

CITY OF SALEM

Revisions to the Agenda

City Council

555 Liberty St SE
Salem, OR 97301

Monday, June 25, 2018

6:00 PM

Council Chambers

7.1a. [18-277](#) State Street Corridor Plan Project

Ward(s): 1 and 2

Councilor(s): Kaser and Andersen

Neighborhood(s): NEN and SESNA

Attachments: [Attachment 1 - Proposed State Street Zoning and Existing Zoning](#)

[Attachment 2 - Proposed Street Design](#)

[Attachment 3 - State Street Corridor Plan Booklet](#)

[Attachment 4 - Ordinance Bill 4-18](#)

[Attachment 5 - Exhibits to Ordinance Bill 4-18](#)

[Attachment 6 - Planning Commission Recommendation](#)

[Attachment 7 - Memo on Preferred Street Design](#)

[Attachment 8 - Public Comments](#)

[Attachment 9 - ODOT Letter](#)

[Written Testimony 1](#)

[Planning Commission Supplemental Report and Testimony.](#)

Add - Report Added

**FOR MEETING OF:
AGENDA ITEM NO.:**

May 1, 2018

6.1

TO: PLANNING COMMISSION
FROM: LISA ANDERSON-OGILVIE, AICP
PLANNING ADMINISTRATOR/COMMUNITY DEVELOPMENT
DEPUTY DIRECTOR
SUBJECT: SUPPLEMENTAL REPORT FOR THE STATE STREET CORRIDOR
PLAN PROJECT

ISSUE:

Shall the Planning Commission recommend to the City Council that it adopt amendments to the Unified Development Code (UDC), Salem Area Comprehensive Plan (Comprehensive Plan), Comprehensive Plan Map, NEN-SESNA Neighborhood Plan Map, and zoning map to adopt new zoning and a new street design for the State Street corridor?

RECOMMENDATION:

Adopt the facts and findings of this staff report and recommend to the City Council that it adopt amendments to the UDC, Comprehensive Plan, Comprehensive Plan Map, NEN-SESNA Neighborhood Plan Map, and zoning map to adopt new zoning and a new street design for the State Street corridor.

SUMMARY AND BACKGROUND:

On April 3, the Planning Commission held a public hearing on the proposed amendments to adopt new zoning and a new street design for the State Street corridor. At the request of members of the public, the Planning Commission continued the public hearing to May 1, 2018. The Planning Commission requested a formal letter from the Oregon Department of Transportation (ODOT) regarding the applicability of Section 106 of the National Historic Preservation Act of 1966 (Section 106) on the proposed State Street amendments, and it asked that staff conduct any work necessary to potentially recommend a different street design alternative known as the Improved Four Lane alternative.

This report addresses those requests as well as general comments that the public has provided on the proposed amendments since the previous April 3 staff report was made available to the public.

FACTS AND FINDINGS:

Planning Commission Requests

1. Request: Section 106 review

The Planning Commission requested that ODOT provide a formal letter regarding the applicability of Section 106 on the proposed amendments and whether a Section 106 review is required. Members of the public also stated that a Section 106 review of the proposed ordinance

be completed to determine potential adverse impacts on the National Register Court-Chemeketa Residential Historic District.

Staff response: Staff has requested from ODOT a formal letter regarding Section 106 as requested by the Planning Commission. The State is expected to provide a formal letter prior to the May 1 continued public hearing.

2. Request: Improved Four Lane alternative

The Planning Commission requested that staff conduct any work necessary to potentially recommend the Improved Four Lane alternative, which would retain four travel lanes on State Street.

Staff response: As part of the State Street Corridor Plan project, a consultant team and staff evaluated the Improved Four Lane alternative. The project included designing that alternative's proposed cross sections for State Street and evaluating its impacts. The Improved Four Lane alternative generally performed the worst of the three street design alternatives in terms of achieving project goals. Staff therefore does not recommend the Improved Four Lane alternative.

Public Testimony

The public provided comments on the proposed amendments before, during, and after the April 3 Planning Commission meeting. The comments that were received after the April 3 staff report was made available to the public and prior to the completion of this supplemental staff report pertained, in summary, to the issues below. (The public comments are included in full as **Attachment A.**) Staff responses have been provided. Issues that have been addressed in the April 3 staff report have not been repeated below.

1. Comment: Congestion, Diversion and Traffic Calming

The proposed street design of State Street could result in congestion on State Street and therefore more traffic in the neighborhoods. Traffic calming is needed. There should be a traffic study to show impacts in the neighborhoods, or such a traffic study should be shared with the neighborhoods.

Staff response: As part of the State Street Plan project, a consultant team conducted a traffic analysis of several street design alternatives, including the proposed "Hybrid" street design. The results of that study are included in *Tier 2 evaluation of street design alternatives*, which has been available on the State Street Corridor Plan [project website](#) since June of 2017.

The proposed Hybrid street design would reconfigure State Street between 14th and 17th Streets from four travel lanes, on-street parking, and narrow sidewalks to three travel lanes (one in each direction and a center turn lane), buffered bike lanes, on-street parking, and wider sidewalks. While there would only be one lane in each direction for vehicles traveling through State Street, the center-turn lane would accommodate vehicles that turn left. Currently, left-turning vehicles must stop in a travel lane and wait for a break in the oncoming traffic; this stops through traffic in an entire lane. Reconfiguring a portion of State Street from two lanes in each direction to one lane in each direction with a center-turn lane would

therefore not cut the capacity in half.

The traffic study and existing transportation conditions study – Transportation Operations and Safety Analysis Memorandum for Existing and Future No Build Conditions – conducted as part of the State Street Plan project found that three intersections would fail to meet the City's operational standards if *no changes* were made to State Street, if the proposed Hybrid alternative was implemented *without* intersection improvements, or if the Improved Four Lane alternative was implemented *without* intersection improvements. In all of those scenarios, intersections would not meet the City's standards. If the City adopted the proposed Hybrid street design, the City would make improvements at the 14th and 17th street intersections (e.g., adding turn lanes). With improvements, the intersections would meet the City's operational standards. In addition, the City has long-term plans to convert State Street downtown to two-way traffic, which would reduce the number of travel lanes heading east to 12th Street. It would then be easier to accommodate the proposed Hybrid street design.

As part of the evaluation of the proposed Hybrid street design, the traffic study stated that the partial lane removal between 14th and 17th Street, could result in "congestion along narrower segments leading to slower speeds." Some residents have desired slower speeds on State Street, but congestion could result in some drivers choosing to divert off of State Street. Specifically, the traffic study found that the Hybrid alternative would result in more vehicles on some corridors such as Mission Street, Market Street, and southbound on 17th Street. None of the segments of those streets, though, would be over capacity as a result of the proposed street design. There could also be minor increases in cut-through traffic on other side streets, according to the traffic study. Overall, the proposed Hybrid street design would have less of an impact on parallel corridors compared to the full Road Diet alternative, which would reconfigure State Street into two lanes in each direction, a center-turn lane, bike lanes, and wider sidewalks between 14th and 24th streets.

Staff is recommending that the City evaluate the proposed Hybrid street design, if adopted, a year and a half after it is constructed. The evaluation would consider measures – travel time/queuing, neighborhood cut-through traffic, safety, and property improvements – to determine what changes should be made to the street design. Based on the results of the evaluation, traffic calming measures could be made on neighborhood streets. The goal of the evaluation would be to extend the road diet to 24th Street if the findings of the evaluation warrant such a change.

In addition, residents and neighborhood associations can at any time choose to go through the City's Neighborhood Traffic Management Program. That program provides a two-step process for addressing traffic and speeding problems. The Neighborhood Traffic Management Program Information and Application Packet provides different types of traffic calming measures that are allowed. This includes everything from the use of speed trailers that indicate approaching vehicle speeds to road closures. Court and Chemeketa Streets NE were closed to through traffic due to concerns about potential cut-through traffic.

Overall, the proposed Hybrid street design could result in more traffic on streets parallel to State Street and in the neighborhoods around State Street, but the proposed design also helps accomplish the broader goals of the State Street Plan project – to revitalize State Street into a vibrant, walkable, mixed-use corridor. The proposed street design, for example, aligns

with the finding of the economic analysis performed as part of the State Street Plan project. That analysis found that there is more development and redevelopment potential on the western side of State Street, which is closer to catalysts areas such as Willamette University, government facilities, and downtown Salem. The study stated that investments in “pedestrian amenities, traffic-calming, streetscape improvements and other public amenities should help to spur redevelopment interest.” In evaluating the proposed Hybrid alternative, the traffic study also concluded that the “the reconstruction and new design of half the entire corridor would have good ability to encourage redevelopment.”

2. Comment: Full Road Diet

A full road diet, one that extends to 25th Street, should be implemented. It was supported by a majority of public meeting participants and is projected to result in a shorter travel time on State Street than the “Hybrid” alternative. The full road diet could be either implemented in phases, or it could be implemented and then modified after an evaluation.

Staff response: The Road Diet alternative received the most votes at the September 2016 public meeting. Given this overall preference for the Road Diet alternative, the consultant team conducted a traffic analysis of that alternative to determine how it would impact traffic operations on State Street and other streets in the area. That analysis showed that the alternative could work if roughly a third of the traffic on State Street were to divert to other streets in the afternoon peak hour in 2035 compared to the Improved Four Lane alternative (see table below). (The Improved Four Lane alternative would generally retain four lanes of traffic between 13th and 25th streets.)

Location	Alternative 1: Improved Four Lane		Alternative 2: Road Diet		Alternative 3: Hybrid	
	Eastbound Trips	Westbound Trips	Eastbound Trips	Westbound Trips	Eastbound Trips	Westbound Trips
Between 12th Street to 13th Street	1,185	0	870	0	900	0
Between 13th Street to 17th Street	1,485	1,150	930	600	1,165	745
Between 17th Street to 24th Street	1,560	1,235	1,055	635	1,335	1,125

Public Works staff, in consultation with Community Development staff, reviewed the findings and did not think that high amount of diversion was likely to occur, which means traffic congestion on State Street could significantly worsen under the Road Diet alternative. The other possible outcome would be that traffic would divert to other major streets, many of which are nearing capacity at peak hour, and potentially through nearby neighborhoods. The proposed Hybrid street design is not projected to result in as much diversion as the Road Diet alternative. This is largely due to the lower volumes of traffic on the western portion of State Street.

Under the Road Diet alternative, travel times through the State Street corridor are slightly less than travel times under the proposed Hybrid alternative as well as the Improved Four Lane alternative. The removal of through travel lanes results in less projected volume on State Street, as mentioned above.

As stated earlier, staff has recommended that the City evaluate the proposed Hybrid street design if it is adopted and constructed. As mentioned in the April 3 staff report, the goal of the evaluation is to extend the “road diet” to 24th Street if the findings of the evaluation support such a change.

3. Comment: Historic Landmarks Commission and State Historic Preservation Office

The Salem Historic Landmarks Commission (HLC) and the State Historic Preservation Office (SHPO) should be formally brought into the process to assess the impact of the State Street project on the National Register Court-Chemeketa Residential Historic District.

Staff response: Generally as authorized under SRC 230, the HLC is responsible for historic design review of proposed new construction, demolition, or alteration of designated historic landmarks within Salem’s jurisdiction. The State Street Corridor Plan is a planning document that has a project area that is adjacent to the Court Chemeketa National Register District but not within the boundaries of this District. Therefore, the HLC does not have any direct jurisdiction over this plan and the resulting proposed amendments.

The Historic Preservation Officer has reviewed the plan and proposed amendments and has not found anything that would result in an immediate and clear direct adverse effect on the historic district. Should it be determined in the future that the proposed design of a federally-funded development project could have a direct adverse effect on the historic district, the HLC would be responsible for reviewing alternative designs and making a recommendation to Council that would avoid this adverse effect. If an adverse effect could not be avoided and the project would require mitigation, the HLC would be responsible for making recommendations to Council on this mitigation. Additionally, should there be any proposed new construction that would extend into the historic district boundary, the HLC would be directly responsible for reviewing any proposed designs as authorized under SRC 230.

Salem is a Certified Local Government (CLG), which generally means the HLC and staff are responsible for ensuring that all designated historic landmarks are protected as defined under our local code (SRC 230). The SHPO does not require consultation on planning documents like the State Street Plan that do not directly result in any impacts to a historic district. However, should a specific public development project be proposed within the historic district, in addition to local design review, the Oregon SHPO may require additional review of potential adverse effects on the historic district.

4. Comment: Historic District and Study Area Boundary

The National Register Court-Chemeketa Residential Historic District was not included in the study area for the State Street Corridor Plan project, and it is unclear why. Its exclusion could have prevented a full examination of the impacts of the project on the district.

Staff response: It is staff’s recollection that during the planning process for the NEN-SESNA Neighborhood Plan between 2014 and 2015, residents of the historic district and other

participants in the process did not want the impression that homes in the district could or should be rezoned and therefore wanted the historic district to be excluded from the State Street project study area.

There was never an intent to rezone the properties in the historic district. The neighborhood plan includes a policy that reflects the desire to preserve the single-family homes along Court Street NE: *P18.2 Existing single-family homes along Court Street NE, west of 21st Street NE, should be preserved.*

The inclusion or exclusion of the historic district from the study area would not have changed the scope of the traffic study conducted as part of the State Street Plan project. The traffic study evaluated the projected impacts of the proposed street design alternatives on not only State Street but on the wider street network. For example, the traffic study looked at impacts on parallel corridors such as Mission Street SE and Market Street NE, both of which are outside the study area.

The intersections that were analyzed as part of the State Street Plan project were the major intersections on State Street itself. The project also looked at the intersections of Court and 12th streets NE and Court and 13th streets NE. Those intersections, while not on State Street, are part of the major arterial streets that branch off of State Street at 13th Street; State Street is a one-way street heading east between 12th and 13th streets, so westbound traffic on State Street is forced to turn north at 13th Street NE and must turn onto Court Street NE to continue heading west.

In addition, while the study area did not include the historic district, staff and the consultant team considered impacts of the proposed zoning on all adjacent properties and areas. For example, setbacks adjacent to residential zones typically do not apply abutting an alley, but based largely on concerns from residents of the historic district, the proposed MU-1 and MU-2 zones require setbacks adjacent to residential zones even when there is an alley. Staff also lowered the maximum height in the proposed MU-1 zone from 65 feet to 55 feet to address concerns from residents of the historic district. In addition, staff modified the proposed development standards to require that rooftop mechanical equipment be screened or setback so that it not be visible from a person standing on the ground 60 feet away. That revision was made to address concerns that were brought up during a meeting of historic district residents.

5. Comment: Parking in the Historic District

The proposed zoning could result in more people parking in the National Register Court-Chemeketa Residential Historic District.

Staff response: Under the existing and proposed zoning, any development in the State Street corridor is required to provide off-street parking. In other words, a development that was proposed today or under the proposed MU-1 and MU-2 zones could not rely on on-street parking on State Street or the adjacent neighborhoods to meet City parking requirements. Also, the proposed street design includes on-street parking on State Street between 12th and 17th streets. Between 17th and 24th streets, the proposed design calls for 15-foot sidewalks on the north side of State Street. This extra space could accommodate potential parking pockets – if desired by an applicant through redevelopment – as well as space for pedestrians.

As mentioned in the April 3 staff report, staff is also recommending that a parking management study be conducted to look comprehensively at parking in the area around the State Street corridor if the proposed amendments are adopted. Such a study would look at parking utilization in the area and parking demand from new development on State Street. It could make recommendations to address any parking issues.

Currently, the Court-Chemeketa Residential Historic District is largely in a residential parking district, Residential Parking District 5. The residential parking permit program was established to address the high demand for parking in residential areas in Salem. The program prohibits non-residents from parking for extended periods of time without guest passes. In the Residential Parking District 5, parking is generally restricted to 90 minutes a day between 7 a.m. and 6 p.m., Monday through Friday.

Residents can request to create or expand an existing residential parking district if certain conditions are met. More information can be found on the [City's webpage](#) about creating districts.

6. Comment: Bicycle and Pedestrian Impacts in the Historic District

The proposed amendments could have biking and pedestrian impacts in the National Register Court-Chemeketa Residential Historic District, particularly on Court and Chemeketa streets.

Staff response: The proposed amendments aim in part to encourage mixed-use development on State Street and to make it easier and safer to bike and walk on State Street. The traffic study conducted as part of the State Street Plan project evaluated the multimodal level of service (e.g., the future anticipated experience of people on foot, bike, or bus) on State Street and largely found that the proposed street design would improve conditions for pedestrians and bicyclists where wider sidewalks and bicycle lanes are provided.

While the traffic study did not specifically project the number of people who will walk and bike in the historic district, more people could choose to walk or bike on State Street and in the surrounding area, including in the historic district. Salem streets are planned to accommodate all modes of transportation, including bicycles, pedestrians, and vehicles. There is existing and proposed infrastructure in the historic district designed to accommodate bicycles and pedestrians. The proposed bicycle and pedestrian improvements on State Street are intended to complement and connect to that infrastructure, and this was discussed during the State Street Plan project.

For example, Chemeketa Street NE, which runs east-west in the historic district, is designated as a family-friendly bikeway in the Salem Transportation System Plan (TSP). The TSP describes these bikeways as “lower-volume, lower-speed streets optimized for bicycle travel through treatments such as traffic calming, bicycle wayfinding signs, pavement markings, and intersection crossing treatments” and they are intended to “prioritize bicycle circulation while discouraging non-local cut-through traffic.” There are bicycle wayfinding signs on Chemeketa Street NE, and the street is blocked off to through vehicular traffic at 14th Street NE. Bicycles and pedestrians are allowed through at 14th Street NE. This bike route on Chemeketa Street NE, as well as the one on Ferry Street SE, would complement the proposed bike lanes on State Street.

Currently, there are also bike lanes on 17th Street, which run north-south in the historic district. The proposed bike lanes on State Street would connect to these existing bike lanes, helping augment the larger bicycle network in Salem.

In addition, there are sidewalks throughout the historic district. All of the sidewalks in the historic district are being repaired as part of the City's sidewalk rehabilitation program. That work is expected to be complete this year. The Court Street NE pedestrian bridge over Mill Creek has also been replaced with a new steel bridge, enhancing pedestrian facilities in and around the historic district.

7. Comment: Maximum Building Heights, Setbacks, and Lot Coverage

The proposed zoning – particularly the maximum height, lot coverage, and setbacks in the MU-1 zone – and resulting developments could have negative impacts on adjacent homes in the National Register Court-Chemeketa Residential Historic District. Impacts could include shadows.

Staff response: Today, the existing zoning adjacent to the historic district is largely Commercial Office (CO) and Retail Commercial (CR). Specifically, the existing zoning adjacent to the historic district between 14th and 17th streets is CO. The maximum height allowed in the CO zone today is 70 feet, which is more than the maximum height of 55 feet proposed in the MU-1 zone. In addition, the proposed MU-1 zone provides a minimum setback abutting a residential zone of 10 feet plus 1.5 additional feet for each additional foot of building height above 15 feet. That means that the taller a building is, the farther away it must be from an abutting residential zone. The intent of this “stepback” – setback based on height – is to provide an additional buffer between development and adjacent homes. This requirement does not exist in the current CO or CR zones, which means taller buildings can generally be built closer to the historic district under existing zoning today.

