Association of Neighbors

Subject: Our Salem Testimony, Agenda Item 4.a, June 13 agenda

**SCAN requests the Mixed Use-II zone for Commercial St. SE from Mission St SE to Vista Ave SE.** Specifically, we request changing the proposed Mixed Use-I zone to Mixed Use-II on Commercial St SE from Mission St to Meyers St (see Map 119 in Attachment 19 of March 15 staff report); and changing the proposed Mixed Use-III zone to Mixed Use-II on Commercial St from Superior St to Jerris St and *on the eastside only* of Commercial St from Jerris St to Vista Ave (see Map 124 in Attachment 19 of March 15 staff report).

The proposed zone map already applies the Mixed Use-II zone on Commercial St SE from Meyers St to Superior St (see Map 122 in Attachment 19 of March 15 staff report).

Following the Planning Commission's March 15 hearing, staff responded to SCAN's request for MU-II instead of MU-III: "... staff has no objection to SCAN's request to rezone this southern portion of Commercial Street SE to MU-II." (Supplemental Report for the Continued Public Hearing on the Our Salem Project, dated April 5, 2022, p 5.)

At the Planning Commission's April 19 meeting Commissioner Slater's made two motions in support of SCAN's request for MU-II zoning:

- 1) I move that the properties on Commercial Street SE from Mission Street SE to Myers Street SE on Proposed Zone Change Map 119 be rezoned to MU-II instead of MU-I.
- 2) I move that the properties on the west side of Commercial Street SE from Superior Street S to one block south of Rural Avenue S and on the east side of Commercial Street SE from Liberty Street SE to Vista Avenue SE on Proposed Zone Change Map 124 be rezoned to MU-II instead of MU-III.

The motions failed on a tie vote of 3 yay's to 3 nay's.

**The MU-II zone is most appropriate for Commercial St. SE from Mission St to Vista Ave.**

Staff notes that MU-I is proposed south of Mission to extend downtown-like development south. However, given the vacant buildings downtown, it does not need more competition on its doorstep. We believe a buffer of less intense development south of Mission is better for the health of downtown and for the existing residential uses adjacent to Commercial St.

On the west side of Commercial St SE many of the lots that front Commercial St. SE are about 8,000 square feet, relatively small for commercial and multifamily uses. A narrow alley runs parallel to Commercial St. from Bush St to Rural Ave SE and provides access to those lots. The mixed use zone on that narrow, one-lot deep

strip would abut existing single-family zoned properties and multi-family zoned properties, most of which are still in single-family use.

The east side of Commercial St. SE has similar small lots and an alley that runs from Mission St to Superior St. The mixed use zone would abut existing commercial office zoned properties that also use that alley for access and parking. However, south of Superior St, the mixed use zone would abut the single family zone.

Mixed uses would need to use the two alleys for access, as the current small businesses and residents do now. Commercial St SE is only two lanes wide (three lanes for 3 blocks from Mission to Owens) with no room for bike lanes and limited or no curb parking for most of the blocks between Mission and Rural. Therefore, the Mixed Use-II zone is the most appropriate for this section of Commercial St SE due to small lots, adjacent residential uses, and limited street and alley capacity.

**We strongly oppose the MU-III zone proposed on Commercial St SE from Superior St to Vista Ave** (see Map 124 in Attachment 19). The lots along Commercial St, on Cherriot's Core Network, are a good location for pedestrian friendly commercial and residential uses that can rely on transit. The MU-III zone "wastes" this potential because it includes a number of vehicle-related uses that do not need to be located on the Core Network. Also, MU-III allows too intense\* of development for the small lots and abutting residential uses.

Vehicle-related uses allowed in the MU-III zone that are **not** allowed in the MU-II zone include:

- Motor vehicle and manufactured dwelling and trailer sales
- Motor vehicle services, including gasoline stations
- Commercial standalone surface parking lots
- Parking lots for park-and-ride facilities
- Drive-throughs for any use
- Taxicabs and car services
- Truck rental and leasing
- Truck stops and tire retreading and repair shops
- Privately owned campgrounds and RV parks
- Distribution centers for online and mail order sales
- Solid waste transfer stations, recycling depots

Proposed amendments to the zone code include strong protections for continuing uses that would not otherwise be allowed due to a zone change (eg vehicle dealerships allowed in the current CR and proposed MU-III zones, but not allowed in MU-II). Continued uses can repair, rebuild and expand. But new development in a MU-II zone would be less vehicle dependent and more pedestrian friendly, compared to the MU-III zone.

SCAN does not oppose the widespread use of mixed use zones, but the choice of which mixed use zone is applied to a given location needs to consider the surrounding uses and the capacity of the street system that will carry not only buses, but also increased traffic generated by the mixed uses.

SCAN believes the MU-II zone on Commercial St SE will allow significant progress toward meeting the City's goals to create more walkable, complete neighborhoods, particularly near frequent transit service; and to reduce greenhouse gas emissions from transportation.

In addition, SCAN's written testimony to the Planning Commission's March 15 hearing is in your record.

\*MU-III zone allows the most intense and large-scale development and is the least pedestrian friendly of all the mixed use zones, as measured by allowed height of 70 feet (versus 55 feet in MU-II); capped setback of 50 feet from residential zones; and minimum ground floor height of 20 feet (versus 10 feet in MU-II).

## Ruth Stellmacher

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**From:** Michael Coutley <mcoutley77@yahoo.com>  
**Sent:** Friday, June 10, 2022 6:59 PM  
**To:** Chuck Bennett; CityRecorder; Micki Varney; Virginia Stapleton  
**Subject:** June 13th Council Meeting - Agenda item: 4a: Our Salem Project (Map #170 College Drive NW)

Dear Mayor Bennett and City Councilors,

My name is Michael Coutley. I live at 224 Turnage St, NW Salem, OR 97304. I'm writing to share my concerns about this proposal. I think it's important for me to mention that I fully support mix income housing. Many Salem residents have been priced out of communities that they grew up in, or that they could once afford. Especially residents of color. However, the College Heights neighborhood is a horrible location for ANY kind of expansion. This is definitely not a "not in my backyard situation." College Heights is extremely hilly with windy curves and is already unsafe for those of us walking our dogs and children. Developers are constantly looking for ways to build more housing on this side of town. The West side of Salem, especially College Heights, doesn't have the capacity for more housing. What we need is improved infrastructure and more services. For example, West Salem should focus on building Marine Drive project that runs parallel to Wallace Street to help with traffic flow and a store similar to a Bi-Mart. I often see potential accidents waiting to happen when vehicles turn onto Hwy 22 off of College Drive. The flashing yellow light does very little in terms of safety. The thought of an additional 1,000 or more residents scares the hell out of me.

As someone who grew up in a family with very modest means, I have firsthand experience of what 's important to working people; public transportation, safety, schools, and services that are nearby top the list. College Heights doesn't fit the bill. Why would anyone think that building low incoming housing on the far edge of town is a good idea? Not to mention that College Drive, Stoneyway Drive, and Rosewood Drive already have numerous apartment complexes. I would argue that this area is already diverse in terms of income levels... College Heights isn't Bald Eagle Avenue or Titan Drive. Please consider that local residents have a better understanding of what our community needs. Developers only understand dollars - and never think about the potential consequences. I'm not looking forward to penning a "told you so" letter in ten years after the overcrowding congestion in this small neighborhood create a tragedy due expansion that was created after changing the zoning code.

Respectfully,

Michael E. Coutley

**Ruth Stellmacher**

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**From:** noreply@cityofsalem.net on behalf of paul\_shaffer@hotmail.com  
**Sent:** Saturday, June 11, 2022 11:05 AM  
**To:** CityRecorder  
**Subject:** City meeting public comment  
**Attachments:** 2022.06.12 Salem Planning Comission Ordinance 9-22 Exhibit A.pdf

Your Name	Paul Shaffer
Your Email	paul_shaffer@hotmail.com
Your Phone	425-753-1610
Street	1949 PTARMIGAN ST NW
City	SALEM
State	OR
Zip	97304
Message	Submission of document for Salem Planning Commission meeting June 13, 2022. Covering ordinance 9-22 Exhibit A.

This email was generated by the dynamic web forms contact us form on 6/11/2022.



To: Salem Planning Commission

Subject: Public Hearing for Agenda Items:

***Ordinance No. 9-22 Exhibit A, Ordinance No. 11-22 Exhibit A, and Ordinance No. 10-22 Exhibit B***

Our family is 50% owner of property along Fairview Industrial Drive which abuts Interstate 5, also known as Fairview Commerce Center or Drager's Subdivision. Our ownership includes lots with tax accounts: 532207, 547124, 547125, 547126, 547127, and 547128.

Our father purchased the initial parcel of this property nearly 30 years ago with the ultimate intent of development. The property remains undeveloped and is now the subject of this Comprehensive Plan and zoning hearing.

***We are writing in support of the proposal for the zoning designation of the property to Industrial Commercial. We believe that this rezone will support the best ultimate use of the land.***

The property is within "Opportunity Area 1" as defined in the Morningside Neighborhood Plan.

The Morningside Association document appears to support this redesignation, and certainly the zoning change to Industrial Commercial meets with the goals for "Opportunity Zone 1" as explicitly stated in the Plan document goals and policies:

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***GOAL 21 (Morningside Association Plan)***

***Maintain and enhance the Fairview Commerce Center as an innovative and market-responsive, economic development asset.***

***POLICIES:***

***21.1 The Fairview Commerce Center should be promoted and managed as a significant regional employment center, providing diverse private investment opportunities and a preponderance of family-wage jobs, and contributing to the economic and social livelihood of the City of Salem.***

***21.5 New uses and development within the Fairview Commerce Center should contribute toward the property tax base of the City of Salem.***

***21.6 Within the Fairview Commerce Center, the design standards and landscaping requirements of the IBC (Industrial Business Campus) zone and Fairview Urban Renewal Area (City of Salem, 1984) shall be maintained in any update or replacement of the IBC zoning district.***

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Certainly, any development project will add to the creation of employment center and business desirability of the Fairview Industrial area, while at the same time enhancing the City's tax base and improving the overall attractiveness of the area by conforming with design, landscaping, and surface water control standards. The land is currently undeveloped, with mostly dense brush on the property.

The City of Salem Comprehensive Plan contains several goals in the "Industrial Development" section, including:

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***Salem Comprehensive Policies Plan (2015)***

***GOAL 5. Appropriate public facilities, services, and utilities are essential for industrial development. The industrial areas currently serviced by public facilities, services, and utilities provide the best opportunity to maximize past and future public investments in infrastructure. Systems expansion to promote infill development and redevelopment of the currently serviced areas shall be given priority for public funding of facilities, services, and utilities.***

***GOAL 10. Traffic generated by industrial uses should be diverted away from residential areas when feasible and should have convenient access to arterial or collector streets.***

***GOAL 16. Development of a distinct industrial district that provides for a continuity of design and uses on preferably medium sized parcels (10 to 40 acres in size) is necessary to provide a variety of parcel sizes within the industrial inventory and to assist in attracting industrial development.***

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These goals are well supported by the zoning change. The property already has public infrastructure including power, water, storm drains and sidewalks. As the property is positioned adjacent to Interstate 5, industrial traffic would avoid residential areas. The parcels we own amount to approximately 29 Acres, and as such fall under the "medium sized" classification in the Comprehensive Plan. We believe that the property is perfectly sized for the desired type of clean, quality industrial development that the City seeks.

As the property would be designated for industrial/commercial uses, we believe that the final use of the property will not increase residential traffic or cause parking issues which often accompany retail or multi-family uses.

As the property is not situated next to a residential development, there are no expected safety threats to neighborhoods.

Changes to our zoning designations are directly supported by the Morningside Neighborhood Plan:

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***RECOMMENDED ACTIONS:***

***A21.5 The Morningside Neighborhood supports changes to the zoning and Comprehensive Plan designations for existing residentially zoned properties within the Fairview Commerce Center to classifications that are supportive of industrial and office uses to facilitate expansion of the commerce center south to Marietta Street SE and Interstate 5, as illustrated in Figure 9.2.***

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We feel that the proposed zoning changes in Ordinance No. 9-22 Exhibit A, Ordinance No. 11-22 Exhibit A, and Ordinance No. 10-22 Exhibit B deserve approval. Our parcels have been owned by our family for many years as we have waited for this process to conclude. We believe it is the right choice for the City.

Thank you for your valuable work and time. The improvements in the City of Salem are well balanced and continue to raise the quality of life for all residents and businesses.

Sincerely,

Viola Shaffer  
Paul Shaffer  
Park Shaffer  
Grant Shaffer

## Ruth Stellmacher

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**From:** Seth GaRey <sgarey@cejohn.com>  
**Sent:** Sunday, June 12, 2022 2:10 PM  
**To:** CityRecorder  
**Subject:** Written Testimony for Our Salem Public Hearing  
**Attachments:** Our Salem - Public Comment-CE John Company, Willamette Town Center.pdf

Attached is public testimony for tomorrow's Public Hearing concerning the Our Salem Zone and Code changes.

Thank you,

**Seth GaRey**

*Director of Development* | [sgarey@cejohn.com](mailto:sgarey@cejohn.com)



C.E. John Company, Inc. | 1701 S.E. Columbia River Dr. | Vancouver, WA 98661  
Direct: 360.823.2779 | Main Office: 360.696.0837 | Fax: 360.696.1007

This communication (including any attachments) may contain privileged or confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient, you should delete this communication and/or shred the materials and any attachments and are hereby notified that any disclosure, copying, or distribution of this communication, or the taking of any action based on it, is strictly prohibited.

