

**From:** [Don Novak](#)  
**To:** [CityRecorder](#)  
**Subject:** Fwd: Robins Lane expansion  
**Date:** Monday, April 25, 2022 7:57:09 AM

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

From: **PAULA NOVAK** <[toursbypaula@comcast.net](mailto:toursbypaula@comcast.net)>  
Date: Mon, Apr 25, 2022, 7:43 AM  
Subject: Robins Lane expansion  
To: [diverdon5311@gmail.com](mailto:diverdon5311@gmail.com) <[diverdon5311@gmail.com](mailto:diverdon5311@gmail.com)>

I currently live on Pikes Pass St SE and I have a lot of concerns about the infrastructure proposal for the new development.

Future plans include 2 more developments to go in and Landau will be closed off and Fabry will be extended to Battlecreek.

#### Problems

1. With no access to Battlecreek the fire outlet on Battlecreek will have to go a circuitous route to get development # 1 costing valuable minutes resulting in loss of lives and property.
2. Wildfires/Earthquakes...in 2020 I actively thought about an escape route and I was extremely concerned about access to get go west or even north/south. Imagine adding 3 more subdivisions and the congestion that is being created with no foresight with planning an adequate solution. Does the City want to deal with the ramifications of inadequate planning for natural disasters?
3. Commercial at the proposed entrances Robins Lane etc has no plans to be expanded to 4 lanes. This will create more congestion on Commercial and most people will access their residents coming from the north on Commercial. If there was access to Battlecreek it gives residents another option to go downtown via Battlecreek/Pringle and additional access to I 5.
4. Brentwood Drive...the City says that ODOT owns Brentwood Drive which needs repairs and upgrades to offer an access to Battlecreek. ODOT says no one from the City has contacted their agency about the upgrades/expansion. My question is why? If this developer wants to continue then make this a priority. There are future plans to redo an exit off an I 5. Let's have a vision and do it right the first time. It's harder to deal with additional construction after the fact after the subdivision is built.
5. The current infrastructure of the adjacent neighborhoods. Misty Morning is another suggested outlet for the new development. When 2 cars are parked on the street across from each other only 1 car can proceed on the street. Imagine an oversized vehicle such as a fire truck trying to proceed safely via the circuitous route that is their suggested route.

Please do the right thing while there is time.

Don Novak



**From:** [Julie HOWELL](#)  
**To:** [Amy Johnson](#)  
**Subject:** RE: Closure of Landau  
**Date:** Monday, April 25, 2022 9:42:06 AM

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Yes it is for an item on tonight's agenda. Robin's Lane, South Salem.

Thank you,

Julie Howell

On 04/25/2022 8:11 AM Amy Johnson <[ajohnson@cityofsalem.net](mailto:ajohnson@cityofsalem.net)> wrote:

Ms. Howell,

Did you intend to send this communication to Salem City Council? If so, please redirect your email to [citycouncil@cityofsalem.net](mailto:citycouncil@cityofsalem.net). If your comments pertain to an agenda item on tonight's City Council Meeting agenda, please let me know what item you are referring to and I will include the comments in the record.

Sincerely,

Amy Johnson

*Deputy City Recorder*

City of Salem

555 Liberty Street SE, Rm. 225

Salem, OR 97301

[ajohnson@cityofsalem.net](mailto:ajohnson@cityofsalem.net) | 503-588-6091

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**From:** Julie HOWELL <julieahowell@comcast.net>  
**Sent:** Sunday, April 24, 2022 11:22 PM  
**To:** CityRecorder <CityRecorder@cityofsalem.net>  
**Subject:** Closure of Landau

I realize that more housing is needed for people. My concern has to do with the future closing of Landau.

We moved to Salem less than 3 years ago. Where we live in Rock Ridge Estates there has been constant building of apartments, condos and homes around us. Traffic has gotten heavier and heavier for us when we get onto Commercial. It is only 1 lane in each direction until you reach Fabry when you head north.

I am very worried if you close Landau as I have seen traffic detoured from I-5 onto Commercial. There are a lot and I mean a lot of condos and apartments in this neighborhood. How will a fire truck reach our neighborhood if it cannot get to us from Battlecreek? I'm very worried about homes burning down or worse case someone dying because a firetruck cannot get to the apartments, condos or homes and even the new developments of homes being built.