Also, today there is no required setback adjacent to alleys in the CO and CR zones. The proposed MU-1 zone (and MU-2 zone), on the other hand, requires a setback abutting a residential zone regardless of the presence of an alley. This further mitigates the potential impact of buildings in the proposed MU-1 zone on adjacent homes in the historic district.

To help illustrate this difference in potential impacts and respond to resident comments, staff analyzed the shadow that would be cast by a building on State Street between 14th and 17th Street on the historic district under current zoning and the proposed zoning (**Attachment B**). Staff performed this analysis on March 21 and December 21 (winter solstice) at different times of the days. The analysis showed that the shadow would be longer under the existing zoning that is in place today.

The analysis depicts a building covering almost the entire lot under the proposed zoning. While there is no maximum lot coverage in the proposed MU-1 or MU-2 zones, it is unlikely that a new building would actually cover most of a lot given the City's off-street parking requirements. Today, very few buildings cover their entire lot despite there being no maximum lot coverage in the CR zone, for example. (The maximum lot coverage in the CO zone is 60 percent.) As mentioned above, developments under the existing and proposed zones must meet off-street parking requirements. If they cannot, an applicant must apply for an adjustment; the adjustment process includes an opportunity for residents to comment.

8. Comment: Light, Noise, and Visual Impacts on the Historic District

The proposed zoning could result in light, visual, and noise impacts on the adjacent National Register Court-Chemeketa Residential Historic District.

Staff response: The proposed zoning requires building setbacks, screening, and landscaping between buildings in the proposed mixed-use zones and adjacent residential zones, including residential zones in the historic district. Specifically, a minimum 10-foot setback, 6-foot-tall fence or wall, and landscaping would be required, and they would be required even if an alley existed between the proposed mixed-use zone and residential zone. (A setback, fence/wall, or landscaping is not required under existing zoning if there is an alley.) Also, the proposed setback would be required to increase as the height of the building increased. This would all provide a buffer between new development on State Street under the proposed zoning and the historic district.

In addition, the proposed zoning would require ground-level mechanical equipment to be screened and rooftop mechanical equipment to be screened or setback, as mentioned earlier. Today, these requirements do not exist in the existing zones abutting the historic district. Solid waste service areas, however, are required today to be screened from all abutting residentially-zoned property by a minimum 6-foot-tall fence or wall unless located within an enclosure, pursuant to SRC 800.055. This requirement applies even if there is an alley. The proposed zoning is not removing this requirement.

The Salem Revised Code also regulates exterior lighting today, and the proposed zoning is not removing or altering these regulations. Specifically, SRC 800.060 states the following: "Exterior lighting shall not shine or reflect onto adjacent properties, or cast glare onto the public right-of-way." It also requires that exterior light fixtures be "located and designed so that the light source, when viewed at a height of five feet above the ground at a distance of five feet away outside the boundary of the lot," either be completely shielded from direct view or no greater than five foot-candles in illumination.

SRC 51 also regulates noise levels today, and the proposed zoning is not removing or altering these regulations. Specifically, SRC 51.015 provides maximum sound levels based on the source and receiver of the sound. It is unlawful to exceed the maximum sound levels without an event sound permit. The Neighborhood Enhancement division of the Community Development Department enforces these noise and light regulations.

9. Comment: Use of Alleys

The proposed zoning could result in increased traffic in the alleys in or south of the National Register Court-Chemeketa Residential Historic District.

Staff response: Alleys "provide secondary property access and circulation within a city block," according to Table 3-1 City of Salem Street Classification System and Basic Design Guidelines of the TSP. Alleys are open to the public, and the speed limit on alleys is 15 mph. It is unlawful, pursuant to SRC 100.080, for anyone to park their vehicle in an alley in any way that impedes traffic without a permit. This regulation exists today and is not proposed to be changed as part of the proposed State Street amendments.

The traffic analysis conducted as part of the State Street Plan project did not evaluate the

projected impact on alleys near State Street. As mentioned in the April 3 staff report, however, staff is recommending that a parking management study be conducted if the proposed amendments are adopted, and such a study could address the use of alleys as they relate to parking.

10. Comment: Court and Chemeketa Streets

There are concerns and questions about the potential re-opening of Court and Chemeketa streets NE to through-traffic.

Staff response: The proposed Hybrid street design does not include re-opening Court or Chemeketa streets to through-traffic. The traffic study conducted as part of the State Street Plan project assumed that the barriers on Court and Chemeketa streets would remain in place under all street design alternatives. The traffic study proposed mitigations to improve traffic operations on State Street, and those mitigations did not include opening Court or Chemeketa streets to through-traffic. The proposed mitigations were on State Street at the intersections of 14th and 17th streets. Staff is not proposing or recommending that the barriers on Court or Chemeketa streets be removed.

11. Comment: Intersection of State Street and 25th Street

The intersection of State Street and 25th Street is dangerous, particularly for pedestrians, and should be addressed.

Staff response: Prior to the State Street Plan project, staff proposed to install a pedestrian median on State Street at the intersection of 25th Street SE to address safety concerns. That recommendation has been retained in the proposed Hybrid street design. Staff has also proposed to realign the crosswalk on the east leg of the intersection to improve the visibility of pedestrians crossing State Street.

Eunice Kim, AICP, Planner III

Attachments:

- A. Public comments
- B. Shadow analysis

Eunice Kim

From: Cathie Miles <cmiles@smiproperty.com>
Sent: Thursday, April 05, 2018 10:51 AM
To: Eunice Kim
Subject: State Street Corridor Plan Project

Good morning Ms. Kim: I am a State Street stakeholder and just heard about the State Street project in March, therefore I attended the meeting on Tuesday evening. (I must have been living in a cave by not hearing about it!) I would like to discuss this briefly with you just to be sure I have a understanding of the project. Would you be available to talk in on the phone for a few minutes on Friday? Let me know when a good time for you would be. My husband and I own a rental property at 2390-2392 State Street.

Thanks,
Cathie Miles

Catherine G. Miles, CPM, ARM



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Eunice Kim

From: Kimberli Fitzgerald
Sent: Monday, April 09, 2018 2:25 PM
To: Lisa Anderson-Ogilvie; Eunice Kim
Subject: FW: Court /Chemeketa

From: Hazel Patton [mailto:ptn1363@msn.com]
Sent: Monday, April 09, 2018 12:59 PM
To: Kimberli Fitzgerald <KFitzgerald@cityofsalem.net>
Cc: Tom Oconnor <oconnortom@aol.com>; Joan Lloyd <jello879@gmail.com>; roger hull <rhull@willamette.edu>; Hazel Patton <ptn1363@msn.com>
Subject: RE: Court /Chemeketa

Hi Kimberli,

We have been working well with Eunice but feel the whole process has not fully addressed the concerns of the Historic District. We would like to just sit down with you and find out what protections and advice you might have as our Historic Preservation specialist. Would you please let me know when you return if you could meet with us?
Best wishes on defending your thesis!
Hazel

Sent from [Mail](#) for Windows 10

From: [Kimberli Fitzgerald](#)
Sent: Monday, April 9, 2018 6:29 AM
To: [Hazel Patton](#)
Subject: RE: Court /Chemeketa

Hi Hazel;

I'm sorry to hear that you feel the plan may result in negative impacts to the District. My apologies; I am leaving for Colorado early in the morning on the 11th to defend my thesis (Archaeology!), so I won't be available to attend the meeting on Wednesday afternoon.

I know that your concerns are important to Eunice, and that she will work hard to ensure that all expressed concerns are responded to—so if you/your group can provide a list of your questions/concerns directly to her, I can work with her when I return- so you can get the answers you need prior to the Planning Commission meeting.
Kimberli

Kimberli Fitzgerald, AICP
Historic Preservation Officer,
Cultural Resources Planner
Community Development Department
City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301-3503
Phone: (503) 540-2397
kfitzgerald@cityofsalem.net

From: Hazel Patton [<mailto:ptn1363@msn.com>]
Sent: Sunday, April 08, 2018 9:44 PM
To: Kimberli Fitzgerald <KFitzgerald@cityofsalem.net>
Subject: Court /Chemeketa

Hi Kimberli,

Hopefully this email will pop up on your screen tomorrow morning. (not tonight). Several of we Court /Chemeketa neighbors have been meeting with concerns about the State Street Revitalization project. While we support many of the concepts, we are worried that the impact on our historic district is not being fully considered. We hope you or Sally or both can join us this Wednesday April 11 at 3pm at Roger and Bonnie Hull's home 1658 Court. Some of our concerns are the height of the allowed buildings and the impact on the alley, and the increased traffic that might endanger our barriers. The Planning Commission agreed to give us an extension until May 1 and will look in to a traffic study but we felt they really did not address the significance and fragility of our District. We would appreciate any guidance and help you can offer us.

Sent from [Mail](#) for Windows 10

Eunice Kim

From: Eunice Kim
Sent: Monday, April 09, 2018 8:46 AM
To: 'Jennifer McDonald'
Subject: RE: State Street Corridor Plans

Hi Jennifer,

The State Street project does not propose any changes specifically to Ferry Street SE. The project, however, aims to improve State Street itself, encouraging pedestrian-friendly development and making the street more bicycle and pedestrian-friendly. The project, for example, includes wider sidewalks along State Street and proposed pedestrian crossings at 15th, 19th, and 21st streets. These new enhanced crossings would make it safer for residents south of State Street to cross to the north side of the street.

Best,

Eunice | 503-540-2308

From: Jennifer McDonald [mailto:jennifer.mcdonald3@gmail.com]
Sent: Thursday, April 05, 2018 10:50 AM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: State Street Corridor Plans

Hi Kim,

I am fairly new to the area. My husband and I bought a house on Ferry St. almost a year ago. We are between 16th Street and Strand Street on Ferry. We recall hearing or reading that our street would possibly reap some benefits from this project, but I don't really see anything in the current plans. Can you point me in the right direction to any information on how the plan will directly effect our street (if it will). Also, I will be writing another e-mail with testimony in support of the project. We are very hopeful that the city council will approve the plan and move forward! :)

No rush on this info as well. Thank you for your time!

--

Jennifer McDonald

Eunice Kim

From: Kimberli Fitzgerald
Sent: Monday, April 09, 2018 11:24 AM
To: Lisa Anderson-Ogilvie; Eunice Kim
Subject: FW: removal of barriers denoting the west boundaries of the CCRHD

Follow Up Flag: Follow up
Flag Status: Flagged

From: Chuck Bennett
Sent: Monday, April 09, 2018 11:00 AM
To: Joan Lloyd <jello879@gmail.com>
Cc: Kevin Hottmann <KHottmann@cityofsalem.net>; Kimberli Fitzgerald <KFitzgerald@cityofsalem.net>
Subject: Re: removal of barriers denoting the west boundaries of the CCRHD

Hi Joan,

My comments have not been that barrier removal is being considered rather that it could happen in the future after substantial traffic changes on State St. I think the impact should be considered now as we look at traffic impacts. If it can't ever happen — good. If it can — not so good. But people should know.

Chuck

Sent from my iPhone

On Apr 9, 2018, at 9:33 AM, Joan Lloyd <jello879@gmail.com> wrote:

Hi, Kevin,

The residents on Court St NE in the Court Chemeketa Residential Historic District (CCRHD) are extremely concerned to learn during the hearing stages of the State Street Corridor Plan that there is a possibility, perhaps even the probability, that the barriers that denote the west boundaries (Court and 13th Sts NE; Chemeketa and 14th Sts. NE) of the CCRHD might be removed.

We would like you to explain what will take place in each of these cases:

- A. the road diet is implemented only between 12th and 17th Streets NE
- B. If the road diet were extended farther, approximately to 19th St NE
- C. If the road diet went from 12th St to 25th Streets NE

Verbals comments from City staff and the mayor at two different NEN meetings have indicated that opening Court St; that is, removal of the barriers is being considered. I can't supply the dates of those meetings without checking minutes.

Below is the link to the uploaded recording, 1 hour 40+ minutes of the April 3 Planning Commission hearing meeting :

https://www.dropbox.com/s/ekiv5vmzcdijfxg/SalemPlanningCommission_Apr_3_2018.MP3?dl=0

Here's an excerpt from John Poole's notes. The excerpt starts from the 1 hour 38 minutes 13 seconds. Rich = Richard Fry, president of the Planning Commission. Julie = Julie Warncke Transportation Planning Manager Public Works Department

1:38:27 Rich: If we were to go with the road diet all the way out to 25th Street, do you think that that would direct a lot of or a portion of that traffic that is going away from State Street onto those side streets?

1:38:40 And **I know right now they are blocked off, but, um, there may be a move in the future to open those.**

1:38:50 Julie: Are you talking about if we were, do you think it would direct more car traffic to those side streets?

1:38:52 Yes

Julie: Um, potentially, I mean those are routes that, um, they are connections, so you can get at least from 24th on Chemeketa to 14th and then on Mill you can get on 25th all the way out to 12th, so those are reroutes that could attract cut-through traffic, I guess you could say.

1:39:23 Rich: right, um okay

The following is testimony from the same April 3 Planning Commission hearing:

Michael Rupp Your Email mjrupp@outlook.colm Your Phone 503-363-2887 Street 549 23rd Street NE City Salem State OR Zip 97301 Message Without re-opening traffic corridors on Court St NE and Chemeka St. NE, my wife and I are opposed to reducing traffic on State Street between 12th and 25th. Salem has made it very difficult to travel to downtown from our Rose/23rd St/Hayden St NE neighborhood. You can only get there from Center and State Street. **If you now reduce traffic on State Street without opening Court and Chemeketa to through traffic; it will be even more difficult to travel downtown.** We shop and travel to restaurants downtown quite often. You unnecessarily made Chemeketa useless for autos with more traffic barriers; making it a corridor for bike use. Now if you reduce traffic on State Street (which you made a major arterial), you force all through traffic to Center Street, and our neighborhood business away from downtown. We are not against the State Street Plan if you opened Chemeketa and Court Street to traffic. Please don't do this modification in isolation of the traffic patterns for the entire area. Thank you, Michael Rupp and Leslie LaRosa

Kevin, would you please clarify the status of the barriers in each of the circumstances alluded to in the list above.

With appreciation,

Joan Lloyd

Eunice Kim

From: Joan Lloyd <jello879@gmail.com>
Sent: Tuesday, April 10, 2018 9:05 AM
To: Eunice Kim
Subject: Re: staff report for May 1 hearing

Thanks!

On Tue, Apr 10, 2018 at 7:51 AM, Eunice Kim <EKim@cityofsalem.net> wrote:

Hi Joan,

I plan to have a staff report out a week before the meeting.

Eunice | 503-540-2308

From: Joan Lloyd [mailto:jello879@gmail.com]
Sent: Saturday, April 07, 2018 10:54 AM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: staff report for May 1 hearing

Eunice, when will you send the staff report re: the SSC plan?

Joan

Eunice Kim

From: Kimberli Fitzgerald
Sent: Monday, April 16, 2018 8:44 AM
To: Eunice Kim
Subject: FW: removal of barriers denoting the west boundaries of the CCRHD

From: Joan Lloyd [mailto:jello879@gmail.com]
Sent: Thursday, April 12, 2018 10:05 AM
To: Kevin Hottmann <KHottmann@cityofsalem.net>
Cc: Kimberli Fitzgerald <KFitzgerald@cityofsalem.net>; Juliana Inman <juliana.inman@gmail.com>
Subject: Re: removal of barriers denoting the west boundaries of the CCRHD

Kevin, thank you for your prompt reply.

One of the traffic engineering staff mentioned the possibility of removal of the barrier(s) twice within a year or so and a NEN Board member who is an ODOT employee said that it might happen but I'm unaware of the origin of that thought but guess that it revolves around the State Street Corridor Plan's road diet.

The residents on Court Street hope that the barrier removal would not be considered because it would ruin a wonderful, friendly neighborhood, who cares about the homes and history, for the sake of drivers complaining about having to spend an extra 5-10 minutes on the road.

It's my understanding that the traffic study of State Street led to the recommendation that the road diet be limited to 12th to 17th Streets NE. With the realization that many more vehicles would cut through neighborhood roads if the road diet were extended to the east of 17th street, I am most adamantly opposed to it and will testify to that at the upcoming hearings.

Thank you for the thorough study of the traffic count, patterns etc. on State Street.

Joan Lloyd

On Wed, Apr 11, 2018 at 11:26 AM, Kevin Hottmann <KHottmann@cityofsalem.net> wrote:

Hi Joan,

I have not heard of any efforts to remove the barriers. I did hear Mr. Fry say something about the barriers being considered, but I do not know where he got that information. None of the road diet options in the State Street plan propose removing the barriers on Chemeketa or Court.

There will always be ideas or proposals for traffic changes (like you show below from Mr. Rupp). The City may study a proposed change for many reasons, but we will have outreach to the public, including the neighborhood associations, if the proposed changes become more than just ideas.

Thanks

Kevin Hottmann, P.E.

City Traffic Engineer

City of Salem | Public Works Department

[555 Liberty St SE, Suite 325, Salem OR 97301](#)-3513

khottmann@cityofsalem.net | 503-588-6211

City of Salem | [Facebook](#) | [Twitter](#) | [YouTube](#)

From: Joan Lloyd [mailto:jello879@gmail.com]

Sent: Monday, April 09, 2018 9:33 AM

To: Kevin Hottmann <KHottmann@cityofsalem.net>

Cc: Kimberli Fitzgerald <KFitzgerald@cityofsalem.net>; Chuck Bennett <CBennett@cityofsalem.net>

Subject: removal of barriers denoting the west boundaries of the CCRHD

Hi, Kevin,

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a move in the future to open those.

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Kevin, would you please clarify the status of the barriers in each of the circumstances alluded to in the list above.

With appreciation,

Joan Lloyd

Eunice Kim

From: Joan Lloyd <jello879@gmail.com>
Sent: Monday, April 16, 2018 11:57 AM
To: Eunice Kim
Subject: Re: SSC plan

Good to know. Thanks, Eunice.
Joan

On Mon, Apr 16, 2018 at 11:06 AM, Eunice Kim <EKim@cityofsalem.net> wrote:

Hi Joan,

SDCs are collected with development or redevelopment if it generates more trips than what was previously there. SDCs that are collected go to growth-related projects and are not earmarked to any specific geographic area.

Best,

Eunice | 503-540-2308

From: Joan Lloyd [mailto:jello879@gmail.com]
Sent: Sunday, April 15, 2018 4:06 PM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: SSC plan

Good morning, Eunice.

Would developers for the mixed use zone on State St (or anywhere else) have system development charges for sidewalks?

Joan

Eunice Kim

From: Joan Lloyd <jello879@gmail.com>
Sent: Thursday, April 19, 2018 9:50 AM
To: Eunice Kim
Cc: Kevin Hottmann
Subject: Fwd: SSC plan/ traffic study

Follow Up Flag: Follow up
Flag Status: Flagged

-Eunice and Kevin,

I've read the paragraph below taken from the State Street Corridor plan and I want to clarify the steps.

1. an evaluation of the initial phase has been done

The others will wait until the plan is approved, correct? And the evaluation after the road diet to the west of 17th would take place one year and a half after its implementation and would include streets to the north and south of State St.?