**CE JOHN**

SINCE 1947

June 12, 2022

VIA Email: [cityrecorder@cityofsalem.net](mailto:cityrecorder@cityofsalem.net)

City Council  
555 Liberty St  
Salem, OR 978301

**Re: Public Comment for Proposed Zone and Code Change (Our Salem)**

Dear Councilors:

We are the owner and manager of the Willamette Town Center (831 Lancaster Dr NE). This 50 plus acre shopping center that originally opened as the Lancaster Mall in the 70's is midway through a multi-phase \$100 million dollar redevelopment to reinvigorate it as a major regional shopping center. The proposed zone and code change would modify the zoning from CR Commercial Retail to MU-III. While we are supportive of many aspects of the proposed changes and the underlying reasons behind them, we are concerned that certain specific items within the new MU-III code and Pedestrian Oriented Design will have unintended negative consequences that will hinder the completion of upcoming phases..

We have had a very positive experience over the past 7 years working with the City's various departments to entitle and permit the many projects that have breathed new life into the property and the City of Salem. As a property owner that is also completing projects in many other jurisdictions including Portland, Beaverton, and Vancouver, it is very safe to say that the City of Salem has been the best to work with. When we heard of upcoming code changes well over a year ago, we provided early feedback to Eunice Kim through the eyes of a property owner that is actively developing both in Salem and other jurisdictions with similar codes to what is being proposed. Unfortunately, our feedback was largely ignored. The proposed code changes make great sense for downtown areas with a block grid and on-street parking with limited or no off-street parking, but will result in significant challenges along Lancaster Dr where 4 sided buildings must be constructed to accommodate the majority of customers entering through the inward parking lot facing side in order to access the the front door of the shops.

Here are few items that we ask council to consider:

- 1. Ground Floor Windows - consider reducing the minimum requirement from 50% to 25%; clarify how it is measured, recommend using window height for analysis area.** For 4-sided single story buildings, it will be very unlikely to meet the new Oregon Energy Code using the standard prescriptive path with this requirement. New buildings would require expensive energy models and upgrades just to meet the minimum efficiency requirements. This will make new buildings along Lancaster Drive very expensive and much less likely to pencil out leaving old buildings that do not meet this code in perpetuity. How this is measured is also not clear; most jurisdictions do it by building length or by measuring the area at typical storefront window height - 2'-12'. Depending on how this is applied, nearly the entire frontage may need to be glass once a base, sign band, and required parapet for screening are factored in.
- 2. Primary Building Entrances - Multi-tenant retail shop buildings are intended to be flexible and many times include multiple small tenants.** It is impractical to have a primary entrance facing Lancaster Dr and another facing the parking lot where 99% of customers will come from as additional hallways through the tenants "back of house" will eat upvaluable space. Asking customers to walk around the building to get to the primary entrance is the opposite of pedestrian friendly as people become pedestrians once they park their car or walk between the multiple buildings onsite. These multi-tenant buildings are intended to be flexible, typically the number and size of the individual tenants is not known as the buildings are being built so having a primary entrance for each tenant is very hard to achieve. **Consider changing to a minimum of one primary entrance facing the street PER**

**BUILDING rather than per tenant.** Beaverton has this rule which is easily accomplished on single tenant buildings and although is challenging for multi-tenant, is a good compromise. You would hate to build a 10,000 SF building with 7 primary entries onto Lancaster Dr and then lease it to a single tenant. Functionally and architecturally, this would be very problematic.

3. **Off-street parking location** – With a large property like the Willamette Town Center, even as buildings are built along Lancaster Dr and Center St, there are still going to be buildings in the inner part of the site and D Street is not a marketable retail street although it is classified as an arterial. It is impossible to not have some portions of parking areas between the 3 arterial streets and these inner property buildings. In the coming years, we see new buildings going where the interior mall and Burlington building sit today in addition to new buildings up along Lancaster Dr. **There needs to be some provision that clearly allows for large lots and corner lots to have buildings on the interior of the site when additional buildings are also built along the frontage of the true Primary street.**
4. **Weather Protection 75%** – This would require a significant amount of street side canopies in this area with no onstreet parking which will drive costs up significantly and make redevelopment less likely. Weather protection makes sense at storefront and entries. Creating covered arcades makes sense in downtown but not along Lancaster Drive. **Consider reducing weather protection to be required only at entries and ground floor windows.**

I'm more than happy to collaborate with staff to help ensure that this proposed zone and code change works for the City of Salem and does not cause development along Lancaster Drive to stagnate and/or evaporate.

Sincerely,



Seth GaRey  
Director of Development  
CE John Company, Inc

## Ruth Stellmacher

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**From:** Erica Randall <ery2cute5787@yahoo.com>  
**Sent:** Sunday, June 12, 2022 7:49 PM  
**To:** CityRecorder  
**Subject:** June 13 public hearing feedback

Good evening,

>

> I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

> The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

>

> West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood , and a major drug bust on Crozer Rd of 31 pounds of meth, adding additional housing here will only further compound the safety issues we are facing without properly adding additional personal To keep the area safe.

>

> I would like to make this part of your record:

> The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property.

> Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

>



> Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

>

> Erica Randall

Sent from my iPhone

## Ruth Stellmacher

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**From:** Michael Randall <mrands55@yahoo.com>  
**Sent:** Sunday, June 12, 2022 7:53 PM  
**To:** CityRecorder  
**Subject:** June 13 public hearing feedback

> Good evening,

>>

>> I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

>

>> The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

>>

>> West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood , and a major drug bust on Crozer Rd of 31 pounds of meth, adding additional housing here will only further compound the safety issues we are facing without properly adding additional personal To keep the area safe.

>>

>> I would like to make this part of your record:

>> The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property.

>> Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

>>

>> Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

>>

>> Michael Randall

Sent from my iPhone

## Ruth Stellmacher

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**From:** Sarina Hill <sarinahill14@gmail.com>  
**Sent:** Sunday, June 12, 2022 7:55 PM  
**To:** CityRecorder

I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park.

The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The precious commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood , and a major drug bust on Crozer Rd of 31 pounds of meth, adding additional housing here will only further compound the safety issues we are facing without properly adding additional personal To keep the area safe.

I would like to make this part of your record and want it to be addressed in detail:

The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property. Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

## Ruth Stellmacher

---

**From:** Ryan Steckly <rsteckly@me.com>  
**Sent:** Sunday, June 12, 2022 7:58 PM  
**To:** CityRecorder  
**Subject:** Apartment proposal on Eola

Good evening,

I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood , and a major drug bust on Crozer Rd of 31 pounds of meth, adding additional housing here will only further compound the safety issues we are facing without properly adding additional personal To keep the area safe.

I would like to make this part of your record:

The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property. Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

Ryan Steckly  
REALTOR®  
Licensed in the State of Oregon  
HomeSmart Realty Group

Direct: [503-507-1808](tel:503-507-1808)  
Office: [971-599-5865](tel:971-599-5865)  
Email: [rsteckly@me.com](mailto:rsteckly@me.com)

Sent from my iPhone

## Ruth Stellmacher

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**From:** Doug Herndon <dherndonwai@gmail.com>  
**Sent:** Sunday, June 12, 2022 7:59 PM  
**To:** CityRecorder  
**Subject:** Eola apartments

Good evening,

I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

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Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

Erica Randall



## Ruth Stellmacher

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**From:** Jase Dye <jase.dye@gmail.com>  
**Sent:** Sunday, June 12, 2022 7:59 PM  
**To:** CityRecorder  
**Subject:** Eola apartment complex

Good evening,

I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

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Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

Jase Dye

## Ruth Stellmacher

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**From:** Craig and Cecilia Urbani <ccurbani@comcast.net>  
**Sent:** Sunday, June 12, 2022 8:03 PM  
**To:** citycouncil; CityRecorder  
**Subject:** June 13 Council Meeting/Our Salem - Item 4a: College DriveNW area (Map 170 & 171)  
**Attachments:** testimony for Council Hearing June 13, 2022 PDF.pdf

Mayor Bennett and City Councilors

This email includes our testimony for the Hearing for the Our Salem proposal. We appreciate your consideration of our comments in opposition to Map 170 proposal. We are not opposed to the Church and the School continuing and possible improvements to support their uses; but are opposed to Multiple Family especially since the Church has said they mainly just want to have their existing uses allowed. We request consideration of our proposal options.

Thank you for your kind consideration.

Cecilia & Craig Urbani  
370 College Drive NW  
503-508-7498

TO: Mayor Bennett and City Councilors  
SUBJECT: June 13 Council Meeting - Agenda Item: 4a:  
Our Salem Project (Map #170 – College Drive NW)  
FROM: Cecilia & Craig Urbani

We request to be permitted to provide live testimony at the digital public hearing; plus submit the following comments for consideration by the Salem City Council.

We own property at 370 College Drive NW. This is within the College/Stoneway Drive NW area. This is a well-established single-family neighborhood. Our street is a narrow sub-standard improvement with no sidewalks, no curbs, no gutters, and a ditch handles stormwater drainage. These are Local designated streets throughout the neighborhood.

Our comments are in reference to the proposals on Maps #170 and Map #171.

**MAP #170 (property generally at the 255 College Drive NW area)**

We OPPOSE this proposed change to MF and RM1. This is not the right area to assign this multiple family designation through the Our Salem project. The proposed intensification of the use of this area is not appropriate because these criteria cannot be justified:

1. College Drive NW is designate as a Local Street and not designed or improved to safely handle an increase in traffic. This proposed change would generate too much traffic and parking issues for this narrow, curvy street in this hilly area. Multiple family zoned areas should be along major corridors.
2. The surrounding area is well-established single family residential on large lots. Compatibility with the surrounding uses must be maintained.
3. An increase in additional storm drainage would negatively impact our neighborhood area. Open ditches are the current method of drainage.
4. This property is the western edge of the city limits and also the existing UGB. Additional density at the edge of the Salem Urban Area makes no sense.
5. There are no existing services to support the proposed increase of multiple family developments. Those required services should include uses to justify a MF change, such as:

- A. Transit routes,
  - B. Neighborhood shopping/services/activities/commercial
  - C. City Parks
  - D. Arterial Streets
6. The adopted West Salem Neighborhood Plan does NOT include proposed Multiple Family for this area (refer to attached Map).
7. There is NOT a demand for this proposed change to multiple family. Based on the staff report that “updates” the Housing Needs Analysis Report, states that from 2015 to 2021, there have been 3,192 multiple family dwelling units permits. Therefore based on all of the proposed changes there will be a surplus of 1,059 multiple family dwelling units; and therefore the need assumptions for this proposed change are flawed.

**A suggested alternative to allow the church and school use to continue on this property and improvements to support their continuation might include: Either an amendment to the PE zone to allow church as a “Special Use”; or change to the RS zone.**

**MAP #171 (property at Stoneway Drive NW)**

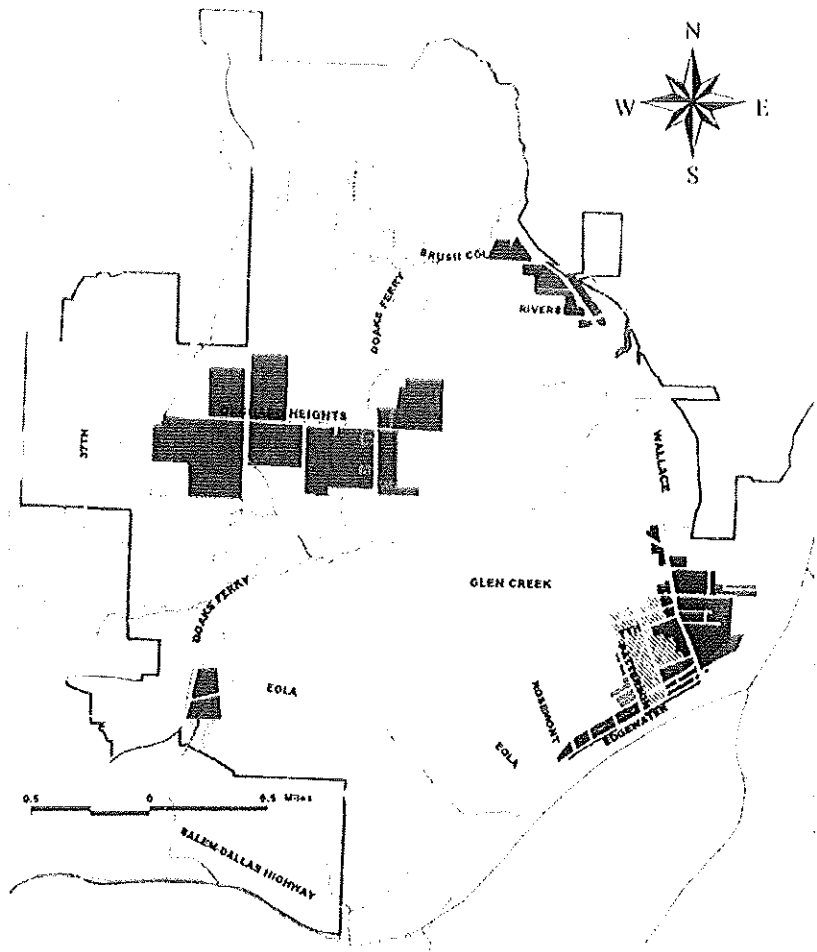
We support to change to RS.

