



# CITY OF SALEM

## Written Testimony

### City Council

555 Liberty St SE  
Salem, OR 97301

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**Monday, January 13, 2020**

**6:00 PM**

**Council Chambers**

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**4.a.** [19-602](#)

City Council review of the Planning Administrator's decision approving a Tentative Phased Subdivision Review and Class 2 Adjustment for Permit Case No. SUB19-08 and Urban Growth Preliminary Declaration Modification Case No. UGA17-03MOD1 for property located at the 4700 Block of Battle Creek Road SE.

Ward(s): Ward 3

Councilor(s): Nanke

Neighborhood(s): Morningside Neighborhood Association

Result Area(s): Welcoming and Livable Community

**Recommendation:**

That the City Council MODIFY the Planning Administrator's decision to correct two scrivener's errors and approve the application.

**Attachments:**

[Vicinity Map](#)

[Tentative Subdivision Plan](#)

[Planning Administrator Decision](#)

[Written Testimony received by 3:30 p.m. 1-13-20](#)

*Add - Written Testimony.*

**6.g.** [19-607](#)

Allowing organized vehicle-camping.

Ward(s): All Wards

Councilor(s): All Councilors

Neighborhood(s): All Neighborhoods

Result Area(s): Safe Community; Welcoming and Livable Community.

**Recommendation:**

Information only.

**Attachments:**

[Written Testimony received by 3:30 p.m. 1-13-20](#)

*Add - Written Testimony.*



# Morningside Neighborhood Association

January 13, 2020

City Council  
City of Salem

Morningside Neighborhood Association: Testimony to City Council

**Agenda Item: 4a**

**City Council: Subdivision Public Hearing: SUB19-08**

Mayor and City Council:

**MNA recommends a Condition #49**

**Require a Bike/ped path on Reed Road.**

1. MNA was promised (by the applicant's presentation to neighborhood) "a pedestrian sidewalk for the full length of the Reed Road frontage". "All the way".
2. Reed Road is extremely narrow, is unsafe, has no pedestrian walk or shoulder either side (just a ditch), and carries large volumes of traffic including large trucks, from I-5 (at 27<sup>th</sup>) to Fairview Industrial.
3. MNA has been anticipating development both sides of Reed, which is now happening, to provide the needed pedestrian walkway, and some safety.
4. Parks Dept came to MNA last year to present their plan to link Reed Road Neighborhood Park to Fairview Community Park by a bike/ped path down Reed Road then eventually via the Old Strong Road route.
5. The adopted Morningside 360 Neighborhood Plan also shows these two proposed parks, both linked by the needed bike/ped path.
6. The Parks Master Plan and the Morningside 360 Neighborhood Plan are both consistent in the siting of these two parks and linking bike/ped path.
7. Marine Drive in West Salem is a good model of an appropriate and adopted city standard, with 11 ft. (2-way) bike/ped path one side and 5 ft. sidewalk on other. Portions have been built where there are new apartments.
8. A large apartment development is now currently under construction on the other side of Reed, with construction dump trucks currently using Reed (with large warning signs on Reed), but this complex was carefully sited a few feet from Reed, so no sidewalk is planned or required unfortunately, even though it uses Reed as its access. This is poor planning.

# Morningside Neighborhood Association

9. MNA needs all these developments to include these needed pedestrian and bike paths on Reed, without excuses. The pedestrian walk was firmly promised at the neighborhood association presentation by the applicant. It is not shown on the detailed plans submitted for this hearing. It also is not a condition in the staff report. Council should REQUIRE the promised pedestrian walk, built to City Standards along this Minor Arterial. Marine Drive could be a model for the needed standard bike-ped path, to implement the Parks Master Plan and the Morningside 360 Neighborhood Plan.
10. MNA Executive Board met last Wednesday and discussed the walkway that is missing from the Staff Report, and from the drawings. **MNA voted unanimously to send a letter asking the City Council to ensure that the Reed Road bike/ped walkway, within a half-street improvement, be included in the conditions of approval.**

Sincerely,

**Pamela Schmidling**

Chair

Morningside Neighborhood Association

Morningside Neighborhood Assoc.  
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## Amy Johnson

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**From:** Lynelle Wilcox <lynelle@comcast.net>  
**Sent:** Monday, January 13, 2020 1:40 PM  
**To:** Chuck Bennett; Lynda Rose; Steve Powers; Tami Carpenter; Cara Kaser; Tom Andersen; Brad Nanke; Jackie Leung; Matthew Ausec; Chris Hoy; Vanessa Nordyke; Jim Lewis; Kristin Retherford; Jerry Moore; Kathy Sime; Dan Atchison; CityRecorder  
**Subject:** Testimony for 1/13/2020 City Council meeting: Car camping topic

Thank you Councilor Hoy for your motion to consider car camping options.  
Thank you, City staff for researching car camping programs and options.

I wish that car camping was not ever a thing that was banned. When people have lost everything except their car, I don't understand why we have any rules that make it a crime to park and sleep in your car. I understand that people might have trash and/or visitors who are disruptive, yet why wouldn't the rules be about THOSE things, as opposed to rules that ban parking and sleeping in your car? Yet considering that the rules are not what I wish they were, in addition to looking at existing programs, as a citizen, I wish again for decisions and processes that focus on cost savings and behaviors.

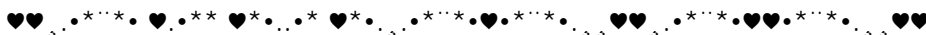
As our country struggles with homelessness, and our city has asked for more support from churches, businesses, AND private citizens, it seems to me that whatever program might be considered, there is also an excellent opportunity for private citizens to share parking spaces by their own homes that might not be in use. That option enables so many people to step up to be one small part of the solution about where people CAN be.

As a home-owner who used to have a spouse and 3 kids with cars, we used to have a need for 5 car spaces - two in the driveway, and 3 on the street, and there was still plenty of space for our neighbors and their guests to park. With kids moved out, we now have two cars in the driveway and none on the street.

If there was a registry system, where I could "give" one or two spaces to unsheltered individuals, it could do so much more than just saving money and offering permissible parking - this could be a bridge for many people to get to know each other; it could be a huge step towards destigmatizing poverty and homelessness by having interested individuals welcome our unsheltered neighbors; and it can help with litter if some people might also offer use of their trash cans too.

I hope whatever the city considers and implements for car camping, the options include ways for private citizens to also step up and share space. That option can do more than just enabling a place for some unsheltered people to be - that option also enables citizen participation in addressing the problem at a low cost, melting some differences, busting some myths about homelessness, and building community and connections. Please create options that include paths for citizen participation in welcoming unsheltered neighbors as equitable human beings. There but for the grace of the universe go any of us.

Thank you for your consideration of car camping options.  
Lynelle Wilcox  
1785 Norway Street NE  
Salem, OR 97301



the highest art is the art of living an ordinary life in an extraordinary manner.

and...

with our thoughts, we make the world.