There are not a lot of ways to reach our neighborhood already and to think that Landau will be closed at some point makes me very confused. Why can't there be an entrance to the new developments from Battlecreek. That is a main road which would be the best way for emergency vehicles to reach the most homes quickly. Why would more homes be built and then make it harder for emergency vehicles to reach us?

Who will be held accountable when someone dies because the firetruck cannot reach our neighborhood in a timely manner? I pray that this decision is further looked into. Safety should be first priority over development.

Sincerely,

Julie Howell

## Aaron Panko

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**From:** Dan Atchison  
**Sent:** Friday, April 22, 2022 1:09 PM  
**To:** Lisa Anderson-Ogilvie; Aaron Panko  
**Cc:** Mike Niblock; Kristin Retherford  
**Subject:** FW: 2527 Robins Lane proposed housing development

FYI

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**From:** Mike Niblock <MNiblock@cityofsalem.net>  
**Sent:** Friday, April 22, 2022 1:04 PM  
**To:** Kristin Retherford <KRetherford@cityofsalem.net>  
**Cc:** Dan Atchison <DAatchison@cityofsalem.net>  
**Subject:** Fwd: 2527 Robins Lane proposed housing development

Kristin,

FYSA

A response to a concern about an upcoming public land use hearing.

Thanks Mike

Sent from my iPhone

Begin forwarded message:

**From:** Greg Hadley <GHadley@cityofsalem.net>  
**Date:** April 22, 2022 at 12:37:11 PM PDT  
**To:** [sgnachair@gmail.com](mailto:sgnachair@gmail.com), [aiello973@comcast.net](mailto:aiello973@comcast.net), [lady Machado@gmail.com](mailto:lady Machado@gmail.com), [k.lempka@me.com](mailto:k.lempka@me.com)  
**Cc:** Mike Niblock <MNiblock@cityofsalem.net>, Norman Wright <NWright@cityofsalem.net>, Sean Mansfield <SMANSFIELD@cityofsalem.net>, Greg Hadley <GHadley@cityofsalem.net>  
**Subject:** 2527 Robins Lane proposed housing development

Mr. Krishnan,

As with any proposed new subdivisions within the City, the Fire Department is given an opportunity for input in the planning process. In this case, the Fire Department did provide comments based on our understanding of the project. I will try and address your specific concerns below.

**Emergency Access:** This development can be accessed only through Robins Lane SE from Commercial Street. Even though Robins Lane is designated as a collector, it is not up to the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

The plan also indicates that Misty Morning Avenue would be another access point. However, Misty Morning is not appropriate for emergency vehicles navigation, especially maneuvering around the tight corners of the narrow width inside streets of the neighborhood.

1. **The Fire Department reviewed the proposal and agrees that the two proposed means of Fire Department access (Misty Morning Avenue and Robins Lane) will be acceptable and that the proposed street grades over 12 percent but less than 15 percent are for short runs and are acceptable as proposed. The turnaround proposed on Lot 174 (Phase 3) does not meet the access requirements for fire and will have to be modified.**

- Jake-Fire does not have jurisdiction on public streets which are covered through the PW street design standards, This said, the access points off Misty Morning meet the PW standards for public streets. Street parking on Mist Morning Avenue may make maneuvering a little more challenging, but we can still gain access as this is not uncommon for many of the subdivisions within the city. With the exception of one narrow section, Robins Lane also meets the PW standard for a public street, and again, while Fire does not have jurisdiction on streets that are public, it does still exceed the minimum requirements of the OFC for private streets.

2. **Can the Salem Fire Department unequivocally confirm that it has verified the site plans for this proposed development at 2527 Robins Lane SE Salem OR and has no hesitation in being able to support the entire Robins Lane neighborhood, current and future residents, with the way in which this development has been planned and laid out? If the access is only through one collector (Robins Lane) which is not really a Collector standards street, it seems myopic to expect the Fire department support the entire neighborhood.**

**We obviously will rely on the Fire Department's assertion and would feel much more comfortable if you can positively affirm this fact. If, in fact, you have any reservations about this, we would like you to spell out your concerns and issues very clearly. Since Salem Fire Department is a public agency, we are looking for absolute transparency in this matter, considering the interests of current and future residents of the neighborhood.**

- Jake-yes, we can verify that we have reviewed the site plans and have been engaged in the City planning process for this subdivision, and are comfortable that we can support this neighborhood in the way that it has been planned and laid out. Both the Misty Morning Avenue and Robins Lane routes give the fire department two adequate means of access, and with the Phase 3 turnaround modification, we are comfortable with the project moving forward as it applies to the Salem Fire Department.