This property should be Single Family to be compatible with the surrounding single-family area. The vehicle access onto Stoneway would be very dangerous for an increase in density and intensity; it's a narrow local street with no sidewalks, The existing multi-family parking (across the street) backs directly onto Stoneway causing hazards. This is steep land with risk of slides and therefore the amount of grading for future development should be reduced.

Thanks to the city staff for providing information and the staff report (1,000+ pages) and answering questions during the “Our Salem” project.

# West Salem Neighborhood Plan

## Map of Recommended Changes adopted by Salem City Council



- Urban Growth Boundary (2003)
- City Limits (2003)
- Urban Service Area
- Center
- Center Employment Only
- Center over Existing Commercial
- Multi-Family
- Commercial

The Center designation provides for concentrated development within the area shown that allows for residential, neighborhood retail, restaurants, employment, public space, and other uses. Centers may include any or all of these uses, but should be developed as specific areas with the prevailing economic markets and neighborhood needs in mind. Centers should be developed in such a manner as to provide a sense of place, a compact urban form, neighborhood vitality, and aesthetic design. Other urban features should be oriented to the pedestrian, there should be secondary transit and major roads, and there should be connectivity with the surrounding neighborhood where not a completely new use of the area is intended.

### Recommended Changes to the Generalized Land Use Map\*



As adopted by City Council October 11, 2004 to show expansion of the Center generally located around West Salem High School and removal of the larger areas proposed for Multi-Family designation adjacent to this Center.

This map represents the City Council's decision for staff to implement the use of the neighborhood plan.

October 2003

**EXHIBIT**



## Ruth Stellmacher

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**From:** Cynthia Walsh <wishcynth@gmail.com>  
**Sent:** Sunday, June 12, 2022 8:15 PM  
**To:** CityRecorder  
**Subject:** Opposing More Apartments

I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park.

The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The precious commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood, and a major drug bust on Crozer Rd of 31 pounds of meth, adding additional housing here will only further compound the safety issues we are facing without properly adding additional personal To keep the area safe.

I would like to make this part of your record and want it to be addressed in detail:

The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property. Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

## Ruth Stellmacher

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**From:** Phil Carver <philiphcarver@gmail.com>  
**Sent:** Sunday, June 12, 2022 9:03 PM  
**To:** CityRecorder  
**Cc:** Clair Clark; Laurie Dougherty; Scheppke Jim; Janet Lorenzen; Bob Cortright; Sarah Deumling  
**Subject:** Comments for 6/13 on Our Salem

Comments on Our Salem Adoption  
June 13, 2022  
350 Salem Oregon

350 Salem thanks City staff and the Planning Commission for its proposed amendments to the Salem Comprehensive Plan (Our Salem). The product is very good. It was the result of much hard work by the staff and Commission.

It is a strong step that is largely in agreement with many of the strategies in the accepted Climate Action Plan. The changes in Salem's Comprehensive Plan are likely to help reduce greenhouse gas (GHG) emissions by increasing density, by providing incentives for not owning a car, by encouraging middle housing and by encouraging mixed-use development, particularly near the core Cherriots bus network. We are especially pleased that many of the new high density areas are scattered throughout the city, promoting equity.

We also agree with some of the compromises that were made. We understand that neighborhood hubs are not popular among some residents. These were substantially reduced in the final plan. We look forward to seeing helpful developments in the many of the hubs that are in the final plan. If these work well, more can be added.

We are especially pleased at the following elements of the final plan:

1. A minimum density for developments in residential/middle-housing zones, with a minimum percentage of middle housing\*
2. Having no additional parking requirements for converting a single-family detached house to middle housing
3. Removing any requirements for parking spaces for developments within a quarter mile of the core transit network
4. The changes in design requirements for apartments and commercial buildings
5. Many acres of new high-density mixed use and multi-family zones, especially those near transit service.

\*{Specifically, a minimum density of 5.5 dwelling units per acre in subdivisions of 10 acres or larger. (Currently, there is no minimum density in the single-family zones.) It is paired with a requirement that 15 percent of housing units in such subdivisions be middle housing units. The intent is to increase the amount of housing, as well as the variety of housing types and affordability levels, in large subdivisions.}

Thank you for a job well done.

Philip H. Carver, Ph.D.  
Co-coordinator 350 Salem Oregon



## Ruth Stellmacher

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**From:** Deanna Garcia <dg.boardstuff@gmail.com>  
**Sent:** Sunday, June 12, 2022 9:29 PM  
**To:** CityRecorder  
**Subject:** Letter to council  
**Attachments:** Nola letter to council.pdf

Good evening,

I have prepared a letter for the council in regards to the Our Salem project. Please share with them. Thank you!

Best,  
Deanna Garcia, Chair  
NOrth LAncaster NA

Salem City Council  
June 13, 2022

RE: Our Salem

Dear Councilors,

The members of North Lancaster Neighborhood Association (NOLA) hosted a presentation on the Our Salem project shortly after it was first introduced to the public. At a recent meeting, the topic of zone changes resurfaced and residents had given feedback on the proposed changes impacting NOLA. While we understand some of the proposed changes are necessary to comply with state and federal legislation, other changes do not seem to fit with what Salem's residents want or need.

First and foremost, the communication of this planning project and any accompanying outreach never came across clearly to the residents of NOLA. The residents that had received information about the project (or were successful in seeking it out on their own) report that it was difficult to understand and unclear what the full impact will be.

This part of NE Salem is almost exclusively residential, which is (& has been) an attraction for homeowners and those seeking to buy homes in the area. The upcoming plans for installation of equipment and fixtures to develop Brown Road Park is also a draw for this community. A commercial business in the middle of this residential area is not a draw, in fact, it would be a detriment to our community. A commercial business, regardless of size, will draw in additional traffic for deliveries and possibly customers/patrons from outside of our community. As expressed in public commentary and written testimony, there are concerns about the increased vehicle traffic that's already present along Brown Road. This poses a great safety hazard for pedestrian traffic; which has increased after recent the addition of bike lanes and sidewalks. We want to keep members of our community safe no matter the mode of transportation used. Residents from this area have had their commercial business needs met at a variety of businesses located within a mile of our community. Residents are able to walk, drive or use public transit to access these local businesses. There isn't a need to add to the traffic and safety concerns by rezoning this property.

The residents of NOLA expressed a Neighborhood Hub (NH) is not needed on Brown Road. The original plans for the NH included three separate properties located on Brown Road NE. In addition to providing feedback on the interactive map, several residents signed off on a letter requesting these properties remain residential use only. The area designated for the NH rezone was then reduced to one address located at 2390 Brown Road NE

In addition to all the previous commentary and testimony, the actual owners of the property submitted a letter to the planning commission. The letter asked for the planning commission to reconsider this plan and stated they **do not** want their property rezoned. The planning commission misconstrued the owners request by focusing on a statement about office space and a commercial building. The commission completely disregarded the fact that the owners are not in agreement with their property being subject to a rezone. The owners also mentioned the increased "thru-traffic" and a commercial business would be "out-of-place" as reasoning for not wanting the property to be rezoned. The property owners also mentioned in their letter, they may opt to subdivide their land in the future and possibly build multi-family housing. While the rezone as a NH would allow this, so would the standard zoning of Residential Single Family.

The residents of NOLA understand the goal of the Our Salem project is to accommodate current and future growth of Salem. We want to provide valid input that will help the planning department and commission understand the unique needs of our community while meeting that goal. The rezone of 2390 Brown Road is not a good fit for our community. The community including the property owners did not ask for something like this to be considered for our community. What we are asking for, is for you to remove this rezone from the Our Salem plan. There are sufficient properties nearby that would definitely be a good fit for this type of rezone and would be supported by members of the community. Those potential properties are located in the 4600 block of Sunnyview Road NE. This block includes several vacant parcels that fit every criteria of the evaluation process used in the Our Salem planning phases to determine what properties to designate as a NH. Please leave 2390 Brown Road zoned as Residential and explore other properties for a mixed-use



rezone that won't damage the property values and appeal of our community. Thank you for taking the time to review this message.

Deanna Garcia, Chair  
North Lancaster Neighborhood Association

## Ruth Stellmacher

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**From:** Brian Clothier <ishmailme222@yahoo.com>  
**Sent:** Monday, June 13, 2022 12:04 AM  
**To:** CityRecorder  
**Subject:** Written testimony for public hearing 6/13/22  
**Attachments:** Written testimony for public hearing 61322.pdf

Please see attached written testimony for public hearing regarding CA20-04.

Thank you,

Brian D. Clothier

6/12/22

Dear Councilors,

We, a group of neighbors, wish to bring your attention to the matter of 12 residential properties in West Salem which are proposed to be changed to RM-II as part of the Our Salem plan.

The proposed zone change is based on flawed assumptions regarding the land. Please see the attached legal memo for complete details and note the following items:

1. We have been told that City of Salem staff, including Ms. Eunice Kim, have expressed that this change is **not necessary** and they will support the removal of it from the Our Salem plan.
2. The justification used by the city for rezoning this land RM-II is that it is "partially vacant." The definition of "partially vacant" as used by the city in OAR 660-038-0120(2)(b) has strict criteria which are not met for at least 5 of the 12 parcels. The remaining parcels are discontinuous and therefore unsuitable for development of RM-II. Most of the parcels are small, only two are over 5 acres, and are owned by separate individuals.
3. Every parcel save two are developed with a home and most with one or more accessory buildings. Development of these properties as RM-II would require demolishing existing homes and structures.
4. Substantial tree canopy is present, nearly all of which would have to be removed to construct RM-II with its associated buildings, driveways, and requisite parking.
5. The need to balance the inventory of RM-II housing with the Housing Needs Analysis is used as justification for this change. However, the current "Our Salem" proposal has a 60 acre surplus of RM-II. Rezoning of our collective 22.77 acres is not necessary.
6. The local residents do not desire this change as evidenced by our multiple efforts both written and verbal at planning commission and community meetings. These efforts were hardly acknowledged in written meeting summaries and inadequately addressed.
7. City councilors are free to remove this portion from the Our Salem plan.

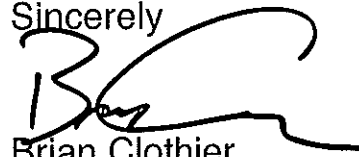
8. The transportation plan will reroute Orchard Heights to the south, away from the area in question, in order to service the development of the 133 acre Wyant property. Orchard Heights Rd where it abuts the proposed rezoned area will become Orchard Heights Place, essentially a driveway to access these 12 properties and not a major transportation route.

Please note that all 133 acres of the Wyant property are to be rezoned MU-II. This large parcel has adequate space for construction of multifamily housing which could be incorporated into the Our Salem vision of a walkable neighborhood with single and multifamily housing, shopping, eateries, and nearby schools and parks. We support the masterplanned development of this prime property.

As tax payers, small business owners and parents, we plead with the city council to take action on our behalf. Please, please, do not force this unwanted and unnecessary rezoning on our neighborhood.

Thank you for your kind attention.

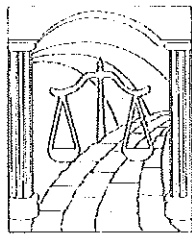
Sincerely

A handwritten signature in black ink, appearing to read 'Brian Clothier', with a large, sweeping flourish extending to the right.

Brian Clothier

3117 Orchard Heights Rd NW

WALLACE W. LIEN



Wallace W. Lien

Attorney at Law

Contact by e-mail at  
wallace.lien@lienlaw.com

May 23, 2022

Ms. Eunice Kim  
Planning Division  
City of Salem  
555 Liberty St SE  
Room 305  
Salem, OR 97301

By Email to: [Ekim@cityofsalem.net](mailto:Ekim@cityofsalem.net)

Re: Comments for the Record - Case CA21-04

Dear Ms. Kim:

Thank you for meeting with my clients and I regarding the proposed rezone of their and surrounding properties located in Polk County on Orchard Heights Road NW, Salem from its current Suburban Residential (SR) zone to the proposed RM2.

My clients are opposed to the proposed change and ask that the following information and arguments be submitted to the City Council as part of the official hearing record in the above referenced land use case.

The specific block of properties my clients are concerned with, and opposed to the proposed zone change are shown in yellow on the attached Assessor Map, and shown on the attached aerial photograph. The rezone area affected properties are summarized as follows:

Map	Tax Lot	Size	Use	Comments
7.3.18	1810	1.02	Vacant - accessory use	This parcel is used in combination with Tax Lot 300, Map 7.3.18D, as an enlargement of that homesite
7.3.18	1900	2.0 ac	Residential and Horse Arena	Proposed split zone - noted is the apx size of the parcel to be rezoned Property has 2 General Purpose buildings totaling 3,072 sq ft, a house at 3,054 sq ft and the Arena at 29,120 sq feet

Map	Tax Lot	Size	Use	Comments
7.3.18	5100	5.12 ac	Residential and heavily wooded	Assessor online site lists this file as "confidential". The aerial pix shows a house and at least one outbuilding
7.3.18D	100	1.0 ac	Residential	There is a General Purpose building at 738 sq ft and a house at 2,251 sq ft
7.3.18D	200	.32 ac	Residential	There is a General Purpose building at 750 sq ft and a house at 1,244 sq ft
7.3.18D	300	1.11 ac	Residential	There are two General Purpose buildings totaling 1,190 sq ft and a Manufactured Home
7.3.18D	301	.22 ac	Residential	House at 988 sq ft
7.3.18D	400	.71 ac	Residential	There are two General Purpose buildings totaling 6,014 sq ft and a house at 2,754 sq ft
7.3.18D	600	1.92 ac	Residential	There are two General Purpose buildings totaling 1,556 sq ft and a house at 1,792 sq ft
7.3.18D	900	2.45 ac	Vacant	Almost entirely wooded
7.3.18D	1100	5.9 ac	Residential	There are four General Purpose buildings totaling 6,014 sq ft and a house at 2,363 sq ft
7.3.18D	1200	1.0 ac	Residential	There is a General Purpose building at 220 sq ft and a house at 1,605 sq ft
TOTAL		22.77 ac		

The reasons for opposition to this rezone are several. The first is that this small area is not suitable for conversion to multifamily uses. The parcels are for the most part small, all but one are developed with single family homes and most have one or more outbuildings on them. The one vacant parcel is entirely covered in trees. The location and quality of the buildings and houses are for the most part such that their useful life will extend out 40-50 years, long past the planning period involved in this current process.