East of 17th Street, the traffic volumes on State Street are projected to be higher than the volumes west of 17th Street. **For this reason, the lane configuration east of 17th Street will remain as existing pending an evaluation of the initial phase of the project west of 17th Street. Prior to implementing the lane reconfiguration west of 17th Street, an evaluation framework will be developed. This framework will include measures to evaluate performance of the street before and after implementation of the project. Measures will address travel time/queuing, neighborhood cut-through traffic, safety, and property improvements (e.g., property values or new businesses/residences). The evaluation will be used to determine what, if any, future changes should be made to the street design. The goal is to extend the reconfiguration of travel lanes – one lane in each direction, center turn lane, and bike lanes – east to 24th Street if warranted by the results of the evaluation.**

I'll be sending further emails containing excerpts from the Neighborhood Traffic Management Handbook that relate both to the development of the property on State St and the traffic there and on local streets because I have some questions about them.

Joan Lloyd

Eunice Kim

From: Joan Lloyd <jello879@gmail.com>
Sent: Thursday, April 19, 2018 1:50 PM
To: Eunice Kim; Kevin Hottmann
Subject: Re: FW: purposeof Neighborhood Traffic management

Thank you for the information.

On Thu, Apr 19, 2018, 11:29 AM Eunice Kim <EKim@cityofsalem.net> wrote:

Hi Joan,

Whether or not a Traffic Impact Analysis is required depends on the number of new vehicle trips a development generates. See Kevin's response below.

Feel free to call me if you have other questions.

Best,

Eunice | 503-540-2308

From: Kevin Hottmann
Sent: Thursday, April 19, 2018 10:54 AM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: RE: purposeof Neighborhood Traffic management

Hi Eunice,

We require a traffic impact analysis if a development will generate 1000 or more new vehicle trips, and the development has frontage on a collector or arterial street; or 200 or more new vehicle trips, and the development has frontage only on a local street.

Thanks

From: Joan Lloyd [<mailto:jello879@gmail.com>]
Sent: Thursday, April 19, 2018 10:10 AM
To: Eunice Kim <EKim@cityofsalem.net>
Cc: Kevin Hottmann <KHottmann@cityofsalem.net>
Subject: Fwd: purposeof Neighborhood Traffic management

As I explained to Eunice, I was wondering if the developers of the properties on State Street would be required to do a Traffic Impact Analysis before construction as stated in the NTM Handbook

Joan

The purpose of Neighborhood Traffic Management (NTM) is to address the negative impacts of unchecked traffic speed and volume on neighborhood streets. Neighborhood traffic management encompasses a wide range of measures and activities that are effective in curbing the cause of these impacts, thus improving the livability of a neighborhood. While there are a wide range of issues that are commonly addressed by NTM, the bottom line is mitigating the speed and volume of vehicle traffic on local streets.

The NTM element provides a means to implement other policies outlined in the TSP. The TSP policies provide background related to implementation and funding of NTM .

LAND USE REVIEW PROCESS GUIDELINES INCLUDING NTM Policy 1.6 acknowledges that the most opportune time to address neighborhood needs is at the point of development. Whether it is a residential subdivision, commercial development, or a transportation project, incorporating NTM elements into the design, development, and mitigation of the off-site impacts of the project assures that the inventory of neighborhood problems does not grow.

To best address this through policy, a two-tiered approach is recommended. The first tier is aimed at new residential development planning and the second tier is focused on mitigating impacts of new land use or transportation development. If, in either case, it is desired to consider a NTM measure not part of the tool box (refer to Neighborhood Traffic Management Handbook), the applicant—through a registered professional engineer—will be required to provide and certify the appropriate performance and design standards.

Tier 1: Design of New Residential Street System. Using the existing Traffic Impact Analysis requirements, an additional level of analysis should be added into the guidelines for studies. The site plan for a residential site

should designate neighborhood routes (based upon the description provided in this element). On all single family residential projects, any internal street that is forecast to have 500 vehicles per day (either at project completion or ultimately due to stub street connections) will be designed utilizing NTM measures or concepts to ensure traffic speeds and volumes will remain at acceptable levels. For example, long, straight, wide, steep streets should be avoided for neighborhood routes and local streets. In project review, this criteria will be evaluated and if adequate measures are not identified, staff can request that the site plan be modified to reflect the future neighborhood needs for NTM measures.

Tier 2: Mitigating the Impact of New Development. All new major land development projects will be required to provide information in their Traffic Impact Analysis (TIA) that identifies the potential impact on neighborhood or local streets. This goes beyond the capacity analysis that is conducted presently. A section would be added to the TIA that assesses the impact of a land use or transportation project on neighborhood routes or local streets. The TIA should identify if the project add more than 25 vehicles per hour (two-way—AM, PM, and/or retail peak hours) to LAND USE REVIEW PROCESS GUIDELINES INCLUDING NTM

Eunice Kim

From: John L. Poole <jlpoole56@gmail.com>
Sent: Tuesday, April 03, 2018 8:29 PM
To: Eunice Kim
Cc: Lisa Anderson-Ogilvie
Subject: Thank you

Hi Eunice,

Thank you for helping make the video presentation a breeze.

Cordially,

John

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

Eunice Kim

From: John L. Poole <jlpoole56@gmail.com>
Sent: Tuesday, April 03, 2018 4:16 PM
To: Eunice Kim; Lisa Anderson-Ogilvie
Cc: Juliana Inman
Subject: Re: Shadow Video

Splendid. See you at 5:30.

On 4/3/2018 4:14 PM, Eunice Kim wrote:

Hi John,

I can help start the video as I anticipate sitting next to the podium.

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]
Sent: Tuesday, April 03, 2018 4:13 PM
To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>
Cc: Juliana Inman <juliana.inman@gmail.com>
Subject: Re: Shadow Video

You are very kind to have undertaken this task. Thank you, again.

I am not familiar with how public speakers are chosen, but I suppose I might be called to speak with someone is ready to run the video as I envisioned coming to the podium, introducing myself, and then having the video run and I would ad-lib while it plays. Are you the person who would coordinate the playing of the video, or is that the clerk?

On 4/3/2018 3:53 PM, Eunice Kim wrote:

Hi John,

I just went down to Council Chambers and was able to play your video on the computer there.

Best,

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]
Sent: Tuesday, April 03, 2018 1:39 PM
To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>

Cc: Juliana Inman <juliana.inman@gmail.com>

Subject: Re: Shadow Video

Thank you very much. I'll have a USB stick with it on it, as well.

On 4/3/2018 1:38 PM, Eunice Kim wrote:

Hi John,

I have downloaded the video and saved it into a folder that can be accessed from Council chambers. I will check to see if it can be played this afternoon.

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]

Sent: Tuesday, April 03, 2018 1:18 PM

To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>

Cc: Juliana Inman <juliana.inman@gmail.com>

Subject: Shadow Video

(RRR)

Hi Kim and Lisa,

I've uploaded a video that runs for 2' 40" to Dropbox at:

https://www.dropbox.com/s/75sycea8baefzq8/2018-03-12_01-03-07.mp4?dl=0

It is in MP4 format and is 45.8 MBs in size. I would like to show this video as part of my 3' presentation to the Commission.

Would you please download this and confirm that it can be displayed at the hearing? I could also bring it on a USB stick, as well. Please let me know.

I wish to have had this to you sooner, but the last several days have had higher priority items such as my Section 106 Memorandum.

Thank you,

John

--

John Laurence Poole
1566 Court ST NE

Salem OR 97301-4241
707-812-1323 office

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Eunice Kim

From: John L. Poole <jlpoole56@gmail.com>
Sent: Wednesday, April 04, 2018 4:01 PM
To: Eunice Kim
Subject: Re: Planning Commission Hearing Recording(s)?

Thank you. I'll come down this very minute, should be there by 4:20.

On 4/4/2018 3:59 PM, Eunice Kim wrote:

The CD is ready for you. You can pick it up in Room 320 (any planner can get it for you), and there is no charge.

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]
Sent: Wednesday, April 04, 2018 1:47 PM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: Re: Planning Commission Hearing Recording(s)?

Of course, if the audio file is available through a web site, I'm happy to just download it and save the expense of a CD.

On 4/4/2018 1:08 PM, Eunice Kim wrote:

Hi John,

We have an audio recording of the meeting. Our staff assistant is going to upload the recording today, so I can burn it onto a CD for you to purchase. I will let you know when the CD is ready for you.

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]
Sent: Wednesday, April 04, 2018 8:53 AM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: Planning Commission Hearing Recording(s)?

(RRR)

Hi Eunice,

Are there, or will there be, any audio and/or video recording of the Planning Commission hearing of last night? If so, I would like to procure a copy.

Regards,

John

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

--

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1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

Eunice Kim

From: Eunice Kim
Sent: Thursday, April 05, 2018 11:54 AM
To: 'jlpooole56@gmail.com'; Lisa Anderson-Ogilvie
Cc: Juliana Inman
Subject: RE: Broken Link -- Fwd: Public Hearing on State Street Corridor Plan Continued

Hi John,

Here is the response from our communications manager (see below). Please feel free to contact him directly if you have any questions.

In our ongoing effort to improve City communications, we collect very basic data to help us measure what forms of communication are most effective for any given project. It is considered a communications best practice. For emails, we measure what percentage of emails sent to a given list are opened (open rate) and we measure what links are clicked on most (click rate). This helps us know how effective we are in getting the word out to the community.

It also helps us diagnose problems that we would be unaware of otherwise. For instance, if we notice that the open rate of a given email is significantly and unexpectedly less than the open rate of other emails related to the project, there might be a technical error that we need to address, and many people likely didn't receive the message. Without this information we would have no way of knowing that there is a problem that needs fixing.

Like I mentioned before, all of this is to help us get better at communicating the information that needs to get out to the public.

Here is Kenny's contact information.

Kenny Larson

Communications & Community Engagement Manager

City of Salem | City Manager's Office

555 Liberty St SE, RM 220

klarson@cityofsalem.net | 503-588-6363

[Facebook](#) | [Twitter](#) | [LinkedIn](#) | [YouTube](#) | [CityofSalem.net](#)

Best,

Eunice | 503-540-2308

From: John L. Poole [mailto:jlpooole56@gmail.com]
Sent: Thursday, April 05, 2018 10:40 AM
To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>
Cc: Juliana Inman <juliana.inman@gmail.com>
Subject: Re: Broken Link -- Fwd: Public Hearing on State Street Corridor Plan Continued

Thank you. Also, below my "broken link" report is a question about tracking, you may have missed the question given the large screenshots.

On 4/5/2018 10:39 AM, Eunice Kim wrote:

Hi John,

Thanks for the heads up. The link worked this morning, so I've contacted our web folks to see what happened and how it could be fixed.

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]

Sent: Thursday, April 05, 2018 10:14 AM

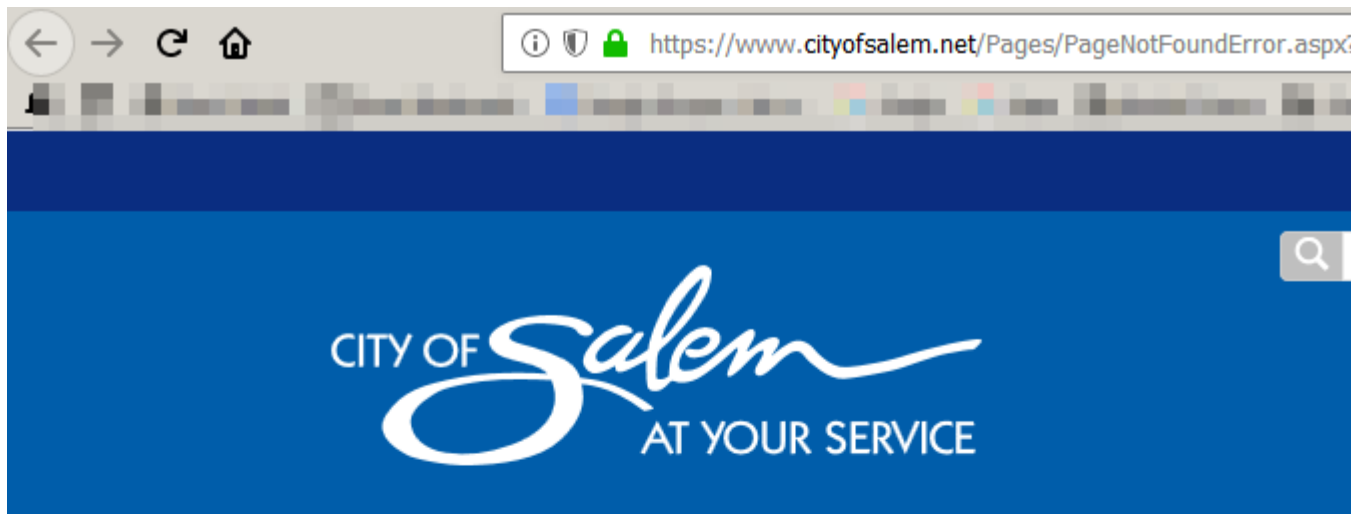
To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>

Cc: Juliana Inman <juliana.inman@gmail.com>

Subject: Broken Link -- Fwd: Public Hearing on State Street Corridor Plan Continued

Hi Eunice and Lisa,

The link "[additional testimony](#)" below is broken. Here's where the link took me to:



Oops. We beg your p

We cannot find the page c

We recently reorganized our website. Pleas

- [Go back to home.](#)
- [Search by keyword.](#)

Also, why is the City of Salem tracking us?

From: Salem Planning <DoNotReply@cityofsalem.net> ☆


Subject: **Public Hearing on State Street Corridor Plan Continued**

To: John L. Poole ☆

To protect your privacy, Thunderbird has blocked remote content in this message.



CITY OF *Salem*
AT YOUR SERVICE A Communication of the City of Salem



State Street
Corridor Plan

Planning Commission Public Hearing

The Planning Commission voted Tuesday to continue the [Corridor Plan project](#) to May 1 to allow more time to hear from the public.

You can read the [staff report](#) on the [proposed amendment](#) to the new street design for the State Street corridor on the [project website](#). You can also read [additional testimony](#) that has been submitted.

The Planning Commission will make a recommendation on the proposal. Staff intends to recommend a final decision on the proposal. Staff intends to recommend a subsequent public hearing.

You can submit testimony prior to the May 1 Planning Commission meeting by mailing it to Eunice Kim at ekim@cityofsalem.net or 555 NE Oregon Street, Suite 97301. You can also testify or submit information at the public hearing.

Background

The State Street Corridor Plan project builds off of the work of the West and Southeast Salem Neighborhood Association (SESNA) [Neighborhood Plan](#). It also advances City Council's economic development strategies. The project seeks to revitalize State Street to be a vibrant, walkable, mixed-use corridor.

If you have questions or comments, please contact Eunice Kim at ekim@cityofsalem.net.

<https://cityofsalem.us1.list-manage.com/track/click?u=9c537ef0aeb7914e4fe4f6d5c&id=6eab88bc33&e=bc6fb2be6c>

Is there a policy that I may read about the City of Salem's practice to track?

Thank you,

John

----- Forwarded Message -----

Subject:Public Hearing on State Street Corridor Plan Continued

Date:Thu, 5 Apr 2018 17:01:19 +0000

From:Salem Planning <DoNotReply@cityofsalem.net>

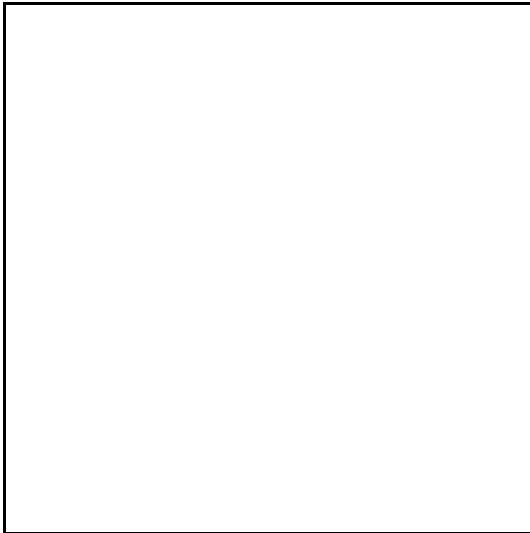
Reply-To:Salem Planning <DoNotReply@cityofsalem.net>

To:John <jlpoole56@gmail.com>



[View this email in your browser](#)

A Communication of the City of Salem



Planning Commission Public Hearing Continued to May

1

The Planning Commission voted Tuesday to continue the public hearing on the [State Street Corridor Plan project](#) to May 1 to allow more time to hear and consider testimony.

You can read the [staff report](#) on the [proposed amendments](#) to adopt new mixed-use zoning and a new street design for the State Street corridor on the [project website](#). You can also read [additional testimony](#) that has been submitted.

The Planning Commission will make a recommendation to the City Council, which will make the final decision on the proposal. Staff intends to recommend that the City Council hold its own subsequent public hearing.

You can submit testimony prior to the May 1 Planning Commission meeting by emailing or mailing it to Eunice Kim at ekim@cityofsalem.net or 555 Liberty Street SE, Room 305, Salem, OR 97301. You can also testify or submit information at the public hearing.

Background

The State Street Corridor Plan project builds off of the work done by Northeast Neighbors (NEN) and Southeast Salem Neighborhood Association (SESNA) in the adopted [NEN-SESNA Neighborhood Plan](#). It also advances City Council's economic development goal and strategies. The project seeks to revitalize State Street between 12th and 25th Street into a vibrant, walkable, mixed-use corridor.

If you have questions or comments, please contact Eunice Kim at ekim@cityofsalem.net.

