



# CITY OF SALEM

555 Liberty St SE  
Salem, OR 97301

## Written Testimony #1

### City Council

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**Monday, March 11, 2019**

**6:00 PM**

**Council Chambers**

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**4. a.** [19-113](#)

City Council review of the Planning Commission's decision approving Class 3 Design Review / Class 3 Site Plan Review / Class 2 Driveway Approach Permit / Tree Regulation Variance Case No. DR-SPR-DAP-TRV18-07 for proposed development of a 111-unit apartment complex with frontage on Wiltsey Road SE and Candy Flower Court SE.

A public hearing for this case was held on February 25, 2019, the public hearing was closed on February 25, but the record was left open until 5:00 p.m. on March 11, 2019.

Ward(s): 4

Councilor(s): Leung

Neighborhood(s): SGNA

Result Area(s): Welcoming and Livable Community

**Recommendation:**

Staff recommends that the City Council MODIFY the December 19, 2018 decision of the Planning Commission, to include the following additional conditions of approval:

Condition 1: The applicant shall make every effort to preserve the 30" diameter at breast height (dbh) significant tree. If the Fire Department determines that the roundabout does not work for fire operations, the significant tree may be removed.

Condition 2: Development plans shall be revised to protect and retain a minimum of three significant trees, and a minimum of 15 percent of the existing trees located on the property. All trees designated for preservation shall be marked and protected during construction.

Condition 3: Prior to approval of site development permits, the applicant shall provide a report prepared by a certified arborist identifying the health of each significant tree to be preserved, including identifying any prior impacts that have occurred within the root zone.

The arborist report shall provide a detailed description of tree protection measures to be implemented, description of alternative construction techniques and materials if applicable, and remedial actions taken to mitigate negative impacts on the tree, if necessary.

A final arborist report verifying the viability of the trees shall be provided prior to final inspection.

**Attachments:** [Vicinity Map](#)

[Planning Commission's Decision DR-SPR-DAP-TRV18-07](#)

[Revised Site Plan 2-25-2019](#)

[Revised Site Plan 3-5-2019](#)

[Public Comment from S. Quady and B. Fujii](#)

*Add - Written Testimony.*

**5. a.** [19-125](#)

Motion to implement Congestion Relief Task Force recommendations.

Ward(s): 1, 8

Councilor(s): Kaser and Lewis

Neighborhood(s): WSNA, CANDO

Result Area(s): Safe, Reliable, and Efficient Infrastructure; Strong and Diverse Economy; Welcoming and Livable Community

**Attachments:** [Congestion Relief Recommendations](#)

[Written Testimony 1](#)

*Add - Written Testimony.*

Page  
Break

## Amy Johnson

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**From:** SALEM Manager  
**Sent:** Tuesday, February 26, 2019 12:45 PM  
**To:** Amy Johnson  
**Subject:** RE: Public hearing 111 unit apartment complex, Trees

From: Steve Quady [mailto:stevequady@netscape.net]  
Sent: Sunday, February 10, 2019 12:54 PM  
To: SALEM Manager <MANAGER@cityofsalem.net>  
Subject: Public hearing 111 unit apartment complex, Trees

City council, major, interested parties, We favor the use of Willamette Valley ponderosa pines for planted trees in this area.

It is almost the theme tree in the area and fit perfectly that way. The Courthouse work out parking looks like they did ok using pine. The surrounding apartments area disaster if you like this native pine to be used. Please use Willamette Valley ponderosa pine and save native white oaks when they have good prospects to last decades.

Steve and Debbie Quady  
1137 newport  
Salem

Sent from my iPad

## Amy Johnson

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**From:** noreply@cityofsalem.net on behalf of salemfujii@comcast.net  
**Sent:** Monday, February 11, 2019 4:58 PM  
**To:** citycouncil  
**Subject:** Contact City Council  
**Attachments:** ATT00001.bin

**Categories:** Follow-up

|            |  |
|------------|--|
| Your Name  | Bill Fujii   |
| Your Email | salemfujii@comcast.net   |
| Your Phone | (503) 881-2628   |
| Street     | 3390 Holiday Dr S  |
| City       | Salem  |
| State      | OR   |
| Zip        | 97302  |
| Message    | I appose the exception to the 25 percent retention of trees on the Wiltsy Road development plan. |

This email was generated by the dynamic web forms contact us form on 2/11/2019.

## Amy Johnson

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**From:** Linda Bierly <bierlyskl@gmail.com>  
**Sent:** Sunday, March 10, 2019 7:27 PM  
**To:** citycouncil  
**Subject:** Agenda Item 5.a.19-125

Mayor Bennett and Councilors,

Thank you for the opportunity to offer comments on the Congestion Relief Task Force Recommendations.

### Item 1. Construct Marine Drive

Please do not do this. The construction of Marine Drive comes with all the problems it created in the Preferred Alternative of the 3rd bridge. It would negatively impact Wallace Marine Park and the Pioneer Village neighborhood. It would have negative environmental impacts on the Willamette Slough and its riparian forest.

Proponents of Marine Drive claim increased safety for residents east of Wallace Road. Safety could be more easily achieved with signalized intersections at much lower cost than the construction of Marine Drive. Signals would also allow the metering of traffic on the Wallace Road corridor.

### Item 2. Open Musgrave east of Wallace Road

Please do not do this. Wallace Marine Park already has too much traffic for safety and the peace and quiet of the park. Rush hour traffic through the heart of the park is just a bad idea.

Suggestion: Please consider congestion pricing. Congestion pricing is the only thing that has demonstrated effectiveness in easing traffic.