Flawed assumptions are made about this area, and then used to justify the change in zone. The first is the tree canopy. This proposal assumes little tree canopy, and that existing trees could be removed without impact for the construction of apartment buildings. The attached aerial photograph clearly indicates the proposed rezone area has a significant number of trees, most of which would be required to be removed for new construction of multifamily buildings, driveways and parking areas.

In addition, partial justification for rezoning this area is the lack of development. As the above table points out, with the one exception, every parcel is developed with a single family home, and most have one or more outbuildings. My clients' object to the characterization of this area as not developed or only "partially developed", which characterizations are then used to justify the rezone.

The definition of "partially vacant" used by the City in this process is found at OAR 660-038-0120(2)(b) which allows the City to "assume" that a parcel is partially vacant<sup>1</sup> if either:

*(A) The real market improvement value of the lot or parcel is greater than five percent and less than 40 percent of the real market land value, in which case, the city must assume that 50 percent of the lot or parcel is developed and 50 percent is vacant, or*

*(B) Based on an orthomap, the lot or parcel is greater than one acre in size and at least one-half acre is not improved.*

Using this definition and applying it to the 12 parcels at issue here, my clients have developed a table of information needed to determine which of the 12 parcels in the rezone area actually do qualify as "partially vacant." The Table is attached hereto for your reference, and it establishes that five of the parcels in the proposed rezone area do not qualify as "partially vacant," and therefore are not sufficient to justify the proposed rezone.<sup>2</sup> The parcels that do not qualify as "partially vacant" lie along Orchard Heights Road, and are interspersed with the other parcels, making it too difficult to consolidate the "partially vacant" parcels into a larger economically useable parcel for redevelopment. Therefore, reliance on the "partially vacant" theory for the rezone of this area is not factually supported and is misguided.

It makes no sense to convert this area to RM2 when in fact there is no chance in the foreseeable future for it to ever actually be utilized for that purpose. Every parcel in the area is owned by different owners, so with the exception of the two parcels that are over 5 acres, there is not sufficient area for the development of multifamily buildings. To develop multifamily uses, multiple contiguous parcels will have to be purchased by a single developer, who will then demolish perfectly good structures in order to build apartments. It simply defies logic that this will happen at any time in the next 40 years. Why do a rezone for an area that will never develop with that use? It simply creates an entire community of non-conforming uses.

This brings me to our second objection to this rezone. The current process uses the Housing

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<sup>1</sup>It must be recognized that OAR 660-038-0120(2)(c) allows a city to assume that a lot or parcel is "fully developed" if the real market improvement value is greater than or equal to 40 percent of the real market land value. Using this standard, 8 of the affected parcels are considered to be "fully developed." See the attached table of information.

<sup>2</sup>Larry Parkinson actually owns two adjoining parcels and uses them as one homesite. The dwelling is located on TL 300, and the adjoining vacant parcel is TL 1810. For planning purposes these two tax lots should be considered as one parcel, and when viewed in that manner, TL 1810 which would otherwise be defined as "partially vacant" would lose that qualification. As such there are actually 6 of the 12 parcels in the rezone zone area that do not meet the definition of "partially vacant."

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Needs Analysis as its basis and justification. The result of this process has not only balanced the need for multifamily housing, but has created a surplus of 60 acres of multifamily zoned land. To my clients, having such a large surplus created in this process does not make sense. Balancing the inventory is obviously a good thing, but creating a large surplus is not. There appears to be no real justification for doing anything other than balancing the current inventories to the Housing Needs analysis. There is no mandate for a surplus, and in fact a surplus can be used quasi-judicially to rezone lands out of multifamily uses. My clients ask the City to remove this 22.77 acres of land from the RM2 zone, the result of which will still leave the City with a surplus of multifamily lands of nearly 40 acres.

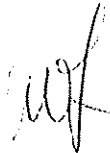
Finally, the reasons for selecting this area for RM2 zoning are flawed. It is understood that the City desires to place multifamily uses close to parks and on major transportation routes. In this case the city owned land across from West Salem High School that is designated for a future park, is undeveloped. We were advised there is no budget for any future improvements to this land. There also does not appear to be money allotted in the capital improvement plan to fund conversion of this land into an actual useable park at any time in the future. The land is not now a park, and will not become a park in the foreseeable future. Reliance on this land as justification for conversion of my clients' area is misplaced.

In addition, the reliance on Orchard Heights as a transportation route is also misplaced. While Orchard Heights is currently the primary access to this area, when the Wyant property across the street develops, the transportation plan re-routes Orchard Heights to the south to serve the Wyant property, making the road servicing my clients' area not much more than a driveway. No longer will this area be located on a major street, thereby negating one of the justifications for this rezone in the first place.

On behalf of my clients, I respectfully urge the City of Salem to abandon the effort to rezone the above described area. It is simply not suitable for redevelopment and is not needed in order to balance the need for multifamily uses in the City.

Yours truly,

**Wallace W. Lien**



WALLACE W. LIEN

Enc: Assessor Map  
Aerial Photograph  
Partially Vacant Lands Table

cc: Clients

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THIS MAP IS FOR ASSESSMENT AND  
TAXATION PURPOSES ONLY

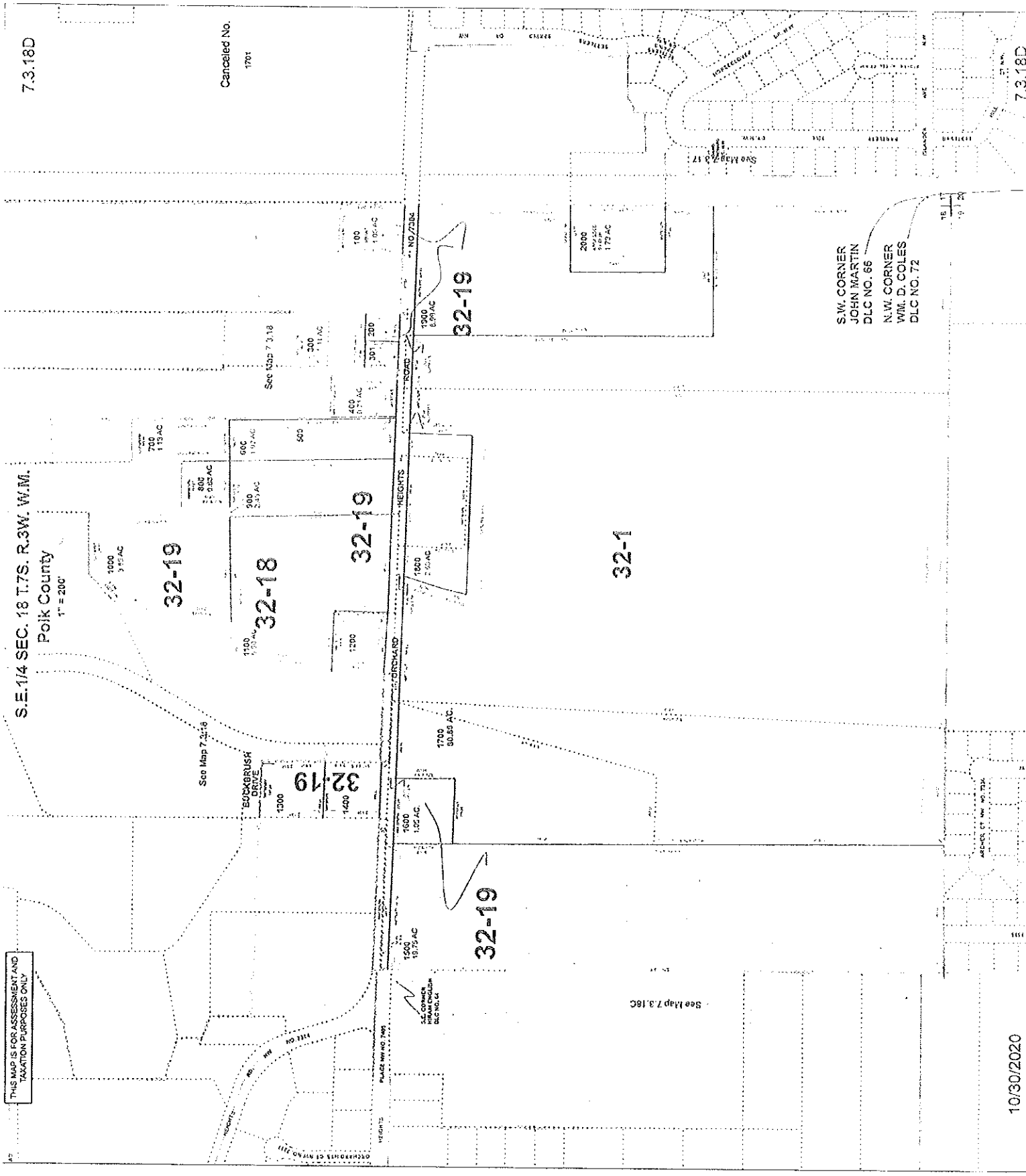
S.E. 1/4 SEC. 18 T.7S. R.3W. W.M.  
Polk County  
1" = 200'