In closing, I apologize that you did not receive a response sooner. Your email yesterday was the first time Fire was made aware that you had concerns. That said, I do appreciate your reaching back out and giving us a chance to respond to your questions .

Have a great weekend.

Respectfully,

Greg Hadley

Assistant Chief  
Salem Fire Department

**From:** SGNA chair <[sgnachair@gmail.com](mailto:sgnachair@gmail.com)>

**Sent:** Thursday, April 21, 2022 10:18 AM

**To:** salemfire <[salemfire@cityofsalem.net](mailto:salemfire@cityofsalem.net)>; Kathlenn Lempka <[k.lempka@me.com](mailto:k.lempka@me.com)>; Sylvia Machado <[lady Machado@gmail.com](mailto:lady Machado@gmail.com)>; [aiello973@comcast.net](mailto:aiello973@comcast.net)

**Subject:** Development at 2527 Robins Lane SE Salem OR - Residents' concerns and Request for Fire Department affirmative assertion

Dear Salem fire department

I'm addressing this email to the Fire chief and/or the relevant department that handles development proposals within the city.

My name is Jake Krishnan. I'm the Chair of South Gateway Neighborhood Association and addressing some concerns brought to our notice regarding a development proposal that is currently before the Salem City Council for a public hearing. I had left a voicemail with your department as well and a representative called me saying that a response would be forthcoming from the fire department soon. I'm still waiting for that response.

The details are as follows:

**Re: City Council Review of the Planning Administrator's decision to APPROVE Phased Subdivision / Urban Growth Area Preliminary Declaration / Class 2 Adjustment Case No. SUB-UGA-ADJ22-01**

[Link to decision document](#)

**Location of Development:** 2527 Robins Lane SE, Salem OR 97306

Details of development proposal: Phased subdivision plan for 178 single family lots on 41 acres (proposal attached)

**Date of hearing:** CITY COUNCIL, Monday, April 25, 2022, at 6:00 p.m.

Residents' concerns, specific to the fire department and emergency services:

**Emergency Access:** This development can be accessed only through Robins Lane SE from Commercial Street. Even though Robins Lane is designated as a collector, it is not up to the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way. The plan also indicates that Misty Morning Avenue would be another access point. However, Misty Morning is not appropriate for emergency vehicles navigation, especially maneuvering around the tight corners of the narrow width inside streets of the neighborhood.

I have personally driven around the neighborhood and am very much concerned that large SUVs, and average sized sedans, find it tough to negotiate these congested roads with tight turning corners and parked cars. I would be very surprised if a fire truck could easily maneuver its way into the development, during a crisis involving human lives.

This will create huge safety issues for residents of existing and new neighborhoods, if emergency vehicles cannot serve the needs of the residents in a timely manner.

**Request:** Can the Salem Fire Department unequivocally confirm that it has verified the site plans for this proposed development at 2527 Robins Lane SE Salem OR and has no hesitation in being able to support the entire Robins Lane neighborhood, current and future residents, with the way in which this development has been planned and laid out? If the access is only through one collector (Robins Lane) which is not really a Collector standards street, it seems myopic to expect the Fire department support the entire neighborhood.

We obviously will rely on the Fire Department's assertion and would feel much more comfortable if you can positively affirm this fact. If, in fact, you have any reservations about this, we would like you to spell out your concerns and issues very clearly. Since Salem Fire Department is a public agency, we are looking for absolute transparency in this matter, considering the interests of current and future residents of the neighborhood.

Appreciate your early response in this matter.

Thanks

Jake Krishnan

Chair

South Gateway Neighborhood Association

**From:** [Jake](#)  
**To:** [CityRecorder](#)  
**Cc:** [Kathleen Lempka](#); [Sylvia Machado](#); [Elissa Edge](#); [Sharon Hanson](#); [Roger Duerksen](#); [Robin Stuart](#); [chicklets@comcast.net](#); [Jan Seely #126](#); [Elaine Day #1](#); [aiello973@comcast.net](#); [paula wilson](#)  
**Subject:** Written Testimony - CASE NO.: SUB-UGA-ADJ22-01 - Public Hearing April 25, 2022  
**Date:** Monday, April 25, 2022 3:14:30 AM  
**Attachments:** [Robins Lane Development Residents" issues.docx](#)

