

Aaron Panko

From: KATHY ARBUCKLE <sarathena.kathy@comcast.net>
Sent: Wednesday, January 19, 2022 11:45 AM
To: Aaron Panko
Subject: 2527 Robins Lane SE

I am totally against this subdivision!

I live on Robins Lane in Oak Hollow Park. I have been here for 21 years and during that time the population out here has grown exponentially. There has not been anything beneficial in this from my point of view; in fact, just the opposite!

1: I am semi-disabled now and live on a fixed income. My property taxes have gone up and up and I have been told this is in large part due to the increased population out here.

2. Commercial St traffic continues to worsen. For some reason, 2 lanes all the way from the freeway all the way to Kuebler, are not allowed. Robins Lane does not go through to Brentwood(at least last time I checked there was still a barrier across Robins Ln.) Totally ridiculous!

3. I shop at Safeway, as it is closest to where I live. I used to know when the best time to shop was, but the last couple of years the population has increased to the point that there is NOT a good time. I have physical issues that get worse when have to deal with fellow shoppers jostling me. I wish I had good enough eyesight to be able to shop late at night, but that is not the case. And "No" shopping over the internet is not an option!

Outside of Winco, which is even more overpopulated than Safeway, there is very little choice for groceries. And until there are more grocery store options out here, you need to stop increasing the housing options.

Name one good thing I would experience if this subdivision goes through! Please stop encouraging people to move out here. As one of the few "Natives" (to Oregon), I say to you, "out-of-State-transplants" are not welcome! Move somewhere else!

Sincerely,

Kathy Arbuckle
Oak Hollow Park

Aaron Panko

From: Andrea Propp <apropp@yoursalemcpa.com>
Sent: Monday, January 24, 2022 10:02 AM
To: Aaron Panko
Subject: SUB-UGA-ADJ22-01

Good Morning,

We live at 2487 Robins Lane which is located next to the proposed subdivision. I have no issues with the subdivision itself.

Our questions are related to possible flooding of our property. There is a seasonal creek (drainage ditch more like it) that runs through the property which periodically has problems with flooding during heavy rains. With construction and roads being put in especially up the hill at Genesis. The water flow will pool at the bottom of that hill in a pond that forms in the fall and winter. That water then runs into the drainage ditch on our property.

Has anything been discussed to prevent possible flooding of my property? When is the water drainage system being put in next to our property?

Thank you for any input you can give us.

If it is easier to speak over the phone, please call Andrea's work number 503-585-1782 or cell 971-701-0238.

Sincerely,

Bob Hutchins and Andrea Propp-Hutchins

Aaron Panko

From: Michelle jaymot <mjaymot@gmail.com>
Sent: Tuesday, January 25, 2022 4:42 PM
To: Aaron Panko
Subject: 2527 Robins Lane Proposed Developemnt

Hi Aaron,

I live in the Robin Hood development off of Robins Lane.

Looking at the proposed plans, there are two funnel points for traffic in this subdivision of 178 homes, or minimum, 356 potential cars a day. That's a lot of cars for a small road to try and handle. Coming out of the Robins Hood development and heading west, sightlines to the east are not great for oncoming traffic. In my 12 years living here, I have not seen many cars come from that direction but those that do speed by and with the limited time to see them, I have seen and been a part of close calls. Some thought needs to be put into the intersection with Robins and Robin Hood.

At the point on Robins Lane and Genesis, another potential funnel point, is a pretty good hill that is hard to traverse under incimate weather. I have seen many cars abandoned there over the years that makes the hill that much harder to traverse. The city does little to no maintenance on that hill at the worst parts of the winter time.

Most concerning is the traffic signal at Commercial/Robins Ln/Fairway. With one lane coming out onto Commercial, anyone turning left at the front of the line backs up traffic now for those trying to turn right onto Commercial. Adding in 300 more vehicles will cause a nightmare in the mornings. Also, having both Robins Ln and Fairway have the right of way at the same time with that added traffic will mostly cause even more accidents as Fairway will have trouble being able to get out and those cars having to take more chances. I have called that intersection the point where I am most likely to have an accident for the last 12 years.

I'm not opposed to the subdivision itself as long as the flow of traffic and the maintenance of the roads themselves are taken into consideration. Will there be a freeway dividing wall built during this construction that can be extended down to cover the Robins Hood development and break up the freeway and the proposed freeway extension from the Robin Hood community?