7.3.18D

Cancelled No.  
1701

10/30/2020


7.3.18D

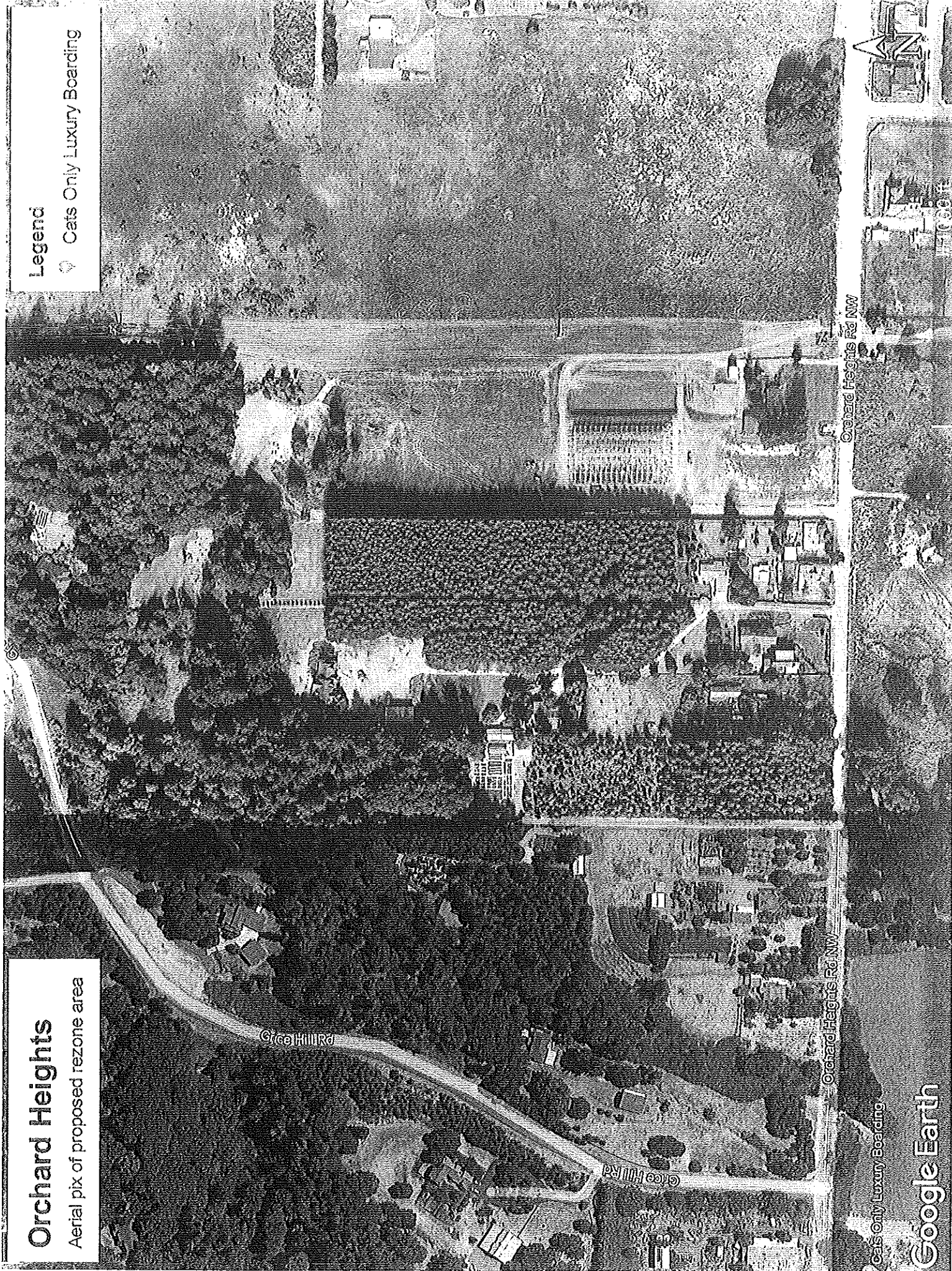


# Orchard Heights

Aerial pix of proposed rezone area

## Legend

 Cats Only Luxury Boarding



Cats Only Luxury Boarding

Google Earth

Analysis of Partially Vacant Land

Owner	Address	Map / Tax Lot	Land Size	Land Value	Improvement Value	Percentage Value (Improvements to land)	Based on improvements to land value, does this parcel qualify as "partially vacant" (must be between 5-40%)	Is the lot greater than one acre in size AND at least 1/2 acre is not improved? (both factors must be met to qualify as "partially vacant")
Rick & Kimberly Sohn	3017 Orchard Heights Rd	7.3.18D / 100	1 acre	\$182,500.00	\$318,420.00	57%	No	No
J&M Rental Properties (Keystone)	3065 Orchard Heights Rd	7.3.18 / 1900	13.9 acres	\$639,010.00	\$990,510.00	55%	No	Yes
Dennis Korn	3085 Orchard Heights Rd	7.3.18D / 200	.32 acre	\$162,500.00	\$166,620.00	96%	No	No
Krysta & Mark St. Michell	3087 Orchard Heights Rd	7.3.18D / 301	.23 acre	\$135,000.00	\$134,640.00	100%	No	No
Larry Parksion	3097 Orchard Heights Rd	7.3.18D / 300	1.11 acres	\$104,510.00	\$56,700.00	184%	No	No
Larry Parksion	3097 Orchard Heights Rd	7.3.18 / 1810	1.02 acres	\$56,980.00	N/A		Yes	Yes
Gene Bolante	3147 Orchard Heights Rd	7.3.18D / 400	.71 acre	\$185,000.00	\$530,890.00	35%	Yes	No
Devonna Drake	3167 Orchard Heights Rd	7.3.18D / 600	1.92 acres	\$289,840.00	\$188,770.00	154%	No	Yes
Les Huntsinger	3187 Orchard Heights Rd	7.3.18D / 900	2.45 acres	\$295,110.00	N/A		Yes	Yes
Jeremy Holman	3247 Orchard Heights Rd	7.3.18D / 1100	5.9 acres	\$467,000.00	\$311,150.00	150%	No	Yes
Wayne Simmons	3287 Orchard Heights Rd	7.3.18D / 1200	.9 acre	\$187,500.00	\$193,400.00	97%	No	No
Occupant	1974 Grice Hill Drive	7.3.18 / 5100	5.12 acres	Access to information	unavailable			Yes



**Ruth Stellmacher**

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**From:** Richard Reid <rich@richsuebluffhouse.com>  
**Sent:** Monday, June 13, 2022 1:25 PM  
**To:** CityRecorder  
**Subject:** Written testimony: Council June 13: Agenda Item 22-232

NOTE: 6/13/2022 The Our Salem Full Report was on the City website yesterday 6/12/2022.  
<https://www.cityofsalem.net/Pages/our-salem-report-card.aspx>

As of today NOTE: 6/13/2022 link above to Our Salem Full Report is no longer valid. Someone decided to launch the revised City of Salem website on the same day City Council is meeting. Information may have been lost.

Richard Reid  
3242 Bluff Ave SE  
Salem, OR 97302  
Rich

For Council Monday, June 13, 2022  
Re: Agenda Item 22-232 Our Salem Project

Fresh ideas for the update--

Planning improves our connection to the public structures we establish by ordinance to sustain a broad range of community services. A variety of public structures keeps our neighborhoods safe, our parks beautiful, our community finances solvent and more. Public structures are constructed to community needs with ordinances, administration and funding.

This historic comprehensive plan draft and its accompanying code revisions involve at least the 20 public structures listed in the Our Salem Report Card. These public structures affect, housing affordability, access to frequent transit, complete neighborhoods, revenue to cost ratio, and several more.

The Our Salem report reveals planning themes for consideration in the current comprehensive plan draft. The Report starts with "Affordability", the percentage of an average monthly household income required for housing. A more statistically accurate indicator for this is the "median monthly income"; the income amount halfway between the highest and lowest amounts.



The Report expects no change in either average household income or average housing prices. Recently inflation has dramatically changed this indicator and the "Housing affordability" indicator measuring the household income to pay for housing. No planning solutions to encourage affordable housing are offered.

The Report says "Proximity to parks" declines as population growth sprawls. Code revisions could be drafted that would link the number of parks to the increase in population. A policy like this could help anchor "Infill and redevelopment" near parks.

This is important because the Report indicates our "Walk and transit friendliness" declines as we add population to the edges of the city.

Clustering infill and redevelopment near parks could counteract the decline in friendliness. The rising costs of energy increase the need both for transit and for "Access to frequent transit". This section of the Report states "we are not on track" for planning access to frequent transit.

Proximity to parks declines along with walk and transit friendliness the remaining option is "Bicycles and pedestrian use". The Report says "due to our development trends" we should expect no change in the very low "percentage of trips by bike or walking". The comprehensive plan draft could include concepts that increase transit friendliness and opportunities for bicycles and pedestrians.

Our current "Employment mix" seems unaffected by past planning as the mix remains "unchanged across scenarios in the future". Comprehensive planning can change this by planning public structures and amenities that support community life and encourage investment.

When the Report was published the "Average wage" outlook was more optimistic than it can be today. To invite long term development, communities can fund low cost community amenities; "safe streets", outdoor recreation, a broad range of local education and training opportunities. Community amenities like these these should be included in comprehensive plan drafts.

The "Jobs and housing balance" section of the Report links the number of new jobs in the community to the number of new households the jobs would support. The measurement is 1.5 jobs per household. The goal is for "job creation" to keep pace with increasing population whether in a "household" or an apartment. Defining "household" is important for any discussion of housing balance.

The "Jobs and housing balance" appears to be unaffected by planning as the Report says this balance "remains unchanged" for decades. Job and housing are key factors for measuring the effectiveness of public structures like comprehensive planning, community development and



finance Finance itself is an essential public structure for community development and must be engaged in all phases of comprehensive planning.

For example "Revenue to cost ratio" is a key metric in public finance.

The City's "average annual revenue" is divided by the number of people in the population that year. Assuming no inflation or recession the Report says, "The average annual revenue and expenditures per capita stays about the same"; very close to 1.02. But the next ratio "Annual level of service (expenditure per capita)" is a completely different indicator. Both of these financial metrics are based on city population (taxpayers) instead of the source of revenue; tax parcels.

The "Property tax revenue" section confirms how "tax parcels" are critical to the "structurally balanced" budget policy, 1:1 "revenue to cost ratio". This section on property tax revenue shifts the conversation away from the per capita ratios in the prior section. The property tax revenue from a parcel can be matched to the expenditures benefiting that parcel. This suggests a "zero sum" accounting where "dollars in" (costs) are compared to "dollars out" (revenue). In this way the 1:1 revenue to cost ratio in the structurally balanced budget also applies to each tax parcel; a good measure of tax efficiency.

"Development in environmentally sensitive areas" involves both our physical and our fiscal planning policies. It appears there are no planning options to what we are doing. The Report says development in Salem "will increase on environmentally sensitive areas".

But steep slopes, floodplains and riparian areas provide soil formation, water filtration, aquatic life, air purity etc. Environmental economics can teach us a lot about attaching values to these benefits. To fully calculate a 1:1 (revenue to cost ratio) we need to establish reasonable cost estimates for these environmental benefits then compare those cost estimates to the proposed costs and benefits of a development proposal.

Attaching a dollar figure to the benefits of natural systems which we rely on or remove, can improve our costs of services accounting and our structural budget process.

For example very few things in a community provide the broad range of benefits that trees provide to community well-being. The Report states the target for tree canopy coverage is 23% of the land within city limits. But the Report also notes how community development affects our canopy and that we will "lose some tree canopy in the future".

Planning that sustains trees will also sustain us.

For example planning more trees could help with GHG. The Report says the sources of GHG emissions "remain the same". But comprehensive plans must consider pollution sources outside city limits like how the Brooks medical waste incinerator affects our tree canopy. The



Report expects "Air pollution from travel", to increase as population increases "under each future scenario".

Cities around the world are using evidence-based ideas to adopt ordinances that improve standards of living including reducing air pollution by planning for tree canopy build out. We measure "Greenhouse gas emissions" per capita why not per tree?

The report on "Traffic and pedestrian crashes" appears to be a very disappointing abdication of traffic planning and management.

The METs concept introduced in the "Active transportation" section only measures METs "used to get to work". The comprehensive plan could use METs measures as an indicator of walkability encouraged in sensitive environmental areas and outdoor recreation under the forest canopy.

Sincerely,

Richard Reid

**Ruth Stellmacher**

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**From:** Hannah Thoman <hthoman06@gmail.com>  
**Sent:** Monday, June 13, 2022 3:17 PM  
**To:** CityRecorder  
**Subject:** Written Testimony- City Council Our Salem  
**Attachments:** 01 - to City Seeking removal of RM zone.pdf; 01A - Highlighted Map.pdf; City Council-Our Salem.pdf; 01B - aerial pix of area.jpg

Please see the following testimony for City Councils Review for the Our Salem plan.

Thank you

Please respond that testimony was received before the 5pm PST deadline.

Sincerely,

Hannah Anonson



**WALLACE W. LIEN**



Wallace W. Lien

Attorney at Law

Contact by e-mail at  
wallace.lien@lienlaw.com

May 19, 2022

Ms. Eunice Kim  
Planning Division  
City of Salem  
555 Liberty St SE  
Room 305  
Salem, OR 97301

By Email to: [Ekim@cityofsalem.net](mailto:Ekim@cityofsalem.net)

Re: Comments for the Record - Case CA21-04

Dear Ms. Kim:

Thank you for meeting with my clients and I regarding the proposed rezone of their and surrounding properties located in Polk County on Orchard Heights Road NW, Salem from their current Suburban Residential (SR) zone to the proposed RM2.

My clients are opposed to the proposed change and ask that the following information and arguments be submitted to the City Council as part of the official hearing record in the above referenced land use case.

The specific block of properties my clients are concerned with, and opposed to the proposed zone change are shown in yellow on the attached Assessor Map, and shown on the attached aerial photograph. The rezone area affected properties are summarized as follows:

Map	Tax Lot	Size	Use	Comments
7.3.18	1900	2.0 ac	Residential and Horse Arena	Proposed split zone - noted is the apx size of the parcel to be rezoned Property has 2 General Purpose buildings totaling 3,072 sq ft, a house at 3,054 sq ft and the Arena at 29,120 sq feet
7.3.18	5100	5.12 ac	Residential and heavily wooded	Assessor online site lists this file as "confidential". The aerial pix shows a house and at least one outbuilding





Map	Tax Lot	Size	Use	Comments
7.3.18D	100	1.0 ac	Residential	There is a General Purpose building at 738 sq ft and a house at 2,251 sq ft
7.3.18D	200	.32 ac	Residential	There is a General Purpose building at 750 sq ft and a house at 1,244 sq ft
7.3.18D	300	1.11 ac	Residential	There are two General Purpose buildings totaling 1,190 sq ft and a Manufactured Home
7.3.18D	301	.22 ac	Residential	House at 988 sq ft
7.3.18D	400	.71 ac	Residential	There are two General Purpose buildings totaling 6,014 sq ft and a house at 2,754 sq ft
7.3.18D	600	1.92 ac	Residential	There are two General Purpose buildings totaling 1,556 sq ft and a house at 1,792 sq ft
7.3.18D	900	2.45 ac	Vacant	Almost entirely wooded
7.3.18D	1100	5.9 ac	Residential	There are four General Purpose buildings totaling 6,014 sq ft and a house at 2,363 sq ft
7.3.18D	1200	1.0 ac	Residential	There is a General Purpose building at 220 sq ft and a house at 1,605 sq ft
TOTAL		21.75 ac		

The reasons for our opposition to this rezone are several. The first is that this small area is not suitable for conversion to multifamily uses. The parcels are for the most part small, all but one are developed with single family homes and most have one or more outbuildings on them. The one vacant parcel is entirely covered in trees. The location and quality of the buildings and houses are for the most part such that their useful life will extend out 40-50 years, long past the planning period involved in this current process.

Flawed assumptions are made about this area, and then used to justify the change in zone. The first is the tree canopy. This proposal assumes little tree canopy, and that existing trees could be removed without impact for the construction of apartment buildings. The attached aerial photograph clearly indicates the proposed rezone area has a significant number of trees, most of which would be required to be removed for new construction of multifamily buildings, driveways and parking areas.

In addition, partial justification for rezoning this area is the lack of development. As the above table points out, with the one exception, every parcel is developed with a single family home, and most have one or more outbuildings. My clients' object to the characterization of this area as not developed or only "partially developed", which characterizations are then used to justify the





rezone.

The definition of “partially vacant” used by the City in this process is found at OAR 660-038-0120(2)(b) which allows the City to “assume” that a parcel is partially vacant if either:

*(A) The real market improvement value of the lot or parcel is greater than five percent and less than 40 percent of the real market land value, in which case, the city must assume that 50 percent of the lot or parcel is developed and 50 percent is vacant, or*

*(B) Based on an orthomap, the lot or parcel is greater than one acre in size and at least one-half acre is not improved.*

Alternatively, according to OAR 660-038-0120(2)(c) a city may assume that a lot or parcel is fully developed if the real market improvement value is greater than or equal to 40 percent of the real market land value.