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Written testimony as Word document also attached

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From  
Jake Krishnan  
Chair, South Gateway Neighborhood Association  
Salem, OR

April 25, 2022

To the City council  
Salem

Dear Mayor Bennett and City councilors

**Re: TESTIMONY FOR PUBLIC HEARING - PHASED SUBDIVISION / URBAN GROWTH AREA  
PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01**

**Agenda item # 4.c. – File # 22-160**

**LOCATION:** 2527 Robins Lane SE, Salem OR 97306

I'm the Chair of the South Gateway Neighborhood Association and wish to provide my testimony regarding the proposed development at 2527 Robins Lane SE. I have serious reservations about the proposed development, especially relating to safety and livability of the residents, both current and future.

I've had several discussions with the residents of the neighborhood communities adjacent to the proposed development (both on the Robins Lane side and on and the side of Misty Morning Ave, Kari Dawn Ave and Pikes Pass St SE) to understand their issues. I have also personally driven around the neighborhoods surrounding the proposed development (to the extent where access is available currently) to get a better idea of how it will impact current and future residents. I have summarized my understanding of the most critical issues in detail, and I hope the City council takes the appropriate necessary steps to ensure equity, fairness and good sense prevail for the betterment of our beloved city of Salem.

Issues with the development on 2527 Robbins Lane:

1. **Congestion and traffic movement** – Robins Lane is going to be the single point of access to the proposed development. During the construction phase, a construction lane is to be constructed from Robins Lane SE as part of Phase 1 and all construction vehicles and equipment shall utilize this entrance for entering and leaving the site.  
There are no improvements proposed as part of Phase 1 to Robins Lane.  
As part of Phase 2, Robins Lane is proposed to be widened starting from Robin Hood St. but no improvements are proposed from the Commercial St junction. This will result in a **huge bottleneck** from the entry onto Robins Lane, past all the current residential neighborhoods, compounded by the fact that large, heavy construction vehicles have only one point of entry into

the development. Further, it is **completely inconsistent** with planning standards that **one part of a street is expanded to collector standards**, while the **existing, most heavily used part of Robins Lane remains unimproved**.

This goes completely contrary to the principles of safety and livability of the residents of the neighborhood and in fact, dilutes the value of the new homes proposed via the development. In fact, we don't believe new home buyers would be attracted to a development that has a constrained entry point from the city's main thoroughfare. We're not sure whether the developers are ready to face the possibility of unsold homes due to bad street design going into the development and as fellow residents, wouldn't want to encourage bad street design in our neighborhood as well.

2. **Vehicular speed and people Safety:** Robins Lane currently serves more than 300 homes and apartments, with over 2500 vehicles entering Robins Lane daily, with over 85% of traffic traveling at speeds over 30 MPH. This is per the report of City of Salem Traffic Engineer, Mr. Tony Martin. Robins Lane is categorized as a collector street – yet, in terms of the width of the street, it does not meet the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

**We have also been told by the Traffic engineer, Mr. Tony Martin, that being a collector, Robins Lane is not eligible for traffic humps.** So, we are facing a weird situation where Robins Lane is categorized as a Collector but does not have the attributes of a collector street; yet, the restrictions placed on a collector street in terms of traffic humps are being imposed on it.

This is highly illogical, absolutely impractical and can even be termed as being discriminatory against the current residents of Robins Lane, especially since the width of Robins Lane is being widened near the new proposed development but not on the existing stretch. Clearly, we need the city to revisit the situation on Robins Lane and correct it, before the new development goes in. We recommend the city councilors to take a drive through the Robins Lane neighborhood to understand the gravity of the situation.

We also believe this will be a deterrent to new home buyers for the proposed development since those families will be compelled to use Robins Lane to exit their homes to get to the city for work and/or leisure. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development.

3. **Emergency vehicle access:** We believe that the entire new development will be served for emergency access (Fire and Medical) via Robins Lane and likely Misty Morning Avenue. However, neither of these streets are appropriate for emergency vehicles navigation, especially maneuvering around the tight corners of the narrow width inside streets of the neighborhood. Even though Robins Lane is designated as a collector, it is not up to the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

In addition, according to personal experiences of a resident of Lake Terrace community, even with the current level of traffic, it's practically impossible to turn left onto Robins Lane during peak hours. With even more traffic being generated from the new development and a potential choking at the Commercial street/Robins Lane junction, we can very well imagine the perfect traffic chaos that would be created, on a daily basis. Now, add the possibility of emergency vehicle access trying to get to a critical person in any of the surrounding communities (including a 55+ community) but cannot access her/him in a timely fashion – just because traffic is clogged at the Robins Lane entry.