Michelle Jaymot
2515 Tournament Ave SE
Salem, OR 97306

Aaron Panko

From: Patrice Aiello <aiello973@comcast.net>
Sent: Wednesday, January 26, 2022 12:27 PM
To: Aaron Panko
Subject: 2527 Robins Lane Development Plan

The entry points provided in this plan are totally inadequate for 178 homes on 41.62 acres. The city needs to require the builder to invest in changes that will make this development safe and accessible for emergency and daily use.

At the South Gateway Association meeting on November 11, 2021, the developer of this parcel spoke regarding eastern access. He stated that it was not feasible to enter from the east because of the topography.

With the accessibility currently proposed, this entire development can only be entered and exited through 3 small streets that are in the southwest portion of the parcel. These streets themselves do not have adequate accessibility. Genesis and Zeus come off of Robins Lane. Currently, Robins Lane has only one access and that is Commercial Street. Robins lies so far south and west of the development, that most traffic coming up and down from and to the north, and especially the northeast (like the Keubler and 5 or Battle Creek/Keubler intersections) will not detour way around on a circular route with five traffic lights to encounter on Commercial (Keubler, Baxter, Fabry, Wiltsey, Robins) in order to get to and from Robins Lane. A southbound traveler to the development from the 5/Keubler area will cut through Battle Creek and Boone onto Reed. The coming extension of Fabry to Battle Creek will improve the ability to shortcut over to Reed. Even people using Commercial will take the more direct route of several left turn options over to Reed. Of course these routes have to be reversed according to inbound or outbound traffic from the development.

From Reed there is direct access up to a left on Wiltsey, right on Dewpointe and left on Mistymorning (city spelling, builder changed it). Access is also available with a left on Landau and a right on Pikes Pass. The main entrance becomes Mistymorning. It is just a reality that these will be the most direct routes and will be the most utilized. Robins Lane, for the most part, will be picking up traffic for people traveling to and from the south via Commercial. The majority of the development traffic will not be on this route to Robins Lane. The city itself is north and the majority of major destinations are to the north.

Reed, Pikes Pass, Wiltsey, Dewpointe and Mistymorning are small streets that are totally inadequate to handle the majority of the traffic generated by 178 homes. It would be a totally different matter if Mistymorning was a minor entrance. Use as a minor entrance would be appropriate.

It also seems unrealistic to look at the parcel to the north as adequate future access. The current plan shows streets going north for future connections. This is a 26.8 acre parcel that will most likely become a development. It is not at all suitable to serve as the primary route for 178 homes that are basically locked in. These 178 homes need a major entrance onto a major road. This can only be accomplished with an east entrance that connects to Brentwood and Battle Creek.

Please consider the following:

1.) Require the builder to make the necessary investment in an east entrance. The terrain is not an excuse. Builders have adapted steep terrain throughout the city. They will also have to utilize building lots and lose sales revenue on these. This builder should not be allowed to maximize profits by sacrificing accessibility.

OR

2.) Require the builder to execute all of the necessary steps with the state and city to incorporate and upgrade Brentwood Drive. Brentwood Drive should then be connected to Robins Lane as a through street. This is the less desirable option. However, if there is no other way to approach from the east, this would be the only alternative.

I urge the city to prevent this plan from going forward as it is currently proposed.

Patrice Aiello
Pikes Pass

Aaron Panko

From: Liz Backer <lizmail217@gmail.com>
Sent: Thursday, January 27, 2022 1:50 PM
To: Aaron Panko
Subject: Last-minute questions and comments about SUB-UGA-ADJ22-01 (Robins Lane)

Sorry Aaron,

Different application questions:

I know the deadline for comments on this is today at 5.

I most likely won't have follow-up questions or comments that would be relevant to meeting that deadline, so as long as this email alone is included in the public comment file.

So no rush for you to answer these questions before the deadline today unless you can see any reason for it. (I know you're busy)

1. It's difficult (for me) to tell from the map in the notice of application: Is this property *currently* within city limits and/or UGB?

- if it is within city limits/UGB, no questions about that.
- if it is not, it would need to be annexed in, correct? Would that require an amendment to the plan map?
- if yes to that, amendments need to be in compliance with all state planning goals, right?
- if yes to that, would OAR 660-023-0250(3) be relevant in any way?

2. Was there a TIA required to be filed for this application? I've noticed a lot of neighbors to this property are concerned about the impact of this subdivision essentially doubling the traffic using the local streets connecting to this subdivision.