Using this definition and applying it to the 11 parcel at issue here, my clients have developed a table of information needed to determine which of the 11 parcels in the rezone area actually do qualify as “partially vacant.” The Table is attached hereto for your reference, and it establishes that five of the parcels in the proposed rezone area do not qualify as “partially vacant,” and therefore are not sufficient to justify the proposed rezone. The parcels that do not qualify as “partially vacant” lie along Orchard Heights Road, and are interspersed with the other parcels, making it too difficult to consolidate the “partially vacant” parcels into a larger economically useable parcel for redevelopment. Therefore, reliance on the “partially vacant” theory for the rezone of this area is not factually supported and is misguided.

It makes no sense to convert this area to RM2 when in fact there is no chance in the foreseeable future for it to ever actually be utilized for that purpose. Every parcel in the area is owned by different owners, so with the exception of the two parcels that are over 5 acres, there is not sufficient area for the development of multifamily buildings. To develop multifamily uses, multiple contiguous parcels will have to be purchased by a single developer, who will then demolish perfectly good structures in order to build apartments. It simple defies logic that this will happen at any time in the next 40 years. Why do a rezone for an area that will never develop with that use? It simply creates an entire community of non-conforming uses.

This brings me to our second objection to this rezone. The current process uses the Housing Needs Analysis as its basis and justification. The result of this process has not only balanced the need for multifamily housing, but has created a surplus of 60 acres of multifamily zoned land. To my clients, having such a large surplus created in this process does not make sense. Balancing the inventory is obviously a good thing, but creating a large surplus is not. There appears to be no real justification for doing anything other than balancing the current inventories to the Housing Needs analysis. There is no mandate for a surplus, and in fact a surplus can be used quasi-judicially to rezone lands out of multifamily uses. My clients ask the City to remove this 21.75 acres of land from the RM2 zone, the result of which will still leave the City with a surplus of multifamily lands of nearly 40 acres.

Finally, the reasons for selecting this area for RM2 zoning are flawed. It is understood that





the City desires to place multifamily uses close to parks and on major transportation routes. In this case the city owned land across from West Salem High School that is designated for a future park, is undeveloped. There is no budget for any future improvements to this land. There is nothing in the capital improvement plan to fund conversion of this land into an actual useable park at any time in the future. The land is not now a park, and will not become a park in the foreseeable future. Reliance on this land as justification for conversion of my clients' area is misplaced.

In addition, the reliance on Orchard Heights as a transportation route is also misplaced. While Orchard Heights is currently the primary access to this area, when the Wyant property across the street develops, the transportation plan re-routes Orchard Heights to the south to serve the Wyant property, making the road servicing my clients' area not much more than a driveway. No longer will this area be located on a major street, thereby negating one of the justifications for this rezone in the first place.

On behalf of my clients, I respectfully urge the City of Salem to abandon the effort to rezone the above described area. It is simply not suitable for redevelopment and is not needed in order to balance the need for multifamily uses in the City.

Yours truly,

**Wallace W. Lien**

WALLACE W. LIEN

Enc: Assessor Map  
Aerial Photograph  
Partially Vacant Lands Table

cc: Clients

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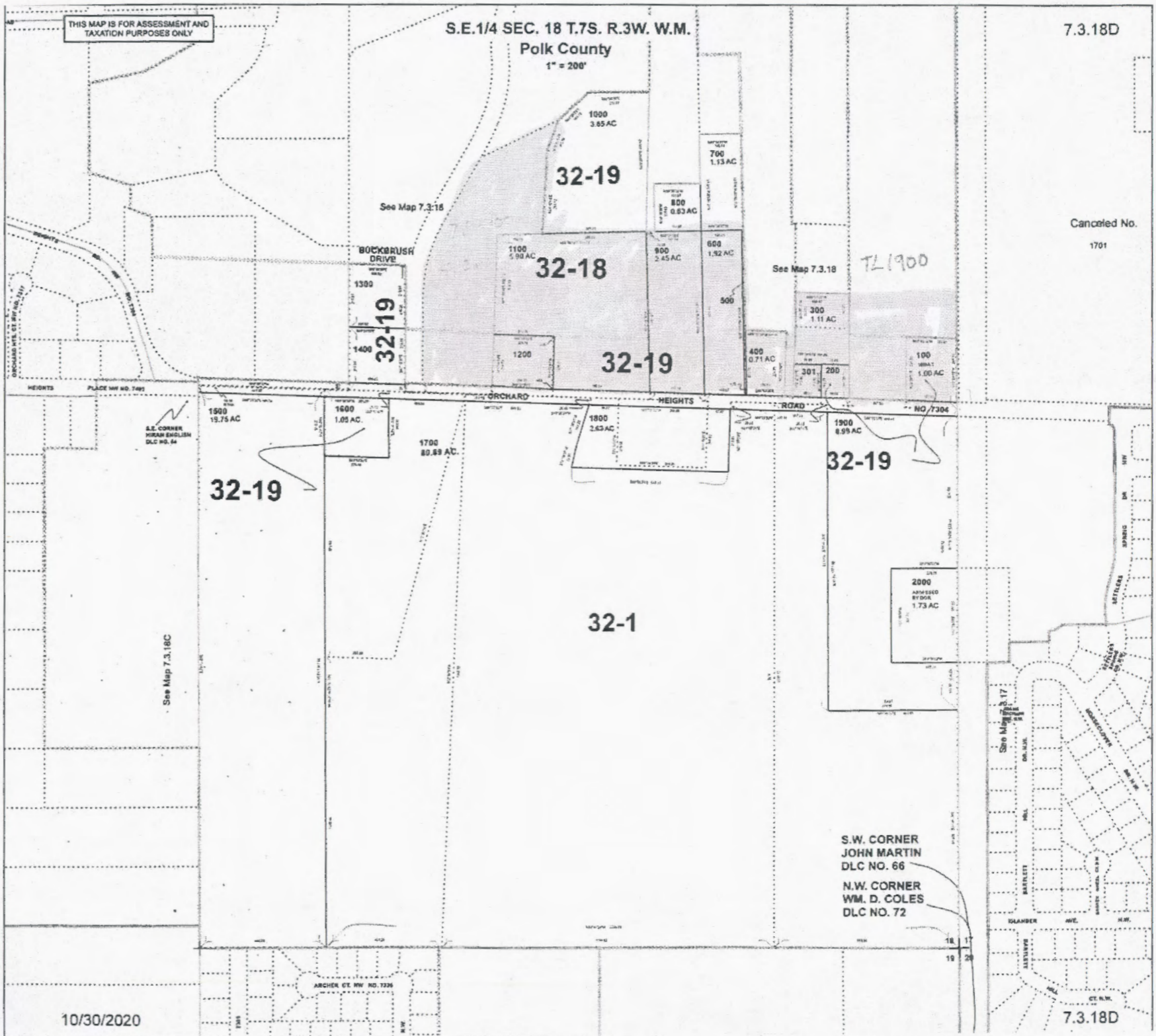


THIS MAP IS FOR ASSESSMENT AND TAXATION PURPOSES ONLY

S.E.1/4 SEC. 18 T.7S. R.3W. W.M.  
Polk County  
1" = 200'

7.3.18D

Canceled No.  
1701



10/30/2020

7.3.18D



June 13, 2022

Dear City Council,

We, a group of neighbors, wish to bring your attention to the matter of 12 residential properties in West Salem which are proposed to be changed to RM-II as part of the Our Salem plan. As council members as you have the authority to make changes to the Our Salem Project plan and remove this rezoning from the plan for the following flawed assumptions regarding the land.

Please see the attached legal memo for complete details and note the following items:

1. We have been told that City of Salem staff, including Ms. Eunice Kim, have expressed that this change is **not necessary** and they will support the removal of it from the Our Salem plan.
2. The justification used by the city for rezoning this land RM-II is that it is "partially vacant." The definition of "partially vacant" as used by the city in OAR 660-038-0120(2)(b) has strict criteria which are not met for at least 5 of the 12 parcels. The remaining parcels are discontinuous and therefore unsuitable for development of RM-II. Most of the parcels are small, only two are over 5 acres, and are owned by separate individuals.
3. Every parcel save two are developed with a home and most with one or more accessory buildings. Development of these properties as RM-II would require demolishing existing homes and structures.
4. Substantial tree canopy is present, nearly all of which would have to be removed to construct RM-II with its associated buildings, driveways, and requisite parking.
5. The need to balance the inventory of RM-II housing with the Housing Needs Analysis is used as justification for this change. However, the current "Our Salem" proposal has a **60 acre surplus of RM-II. Rezoning of our collective 22.77 acres is not necessary.**
6. The local residents do not desire this change as evidenced by our multiple efforts both written and verbal at planning commission and community meetings. These efforts were hardly acknowledged in written meeting summaries and inadequately addressed.
7. **City councilors are free to remove this portion from the Our Salem plan.**
8. The transportation plan will reroute Orchard Heights to the south, away from the area in question, in order to service the development of the 133 acre Wyant property. Orchard Heights Rd where it abuts the proposed rezoned area will become Orchard Heights Place, essentially a driveway to access these 12 properties and not a major transportation route.

Please note that all 133 acres of the Wyant property are to be rezoned MU-II. This large parcel has adequate space for construction of multifamily housing which could be incorporated into the Our Salem vision of a walkable neighborhood with single and multifamily housing, shopping, eateries, and nearby schools and parks. We support the masterplanned development of this prime property.

Being forced to seek legal counsel on a local matter with the city is an unjust system. As tax payers (outside of city limits), small business owners and parents, we plead with the city council **to take action on our behalf** and remove this rezoning.

Do not force this unwanted and unnecessary rezoning on our neighborhood.

Sincerely,

Hannah Anonson

3127 Orchard Heights Road NW



## Ruth Stellmacher

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**From:** Michael Slater <michael.k.slater@gmail.com>  
**Sent:** Monday, June 13, 2022 4:35 PM  
**To:** CityRecorder  
**Subject:** Testimony on the Our Salem Project

June 13, 2022

Dear Mayor Bennett, Councilors, and Staff,

My name is Michael Slater and I've lived in Ward 7 for the past 16 years. I serve on the Salem Planning Commission, as well as the boards of Temple Beth Shalom and the Mission Street Parks Conservancy, which I co-founded.

I'm here tonight in support of the Our Salem Comprehensive Plan update. I've had the opportunity to participate in the Our Salem project on multiple occasions since its inception. I believe the plan, if adopted and implemented, will result in significant, desirable outcomes for our City, including:

- reduced greenhouse gas emissions;
- more housing units and an increased housing options;
- improved connectivity and more transportation options; and,
- more green space and better protection for our urban environment.

I know that there has been some criticism that the Our Salem plan is not aggressive enough in tackling greenhouse gas emissions. I disagree. The unfortunate truth is that land use policy—especially zoning—has only a limited ability to influence greenhouse gas emissions. This is especially true in a city, like Salem, that is mostly built out.

An Urban Land Institute analyzed three reports on land use policy and GHG emissions. While all three reports found that zoning policies could reduce GHG emissions, primarily by reducing vehicle miles, but estimates of the impact varied considerably. The most aggressive modeling indicates Salem could reduce GHG emissions by perhaps 32 percent but only if we more than doubled our population density.

The Our Salem plan does take aggressive action based on existing best practices to address several challenges we face: housing supply, climate change, and an outdated approach to transportation. It's just that these changes, unfortunately, have a limited impact on GHG emissions.

I'm not suggesting this plan is perfect.

I strongly support amending the zoning map to meet SCAN's thoughtful suggestion on how Commercial and Liberty should be zoned. It's also important to recognize that implementing the Our Salem policy recommendations is just as important, perhaps even more so in terms of climate change, than adopting the zoning map. Ultimately, we need the City to aggressively implement the Climate Action Plan to have a real impact on our own GHG emissions, knowing that changes that result from the Our Salem plan will provide a supporting but a modest boost.

Sincerely,

Michael Slater

Ward 7

MICHAEL SLATER

C 202.425.5493

E [michael.k.slater@gmail.com](mailto:michael.k.slater@gmail.com)

URL [www.michaelkslater.com](http://www.michaelkslater.com)

Portfolio

## Eunice Kim

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**From:** Marjorie Kmetz <kmetzmarjorie@gmail.com>  
**Sent:** Monday, June 20, 2022 4:53 PM  
**To:** Eunice Kim  
**Subject:** Fwd: Code Amendent NO:CA-O4 (13 plus acres Tatchio Property Lone Oak and Holder)  
**Attachments:** Neighbors For Saving Trees and Affordable Housing.docx

----- Forwarded message -----

From: **Marjorie Kmetz** <kmetzmarjorie@gmail.com>  
Date: Mon, Jun 20, 2022 at 4:50 PM  
Subject: Code Amendent NO:CA-O4 (13 plus acres Tatchio Property Lone Oak and Holder)  
To: Jackie Leung <jleung@cityofsalem.net>, Tom Andersen <htandersen@aol.com>, Trevor Phillips <tphillips@cityofsalem.net>  
Cc: Deanna White <deannagwhite@gmail.com>

Hello Jackie, Tom and Trevor,  
Could all of you assist me and my neighbors and friends in three ways:

- to protect at least some of the trees on the Tatchio property (per city ordinances; 12 inches in diameter or larger must be saved).
- to make sure that any drain/flooding issues are resolved before any kind of /sale or construction begins.
- to put a positive spin on providing affordable housing (cluster cottages, duplexes and or triplexes) if building is feasible and safe.