MEETING DETAILS

Date: May 1, 2018

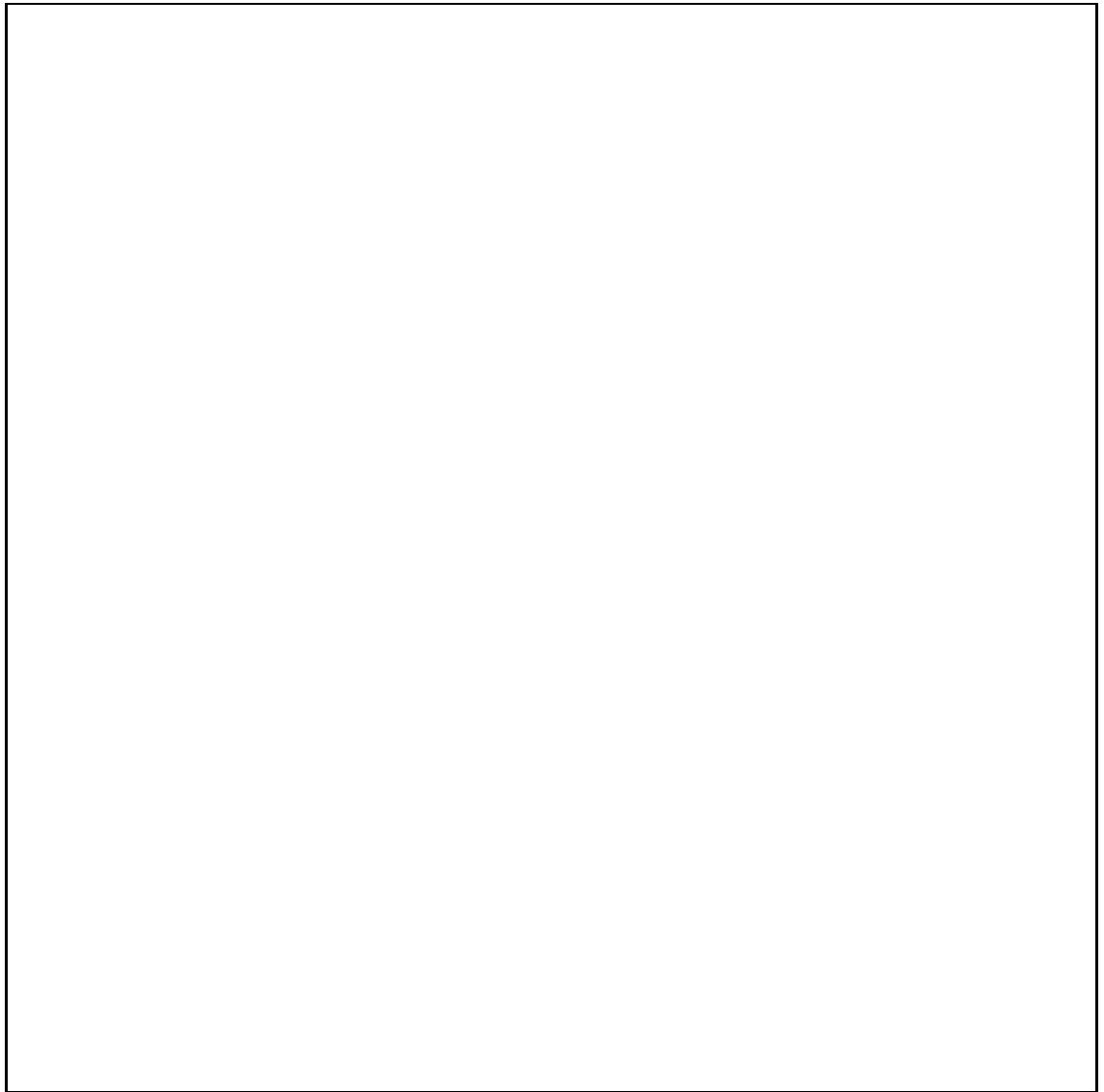
Time: 5:30 p.m.

Place: Salem City Hall, Council Chambers
555 Liberty Street SE, Salem, OR 97301

LEARN MORE

www.cityofsalem.net/Pages/state-street-corridor-plan-to-revitalize-the-street.aspx

STUDY AREA



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CONTACT US

Eunice Kim, Project Manager

ekim@cityofsalem.net

503-540-2308

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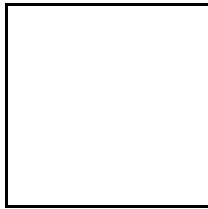
City of Salem

555 Liberty St SE

Salem, OR 97301

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■

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

Eunice Kim

From: John L. Poole <jlpoole56@gmail.com>
Sent: Tuesday, April 10, 2018 11:55 AM
To: Eunice Kim
Subject: Re: State Street Corridor: Parcels To be Rezoned

Looks good. 160 parcels. Thank you very much.

On 4/10/2018 11:53 AM, Eunice Kim wrote:

Hi John,

I've attached a list of the taxlots.

Best,

Eunice | 503-540-2308

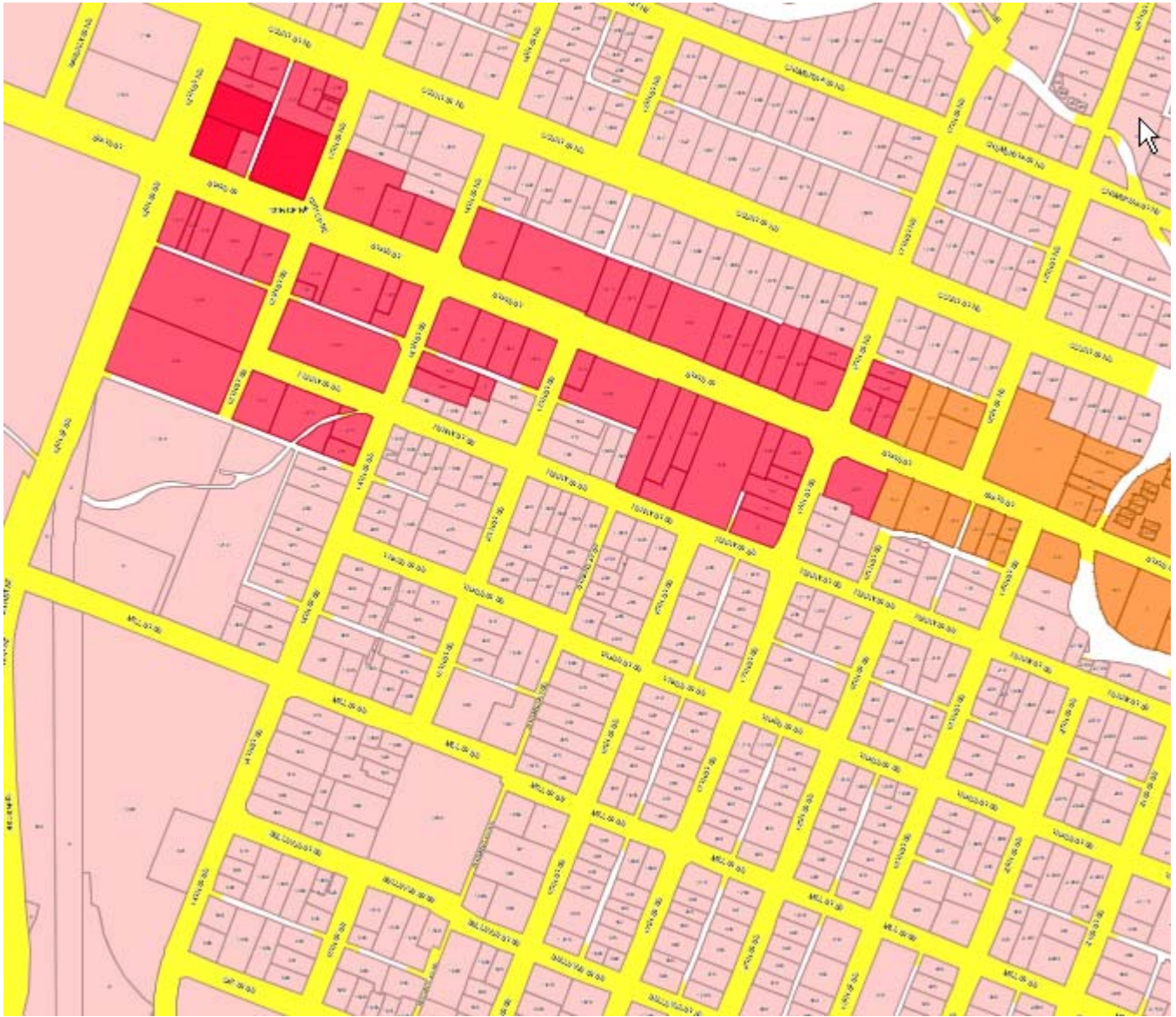
From: John L. Poole [<mailto:jlpoole56@gmail.com>]
Sent: Friday, April 06, 2018 9:11 AM
To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>
Cc: Juliana Inman <juliana.inman@gmail.com>
Subject: State Street Corridor: Parcels To be Rezoned

Hi Eunice and Lisa,

Do you have a listing the parcels being rezoned? It can be a comma/tab delimited file of the shapefiles or a listing by Assessor's Account.

I'm attempting to recreate a map of the affected parcels by visually selecting each parcel and I'd like to reconcile my dataset other than by visually interpreting the 8.5x11 map in the state-street-corridor-plan-draft-ordinance-2018-02-26.pdf

I will be running some analysis and want to make sure I have not included or excluded any parcels you have determined shall be rezoned.



Thank you,

John

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

--

John Laurence Poole
1566 Court ST NE

Salem OR 97301-4241
707-812-1323 office

TAXLOT

073W26AC06400
073W26AC10300
073W26AC10600
073W26AC10700
073W26AC11200
073W26AC12601
073W26AD10400
073W26BB03800
073W26BB04100
073W26BB04300
073W26BC02200
073W26BD05600
073W26BD06700
073W26DA14400
073W26DA16700
073W26DA17000
073W26DB00400
073W26DB00600
073W26AC10800
073W26AC11500
073W26AC12600
073W26AC12901
073W26AC90002
073W26AD20600
073W26BC00300
073W26BC00800
073W26BC01000
073W26BC02500
073W26BD04500
073W26BD07600
073W26BD08200
073W26DA14300
073W26DA14700
073W26DA15800
073W26DA17200
073W26DA17300
073W26DB00100
073W26AC09900
073W26AC12900
073W26AC90000
073W26AD20400
073W26BB04000
073W26BC00700
073W26BC01200
073W26BC02300
073W26BD04300

073W26BD04800
073W26BD05200
073W26BD05300
073W26BD05800
073W26BD06000
073W26BD06500
073W26BD06900
073W26BD07500
073W26BD11500
073W26DA01800
073W26DA12100
073W26DA12300
073W26DA17400
073W26AC09800
073W26AC10200
073W26AC10500
073W26AC11800
073W26AC13000
073W26AC90001
073W26AC90009
073W26BC00200
073W26BC00600
073W26BC02700
073W26BD05700
073W26BD06100
073W26BD06800
073W26BD07200
073W26DA14200
073W26DA14801
073W26DA16000
073W26DA17100
073W26DB00300
073W26DB00500
073W26AC11100
073W26AC11400
073W26AC11900
073W26AC12000
073W26AC12300
073W26AC12700
073W26AC12800
073W26AC90008
073W26AC90010
073W26AD10100
073W26AD20200
073W26AD20500
073W26AD20900
073W26BB04200

073W26BB04500
073W26BB04600
073W26BC00400
073W26BC01400
073W26BD05900
073W26BD06600
073W26BD07100
073W26BD07900
073W26DA00400
073W26DA00500
073W26DA01900
073W26DA14000
073W26DA14100
073W26DA15900
073W26DB00700
073W26AC12100
073W26AC12500
073W26AC90003
073W26AC90004
073W26AC90005
073W26AC90006
073W26AD10300
073W26BB03900
073W26BC01100
073W26BC02100
073W26BD05400
073W26BD07800
073W26BD08400
073W26DA00300
073W26DA00900
073W26DA15700
073W26DA16600
073W26AC09300
073W26AC11700
073W26AC12400
073W26AC90007
073W26AC90011
073W26AD21000
073W26BC00500
073W26BC02400
073W26BC02600
073W26BD04400
073W26BD04700
073W26BD04900
073W26BD06200
073W26BD06300
073W26BD07000

073W26BD07700
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073W26AC09700
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073W26BB04400
073W26BC00100
073W26BD05500
073W26BD07300
073W26BD07400
073W26BD08100
073W26BD08300
073W26DA00800
073W26DA12200
073W26DA16900

Eunice Kim

From: John L. Poole <jlpoole56@gmail.com>
Sent: Thursday, April 05, 2018 11:29 AM
To: Eunice Kim; Lisa Anderson-Ogilvie
Cc: Juliana Inman
Subject: State Street Corridor: 4/3/2018 Public Testimony PDF

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Eunice and Lisa,

Thank you, I was able to download the PDF from this link "[additional testimony](#)" and it contains 374 pages. At the hearing, I picked up a hard-copy of the testimony packet in addition to your packet.

I have noticed discrepancy: The hard copy (and, of course, my original emails) had images in them of maps depicting critical lines. For instance, my email to both of you of Thursday, March 29, 2018 11:19 AM has two images depicting maps. The hard copy available at the hearing contains those images (black and white version). The email starts at sheet 29 of the PDF I just downloaded shows on sheets 30 and 31 large blank spaces where there had been graphics. I think something, e.g. graphics, got dropped when preparing the 374 page PDF. Here's a screen shot of pages 30 and 31 of the PDF

Cc: Joan Lloyd <jello679@gmail.com>; lynnaketa@aol.com; Juliana Inman <juliana.inman@gmail.com>
Subject: State Street Corridor Boundary Lines

(RRR)

Dear Lisa and Kim,

Can you tell me why the northern boundary line on sheet 11 of the TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM GRANT APPLICATION FORM 2014 depicting the "Project Area" is different from NEN-SESNA Plan (see further below)? Here is the diagram from the Grant Application:

In our discussion today at your office, Eunice said she thought the neighbors in the historic district wanted to be excluded from the project study area. Since I was not living in Salem in 2014, I'd like to know who requested the line be tightly drawn to the center of the block and/or why the boundary specifically excludes the Court-Chemaketa National Register Historic District. The file I visited today did not have anything addressing this point.

For reference, sheet 64 of the NEN-SESNA Neighborhood Plan of March 2015 depicts the State Street Corridor thusly and includes the southern portion of the Court-Chemaketa National Register Historic District:

2

Missing diagrams of maps

Also, did the City of Salem prepare the document titled NEN-SESNA Neighborhood Plan, Salem, Oregon, March 11, 2015. I could not find a colophon or statement as to who published

I submit that the diagrams I have submitted, e.g. maps showing boundary lines, are germane to my letter and someone reading my email or seeing my email in a chain would not be able to understand my point.

Although the "dropped graphics" can be rectified, I grow concerned that any version given to the Commissioners may suffer the same defect and make it difficult for them to understand what I am trying to convey.

May I have some assurance that the print and digital versions provided to the Commissioners did include a black and white version in the print and color in the digital versions? Of course, if you simply forwarded my emails to them as I requested, then there would not be any handling of the content therein that has lead to this unfortunate dropped graphics condition.

Please understand I want the record to be very clear and I feel it imperative that problems such as these be addressed at the earliest opportunity so that efforts to correct it may be undertaken.

Cordially,

John

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

Eunice Kim

From: John L. Poole <jlpoole56@gmail.com>
Sent: Tuesday, April 10, 2018 4:32 PM
To: Eunice Kim
Cc: Juliana Inman
Subject: Re: State Street Corridor: Request for Ordinance Source File

Thank you. Absolutely. I think what I'll do is create a watermark indicating this is not a City document so there can be no rogues drafts &etc.

On 4/10/2018 4:30 PM, Eunice Kim wrote:

Hi John,

Here is the draft ordinance in Word. If you make any changes, please make it clear that the changes are suggested by you and not by City staff.

Best,

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]
Sent: Monday, April 09, 2018 11:25 AM
To: Eunice Kim <EKim@cityofsalem.net>
Cc: Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>; Juliana Inman <juliana.inman@gmail.com>
Subject: State Street Corridor: Request for Ordinance Source File

Hi Eunice,

May we have a copy of the source file, digital that is, for the propose ordinance which is published as state-street-corridor-plan-draft-ordinance-2018-02-26.pdf? I'd like to be able to take the file, activate change tracking, and then make some modifications in order to more easily collaborate with residents in our neighborhood and to suggest changes to the Commission in a way that is very readable. This approach would be akin to what legislatures do when considering bills and going through various revisions.

I use LibreOffice and I do not know what word processing program you use. I'm pretty certain LibreOffice can handle most Microsoft Word files. With all the tables, importation/conversion to LibreOffice may be problematic, but let's see.

Thank you,

John

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

Eunice Kim

From: John Laurence Poole <jlpoole56@gmail.com>
Sent: Thursday, April 12, 2018 12:11 PM
To: Eunice Kim
Subject: Re: FW: State Street Corridor - Expense Breakdown

Done. Thank you.

On Thu, Apr 12, 2018 at 11:49 AM, Eunice Kim <EKim@cityofsalem.net> wrote:

Hi John,

You will need to file a public records request with ODOT. See the email below with instructions.

Best,

Eunice | 503-540-2308

From: LEDET Elizabeth [mailto:Elizabeth.L.LEDET@odot.state.or.us]
Sent: Thursday, April 12, 2018 11:45 AM
To: Eunice Kim <EKim@cityofsalem.net>
Cc: ROCK Michael D <Michael.D.ROCK@odot.state.or.us>; ZWERDLING Naomi <Naomi.ZWERDLING@odot.state.or.us>
Subject: RE: State Street Corridor - Expense Breakdown

If Mr. Poole is interested in the amounts paid to the subconsultants he will need to file a Public Records Request <http://www.oregon.gov/ODOT/Get-Involved/Pages/Public-Records.aspx>. He should list the contract number – PA #27454 WOC #9 – in his request and ask for the Paid Summary Report information.

While the Breakdown of Costs spreadsheet is used to develop the estimated amounts for the contract it is a confidential document. Additionally, it does not necessarily reflect the amounts agreed to by the Price and subconsultants.

Elizabeth Ledet

TGM @ TDD

503-986-3205

From: ZWERDLING Naomi
Sent: Thursday, April 12, 2018 9:43 AM
To: LEDET Elizabeth <Elizabeth.L.LEDET@odot.state.or.us>
Cc: ROCK Michael D <Michael.D.ROCK@odot.state.or.us>
Subject: FW: State Street Corridor - Expense Breakdown

Hi Elizabeth,

Is this something you can help Eunice out with?

Thanks,

Naomi

From: Eunice Kim [<mailto:EKim@cityofsalem.net>]
Sent: Thursday, April 12, 2018 9:38 AM
To: ZWERDLING Naomi
Cc: Juliana Inman; jlpooles56@gmail.com
Subject: RE: State Street Corridor - Expense Breakdown

Hi Naomi,

A resident has requested a breakdown of costs for the State Street project (see his request below). Can TGM provide this information?

Thank you.

Eunice | 503-540-2308

From: John L. Poole [<mailto:jlpoole56@gmail.com>]
Sent: Wednesday, April 11, 2018 10:58 AM
To: Eunice Kim <EKim@cityofsalem.net>; Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>
Cc: Juliana Inman <juliana.inman@gmail.com>
Subject: State Street Corridor - Expense Breakdown

(RRR)

Hi Eunice and Lisa,

I'd like to know what the expenses have been for the State Street Corridor. I know that approximately \$290,000 was funded by the Federal Highway Administration through the Oregon Department of Transportation. Particularly, how much was paid to which consultant such as Parsons?

Is this inquiry something I should direct to the Finance Department providing them a particular code for this project? Or would you have a spreadsheet that captures high level amounts, e.g. over \$1,000 expenditures.

Also, the Tax lot data was very helpful and I was able to successfully open the ordinance document in LibreOffice and I have altered the watermark and footer and will retain possession of this source document, any drafts to interested parties will go out in PDF format with my watermarking and footer and change-tracking annotations.

Thank you.

John

--

John Laurence Poole
[1566 Court ST NE](#)
Salem OR 97301-4241
707-812-1323 office

--

John L. Poole

707-812-1323
jlpoole56@gmail.com

Sunday, April 15

Dear Fellow Historic District Homeowner,

Please contact me, John Poole, at:

jlpoole56@gmail.com or 707-812-1323

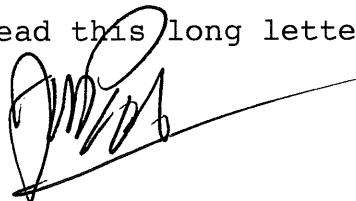
regarding the new proposed MU-1/MU-2 zones currently pending before the Planning Commission set for hearing on May 1, 2018. There was no input from SCAN at the April 3rd hearing and I think people are unaware of the significance of what the City of Salem is about to adopt.