Those streets may very well be already designed to handle twice the traffic, but without a TIA, it's hard for anyone concerned to know that. I can see neighbors being concerned whether this development complies with 205.010(d)(4) and (5).

3. Looks like the area was clear cut between whenever Google earth satellite image was taken vs google maps satellite image. So there are not many, if any, trees on property that would require a tree conservation plan, right?

4. It also seems like a pretty steep area in some parts. Are there geotechnical/geological assessments to review? Also assessment on stormwater runoff to the properties downhill from construction and future impervious surfaces might be concerned about their properties flooding.

Again, no rush to respond to the questions. But do please submit the email to the public comment file.

Thanks Aaron!

Liz Backer

REQUEST FOR COMMENTS

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

REGARDING: Phased Subdivision / Urban Growth Area Preliminary Declaration /
Class 2 Adjustment Case No. SUB-UGA-ADJ22-01

PROJECT ADDRESS: 2527 Robins Lane SE, Salem OR 97306

AMANDA Application No.: 21-120366-LD / 21-120368-LD / 21-122241-ZO

COMMENT PERIOD ENDS: Thursday, January 27, 2022 at 5:00 P.M.

REQUEST: A Phased Subdivision Tentative Plan to divide approximately 41.62 acres into 178 single family lots ranging in size from 5,000 to 19,283 square feet in size, in three phases of development, an Urban Growth Area Preliminary Declaration to determine the necessary public facilities required to serve the proposed development, and a Class 2 Adjustment request to increase the average depth to width ratio from 300 percent to 346 percent for proposed Lot 37. The applicant is requesting alternative street standards to:

- 1) Increase the maximum grade for Mistymorning Avenue and Ares Drive (Local Street) from 12 percent to 14.05 percent and 14.49 percent respectively;
- 2) Increase the street spacing and connectivity standards in SRC Chapter 803 to allow the following proposed streets to exceed the 600-foot block length and 600-foot street connectivity standards in SRC Chapter 803:
 - a) Northwesterly block of Mistymorning Avenue 740 feet
 - b) Southerly block of Ares Drive 740 feet
 - c) Ares Drive between Hermes Drive and Athene Drive 780 feet
 - d) Athena Drive between Mistymorning Drive and Zeus Avenue 761 feet
 - e) Athena Drive between Zeus Avenue and Ares Drive 762 feet
 - f) Zeus Avenue between Demeter Avenue and Ares Drive 710 feet

The subject property is approximately 41.62 acres in size, zoned RA (Residential Agriculture) and located at 2527 Robins Lane SE - 97306 (Marion County Assessor Map and Tax Lot numbers: 083W13 / 201, and 083W24B / 2200 and 2300).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a Decision that includes consideration of comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request.

Comments received by 5:00 p.m., Thursday, January 27, 2022, will be considered in the decision process. Comments received after this date will be not considered. Comments submitted are public record. This includes any personal information provided in your comment such as name, email, physical address and phone number. Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail your comments to the Case Manager listed below.

CASE MANAGER: Aaron Panko, Planner III, City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2356; E-Mail: APanko@cityofsalem.net.

For information about Planning in Salem, please visit: <http://www.cityofsalem.net/planning>

PLEASE CHECK THE FOLLOWING THAT APPLY:

☐ 1. I have reviewed the proposal and have no objections to it.

☒ 2. I have reviewed the proposal and have the following comments: *No. We've moved in in 2018. The trees were mowed down since then. We've been subject to 15 noise 24/7. Do not clear the remaining trees out. We've gone from the removal of a forest to freeway noise for 3 years.*

Name/Agency and Date: *Julie Donnaloin*

Address: *6150 Genesis ST SE Salem*

Phone: *503 320 0267*

Email: *jedonnaloin@gmail.com*

IMPORTANT: IF YOU MAIL COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

when the forest was cut down I tried contacting the City of Salem, Marion County, & ODOT. No one knew anything about it. Do not remove any more trees or I will file a suit.

From: [SGNA chair](#)
To: [CityRecorder](#)
Subject: Fwd: Request to call up item on City Council meeting 3/28/2022
Date: Monday, March 28, 2022 4:53:44 PM

Re: Re:
City council meeting 3/28/2022
File # 22-128 - Agenda # 6.f
[Land Use Decision SUB-UGA-ADJ22-01](#)

Request for this item to be called up during today's meeting and for a public hearing on this matter has been sent to the city council.