As City Councilors I am appealing to you all, because of your experience and knowledge in these matters. Most importantly your help will prevent a debacle such as the Meyer Farm (many white oak trees were destroyed before anyone noticed!.)

I am also willing to do anything in my power to help this cause. Just let me know how I can help. I spoke to Mr. Tatchio before he died. He told me that he wanted the farm left as he knew it.. His wife has also passed away but she was a huge protector of their land.

Deanna White( 5540 Wigeon backyard with the detention basin) and I have canvassed our neighborhood. We were surprised by how many neighbors **not** directly surrounding this land were still very interested in protecting the beautiful and tall trees. Attached is a list of these neighbors and/or friends of theirs.

Please send me your questions before this Friday, June 24. We will be out of the country until July6. But I will try to check my email often if I can.

Thank you very much for any assistance you can provide.  
Marjorie Kmetz

<b>Glen White</b>	<b>5540 Wigeon house with detention basin Dr.benLwhite@gmail.com Yes</b>
<b>Deanna White</b>	<b>deaneesenagwhite@gmail.com Yes</b>
<b>Liz Baltaro</b>	<b>Lizbaltaro@gmail.com Yes</b>
<b>Margaret Fizer</b>	<b>fizerwell@aristotle.net Yes</b>
<b>Marilyn Evans</b>	<b>Marilynevans@me.com Yes</b>
<b>Adam White</b>	<b>startibartfastest@gmail.com Yes</b>
<b>Erin White</b>	<b>white.erin.maree@gmail.com Yes</b>
<b>Elaine Newkirk</b>	<b>ENewKirk@aol.com Yes</b>
<b>Phil Newkirk</b>	<b>Newkirk5181@comcast.com Yes</b>
<b>Brandon and Tina Perkins</b>	<b>Perkins.brandon1@gmail.com Yes &amp; Yes</b>
<b>Dan and Sharlene Fish</b>	<b>dfish154@gmail.com Yes</b>
<b>David Cotey</b>	<b>Davidcotey14@gmail.com Yes</b>
<b>Emily and David Griffith</b>	<b>Emilyrhune@gmail.com Yes</b>
<b>Eric and Jill Reece</b>	<b>ericreese@comcast.net Yes &amp; Yes</b>
<b>Jason and Michelle Muth</b>	<b>Themuths5@gmail.com Yes</b>
<b>Jeff and Amy Carter</b>	<b>jeffcarterconst@gmail.com Yes &amp; Yes</b>
<b>Joe and Megan Flager</b>	<b>meganflager@gmail.com Yes &amp; Yes</b>
<b>Zack and Katey Metzker</b>	<b>zacmetzker@outlook.com Yes &amp; Yes</b>
<b>Damon Amakaila Pike</b>	<b>Thepikes2011@gmail.com Yes &amp; Yes</b>
<b>Bob and Robin Shoshtari</b>	<b>shoshtari@hotmail.com Yes &amp; Yes</b>
<b>Linda and Dan Doughtery</b>	<b>linda.doughtery@msn.com Yes</b>
<b>Charles Foreman</b>	<b>charlesforman@gmail.com Yes</b>
<b>Mark Harger</b>	<b>markharger@gmail.com Yes</b>
<b>Kaitlyn Harger</b>	<b>kaitlyn.harger@gmail.com Yes</b>
<b>Dipti and Mike Mungra</b>	<b>mungra@gmail.com Yes &amp; Yes</b>

<b>Lesa Archibald</b>	<b>lesa@msn.com Yes</b>
<b>Nicole Fransis</b>	<b>nicolekfrancis@gmail.com yes</b>
<b>Courtney Harris Realtor 396 corner of Holder &amp; Lone Oak</b>	<b>courtney@samrtoregonhomes.com Yes Yes</b>
<b>Ken Sorensen</b>	<b>Kensorensen12@gmail.com Yes</b>
<b>John &amp; Tyke Hagedorn</b>	<b>hagsr3@g.com Yes &amp; Yes</b>
<b>Jeff Archibald</b>	<b>archibald5@hotmail.com Yes</b>
<b>Chris Lentz</b>	<b>Mswndrfl1@yahoo.com Yes</b>
<b>Shelley Kennedy</b>	<b>sfaler@faler.com Yes</b>
<b>Jeff Winfree</b>	<b>jeffwinfree@gmail.com Yes</b>
<b>Stephanie Winfree</b>	<b>stephanie.farew@gmail.com Yes</b>
<b>Eva Chase</b>	<b>evachase@comcast.net Yes</b>
<b>Eddy Medina</b>	<b>eddpamedina@comcast.net Yes</b>
<b>Carrie Medina</b>	<b>carmed1@yahoo.com Yes</b>
<b>Glenn Baly</b>	<b>glenbaly12345@gmail.com Yes</b>
<b>Amanda Afshar</b>	<b>amafshar17@gmail.com Yes</b>
<b>John &amp; Marge Kmetz</b>	<b>kmetzmarjorie@gmail.com Yes &amp; Yes</b>
<b>Mark Heenan</b>	<b>McHeenan@hotmail.com Yes</b>
<b>Andrew &amp; Annie Hatzenbihler</b>	<b>Andrewhatzenbihler@gmail.com Yes &amp; Yes</b>
<b>Kris &amp; Mike Powers</b>	<b>Summit View Ave 97306 Yes &amp; Yes</b>
<b>Del and Donna Burnett</b>	<b>333Summit View Ave. Yes &amp; Yes</b>
<b>Erin &amp; Mike Budke</b>	<b>327 Summit View Ave. Yes &amp; Yes</b>
<b>Daniel Fisher</b>	<b>321 Summit View Ave. Yes</b>
<b>Marjorie &amp; Chris Castanares</b>	<b>309 Summit View Ave. Yes &amp; Yes</b>
<b>Michaelle McMasters &amp; family</b>	<b>303 Summit View Ave. Yes plus family</b>
<b>Cindy Milner</b>	<b>291 Summit View Ave Yes</b>
<b>Tracy</b>	<b>5644 Wigeon Yes</b>
<b>Vicky</b>	<b>5654 Wigeon Yes</b>
<b>Lucila and Nicholas Hanson</b>	<b>LHHANSON2012@OUTLOOK.COM Yes &amp; Yes</b>
<b>Bob Steiner</b>	<b>43bands44@comcast.com Yes</b>
<b>Theresa Stone</b>	<b>5728 Lone Crest Yes</b>

3 Neighbors for Saving Trees etc.

<b>Andy Stone</b>	<b>thestones19@ gmail.com      Yes</b>
<b>Witray Dolen</b>	<b>5634 Wigeon Yes</b>
<b>The Sorensens</b>	<b>5586 Wigeon Yes &amp; Yes</b>
<b>Malyn Elded</b>	<b>302 Gadwall Yes</b>
<b>Joe and Megan Flager</b>	<b>5570 Wigeon meganflager@gmail.com Yes &amp; Yes</b>



**Eunice Kim**

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**From:** E Easterly <emeasterly@comcast.net>  
**Sent:** Thursday, June 30, 2022 9:08 AM  
**To:** Chuck Bennett; Chris Hoy; Vanessa Nordyke; Virginia Stapleton; Tom Andersen; Trevor Phillips; Jackie Leung; Jose Gonzalez; Micki Varney  
**Cc:** CityRecorder; Lisa Anderson-Ogilvie; Eunice Kim; Robert Chandler  
**Subject:** Our Salem zone change findings  
**Attachments:** TAZ to Council IV.pdf

Mayor and Councilors,

The attached document challenges portions of the March 2022 Our Salem Zone Map updates staff report. In correspondence with Public Works staff serious errors and omissions affecting the conclusions of the proposed Our Salem Transportation Analysis Zone (TAZ) findings have been uncovered.

Senior management has reported their lack of expertise to review this analysis and the unavailability of time to assign staff traffic engineers to investigate the implications of these errors and omissions in greater detail.

Council is dependent upon staff expertise in their decision making, yet, with no further investigation, council is being asked to affirm a decision that lacks evidentiary validity.

Please consider the enclosed challenges. Please protect the Our Salem project.

Respectfully,

E M. Easterly  
503-363-6221

(Via email)

To: Salem City Council  
Re: Our Salem Proposed—Traffic Analysis Zone Findings

June 30, 2022

Mayor Bennett and City Council Members:

*“Numbers enjoy an aura of objectivity and precision unwarranted by their origins ... And without knowing how a number came to be, we can't know what it means.”*

Counting – How Numbers Decide What Matters. Deborah Stone

I ask that you reject a portion of Ordinance No. 10-22 **Exhibit C** – Findings and Maps: Proposed Comprehensive Plan Map Designation Changes PDF Attachment 16, pages 158-160 that pertains to the findings of significant traffic impacts related to the proposed Our Salem zone changes until such time the major errors and omissions have been addressed and corrected.

While I do understand Council relies upon the dedicated efforts of City staff, the conclusions offered to you in the draft Map Changes staff report appear to be based upon flawed assumptions and poor modeling efforts. Why staff would propagate such flawed conclusions is mystifying and contrary to the transparent Our Salem public engagement process.

The Our Salem process has proceeded for more than four years with excellent efforts to engage the public at all steps. However, the Traffic Analysis Zone (TAZ) (Fregonese modeling efforts and conclusions generated there from) first appeared March 2022 as it was presented to the Planning Commission. There was no public engagement. There were no efforts to share and gather public input across the city. Nor was peer review in the public arena sought. Both City and ODOT staffs appear to have accepted the Fregonese analytical procedures without verifying data inputs as evidenced by the numerous errors and omissions. At best, the draft Our Salem staff report offers inaccurate conclusions (see Attachment 1 below which contains the listing of errors and omissions that negate the ability of staff to offer defensible factual findings and conclusions in this matter).

Councilors, were I in your position I would ask the City Manager to seek a refund for the sloppy work product generated by Fregonese Associates.

I also challenge the Public Works statements and ODOT abetted claim that traffic volume increases of less than three percent over existing traffic volumes are not significant. The language of the Oregon Highway Plan states:

“In applying “avoid further degradation” for state highway facilities already operating above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or facilities projected to be above the mobility targets at the planning horizon, a small increase in traffic does not cause “further degradation” of the facility.”

- Any proposed amendment that increases the average daily trips by more than 400 but less than 1001 for state facilities where:  
The annual average daily traffic is less than 5,000 for a two-lane highway ...

...

ODOT considers calculated values for v/c ratios that are within 0.03 of the adopted target in the OHP to be considered in compliance with the target. The adopted mobility target still applies for determining significant affect under OAR 660-012-0060.”

Councilors, here is the important aspect being overlooked even beyond the readily apparent errors and omissions in the modeling efforts. The report, in the context of the Our Salem draft findings show that Wallace Road segments exceed traffic mobility standards:

- ten (10) two-lane road segments with over 5000 ADT are over the ODOT mobility targets, and
- three (3) of the ODOT segments are over the Salem mobility target by more than three percent.

This clearly demonstrates the existence of significant traffic impacts from the proposed Our Salem zone changes. These changes were not accurately reported in the findings of the Traffic Analysis materials sent to me by the Salem Public Works or in the Findings and Maps: Proposed Comprehensive Plan Map Designation Changes PDF Attachment 16, pages 158-160.

Based upon the identified errors and omissions (Attachment 1), and in the absence of verifiable assumptions, I ask you to reject the draft staff findings of significant traffic impacts at PDF Attachment 16, pages 158-160 of the "Proposed Comprehensive Plan Map Designation Changes" until such time that the cited errors and omissions have been corrected but to also conditionally approve the proposed Our Salem zoning changes.

Respectfully,

E.M. Easterly  
[emeasterly@comcast.net](mailto:emeasterly@comcast.net)  
503-363-6221  
775 Fir Gardens St NW  
Salem, OR 97304

Attachment 1

## **Attachment 1**

### **Errors and Omissions**

Between April 12, 2022 and June 27, 2022, a series of emails were submitted to Salem Public Works staff seeking data that supported the conclusions contained in the March Our Salem zone changes staff traffic impact report. In conjunction with those email exchanges, I received three documents. They were (1) a map identifying polygons or cells divided Salem into discrete geographical units (April 19), (2) a spreadsheet identifying road segments along Wallace Road and Hwy 22 containing segment-by-segment traffic data and conclusions (June 16) and (3) a listing of the Our Salem dwelling density increases for each West Salem cell (June 24). Some of the questions asked were answered; other were not, included the points raised below.

#### **Omissions:**

The West Salem cell listing offers the cell-by-cell increases in West Salem Our Salem zone change dwelling units (4,298) but no description of the additional traffic or the distribution of that traffic generated by the zone changes.

The spreadsheet offers no east bound Hwy 22 on-ramps segments from Doaks Ferry, College Drive or Rosemont, yet the report claims a West Salem PM peak hour traffic increase of 1044 additional east bound trips on Highway 22.

The spreadsheet identifies two Highway 22 road segments approaching the Center Street Bridge without explaining why they contain different traffic values.

#### **Errors:**

The spreadsheet identifies the updated traffic distribution traveling south bound (Wallace Road) and east bound (Highway 22) in a ratio that contradicts the both historical and projected 2035 traffic distributions for highways WILLAMINA-SALEM No. 30 and SALEM-DAYTON No. 50.