This will create huge safety issues for residents of existing and new neighborhoods, if emergency vehicles cannot serve the needs of the residents in a timely manner.

We also believe this will be a deterrent to new home buyers for the proposed development since those families will be equally impacted if emergency vehicles cannot access the neighborhood in a timely fashion. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development. We also believe insurance costs for that development will increase, since the risk profile of that neighborhood would be significantly higher compared to other neighborhoods in South Salem.

**Recommendations:**

- a.** Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with collector street standards
- b.** Add exclusive right and left turn lanes from Robins Lane to Commercial
- c.** Add Traffic humps on Robins Lane to slow down traffic
- d.** Investigate alternative construction vehicle access (for e.g. usage of the currently blocked connection to Brentwood for construction vehicle access) – this requires easement of only a minimal part of Brentwood.
- e.** Add other access points to the new proposed development (in addition to Robins Lane) that are capable of handling increased traffic volumes

We believe that all these issues will cause a negative impact on safety and livability of both, current and future, residents of Robins Lane, including the potential homeowners of the proposed development.

It is incumbent on the city council to ensure that future developments do not compromise on the safety and livability of residents. It is also incumbent on the city council to ensure that, while zoning regulations may allow for a development, these developments do not impose an unreasonable and inequitable burden on the existing residents of the neighborhood, without making the necessary improvements to the access streets and other infrastructure. We are not against the new development; we just want to ensure that the infrastructure is appropriately right sized to meet the needs. In this specific case, upgrading only one section of Robins Lane to meet collector standards, while letting the existing sections of Robins Lane remain at their current levels, is clearly discriminatory, myopic and completely against all notions of a practical approach to residential development. This will come back to bite the neighborhood and the residents will pay a heavy price unless suitable measures are taken to mitigate the effects of this development. It will also be an undesirable legacy for our beautiful city, if the development is allowed to continue in the current form, without improvements to Robins Lane and other neighborhood streets and the development is not attractive to buyers due to the poor quality of infrastructure surrounding the development.

To quote the Salem Transportation System Plan, Jan 13, 2020, *“Providing mobility is the key to how we shape our future community. Mobility is the ability to travel safely within our neighborhoods, our city, our region, and beyond. A vibrant community such as Salem should not strangle in its own congestion. Mobility is the result of careful community planning that prudently builds needed infrastructure, respects the livability of neighborhoods, reflects fiscal realities, and realizes that the development of land uses and our transportation system are forever linked.”*

We request the Salem City council to act on the Salem TSP and ensure that appropriate safeguards and guardrails are incorporated in the approval for this proposed development. The city council has to think of the future of this community by ensuring Robins Lane is brought up to Collector standards, ensure congestion is avoided in the narrow local streets of the neighborhood during construction, ensure proper access to emergency vehicles and promote safety and livability of the current and future residents of the neighborhood. This can be done by implementing our proposed recommendations.

We are happy to collaborate with the city for a resolution for this issue.

Thanks

Best Regards

Jake Krishnan

From  
Jake Krishnan  
Chair, South Gateway Neighborhood Association  
Salem, OR

April 25, 2022

To the City council  
Salem

Dear Mayor Bennett and City councilors

**Re: TESTIMONY FOR PUBLIC HEARING - PHASED SUBDIVISION / URBAN GROWTH AREA  
PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01**

**Agenda item # 4.c. – File # 22-160**

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There are no improvements proposed as part of Phase 1 to Robins Lane.

As part of Phase 2, Robins Lane is proposed to be widened starting from Robin Hood St. but no improvements are proposed from the Commercial St junction. This will result in a **huge bottleneck** from the entry onto Robins Lane, past all the current residential neighborhoods, compounded by the fact that large, heavy construction vehicles have only one point of entry into the development. Further, it is **completely inconsistent** with planning standards that **one part of a**

**street is expanded to collector standards, while the existing, most heavily used part of Robins Lane remains unimproved.**

This goes completely contrary to the principles of safety and livability of the residents of the neighborhood and in fact, dilutes the value of the new homes proposed via the development. In fact, we don't believe new home buyers would be attracted to a development that has a constrained entry point from the city's main thoroughfare. We're not sure whether the developers are ready to face the possibility of unsold homes due to bad street design going into the development and as fellow residents, wouldn't want to encourage bad street design in our neighborhood as well.