I live at 1566 Court Street, Salem, with my wife, Juliana Inman, an historic architect. Our craftsman house is a contributing member to the National Register Court-Chemeketa Residential Historic District. Our house's back property line borders a CO (Commercial) zoned property on State Street. The proposed new zoning, MU-1/MU-2, will have a significant impact on our property such as shadows, traffic, privacy, and visual impact. I think your situation is identical to ours: a residence in an historic district that shares a back property line/alley with a CO zoned property that could become zoned MU-1/MU-2.

I am contacting you because I would like you to become aware of what is pending rather than after-the-fact when your voice may not be heard because the "zones" have been adopted. The new zones are, in my opinion, deficient insofar as they have not been created with the appropriate safeguards afforded to historic districts under Section 106 of the National Historic Preservation Act of 1966 ("NHPA"). The funding, \$289,950, for this study comes from The Federal Highway Administration through the Oregon Department of Transportation. Section 106 of the NHPA and the Code of Federal Regulations thereunder require the City assess the impacts and consider mitigation measures to properties and district listed on the The National Register. This was not done. We requested the City of Salem at a City Council hearing on March 12, 2018, to conduct a Section 106 Review and the City has denied that request citing a novel interpretation not supported by any case law. We believe this interpretation is legally without authority and currently have a request pending with President's Advisory Council on Historic Preservation – the agency created under the NHPA charged with ensuring the federal undertakings consider impacts and explore mitigations. See www.achp.gov/docs/CitizenGuide.pdf

In the meantime, we're trying to educate people about what the MU-1/MU-2 proposed zoning classification could mean were they applied to property near a National Register District. I believe the CO zoned property near yours could soon be considered to be rezoned under the generous MU-1 or MU-2 zones. I hope you will contact me.

Thank you for taking the time to read this long letter.



Eunice Kim

From: LEDET Elizabeth <Elizabeth.L.LEDET@odot.state.or.us>
Sent: Thursday, April 19, 2018 8:59 AM
To: 'jlpoole56@gmail.com'
Cc: KUNZE Lauri G; Eunice Kim; OFFICE OF CIVIL RIGHTS INFO REQUEST
Subject: RE: Public Records Request for contract #27454 WOC 09 PSR's

Mr. Poole,

Your public records request asked for how much the subconsultants were paid on this contract, which Susan provided. That PRR is now closed.

You mentioned a summary sheet at the end of your re-mail. Can you please detail what you want to see?

Elizabeth Ledet
TGM @ TDD
503-986-3205

From: John L. Poole <jlpoole56@gmail.com>
Sent: Monday, April 16, 2018 3:47 PM
To: OFFICE OF CIVIL RIGHTS INFO REQUEST <OCRINFOREQUEST@odot.state.or.us>
Cc: KUNZE Lauri G <Lauri.G.KUNZE@odot.state.or.us>; LEDET Elizabeth <Elizabeth.L.LEDET@odot.state.or.us>; Eunice Kim <ekim@cityofsalem.net>
Subject: Re: Public Records Request for contract #27454 WOC 09 PSR's

Hi Susan,

I digested all of the PDF files you sent to me as follows:

File	Column 18 "Amounts Paid This Period"					Notes
	Urbsworks	Bainbridge	Leland Consulting	Barney & Worth	Kittelson	
27454 09 B33181 PSR Parsons Brinkerhoff 2016 03	\$3,000.00	\$1,040.00	\$8,930.00	\$3,312.00	\$6,948.00	
27454 09 B33181 PSR Parsons Brinkerhoff 2016 04		\$1,300.00				
27454 09 B33181 PSR Parsons Brinkerhoff 2016 05					\$3,922.00	
27454 09 B33181 PSR Parsons Brinkerhoff 2016 06						Cover letter only
27454 09 B33181 PSR Parsons Brinkerhoff 2016 07						Cover letter only
27454 09 B33181 PSR Parsons Brinkerhoff 2016 08						Cover letter only

27454 09 B33181 PSR Parsons Brinkerhoff 2016 12	\$600.00					
27454 W09 ODOT Summary Report of Subcontractors Paid 0217_Final	\$600.00				\$434.00	
27454 W09 ODOT Summary Report of Subcontractors Paid 0317_Final						All zero
27454 W09 ODOT Summary Report of Subcontractors Paid 0417_Final						All zero
27454 W09 ODOT Summary Report of Subcontractors Paid 0517_Final			\$3,070.00		\$29,225.82	
27454 W09 ODOT Summary Report of Subcontractors Paid 0617_Final					1710.43	
27454 W09 ODOT Summary Report of Subcontractors Paid 0717_Final	\$11,250.00					
27454 W09 ODOT Summary Report of Subcontractors Paid 0817_Final						All zero
	\$15,450.00	\$2,340.00	\$12,000.00	\$3,312.00	\$42,240.25	\$75,342.25

This project received \$289,950 of funds from the Federal Highway Administration. I believe an additional \$25,000 came from another source bringing the total cost of this project to \$314,950 at a minimum. The above table represents a compilation of the files you kindly sent me earlier today and identifies \$75,342.25.

That leaves \$239,607.75 unaccounted for.

I want to know how the \$314,950 was spent. Is there a summary sheet that shows the total costs of this project? If a Commissioner or Councilmember were to ask "Where did the \$314,950 go?" -- what would you and/or the City of Salem show to answer that question?

Cordially,

John L. Poole

On 4/16/2018 2:06 PM, OFFICE OF CIVIL RIGHTS INFO REQUEST wrote:

Good Afternoon,

The requested public records and acknowledgement form are attached.

Thank you,

Susan Kindsvogel

Programs Support Specialist
ODOT Office of Civil Rights - MS 23

3930 Fairview Industrial Dr NW
Salem, OR 97302
(503) 986-3299 phone
(503) 986-6382 fax

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

Eunice Kim

From: Justin Emerson Kidd <kiddjustin@gmail.com>
Sent: Thursday, April 05, 2018 9:08 PM
To: Eunice Kim
Subject: Testimony on State Street Corridor Plan

Dear Ms. Kim,

I am testifying in support of the State Street Corridor plan. I am a resident of the Court-Chemekta historic district. I walk to work downtown, and I walk my child to his preschool at St Johns. I completely support the walkable, bikable streetscape that the plan is designed to implement. We need more cafes and pedestrian friendly buildings here in Salem. I also support increasing the density of permissible residential housing along the State Street corridor. Urban density is the green choice, and it helps to make a vibrant walkable community. Count me as a YIMBY.

Thank you,

Justin Kidd
1725 Court St NE

Residents/ Friends of the Court Chemeketa Residential Historic District: Planning Commission
Request
April 1, 2018

RECEIVED

APR - 5 2018

Dear Salem City Planning Commission

We the undersigned residents and friends of the Court Chemeketa Residential Historic District in Salem write in praise, support and concern about the State Street Corridor Plan/Draft Ordinance.

In Praise and Support

We commend the time and expertise that the city, its planners, consultants and stakeholders have put into this plan. It gives us hope that we can revitalize the State Street Corridor in a way that will also protect the historic district and benefit the surrounding neighborhoods and city. We love the vision of a more vibrant neighborhood with walking access to businesses, shops, dining, housing and other amenities along a State street that is more beautiful, attractive to all comers, safer, and pedestrian/bike friendly. We are fully in support of making this vision come alive and committed to doing everything we can to help make it a reality. In particular we praise and support:

- the change to a more flexible and practicable mixed-use zoning;
- the full road diet plan;
- the use of zoning to encourage more attractive and human scale living;
- the encouragement of business, walking, biking, traffic safety, and beautification; and
- the wider-context thinking that also seeks to improve the surrounding neighborhoods and the city.

In Concern

Our concerns coalesce around the plan needing more work to achieve its vision. We and the city need more time to study, understand and explore all the options and ramifications of a plan. With more time and work we can arrive at a shared and informed voice about the project. We know from research on implementation that projects are more successful when they take sufficient time to engage all the stakeholders, fully consider feasibility, and do a lot of readiness planning before proceeding to implementation. We need to know more about the options for and implications of how this plan will positively or negatively affect many aspects of the Historic District including:

- Compatibility with NEN/SESNA's Joint Neighborhood Plan
- Fostering the integrity of the Historic District boundaries
- Protecting the unique cultural resources of the District
- Overshadowing of the District by out of character with 55 feet or five story buildings
- Traffic flow and parking use in the Historic District
- Pedestrian and biking impact
- Impact on the boundary alley between Court and State (buffers, setbacks, traffic, trash management etc.)

It is our belief that a height limitation of 40 feet, for example, would do more to foster the vision of an integrated commercial, residential and historic district that fosters human interaction, community and businesses, complements the growing vitality of down-town Salem and showcases our city as a friendly, diverse, resourceful and livable space that is on the move.

We respectfully request a continuance of the planning process to give the city enough time to study our concerns and engage us further in discerning how best to make this exciting venture a win-win for everyone. We also request that the Salem Historic Landmarks Commission, in coordination with the State Historic Preservation Office be given a formal role in developing the plan.

Name

Address

Email

Lori Hulme 1410 Court St NE Lori.hulme@gmail.com
David Hulme 1410 COURT ST NE davidthulme@gmail.com 1

Eunice Kim

From: Lorraine Milan <milanlm@yahoo.com>
Sent: Friday, April 06, 2018 11:01 PM
To: Eunice Kim
Subject: Fwd: Draft Zoning Ordinance- Written Testimony. Please enter in record.

Eunice,

I would hope if a shadow study is done for the historic district that one would also be done for 17th-24th St.

Thanks,
Lorraine Milan

Sent from my iPhone

Begin forwarded message:

From: L Milan <milanlm@yahoo.com>
Date: April 3, 2018 at 3:36:05 PM PDT
To: Lorraine Milan <milanlm@yahoo.com>
Cc: David Greysmith <greysmith@yahoo.com>
Subject: Re: Draft Zoning Ordinance- Written Testimony. Please enter in record.

Thank you for your time this morning, Eunice.. It was helpful to us. David and I just walked over to State Street and looked at the property behind Victoria Court. We both feel that the proposed ordinance changing the zoning to MU2 is much better than the zoning now in place which does not have the mandatory setbacks. We support MU2 zoning which requires parking at the side and back of buildings. Overall, we think that MU2 is much better to support and protect our well established neighborhood.

We support a well thought out plan for the future of State Street. This plan needs to address traffic impact and how development might impact flooding in our neighborhood.

David would like to see a traffic circle at the beginning of the road diet on 24th street and State if a future decision is made to extend the road diet past 17th.

Lorraine Milan and David Greysmith
1998 Court St. NE
Salem, Or, 97301

On Tuesday, April 3, 2018, 8:50:11 AM PDT, Lorraine Milan <milanlm@yahoo.com> wrote:

Hello,
Can you answer a few questions for us today? By phone or in person?

David and I attended several open houses but we still have questions about the proposed MU 2 zone for our neighborhood. After reading (most of) proposed ordinance last night I'm left needing clarification. We live at 1998 Court Street.

-State Street and the bridge over Mill Creek is flood prone. Does the ordinance address building and road requirements that would protect surrounding areas from flooding? What is impact on flooding under new zoning?

-Clarification of what pocket parking means on State between 17th and 24th Streets.

-What are the main differences between MU 1 and MU2. It isn't just the 14 ft vs 10 Ft first floor requirements on buildings is it? Are height and set back requirements the same? Parking for tenants the same?
It looks like it but not sure.

-We asked why the study area is shaped the way it is in our zone (just east of the historic district). You gave us an answer at an early open house. Please remind us what that answer is. It looks like it cuts right through the neighborhood between Court and Chemeketa streets.

We understand State Street is ripe for urban development. We ask that it continue to be moved forward with care for existing neighborhoods.

Lorraine Milan
503-581/1714

Sent from my iPhone

Eunice Kim

From: Kimberli Fitzgerald
Sent: Monday, April 09, 2018 11:24 AM
To: Lisa Anderson-Ogilvie; Eunice Kim
Subject: FW: removal of barriers denoting the west boundaries of the CCRHD

Follow Up Flag: Follow up
Flag Status: Flagged

From: Chuck Bennett
Sent: Monday, April 09, 2018 11:00 AM
To: Joan Lloyd <jello879@gmail.com>
Cc: Kevin Hottmann <KHottmann@cityofsalem.net>; Kimberli Fitzgerald <KFitzgerald@cityofsalem.net>
Subject: Re: removal of barriers denoting the west boundaries of the CCRHD

Hi Joan,

My comments have not been that barrier removal is being considered rather that it could happen in the future after substantial traffic changes on State St. I think the impact should be considered now as we look at traffic impacts. If it can't ever happen — good. If it can — not so good. But people should know.

Chuck

Sent from my iPhone

On Apr 9, 2018, at 9:33 AM, Joan Lloyd <jello879@gmail.com> wrote:

Hi, Kevin,

The residents on Court St NE in the Court Chemeketa Residential Historic District (CCRHD) are extremely concerned to learn during the hearing stages of the State Street Corridor Plan that there is a possibility, perhaps even the probability, that the barriers that denote the west boundaries (Court and 13th Sts NE; Chemeketa and 14th Sts. NE) of the CCRHD might be removed.

We would like you to explain what will take place in each of these cases:

- A. the road diet is implemented only between 12th and 17th Streets NE
- B. If the road diet were extended farther, approximately to 19th St NE
- C. If the road diet went from 12th St to 25th Streets NE

Verbals comments from City staff and the mayor at two different NEN meetings have indicated that opening Court St; that is, removal of the barriers is being considered. I can't supply the dates of those meetings without checking minutes.

Below is the link to the uploaded recording, 1 hour 40+ minutes of the April 3 Planning Commission hearing meeting :

https://www.dropbox.com/s/ekiv5vmzcdijfxg/SalemPlanningCommission_Apr_3_2018.MP3?dl=0

Here's an excerpt from John Poole's notes. The excerpt starts from the 1 hour 38 minutes 13 seconds. Rich = Richard Fry, president of the Planning Commission. Julie = Julie Warncke Transportation Planning Manager Public Works Department

1:38:27 Rich: If we were to go with the road diet all the way out to 25th Street, do you think that that would direct a lot of or a portion of that traffic that is going away from State Street onto those side streets?

1:38:40 And **I know right now they are blocked off, but, um, there may be a move in the future to open those.**

1:38:50 Julie: Are you talking about if we were, do you think it would direct more car traffic to those side streets?

1:38:52 Yes

Julie: Um, potentially, I mean those are routes that, um, they are connections, so you can get at least from 24th on Chemeketa to 14th and then on Mill you can get on 25th all the way out to 12th, so those are reroutes that could attract cut-through traffic, I guess you could say.

1:39:23 Rich: right, um okay

The following is testimony from the same April 3 Planning Commission hearing:

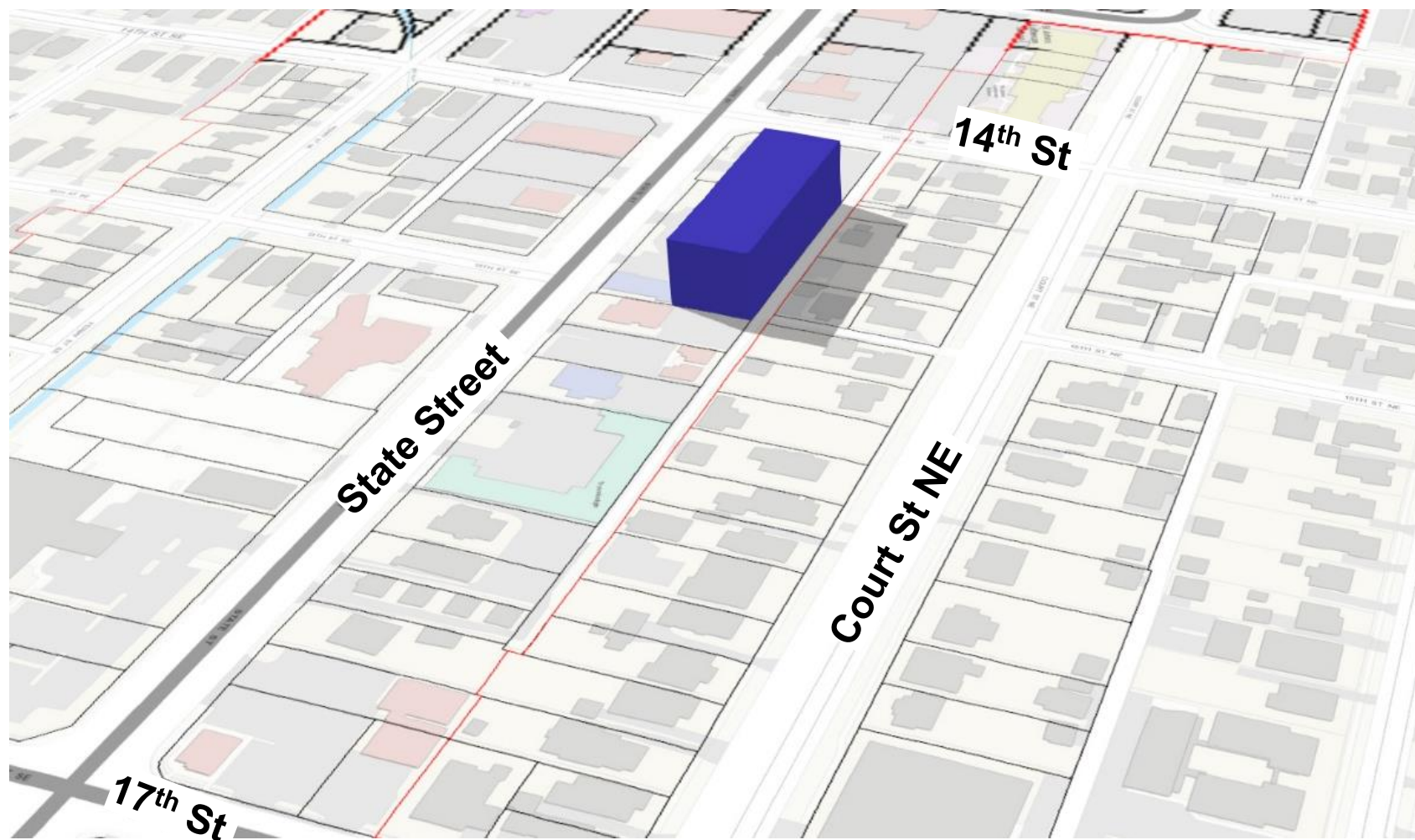
Michael Rupp Your Email mjrupp@outlook.colm Your Phone 503-363-2887 Street 549 23rd Street NE City Salem State OR Zip 97301 Message Without re-opening traffic corridors on Court St NE and Chemeka St. NE, my wife and I are opposed to reducing traffic on State Street between 12th and 25th. Salem has made it very difficult to travel to downtown from our Rose/23rd St/Hayden St NE neighborhood. You can only get there from Center and State Street. **If you now reduce traffic on State Street without opening Court and Chemeketa to through traffic; it will be even more difficult to travel downtown.** We shop and travel to restaurants downtown quite often. You unnecessarily made Chemeketa useless for autos with more traffic barriers; making it a corridor for bike use. Now if you reduce traffic on State Street (which you made a major arterial), you force all through traffic to Center Street, and our neighborhood business away from downtown. We are not against the State Street Plan if you opened Chemeketa and Court Street to traffic. Please don't do this modification in isolation of the traffic patterns for the entire area. Thank you, Michael Rupp and Leslie LaRosa

Kevin, would you please clarify the status of the barriers in each of the circumstances alluded to in the list above.

