

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

Name

Address

Joan A. Fischer  
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1820 Court St. NE  
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hand deliver to Joan Lloyd, 1577 Court Street by Monday, 7/16, 3:00 p.m.

Received At Council Meeting

Meeting Date: 7/16/18

Agenda Item: 2a

Received by: John Rache

From: John Rache

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

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

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

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

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

Dear Mr. Mayor and the Salem City Council

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

### Praise and Support

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

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

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

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

### Improvement

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

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Received by: K. Larson

From: Walter Smith

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

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

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

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

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

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

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

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

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

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

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Name

Address

Walter Suttle

1582 Court St. #4

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