- 2. Vehicular speed and people Safety:** Robins Lane currently serves more than 300 homes and apartments, with over 2500 vehicles entering Robins Lane daily, with over 85% of traffic traveling at speeds over 30 MPH. This is per the report of City of Salem Traffic Engineer, Mr. Tony Martin. Robins Lane is categorized as a collector street – yet, in terms of the width of the street, it does not meet the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way. **We have also been told by the Traffic engineer, Mr. Tony Martin, that being a collector, Robins Lane is not eligible for traffic humps. So, we are facing a weird situation where Robins Lane is categorized as a Collector but does not have the attributes of a collector street; yet, the restrictions placed on a collector street in terms of traffic humps are being imposed on it.**

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We also believe this will be a deterrent to new home buyers for the proposed development since those families will be compelled to use Robins Lane to exit their homes to get to the city for work and/or leisure. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development.

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**Recommendations:**

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It is incumbent on the city council to ensure that future developments do not compromise on the safety and livability of residents. It is also incumbent on the city council to ensure that, while zoning regulations may allow for a development, these developments do not impose an unreasonable and inequitable burden on the existing residents of the neighborhood, without making the necessary improvements to the access streets and other infrastructure. We are not against the new development; we just want to ensure that the infrastructure is appropriately right sized to meet the needs. In this specific case, upgrading only one section of Robins Lane to meet collector standards, while letting the existing sections of Robins Lane remain at their current levels, is clearly discriminatory, myopic and completely against all notions of a practical approach to residential development. This will come back to bite the neighborhood and the residents will pay a heavy price unless suitable measures are taken to mitigate the effects of this development. It will also be an undesirable legacy for our beautiful city, if the development is allowed to continue in the current form, without improvements to Robins Lane and

other neighborhood streets and the development is not attractive to buyers due to the poor quality of infrastructure surrounding the development.

To quote the Salem Transportation System Plan, Jan 13, 2020, *“Providing mobility is the key to how we shape our future community. Mobility is the ability to travel safely within our neighborhoods, our city, our region, and beyond. A vibrant community such as Salem should not strangle in its own congestion. Mobility is the result of careful community planning that prudently builds needed infrastructure, respects the livability of neighborhoods, reflects fiscal realities, and realizes that the development of land uses and our transportation system are forever linked.”*

We request the Salem City council to act on the Salem TSP and ensure that appropriate safeguards and guardrails are incorporated in the approval for this proposed development. The city council has to think of the future of this community by ensuring Robins Lane is brought up to Collector standards, ensure congestion is avoided in the narrow local streets of the neighborhood during construction, ensure proper access to emergency vehicles and promote safety and livability of the current and future residents of the neighborhood. This can be done by implementing our proposed recommendations.

We are happy to collaborate with the city for a resolution for this issue.

Thanks

Jake Krishnan

**From:** [Patrice Aiello](#)  
**To:** [CityRecorder](#)  
**Subject:** Robins Lane Development  
**Date:** Thursday, April 21, 2022 11:46:53 AM

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From  
Patrice Aiello  
6067 Pikes Pass St SE  
at Mistymorning

To  
The City Council  
Salem

Dear Mayor and City Councilors

Re: Subdivision  
2527 Robins Lane SE

Additional Comment

I am a resident of Pikes Pass at Mistymorning in South Salem and would like to add further comments at the same time that I am submitting the document from Robins Lane residents which I wholeheartedly support. Mistymorning is the only proposed access other than Robins Lane. Mistymorning and its connecting streets; Dewpointe, Kari Dawn and Pikes Pass, are all narrow residential streets with on street parking. There is no way to alter these streets to accomodate the forthcoming increased traffic load or emergency vehicle access. It is therefore essential to make the upgrades to Robins Lane as noted below.

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I wish to provide my testimony regarding the proposed development at 2527 Robins Lane SE. I have serious reservations about the proposed development, especially relating to safety and livability of the residents, both current and future. I've explained the reasoning for my issues in detail and I hope the City council takes the appropriate necessary steps to ensure equity, fairness and good sense prevail for the betterment of our beloved city of Salem.