With appreciation,

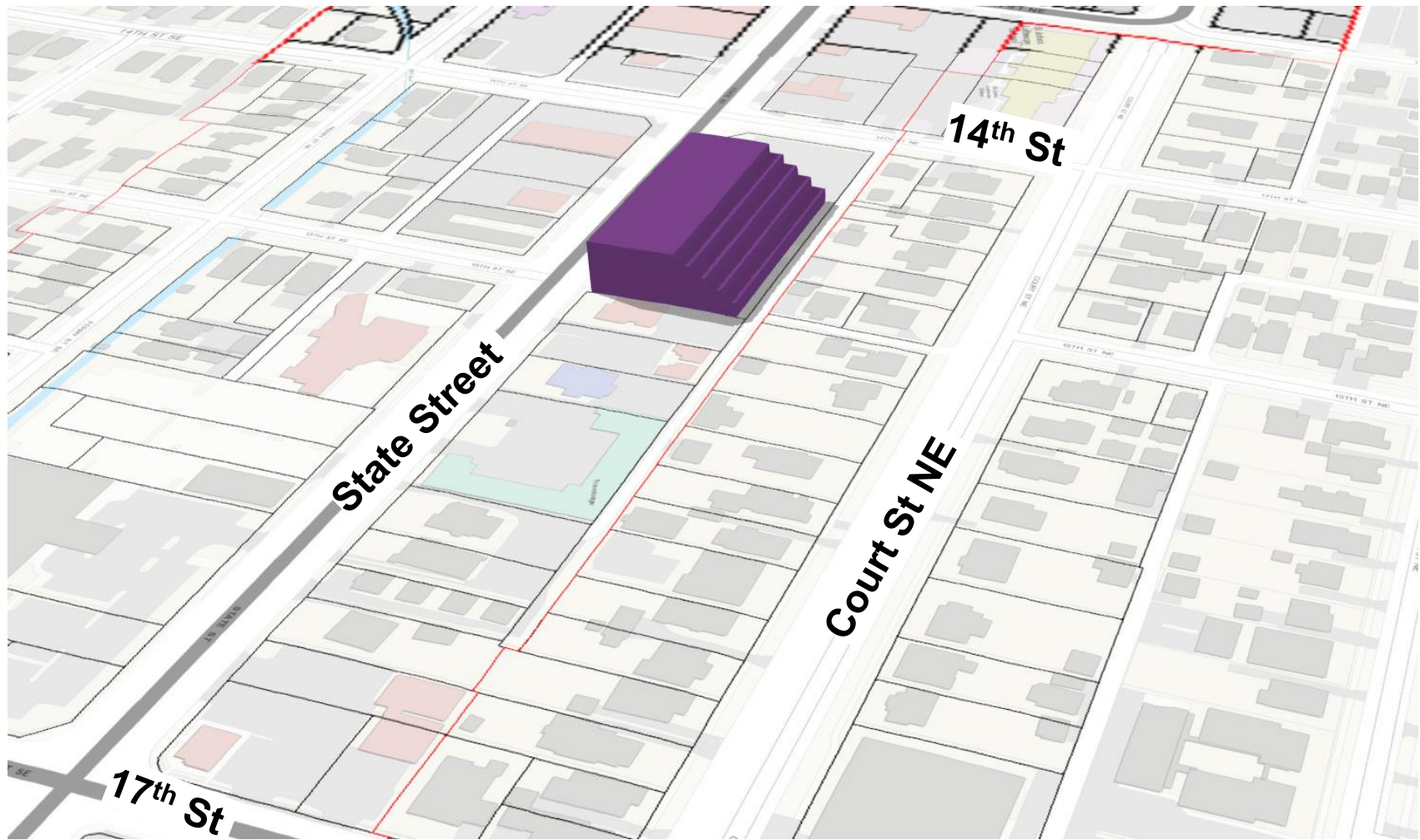
Joan Lloyd

Shadow Analysis



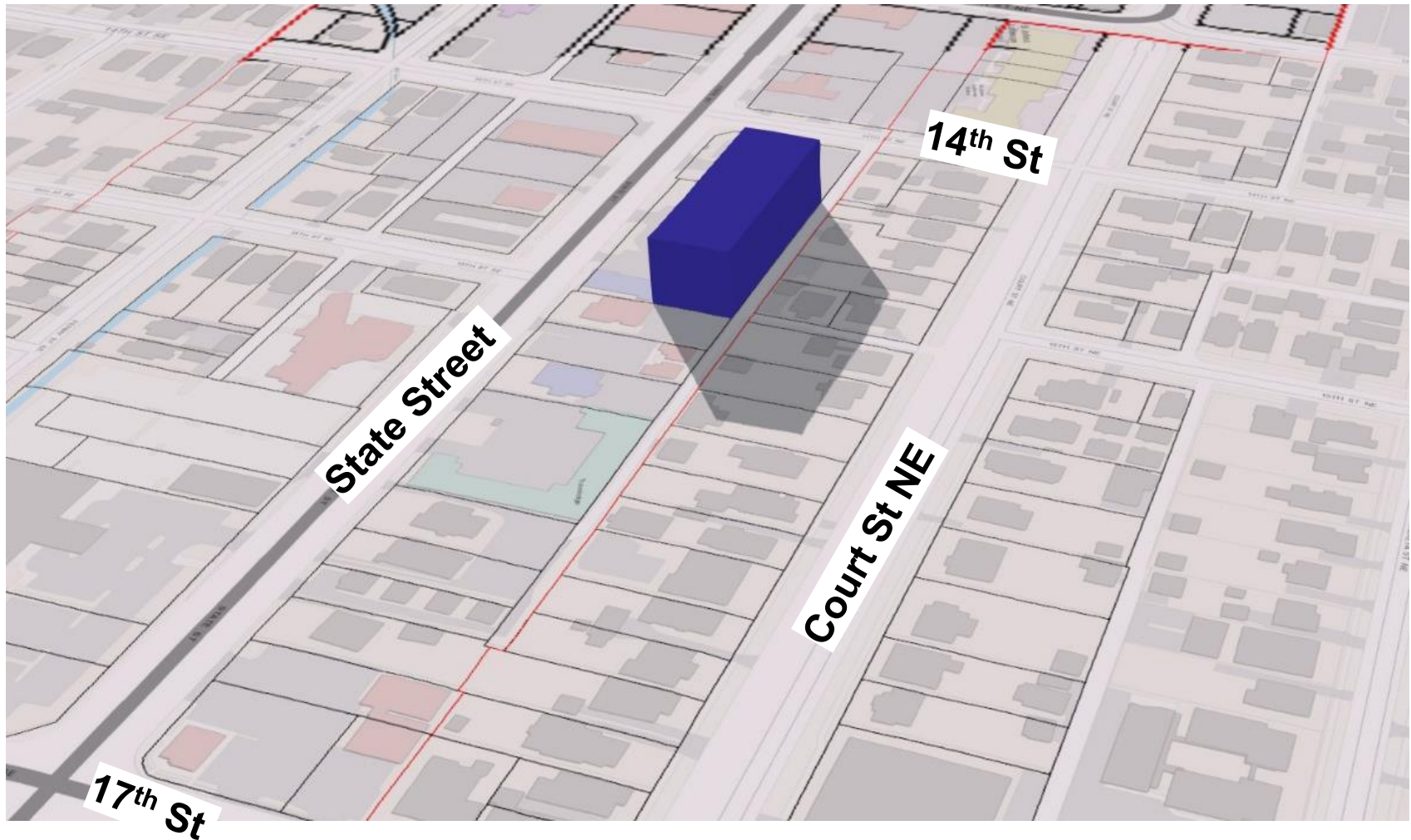
Existing Zoning: March 21 at 2 p.m.

Shadow Analysis



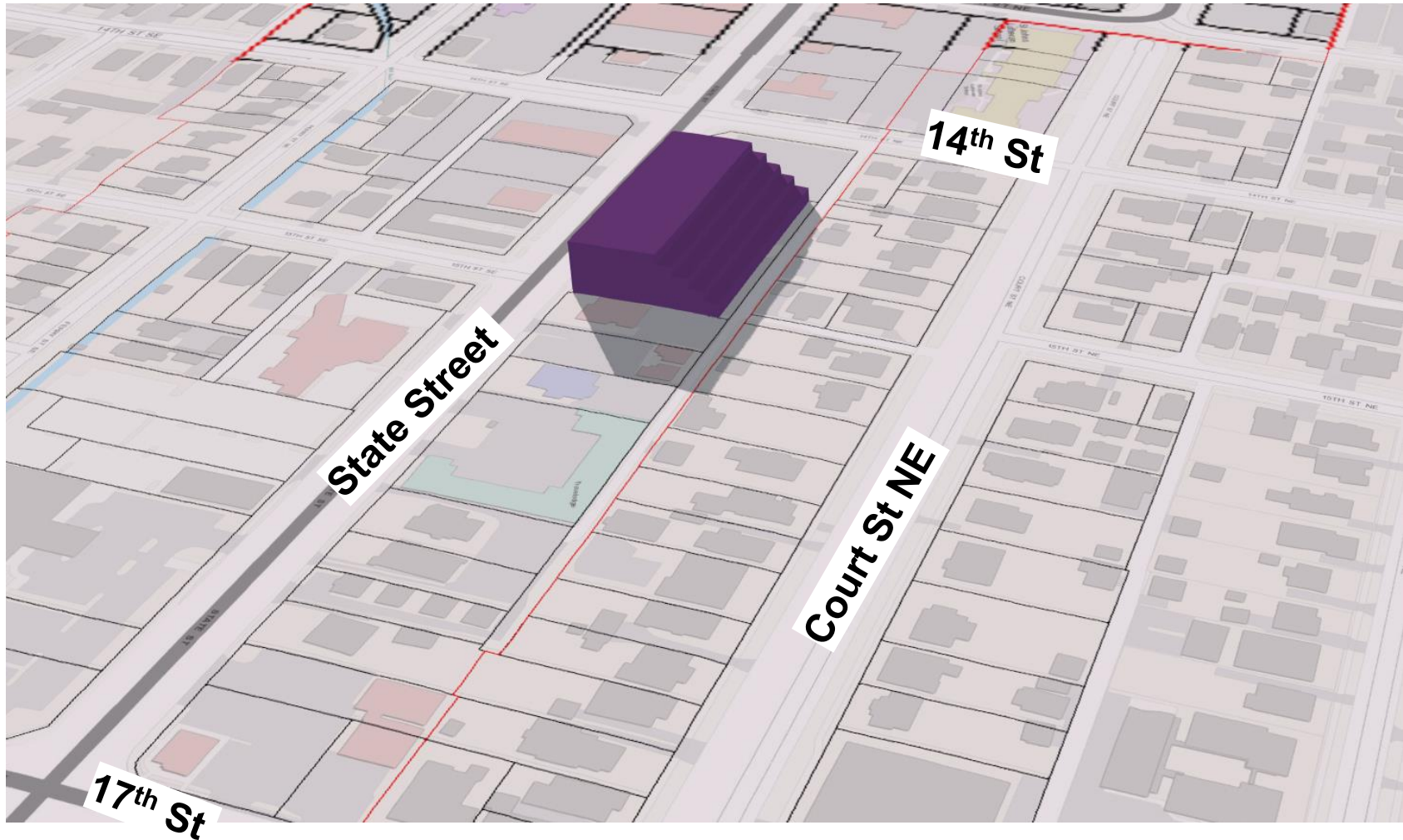
Proposed Zoning: March 21 at 2 p.m.

Shadow Analysis



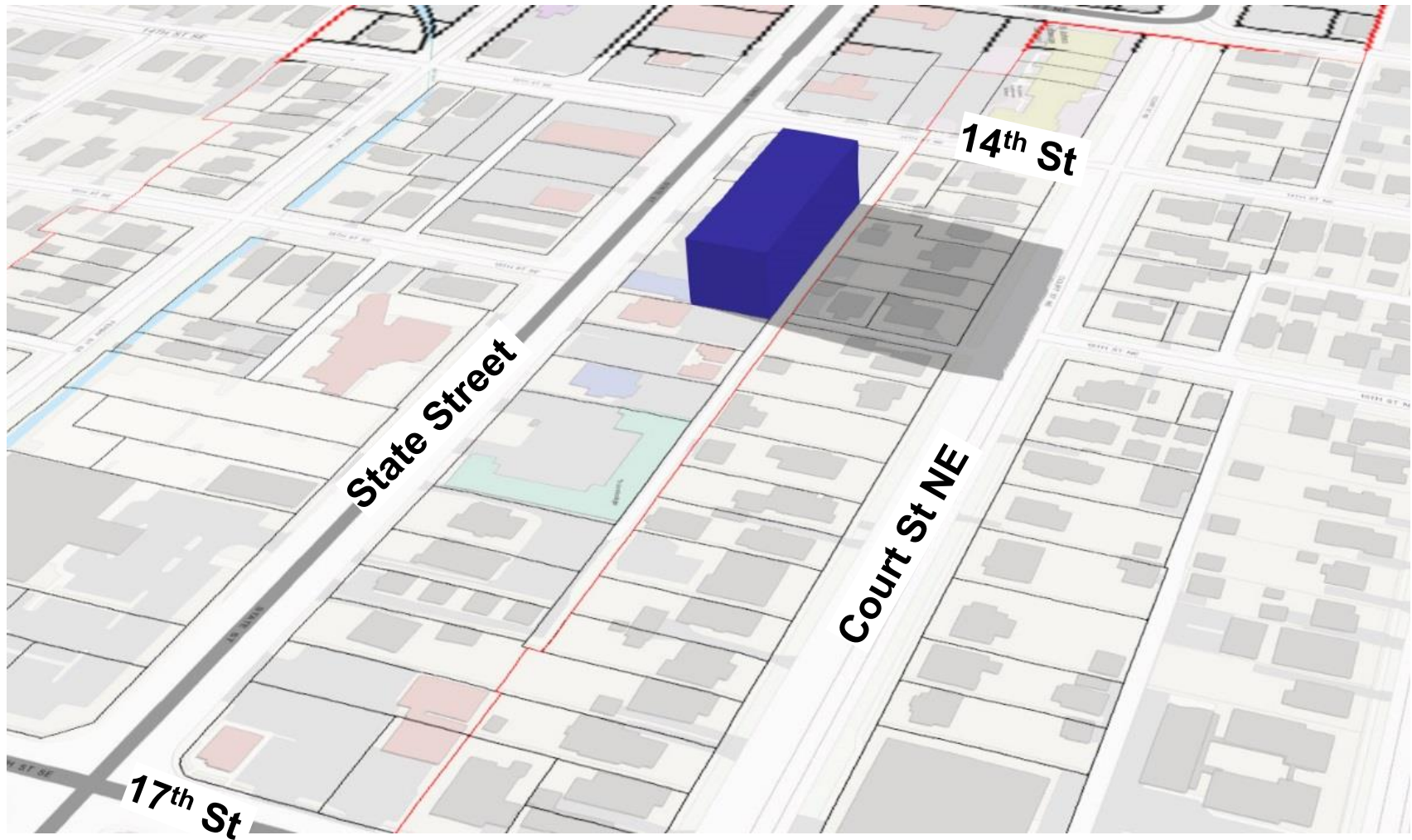
Existing Zoning: March 21 at 4:30 p.m.

Shadow Analysis



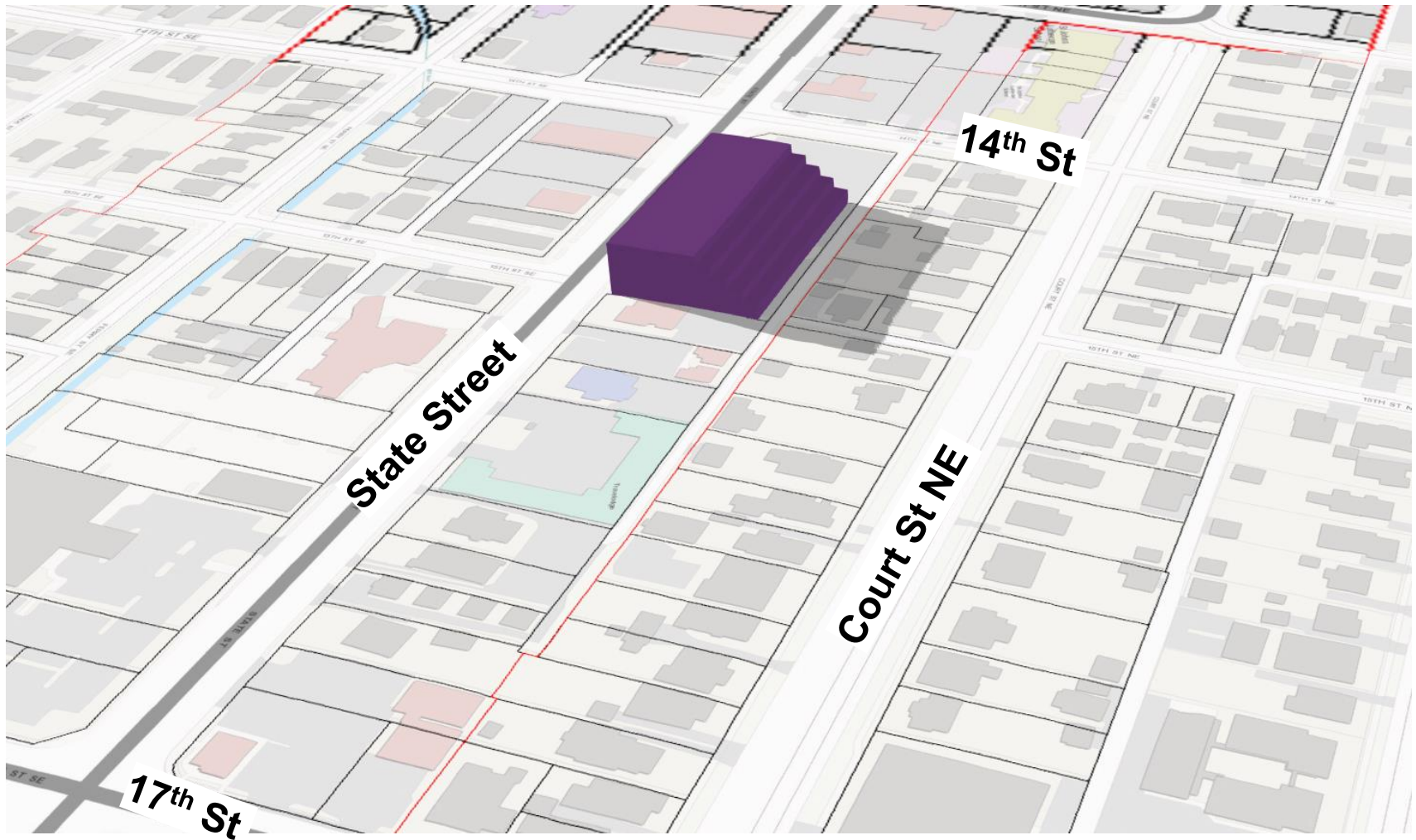
Proposed Zoning: March 21 at 4:30 p.m.

Shadow Analysis



Existing Zoning: December 21 at 2 p.m.