See ODOT traffic volumes at [https://www.oregon.gov/odot/Data/Documents/TVT\\_2009.pdf](https://www.oregon.gov/odot/Data/Documents/TVT_2009.pdf) and [https://www.oregon.gov/odot/Data/Documents/TVT\\_2019.xlsx](https://www.oregon.gov/odot/Data/Documents/TVT_2019.xlsx)

The spreadsheet claims only one east bound Hwy 22 lane accesses the Center Street Bridge rather than the actual two lanes that exist and then erroneously claims the projected 1044 new trips are significant. This spreadsheet error was raised with Public Works staff but never addressed.

The spreadsheet identifies a north bound road segment from Wallace Road that contains three lanes and will deposit just 433 peak hour traffic on the Center Street Bridge. The direction is wrong. The lanes numbers are wrong. The declared traffic volume contradicts ODOT Wallace Road Center Street on-ramp AADT values.

The spreadsheet offers no evidence in support of the declared traffic volume increases or the distribution of those increases onto the Center Street Bridge, e.g., the information provided by Public Works shows no specific roadway segment relating the Rosemont Hwy 22 on-ramp.

The spreadsheet affirms that Wallace Road exceeds the performance standard of SRC 64.025(e)(1)(B)(i). Yet that information is not addressed in the March staff report.

Until these errors and omissions are resolved, no Our Salem rezoning proposal regarding significant traffic impacts can be factually supported.

**Eunice Kim**

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**From:** E Easterly <emeasterly@comcast.net>  
**Sent:** Tuesday, July 5, 2022 8:38 AM  
**To:** Chuck Bennett; Chris Hoy; Vanessa Nordyke; Virginia Stapleton; Tom Andersen; Trevor Phillips; Jackie Leung; Jose Gonzalez; Micki Varney  
**Cc:** CityRecorder; Lisa Anderson-Ogilvie; Eunice Kim; Robert Chandler  
**Subject:** West Salem Traffic Volume Support Data  
**Attachments:** TAZ housing update without trip distribution.pdf; Chart of West Salem TAZ Segments.pdf; Wallace Rd & Hwy 22 Historical and Projected AADT.pdf

Mayor Bennett and Council Members,

Attached please find three (3) documents underpinning my June 30<sup>th</sup> written challenge to the Our Salem staff zoning maps proposed findings. The traffic impact statements associated with the West Salem zone changes and conclusions offered in the proposed staff findings are made without supporting evidence.

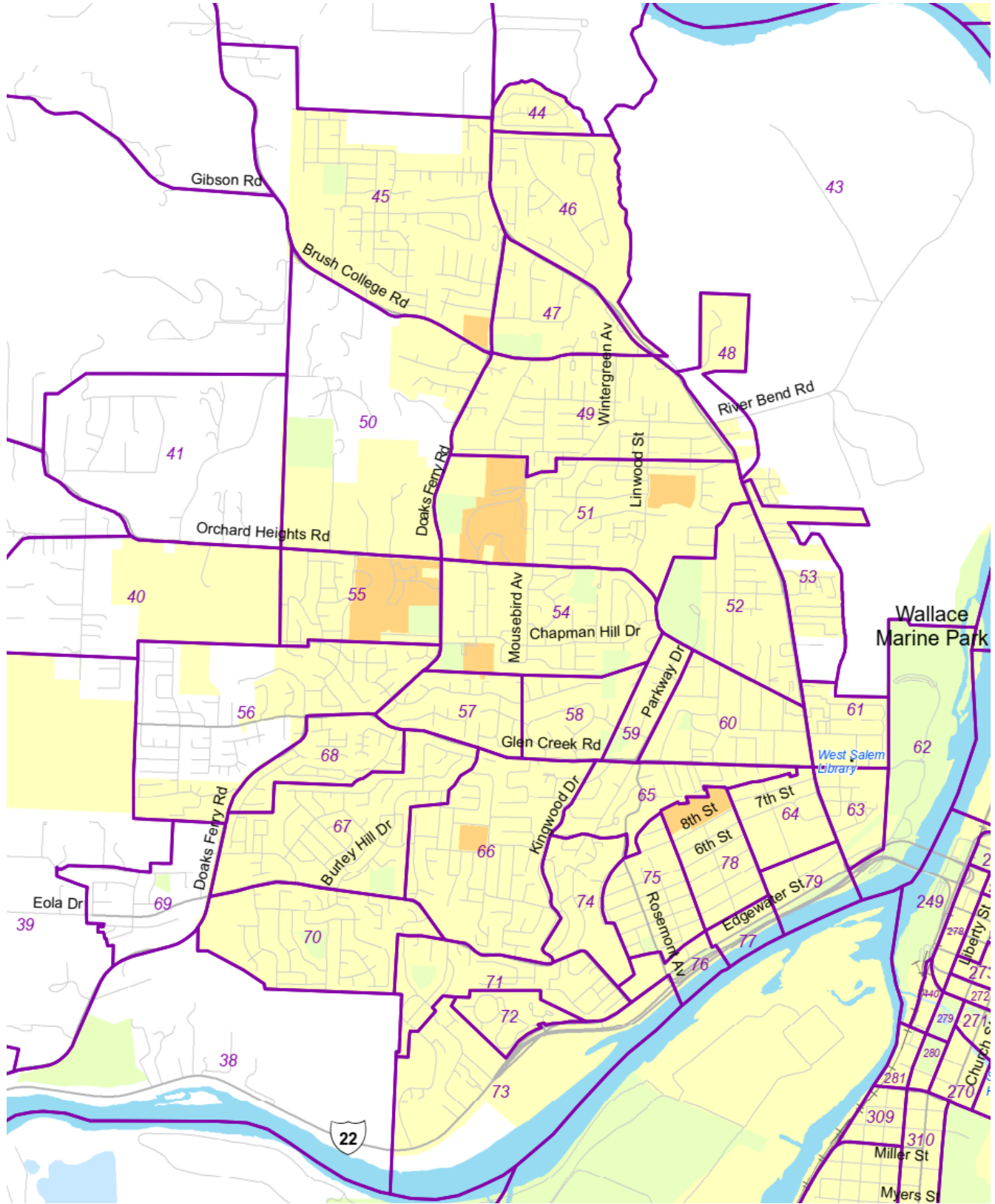
The three documents highlight the previously cited omissions and errors.

I invite you to review these documents as you consider my early errors and omissions testimony.

Respectfully,

E.M. Easterly  
503-363-6221

# West Salem Traffic Analysis Zone (TAZ) Numbered Cells



Graphic from Salem Public Works

## TAZ Housing Unit Update

Map Cell	Base Case (2035)	Preferred Alternative
38	3	3
39	21	21
40	1397.3	738.4
41	652.3	101.8
46	13.1	0.9
47	34	2.8
48	5.9	89.4
49	180.6	115.1
50	724.6	787.5
51	372.8	303.6
52	3.9	8
53	250.3	144.6
54	22.9	76.9
55	80.4	83.8
56	210.5	183.4
57	4.1	0
58	7.3	0
59	2.2	0
60	5.6	50
61	22.1	11.5
62	0	0
63	59.3	22.4
64	0	97.7
65	4.5	22.4
66	6.6	3.3
67	49.6	89
68	3.1	0
69	0.5	9.3
70	77.9	78
71	14.9	9.5
72	0	0
73	48.5	43.5
74	1.9	0
75	4.1	0
76	0	0
77	1.8	6.4
78	3.4	10.7
79	2.3	144.3
<b>Total</b>	<b>4292.3</b>	<b>3258.2</b>

## Our Salem West Salem 2035 zone change Challenge

### Unanswered Questions

How does an additional 3,258 housing units only result in a claimed 1,700 (656 + 1044) West Salem Peak PM Hour ADT East Bound and South Bound traffic increases in 2035?

What are the west and south bound projected PM ADT West Salem ADT traffic volumes generated from the additional 3,258 housing units?

What is the Base Case 2035 East Bound ADT from the Rosemont on-ramp onto Highway 22? This information is not accurately disclosed in the road segment (Chart of West Salem TAZ Road Segments) spreadsheet.

What is the Base Case 2035 aggregate East Bound (Edgewater) and South Bound (Wallace) ADT travel onto the on-ramp to the Center Street Bridge? This information is not accurately disclosed in the road segment spreadsheet. The spreadsheet (Chart of West Salem TAZ Road Segments) offers no east bound Edgewater traffic and reduces south bound Wallace traffic from 656 to a 433 Edgewater plus Wallace aggregate at the Center Street Bridge on-ramp.



Chart of West Salem TAZ Road Segments														
\$LINK:NO	FROM NODE NO	TO NODE NO	NAME	APPROACH_NAME	LENGTH	NUMBER OF LANES	BASE VOLUME	PF VOLUME	PF minus Base	Daily Increase in Traffic	BASE V/C	PF V/C	CHANGE V/C	MOBILITY TARGET VALUE


8275	4888	8079	Center St Brg	Center Brg EB	0.191mi	4	5519	5652	133	1478	0.92	0.94	0.02	0.95
328	521	4888	Hwy 22 EB	EB Ramp to Center St Brg	0.317mi	1	1794	1888	* 94	1044	0.90	0.94	0.04	0.85
315	520	521	Hwy 22 EB	EB Approach to Center St Brg	0.388mi	2	3488	3573	85	944	0.87	0.89	0.02	0.95
314	519	520	Hwy 22 EB	EB Approach to Center St Brg	0.183mi	2	3488	3573	85	944	0.87	0.89	0.02	0.85
5025	4901	4888	Hwy 22 EB	<i>Center Brg NB</i>	0.117mi	3	3725	3764	39	433	0.93	0.94	0.01	0.85
8314	4918	4901	Wallace Rd SB ramp to EB Hwy 22	EB Ramp to Hwy 22 - Center St Bridge	0.055mi	2	2032	2078	46	511	1.27	1.30	0.03	0.85
5059	135	4918	Wallace Rd Nw SB Exit to Hwy 22 EB	Hwy 22W EB ramp to Center St. Brg	0.018mi	2	2032	2078	46	511	1.27	1.30	0.03	0.85
21424	4893	135	Wallace Rd Nw	Wallace & Edgewater SB	0.030mi	2	2032	2078	46	511	1.07	1.09	0.02	0.85
5028	4864	4893	Wallace Rd Nw	Wallace & Musgrave & 1st SB	0.042mi	2	2032	2078	46	511	0.98	1.00	0.02	0.95
4993	4846	4864	Wallace Rd Nw	Wallace SB Approach to 2nd Ave	0.037mi	2	2083	2142	59	656	0.96	0.98	0.02	0.85
9	134	4846	Wallace Rd Nw	Bassett & Wallace SB	0.093mi	2	2105	2154	49	544	0.97	0.99	0.02	0.85

Link No 134 to 135 link


Link No 133 to 134 link


10857	309	133	Wallace Rd Nw	Glen Creek & Wallace SB	0.065mi	2	1631	1642	11	122	0.95	0.96	0.01	0.85
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Red = incorrect inputs

 = unexplained discrepancies

Red = incorrect inputs

 = exceeds Salem v/c target

 = exceeds ODOT v/c target

\* "The analysis showed a daily increase in traffic of 1044 vehicles (94 vehicles in the PM peak hour)."

Public Works supplied TAZ spreadsheet & data

Reorganized by E.M. Easterly in order to identify anomalies and data discrepancies

### Wallace Rd & Hwy 22 Historical and Projected AADT \*

Source AADT by Year	HWY No,	Mile Post	AADT	PM peak hour 9%	Segment Link #	Mileage	Segment Description
<b>Highway 22</b> 2009 ODOT TVT	30	24.92	43900	3951			0.01 mile east of Rosemont Avenue connection
2019 ODOT TVT	30	25.15	48300	4347	24.91 ... 25.43		0.24 mile east of Rosemont Avenue connection
2035 TAZ Base	30		38756	3488		315	Hwy 22 East Bound to Center Street Bridge on-ramp
2035 TAZ Base	30		19933	1794		328	Hwy 22 East Bound to Center Street Bridge on-ramp
2043 SKATS	30		41689	3752	SKATS Graphic		Hwy 22 East Bound to Center Street Bridge on-ramp
<b>Wallace Rd</b>							
2009 ODOT TVT	30	25.73	22800	2052			0.01 mile west of connection from Salem-Dayton Highway (OR221), Wallace Rd
2009 ODOT TVT	150	20.77	39300	3537			0.01 mile north of N.W. Edgewater Street
2019 ODOT TVT	30	25.15	24300	2187	25.43 ... 25.74		0.52 mile east of Rosemont Avenue connection
2019 ODOT TVT	150	20.72	42400	3816	20.57 ... 20.78		0.06 mile north of NW Edgewater Street
2035 TAZ Base	30		41389	3725		5025	Wallace Road on-ramp to Center Street Bridge
2035 TAZ Base	150		23144	2083		4993	Wallace Road north of Edgewater
2043 SKATS	30		23551	2120	SKATS Graphic		Wallace Road on-ramp to Center Street Bridge
2043 SKATS	150		21980	1978	SKATS Graphic		Wallace Road north of Edgewater

The columns below highlight contradictory traffic ratios. The TAZ data (pink) reverses the other three data sets.

	2009	2019	2043	2035
Wallace Road 9% values	2052	2187	2120	3725
Highway 22 9% values	3951	4347	3752	1794

\* AADT = Annual Average Daily Traffic

black font = source data

blue font = 9% calculation

black bold font = Our Salem TAZ ADT source data