Please also remember the adage agreed upon by all traffic engineers - you can't build your way out of congestion.

Thank you,  
Linda Bierly  
2308 Ptarmigan St. NW  
Salem, OR 97304

## Amy Johnson

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**From:** Kathleen Dewoina <Dewoina@bhhsnwrep.com>  
**Sent:** Monday, March 11, 2019 12:23 PM  
**To:** citycouncil  
**Cc:** creamer10; Janet Spingath  
**Subject:** Support for Implementation of Recommendations of Congestion Relief Task Force  
**Attachments:** 4855\_001.pdf

Please add this letter of support to Agenda Item 5 for tonight's council meeting.

Thank you,  
KD



Kathleen Dewoina, Broker, GRI,  
CRIS, ABR  
Berkshire Hathaway  
HomeServices  
Real Estate Professionals  
1220 20<sup>th</sup> Street SE  
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**From:** BHHSREP Do Not Reply <donotreply@bhhsrep.com>  
**Sent:** Monday, March 11, 2019 12:11 PM  
**To:** Kathleen Dewoina <Dewoina@bhhsnwrep.com>  
**Subject:** DO NOT REPLY from Salem 2nd Floor B&W

Mayor Bennett  
Members of Council

March 11, 2019

Topic: Implementing Recommendations of Congestion Relief Task Force  
Support for Agenda Item 5A, March 11, 2019 Council Meeting

Construction of Marine Drive for Local Access and Circulation has been a High Priority in the West Salem Elements of the Transportation Systems Plan since the 1997 Local Access and Circulation Study.

The following description of Marine Drive, under the heading "Local Access and Circulation Recommendations" was adopted as part of the Transportation Systems Plan in its July 2014 Version, Street System Element 3-27, Recommendation 5.

"A new north-south collector street (Marine Drive NW) should be constructed east of Wallace Road NW that will provide a spine for local access and circulation. The alignment should begin at Moyer Lane NW and continue north parallel to Wallace Marine Park, then follow the UGB, ending at River Bend Road NW. An alternative alignment that extends 5<sup>th</sup> Avenue NW northward along the UGB should be built if there are difficulties in constructing the preferred eastern alignment along Wallace Marine Park."

Significant problems have arisen with constructing the preferred alignment along Wallace Marine Park. Issues include but are not limited to Willamette River Greenway boundary, riparian habitat, zoning for transportation purposes, amending the Urban Growth Boundary. The 5<sup>th</sup> Avenue NW Extension (Cameo Street NW to Marine Drive NW) was included in the Transportation Systems Plan, but relegated to a low priority status, (Street System Element 3-34, July 2014) and remains in that status today, (Street System Element 3-30, February 2016). For effective traffic congestion relief developing Marine Drive, the alternative alignment extending 5<sup>th</sup> Avenue NW northward along the UGB should be pursued as a High Priority.

Marine Drive for local access and circulation is in the high priority projects list both in the July 2014 and February 2016 Transportation Systems Plan Versions with the following caveat;

"The portion of Marine Drive NW north of Cameo Street NW will need to be constructed as development occurs."

For traffic congestion relief on Wallace Road to occur, Marine Drive for Local Access and Circulation should be built prior to development as an essential backbone with connectivity to Glen Creek and what is now described as West Salem's Town Center area.

Without this complete backbone, new development is inhibited by limitations of access to Wallace Road. Piece meal development of property east of Wallace Road may not be approved because of access limitations to Wallace Road, a State Highway. Newer developments along Wallace Road have limited right only access to Wallace road, dangerous U-Turn areas and limited refuge lanes for southbound destinations. Traffic congestion relief cannot be obtained without connectivity to Glen Creek because Wallace Road would remain the only connecting corridor.

Paying for or re-couping project costs..

Some of the community believe that purchase of right of way and development of Marine Drive for local access and circulation was authorized within the 2008 Streets and Bridges Bond Fund levy. If this position is correct, I would encourage re-committing remaining funds for this purpose, with right of way acquisition from River Bend Road to Glen Creek Road as the highest priority.

If Streets and Bridges Bond Funds remain after acquisition of Right of Way, where can they best be used? Criteria such as connectivity, safety, and traffic congestion relief would suggest building out the route from Cameo northward first.

If the 5<sup>th</sup> Avenue route is raised to high priority, can Urban Renewal Funds pay for street improvements from Glen Creek to Cameo at 5<sup>th</sup> Avenue?

Is tax increment financing a viable option to finance essential new transportation corridors in general? Would a special taxing district be required or could one be created together with a zoning ordinance for new transportation facilities?

Marine Drive as an alternative route to Wallace Road facilitates multi-modal transportation. The bike pedestrian boulevard connects to Wallace Marine Park and the Union Street Bridge to West Salem's Town Center concept and down town Salem's commercial and office center. Higher density residential development east of Wallace Road is the type of development that can be effectively served with urban transit services.

As the former Chair of the West Salem Neighborhood Association Land Use Committee, we cited documentation that confirmed traffic exceeds capacity of transportation facilities in West Salem, yet rapid growth continues and the City avers that the growth is accommodated in its Transportation Systems Plan.

It is time to put the plan to work to accommodate the demand for shelter, homes, townhomes, condominiums and apartments and goods and services in West Salem.

Commit to and budget for acquisition of right of way and development of Marine Drive for Local Access and Circulation in West Salem.

Respectfully submitted,



Kathleen Dewoina, Broker  
Berkshire Hathaway HomeServices  
Real Estate Professionals

Former Land Use Chair  
West Salem Neighborhood Association