We understand the above land use decision relating to a proposed development on 2527 Robins Lane SE is coming up as an informational report in the city council meeting scheduled for 3/28/2022 as agenda item 6.f

We have examined the decision documents as well as the various conditions that have been mandated as part of the approval process. While we appreciate the thoughtfulness of these conditions, residents in the neighborhood of this proposed development have expressed strong concerns about the potential impacts, both from the livability of current, existing residents and for the potential future residents of the development.

To provide a brief context about the biggest issues,

Currently, housing on Robins Ln consists of the multi-family 'Robins Lane Apartment' complex plus 5 other large single-family-home communities: Oak Pointe, Oak Hollow, Genesis, Robin Hood Glen, and my Senior 55+ manufactured-home community of Terrace Lake Park, which in itself has over 200 units and approximately 350 residents. We believe home count must be in the high hundreds which equates to most-likely well over a thousand residents. There is already a high volume of vehicle traffic and all must travel west on Robins Ln to access Commercial St SE. It can be a precarious situation when our senior residents attempt to depart our community onto Robins Ln and encounter a vehicle exceeding the speed limit coming over the blind hill. Pedestrians of all ages use the existing sidewalks on both sides of Robins Ln and also cross the street without the aid of a marked crosswalk. There are bike lanes on both sides of the street but apartment dwellers often park in them. Robins Ln is NOT a wide street to begin with!

It is easy to presume the new traffic situation on Robins Ln will exponentially worsen when this street is continued onto Battle Creek. It will most-certainly create a 'short-cut thoroughfare' for many travelers, especially from I-5 and south Commercial St areas to Kuebler Blvd. However, it will substantially worsen the safety issues in our neighborhood. The additional homes planned for the streets of Robins, Battle Creek and Landau is cause for concern even with the eventual extensions of both Genesis St SE and Mistymorning Ave SE to Landau St SE.

Our biggest concern with this subsequent development project is the lack of planned infrastructure changes, specifically to the roads and traffic control measures. Clearly there are significant improvements that must be determined before any activities move forward on this project.

In addition, the construction activities themselves would result in additional congestion on Robbins Lane since there is no other point of entry into the property from Commercial St. We want to draw the attention of the council to the fact that there is no mitigation planned for this increased congestion, as part of the conditions of approval. Condition # 20 only talks about entry from Robins Lane into the property but does not specify any mitigation for the increased congestion into Robins Lane itself.

We the residents request this item to be called up and a public hearing be done on this matter so that the residents of Robbins Lane communities have an opportunity to inform the council about the potential issues that would hugely impact livability and safety of the residents, both current and future and explore ways to remediate and mitigate those effects with infrastructure improvements. These mitigations should be specified as additional conditions of approval for this development.

thanks
Jake Krishnan
Chair
South Gateway Neighborhood Association

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

From: **SGNA chair** <sgnachair@gmail.com>
Date: Sun, Mar 27, 2022 at 4:18 PM
Subject: Request to call up item on City Council meeting 3/28/2022
To: Dave McKenna <davemckenna4@gmail.com>, Glenn Baly <glennbaly12345@gmail.com>, Jake Krishnan <jakekrishnan@gmail.com>, Jerry Sachtjen <JerChar04@msn.com>, John Ledger <jledger@comcast.net>, Kathlenn Lempka <k.lempka@me.com>, Mike Hughes <hughes.m@comcast.net>, Sylvia Machado <ladymachado@gmail.com>, <citycouncil@cityofsalem.net>

Dear City councilors

Re:
City council meeting 3/28/2022
File # 22-128 - Agenda # 6.f
[Land Use Decision SUB-UGA-ADJ22-01](#)

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Genesis, Robin Hood Glen, and my Senior 55+ manufactured-home community of Terrace Lake Park, which in itself has over 200 units and approximately 350 residents. We believe home count must be in the high hundreds which equates to most-likely well over a thousand residents. There is already a high volume of vehicle traffic and all must travel west on Robins Ln to access Commercial St SE. It can be a precarious situation when our senior residents attempt to depart our community onto Robins Ln and encounter a vehicle exceeding the speed limit coming over the blind hill. Pedestrians of all ages use the existing sidewalks on both sides of Robins Ln and also cross the street without the aid of a marked crosswalk. There are bike lanes on both sides of the street but apartment dwellers often park in them. Robins Ln is NOT a wide street to begin with!