Shadow Analysis



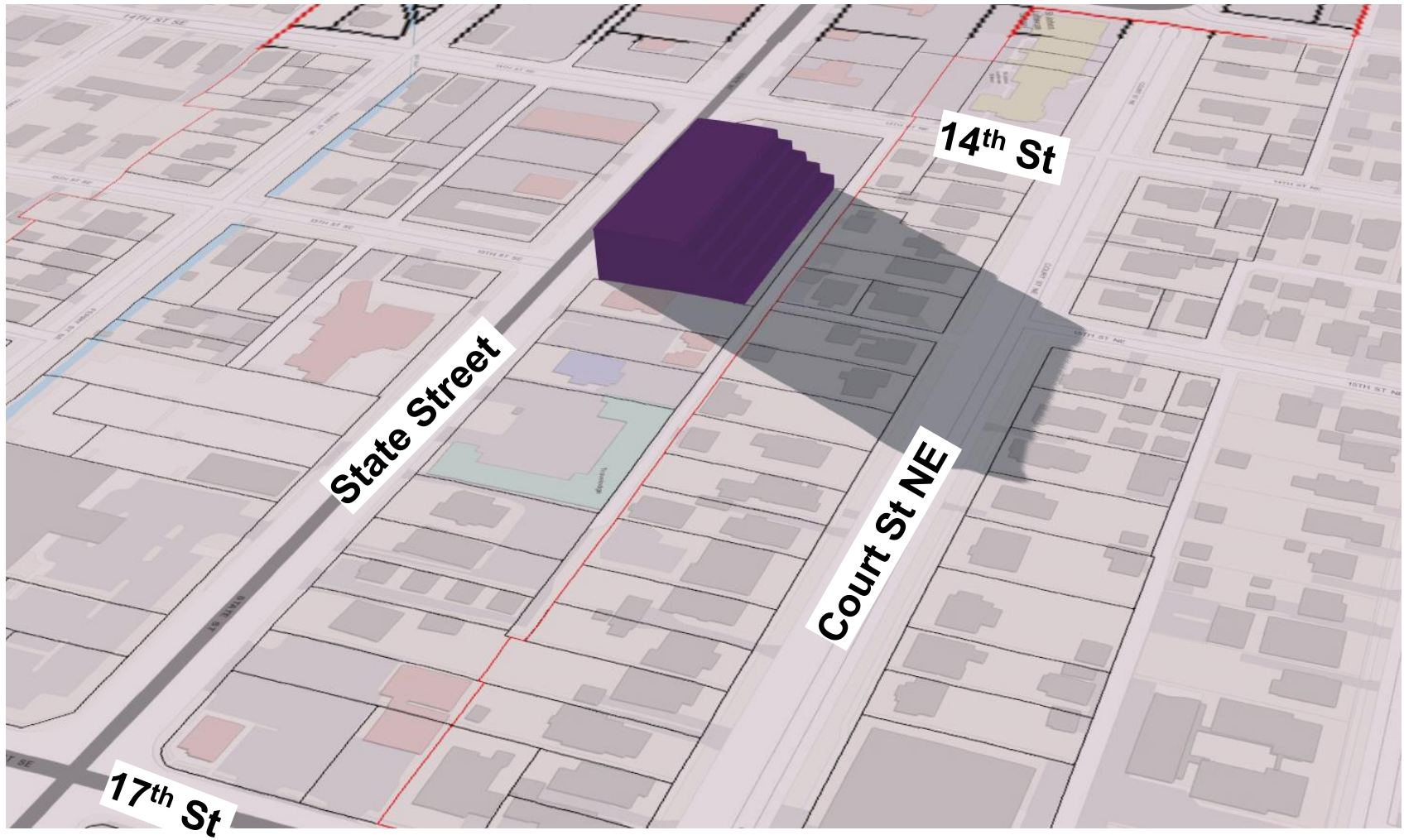
Proposed Zoning: December 21 at 2 p.m.

Shadow Analysis



Existing Zoning: December 21 at 3:30 p.m.

Shadow Analysis



Proposed Zoning: December 21 at 3:30 p.m.

1566 Court Street NE
Salem, Oregon 97301-4241

Tuesday,
May 1, 2018

Re: Meeting Agenda, Planning Commission — May 1, 2018,
Agenda Item 6.1

Dear Commissioner Fry and Members of the Salem Planning Commission,

This letter supplements my letters dated March 12, 2018, and April 3, 2018. I have not had sufficient time to research Section 106, but I can conclude the word "exemption" or "exempt" does not appear in the Historic Preservation Act. Those words do appear within Title 800 of the Code of Federal Regulations where there is a very specific procedure for categorizing undertakings as exemptions. 36 CFR 800.14(c). Ultimately, the Regulations require that:

The proponent of the exemption shall publish notice of any approved exemption in the Federal Register.

36 CFR 800.14(c)(8) Notice.

I had requested that the Oregon State Historic Preservation Officer specifically identify the claim of exemption and the response has been that their "letter and comments are solidly based in federal law and rule." (Email of Ian Johnson, Associate Deputy 4/9/2018 12:13 PM.) There was no citation provided to the Federal Register. The failure to identify an exemption, much less provide a citation to the Federal Register, suggests there is no valid exemption.

I have four requests:

1) Under the current proposal recommended by staff, I submit that a Visual Impact Assessment from the National Register Court-Chemeketa Residential Historic District ("District") looking towards the south needs to be made in order to determine the impact of the height of the proposed building envelope on the District. Having adjacent buildings 55' tall will alter the views from within the District and introduce visual elements that diminish the integrity of historic features. 36 CFR 800.5(v). See Photographs 1 through 8.

2) I recommend that the standards of the MU-1/MU-2 zones be revised to provide that when the zone abuts a residential zone to the north, the building set-back and step-back be derived from the solar angle of inclination of 23.73°. For example, using 10' floors over a

ground floor of 15', the step back would be 2.3' for every 1' in height. Using such an approach produces no more shadows than a 6' fence on the back of a northern property lines of the 16' alley and a 10' set-back of the building in the proposed MU-1/MU-2 zones. This will remove the impact of shadowing so homeowners will continue to receive sunlight for aesthetic, health and energy generation purposes. See Illustrations 2 and 3.

3) The alley between Court Street and State Street abutting the District be restricted to single family use only. The alley constitutes a major part of the southern border of the District and, as such, is necessarily impacted by the State Street Corridor project's multi-family use of the parcels you are planning to rezone. Please note that two parcels of the District, tax lots 2800 and 2600 actually own land under and up to the center of the alley and are thus impacted by the proposed change of use. 36 CFR 800.5(v).

4) I have determined the total square footage for properties that will be rezoned will be 1.7 million square feet. I would like to know how much in value these properties will increase as a result of the changed zoning. The City is trying to create an incentive for developer's to come to this project and make an investment. Is the increase in value \$1 per square foot, or \$1.7 million dollars? There has been no mention of what windfall, if any, that current owners of properties in the study area will benefit from. All the while, adjacent residents are being asked to shoulder visual impacts, traffic, privacy, and other impacts associated with higher density housing.

Zone	Square Footage
CR	867,038
CO	470,705
PS	200,306
RM2	199,460
RM1	5,303
Total	1,742,812

For example, the current RM2 zone standards have the following limitations:

Category	Value	Code Section
Lot Coverage	Max. 50%	TABLE 514-6. Section "LOT COVERAGE", Subsection "Buildings and Accessory Structures"
Building Height (Multi Family Use)	Max. 50	TABLE 514-6. Section "Height", Subsection "Multiple family, residential care, nursing care, and short-term commercial lodging"

Tables are from Salem City Code [Sec. 514.005. - Uses](#).

Under the proposed zoning, lot coverage goes from 50% to 100% and height goes from 50 to 55. Rough numbers suggest that the capacity of RM2 is **being increased almost 100%**. Surely this increased ability to utilize the land causes an increase in the land's value. At the same time, having higher density housing with no buffer zone adjacent to single family homes where the property is committed to remaining single family detracts in value, yet there has been no mention in the studies what the benefits and disadvantages are. In this regard, I think the affected neighbors should given this economic information and the ability to weigh in on just what the cost will be to attract development.

Lastly, I am aware of some pages depicting a shadow analysis prepared by the City of Salem. I note that there has been no dispute of model and/or findings in the Shadow Study I submitted.

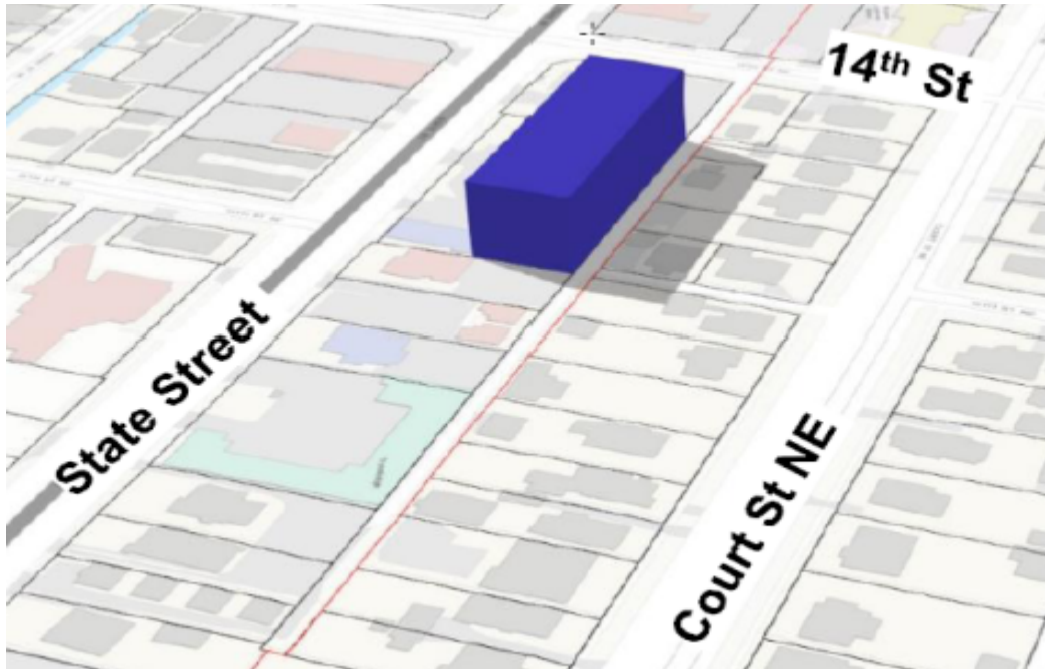


Illustration 1: Sheet 65 of CA18-02 PC Staff Report supplemental.pdf

In Staff's depiction, there is a 70' foot building with a foot print of 80 feet by 241.72 feet on tax lot 073W26BD05200. It is submitted that no such structure would be built, the only economically viable structure is a 1 story structure. The current zoning's parking requirements have protected the District from towering development and the threat of 70' structures is essentially a chilling canard.

Yours very truly,

John L. Poole

jlpoole56@gmail.com
707-812-1323

Enc: 2 color illustrations, 8 color photos

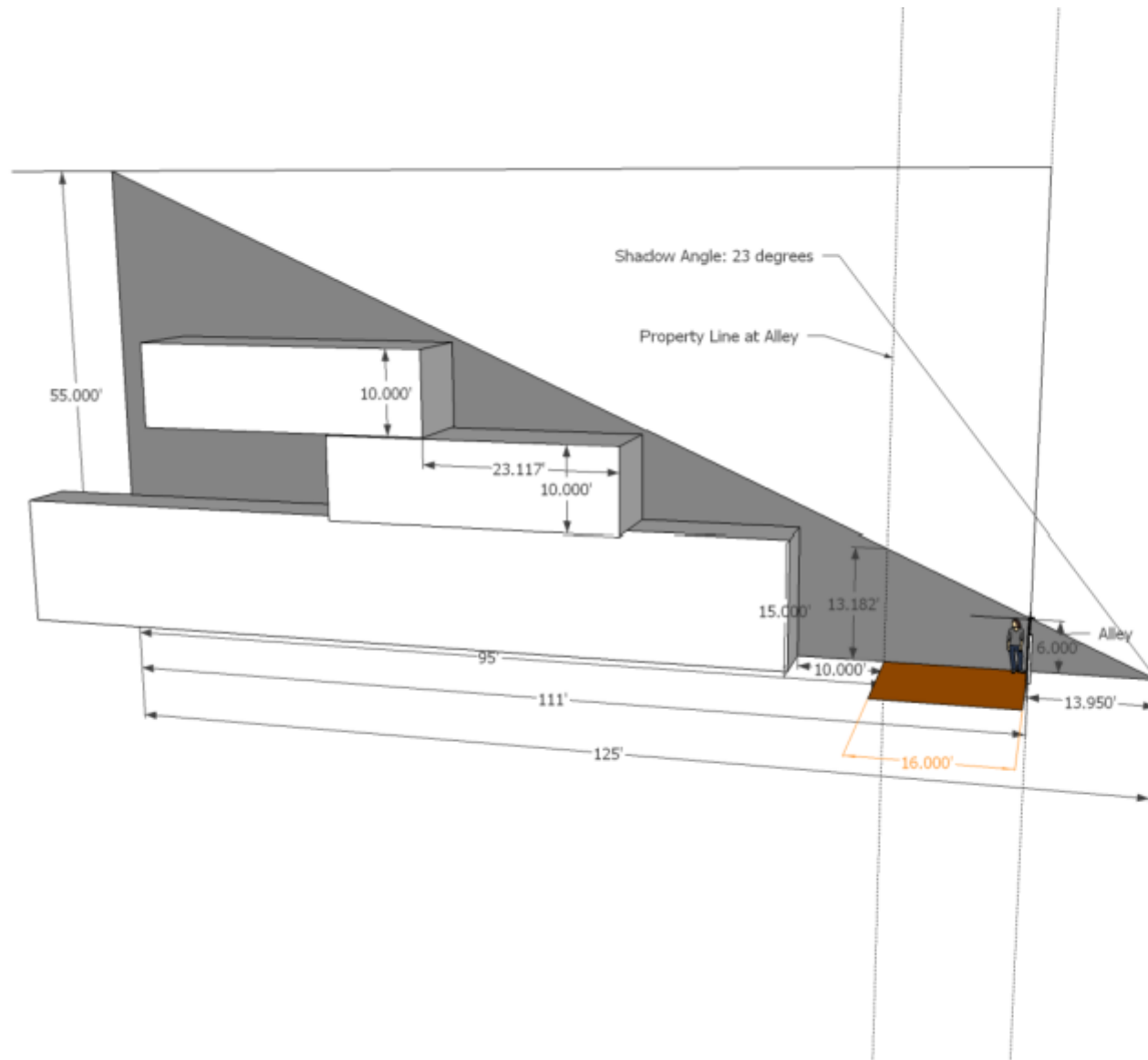


Illustration 2: Shadow Envelope Showing Measurements

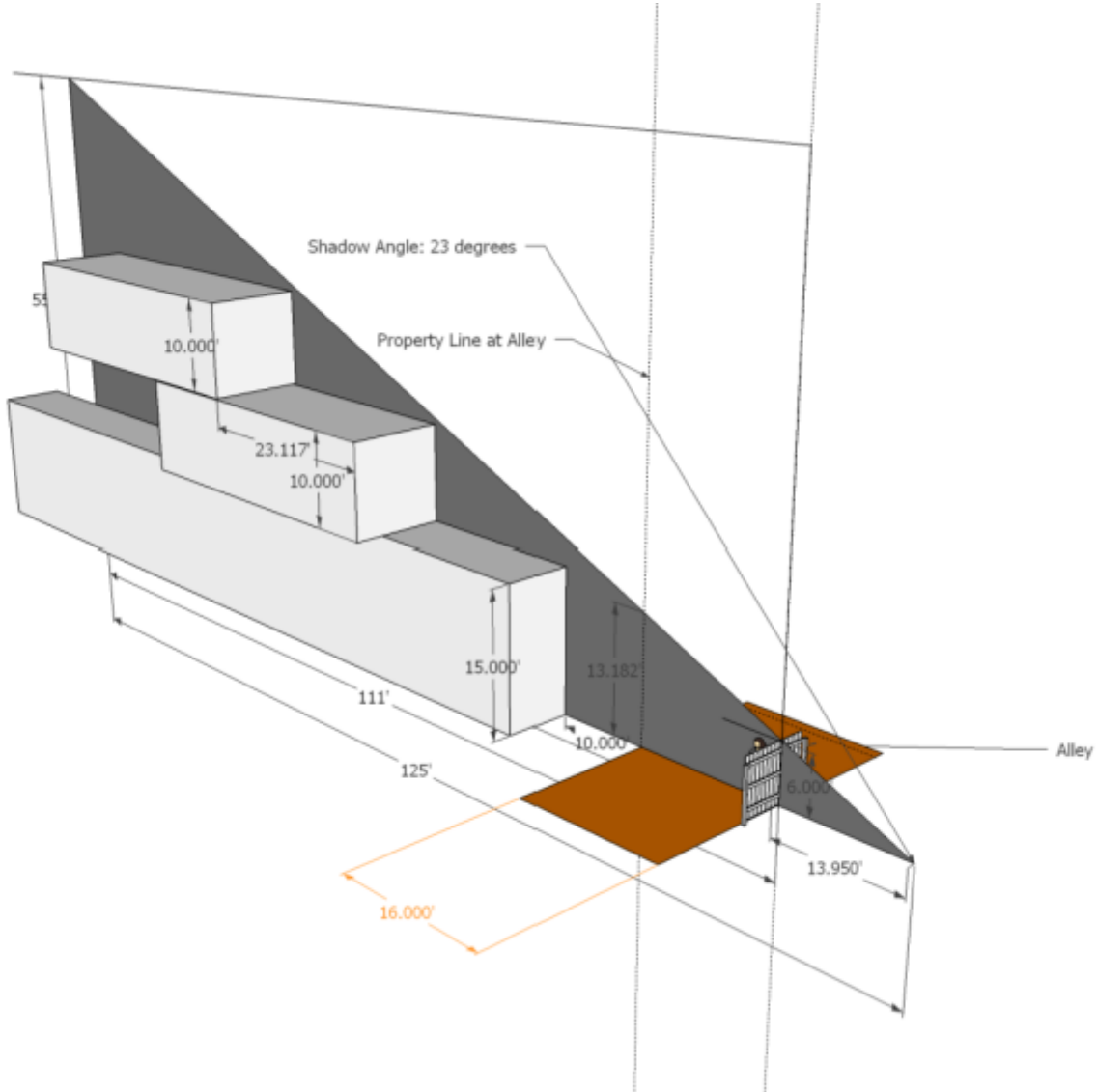


Illustration 3: Shadow Study At Different Viewpoint



Photograph 1: Court Street NE at 15th



Photograph 2: 1552 Court Street NE



Photograph 3: 1596 Court Street NE



Photograph 4: Court Street NE near 18th



Photograph 5: Court Street NE at 18th



Photograph 6: Court Street NE west of Mill Creek



Photograph 7: Court Street NE at Victoria Drive



Photograph 8: Court Street NE at 21st Street

Angela Houck

From: Eunice Kim
Sent: Tuesday, May 01, 2018 12:48 PM
To: Angela Houck
Subject: FW: Road Diet plan - diet doesn't work - new plan needed

More testimony

Eunice | 503-540-2308

From: Doris Halpin [mailto:dhalpin1966@gmail.com]
Sent: Tuesday, May 01, 2018 12:44 PM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: Road Diet plan - diet doesn't work - new plan needed

to whom it may concern -

I've lived in Salem for over 25yrs and have worked in the downtown area for over 12. I live 9min from my place of employment but due to all the traffic on Mission, State, Center and D st it takes me over 20min to get to work and up to 30min to get home. Normally I would go up State or Center to get home but to avoid the backup I take capitol all the way to Market to cut up and around the traffic, This is out of my way but at least I don't have to sit in the car, in a line of cars, waiting to get home.