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In addition, the construction activities themselves would result in additional congestion on Robbins Lane since there is no other point of entry into the property from Commercial St. We want to draw the attention of the council to the fact that there is no mitigation planned for this increased congestion, as part of the conditions of approval. Condition # 20 only talks about entry from Robins Lane into the property but does not specify any mitigation for the increased congestion into Robins Lane itself.

We the residents request this item to be called up and a public hearing be done on this matter so that the residents of Robbins Lane communities have an opportunity to inform the council about the potential issues that would hugely impact livability and safety of the residents, both current and future and explore ways to remediate and mitigate those effects with infrastructure improvements. These mitigations should be specified as additional conditions of approval for this development.

thanks
Jake Krishnan
Chair
South Gateway Neighborhood Association

From: [Kathleen Lempka](#)
To: [CityRecorder](#)
Cc: [Jake Krishnan](#); [SGNA chair](#)
Subject: Agenda item #6.f, File 22-128 for 2527 Robins Ln SE
Date: Monday, March 28, 2022 5:01:30 PM

On behalf of SGNA and as a resident of Robins Ln, I am requesting you to call up this item for a Public Hearing. The traffic and congestion this new subdivision will add onto Robins Ln will be substantial and connecting Genesis to Misty Morning will not alleviate the issue. City Traffic Engineering tests done September 2021 recorded the current volume of vehicles and their speeds. These results are available through Tony Martin. Would also request the City request access from ODOT to utilize Brentwood Ave in lieu of adding a construction entrance on Robins Ln at the start of Phase 1.

Thank you,
Kathleen Lempka

From: [Elissa Edge](#)
To: [CityRecorder](#)
Subject: public comment re: city council agenda item 6.f
Date: Monday, March 28, 2022 1:23:48 PM

Re: City council meeting 3/28/2022

File # 22-128 - Agenda # 6.f Land Use Decision

City Councilors,

I request that item 6.f be called up and a public hearing scheduled so my neighbors and I can share our concerns about the massive traffic impact on Robbins Lane. Building 178 additional homes in our area will bring a tremendous amount of additional traffic onto a narrow, already-dangerous road. School busses already struggle to safely drop off students and turn around in this area. We would like to be involved in discussions about how to mitigate traffic issues (stop signs, speed bumps, “not a through street” signs, etc.) Please scheduled a public hearing so we can be heard.

Thank you,

Elissa Edge

2511 Round Table Ave SE

Salem OR 97306

Aaron Panko

From: PAULA NOVAK <toursbypaula@comcast.net>
Sent: Thursday, March 31, 2022 8:22 PM
To: Aaron Panko
Subject: Robins Lane SE

I'm a little baffled by the access proposal for the new subdivision scheduled to start July 2023. Why isn't there going to be access to Battlecreek via Brentwood Drive?

For the new housing residents it would mean all that traffic would be diverted thru the neighborhoods to get to Battlecreek when there is a simple solution to improve Brentwood Drive. When Landau is eventually closed it seems that this would route all the extra traffic thru neighborhoods for residents to get to Interstate 5.

Putting all the access on one side also generates a lot more traffic on Commercial which is already congested. There is other ways to get downtown other than Commercial and your plan doesn't address this at all. Example you can take Pringle via Battlecreek as another route to downtown.

I would hope that the City would learn the lesson that Costco learned the hard way and have addressed at the new location. Costco has created several entrances/exits and the traffic flow hasn't impacted the surrounding neighborhoods at all.

If the City doesn't address this issue I'm going to present possible solutions to the Neighborhood Association. Requests will be made for more traffic studies to institute stop signs on Pikes Pass St, possible speed bumps going down the hill, or even islands as a deterrent for speeding.

I would appreciate a response to my concerns.

Paula Novak
5957 Pikes Pass St SE

Aaron Panko

From: PAULA NOVAK <toursbypaula@comcast.net>
Sent: Wednesday, April 13, 2022 12:50 PM
To: Aaron Panko
Subject: Re: Robins Lane SE

another consideration is when Landau is closed and Fabry is open as access to Battlecreek. This means that the fire/emergency located on Battlecreek will have a circuitous route to reach the subdivision. This proposed access is very short sighted for the long term. It could delay emergency vehicles by minutes going the eventual proposed route.

On 03/31/2022 8:21 PM PAULA NOVAK <toursbypaula@comcast.net> wrote:

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Paula Novak
5957 Pikes Pass St SE