This road diet is a very bad plan, and is not a good use of city, state and tax payer dollars. It's actually one of the most idiotic plans I've heard of!

First, there are rarely any bicyclists on State street, secondly, traffic is already backed up both in the morning and afternoon commute on State street, thirdly there are tons of roads with potholes and areas that could use updating where all this money could be utilized in a better manner. It seems as if someone has some money to spend, took a map of Salem, closed there eyes and pointed to a spot....and that's the road they decided to update, I mean really. It's absolutely ridiculous!! Don't do it, find another more successful, proven, diet plan because this one doesn't work.

Thank you



Oregon

Kate Brown, Governor

Transportation & Growth Management Program

555 13th Street, Suite 2

Salem, OR 97301-4178

FAX (503) 986-4174

<http://www.oregon.gov/lcd>

April 30, 2018

Eunice Kim, AICP
City of Salem
555 Liberty St SE, RM 305
Salem, OR 97301

Eunice,

As you are aware, the Transportation and Growth Management Program (TGM) is a joint program between the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) to help communities link land use and transportation planning and expand transportation choices.

TGM awarded a grant to the City of Salem as part of the 2015 Grant Award cycle. TGM grants are for planning work leading to local policy decisions, with an understanding that further implementation will be at the discretion of the applicant. The City of Salem requested funding to develop a plan that advances the City's desire to revitalize State Street into a vibrant, attractive, walkable mixed-use corridor through coordinated land use and transportation improvements. The TGM Grant ended on September 29, 2017, and the City is now proceeding with the hearings process for potential local adoption of the State Street Refinement Plan.

On March 29, 2018, the City of Salem asked for a determination from the State as to whether a review under Section 106 of the National Historic Preservation Act is required as part of the State TGM grant to the City of Salem for the State Street Refinement Plan (SSRP).

The Oregon Department of Justice (DOJ) has researched the issue and advised us that such a Section 106 review was not required as part of the TGM Grant. The provision of funds from TGM to the City did not require a Section 106 review as the project is planning-level only and does not involve bricks and mortar activities or ground disturbance or excavation.

If the City would like to have its legal counsel contact DOJ to discuss this further, please let us know and we will put you in contact with our DOJ representative.

City of Salem
Page 2

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael D. Rock", written over a horizontal line.

Michael Rock
Transportation Planning Unit Manager
Oregon Department of Transportation

Cc: Chris Bell, ODOT
Matt Crall, DLCD

Eunice Kim

From: John L. Poole <jlpoole56@gmail.com>
Sent: Tuesday, May 01, 2018 9:07 AM
To: Lisa Anderson-Ogilvie; Eunice Kim
Cc: Juliana Inman
Subject: Planning Commission 5/1 Agenda 6.1
Attachments: John_L_Poole_Letter_Mary_1_Salem_Planning_Commission_signed.pdf

Good Morning Lisa and Eunice,

Attached in PDF format as file John_L_Poole_Letter_Mary_1_Salem_Planning_Commission_signed.pdf, please find my 14 page letter with color photos and illustrations for the Commissioners' review. I hope that you will forward to the Commissioners the PDF file as soon as possible so that the photographs and colors are not comprised by black & white reduction on printed paper.

Also, have you received any "formal" letter or response from ODOT, SHPO, FHWA, or ACHP? Sheet 2 of your Supplement Report has:

Staff response: Staff has requested from ODOT a formal letter regarding Section 106 as requested by the Planning Commission. The State is expected to provide a formal letter prior to the May 1 continued public hearing.

I visited your web site last night and did not find anything new or something that might direct me to such a formal letter.

Cordially,

John

--

John Laurence Poole
1566 Court ST NE
Salem OR 97301-4241
707-812-1323 office

Eunice Kim

From: John Laurence Poole <jlpoole56@gmail.com>
Sent: Thursday, April 26, 2018 8:29 AM
To: Eunice Kim
Subject: Re: State Street Corridor: City of Salem Shadow Analysis - Blue Block Questions

Thank you!

On Thu, Apr 26, 2018 at 8:11 AM, Eunice Kim <EKim@cityofsalem.net> wrote:

Hi John,

I've provided answers to your questions below.

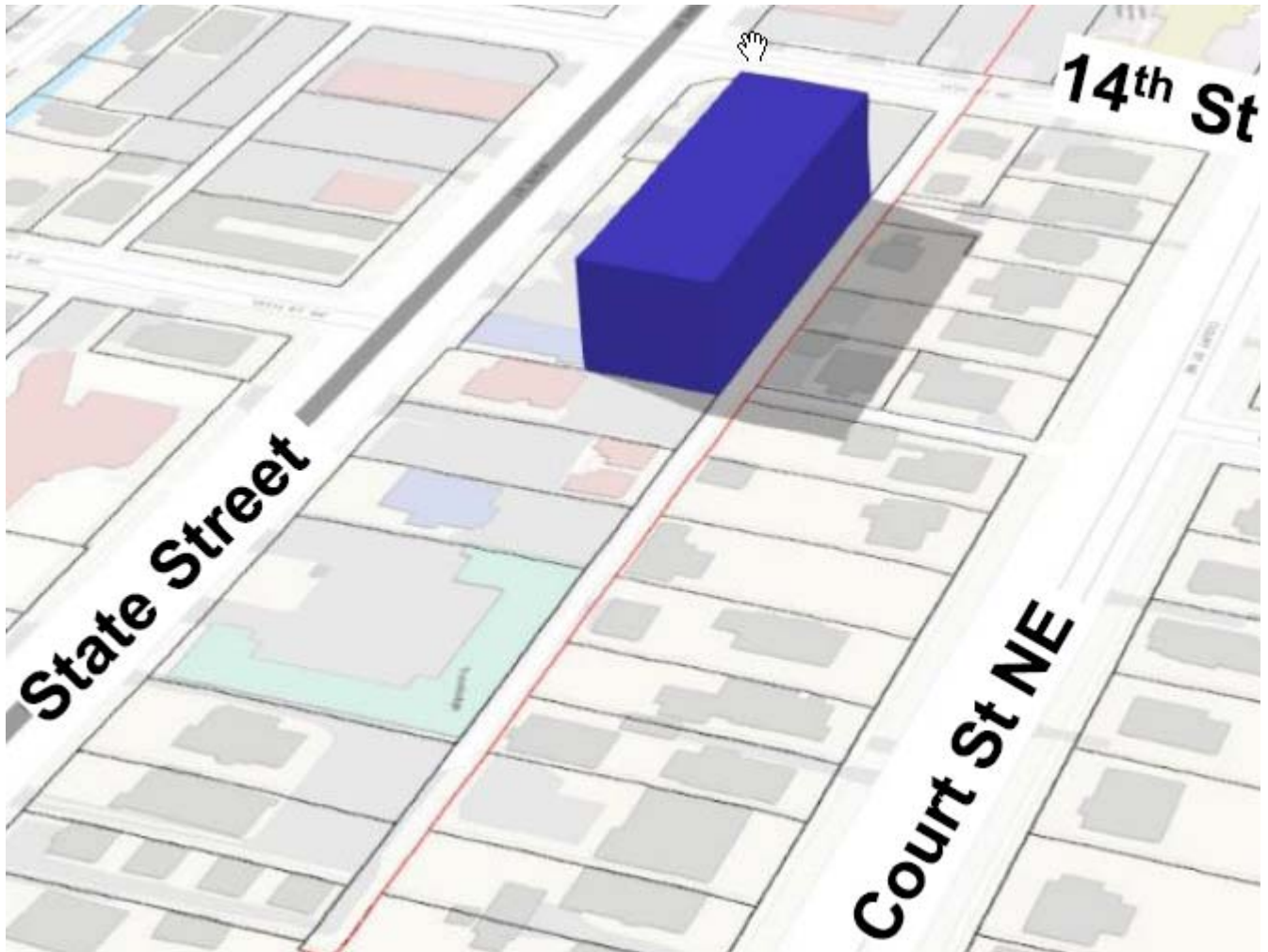
Best,

Eunice | 503-540-2308

From: John L. Poole [mailto:jlpoole56@gmail.com]
Sent: Wednesday, April 25, 2018 9:28 AM
To: Eunice Kim <EKim@cityofsalem.net>
Cc: Juliana Inman <juliana.inman@gmail.com>
Subject: State Street Corridor: City of Salem Shadow Analysis - Blue Block Questions

Hi Eunice,

In your email of 4/24/2018 1:36 PM, you attached a supplemental report, CA18-02 PC Staff Report supplemental.pdf, wherein on sheets 65 - 72 you have an Exhibit B entitled "Shadow Analysis." For reference, here is a screenshot of part of sheet 65 "Existing Zoning: March 21 at 2 p.m." displayed at 150% in a PDF reader:



The same blue colored block appears on pages 67, 69, and 71.

I have the following questions:

1. Was the City's Shadow Analysis performed in SketchUp? No. It was performed in ArcGIS Pro. If so, what version?
2. What is/are the Assessor tax parcel(s) involved with the blue block? 073W26BD05200
3. Please confirm the blue block has no setback from the alley and its northern side is on the northern line of the parcel(s). Confirmed. There is no setback from the alley.
4. What are the dimensions of the foot print of the block? The dimensions are 80 feet by 241.72 feet.
5. What is the height of the block? 70'? Yes, 70 feet.
6. Who prepared the model? City of Salem GIS Analyst Alan Kessler

For reference, here is a screenshot of a recent Marion County Tax Assessor's map where the assessor parcels numbers are colored in sienna, e.g. 5200:



Thank you,

John

--

John Laurence Poole
[1566 Court ST NE](mailto:ilpoole56@gmail.com)
 Salem OR 97301-4241
 707-812-1323 office

--
 John L. Poole

707-812-1323
ilpoole56@gmail.com

May 1, 2018

Richard Fry, President
Salem Planning Commission

Re: Agenda item: 6.1
Code Amendment Case No. CA18-02 State Street Corridor Plan
Via email to Eunice Kim EKim@cityofsalem.net

To Richard Fry and Members of the Salem Planning Commission,

One of the primary motivations for development of the State Street Corridor Plan was to further the goals of the NEN-SESNA Neighborhood Plan (including Chapter 11, “Opportunity Area: State Street Corridor”, March 11, 2015: <https://www.cityofsalem.net/CityDocuments/nen-sesna-neighborhood-plan.pdf>). The NEN-SESNA Neighborhood Plan is intended to increase walkability, development of neighborhood commercial and mixed uses, and “live-work” space for artists. From the introduction of Chapter 11:

There are numerous vacant or underutilized properties, however, which detract from the overall vitality and attractiveness of the corridor. NEN and SESNA have also identified the large number of surface parking lots and existing buildings set back from the street as barriers to a vital, pedestrian-friendly corridor.

Improving this corridor is a priority for the neighborhoods as well as for the City. It is a City Council goal to develop a plan for the redevelopment of State Street. NEN and SESNA's goals, policies and recommended actions for State Street aim to revitalize it as a vibrant, mixed-use corridor that serves the surrounding neighborhoods and is safe and attractive.

It is also a priority of NEN and SESNA to improve State Street itself. The street serves an important role in the city's transportation network as a main east-west corridor that connects to the downtown. The street, though, is one of the oldest in Salem, and its width and condition do not meet the City's guidelines for its classification in the TSP, a major arterial.

Quoted below are Goal 18 with some of the recommended actions:

Goal 18 State Street Corridor

Revitalize State Street as a vibrant, mixed-use corridor that encourages pedestrian activity, is safe and attractive, creates a distinctive sense of place, and serves as an asset to surrounding neighborhoods.

RECOMMENDED ACTIONS

A18.1 The City should amend City codes to remove barriers to developing mixed-use developments on State Street. (NEN-SESNA)

A18.2 Mixed-use development should be encouraged on State Street between 12th Street and 25th Street. (NEN-SESNA)

A18.8 The establishment of sidewalk or outdoor cafes on State Street should be encouraged to promote active, pedestrian-friendly streetscapes (NEN-SESNA)

A18.9 Multifamily development on State Street should be compatible in design with existing residential neighborhoods and should be of high quality. Townhouses, triplexes, fourplexes, courtyard housing or mixed-use developments with housing are encouraged types of multifamily housing. (NEN-SESNA)

A18.10 The development of new single-level, standalone commercial stores and strip commercial plazas on State Street should be prohibited. (NEN-SESNA)

A18.13 An urban renewal district and/or other financial incentives should be established to spur redevelopment in the State Street corridor. (NEN-SESNA)

A18.14 The City should partner with Willamette University to create a university district that creates a cohesive, distinct sense of place and provides quality housing options and amenities for students and faculty. (NEN-SESNA)

A18.15 A diversity of building types should be encouraged on State Street to recognize and reflect the existing mix of building types. (NEN-SESNA)

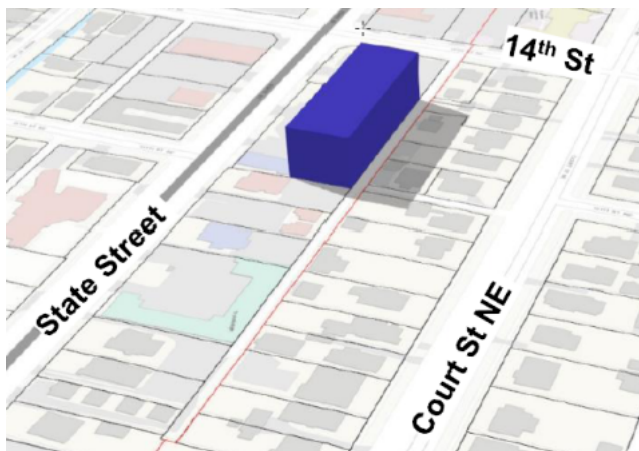
A18.17 The City, working with property owners and businesses, should consider establishing an arts district on State Street to help revitalize the corridor. This district could allow, promote and incentivize the establishment of live/work spaces for artists, galleries, entertainment venues and other related uses. (NEN-SESNA)

How well are these goals achieved in the draft State Street Corridor Plan? The State Street Plan MU-1 and MU-2 proposed zoning is a "form based code", requiring a particular form for new buildings that appear to be commercial on the ground floor with residential uses above. As written, the code includes an **incentive for residential development** (including on the ground floor where it is permitted) with a parking requirement of only one parking space per dwelling unit, no matter what size or number of bedrooms. There is no requirement for commercial mixed-use in the proposed Plan.

On the other hand, the proposed zoning creates a **disincentive to develop any restaurant, retail, cafe, or neighborhood commercial uses by including the standard parking requirement of one parking space per 250 square feet of area**. As an example, a 1,500 square foot restaurant would require 6 parking spaces and a 1,500 square foot residence would require 1 parking space.

Once a site is developed with residential use and minimal parking, the parking requirement for ground floor commercial use cannot be met on the site in the future. In order to assure that the stated goals in the NEN-SESNA plan are met, **this ground floor commercial use needs to be incentivized - possibly with a reduced or creative "shared parking" plan, utilization of on-street parking, and even through a required percentage of ground floor development to be the neighborhood commercial uses envisioned in the plan**. Further discussions with the affected neighborhoods about on-street parking in lieu of on-site parking need to be held. Neighbors, planners, decision makers, and developers need to be clear on how this active mixed-use street can be developed and how it will affect the neighborhoods.

The City Staff example of a **70 foot tall building** using the current zoning requirements is not possible.



In this development example, the City parking requirement is ignored. For a CO zoned parcel, the use requires one parking space per 350 square feet of building area. (Salem Code, Chapter 806.015, Table 806-1) The footprint of the building illustration is 80 x 241.72 feet (19,338 square feet) and the remainder of the site is 18,559 square feet. The total parcel area is 37,897 square feet. Using 310 square feet per parking space, times 1.15 (15% landscape requirement) yields 52 parking spaces on the remainder parcel. This remainder parcel of 18,559 will provide sufficient parking for 18,200 square feet of office development at 350 square feet per

parking space, or approximately a one story building. This example also would not allow typical sidewall windows since the walls extend to the property lines and would need to be fire rated. A smaller building footprint (and shadow impact) allows additional floors, since additional parking may be provided.

The Hope Orthopedic Center (two stories) is an example of the application of current parking requirements in this zone, since medical office requires the same one space per 350 square feet of building area.

Residential development height in the existing zones is capped at 50 feet.

Structure parking, podium parking, and underground parking are not evaluated due to cost and ground water/flooding issues. Smaller parcels will not allow structure parking due to radii required for ramps and inefficiency of the potential parking lot design. There are good reasons that no 70 foot tall buildings have been developed in this corridor.

The National Register (NR) Court-Chemeketa Residential District has been discussing these issues. **My belief is that the neighborhood is open to allowing more use of on-street parking to serve a required commercial component of the MU-1 zone and provide an incentive for a vibrant mixed-use corridor.** It also appears that the current proposed one space per dwelling unit will result in overnight parking in the neighborhood. This may not be a significant issue in the NR District due to current parking control, but could be a significant issue if the zoning is applied in other neighborhoods without parking controls.

The southern boundary of the NR District is the alley between 18th and 13th Streets. In the portion of the alley between 15th and 14th Streets, encroachment of commercial parking lots into the alley has taken place. The alley is a 16 foot wide "public way" that does not meet City standards for two-way commercial or multi-family (MF) residential use (Chapter 804, Table 804-2, which requires 22 feet for 2 way drives serving more than 3 residences or a commercial use). **The NR District residents would like to see this boundary protected with appropriate landscape screening, and with no further encroachments of commercial or MF uses.**

The proposed "Road Diet" applied to the State Street Corridor Plan will result in additional traffic spilling into the adjacent neighborhoods. **My belief is that the NR District will accept this impact in order to achieve the walkable, vibrant corridor envisioned in this plan and the NEN-SESNA Plan** and once the neighborhood traffic impacts of the Road Diet are understood.

Thank you very much for your time.

Very truly yours,

A handwritten signature in cursive script, appearing to read 'Juliana Inman'.

Juliana Inman

Angela Houck

From: Eunice Kim
Sent: Tuesday, May 01, 2018 2:40 PM
To: Angela Houck
Cc: Lisa Anderson-Ogilvie
Subject: FW: State Street Corridor Plan

More testimony

Eunice | 503-540-2308

From: Lynn Takata [mailto:lynntakata@aol.com]
Sent: Tuesday, May 01, 2018 2:38 PM
To: Eunice Kim <EKim@cityofsalem.net>
Subject: State Street Corridor Plan

To the Salem Planning Commission,

As a resident of Northeast Neighbors, I am writing in support of the State Street Corridor Plan. Our neighborhood is a community who walk and bike and we support creating a plan where State Street can become a safe, welcoming street with pedestrian amenities, restaurants, housing and businesses. I appreciate the outreach the city has done and think that if approved that the plan will be of great benefit, not only to our neighborhood, but to the City of Salem.

Respectfully,

Lynn Takata
lynntakata.com
(503) 970-1319