Issues with the development on 2527 Robbins Lane

1. Congestion and traffic movement – Robins Lane is going to be the single point of access to the proposed development. During the construction phase, a construction lane is to be constructed from Robins Lane SE as part of Phase 1 and all construction vehicles and equipment shall utilize this entrance for entering and leaving the site. There are no improvements proposed as part of Phase 1 to Robins Lane. As part of Phase 2, Robins Lane is proposed to be widened starting from Robin Hood St. but no improvements are proposed from the Commercial St junction. This will result in a huge bottleneck from the entry onto Robins Lane, past all the current residential neighborhoods, compounded by the fact that large, heavy construction vehicles have only one point of entry

into the development. Further, it is completely inconsistent with planning standards that one part of a street is expanded to collector standards, while the existing, most heavily used part of Robins Lane remains unimproved.

This goes completely contrary to the principles of safety and livability of the residents of the neighborhood and in fact, dilutes the value of the new homes proposed via the development. In fact, we don't believe new home buyers would be attracted to a development that has a constrained entry point from the city's main thoroughfare. We're not sure whether the developers are ready to face the possibility of unsold homes due to bad street design going into the development and as fellow residents, wouldn't want to encourage bad street design in our neighborhood as well.

#### Recommendations:

- a. Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with collector street standards
- b. Add exclusive right and left turn lanes from Robins Lane to Commercial
- c. Investigate usage of the blocked connection to Brentwood for construction vehicle access only

2. Vehicular speed and people safety: Robins Lane currently serves more than 300 homes and apartments, with over 2500 vehicles entering Robins Lane daily. This is per the report of City of Salem Traffic Engineer, Mr. Tony Martin with over 85% of traffic traveling at speeds over 30 MPH. Robins Lane is categorized as a collector street – yet, in terms of the width of the street, it does not meet the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

We have also been told by the Traffic engineer, Mr. Tony Martin, that being a collector, it is not eligible for traffic bumps. So we are facing a weird situation where Robins Lane is categorized as a Collector but does not have the attributes of a collector street; yet, the restrictions placed on a collector street in terms of traffic bumps are being imposed on it. This is highly illogical, absolutely impractical and can even be termed as being discriminatory against the current residents of Robins Lane, especially since the width of Robins Lane is being widened near the new proposed development but not on the existing stretch. Clearly, we need the city to revisit the situation on Robins Lane and correct it, before the new development goes in. We recommend the city councilors to take a drive through the Robins Lane neighborhood to understand the gravity of the situation.

We also believe this will be a deterrent to new home buyers for the proposed development since those families will be compelled to use Robins Lane to exit their homes to get to the city for work and/or leisure. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development.

#### Recommendations:

- a. Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with collector street standards
- b. Add exclusive right and left turn lanes from Robins Lane to Commercial
- c. Add Traffic humps on Robins Lane to slow down traffic
- d. Investigate usage of the blocked connection to Brentwood for construction vehicle access only

3. Emergency vehicle access: We believe that the entire new development will be served for emergency access (Fire and Medical) via Robins Lane and Misty Morning Avenue. However, neither of these streets are appropriate for emergency vehicles navigation, especially maneuvering around the tight corners of the narrow width inside streets of the neighborhood. Even though Robins Lane is designated as a collector, it is not up to the standards of a collector street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

This will create huge safety issues for residents of existing and new neighborhoods, if emergency vehicles cannot serve the needs of the residents.

We also believe this will be a deterrent to new home buyers for the proposed development since those families will be equally impacted if emergency vehicles cannot access the neighborhood in a timely fashion. In fact, we believe, this will become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development. We also believe insurance costs for that development will increase, since the risk profile of that neighborhood would be significantly higher compared to other neighborhoods in South Salem.

Recommendations:

- e. Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with collector street standards
- f. Add exclusive right and left turn lanes from Robins Lane to Commercial
- g. Add Traffic humps on Robins Lane to slow down traffic

We believe that all these issues will cause a negative impact on safety and livability of both, current and future, residents of Robins Lane, including the potential homeowners of the proposed development.

It is incumbent on the city council to ensure that future developments do not compromise on the safety and livability of residents. It is also incumbent on the city council to ensure that, while zoning regulations may allow for a development, these developments do not impose an unreasonable and inequitable burden on the existing residents of the neighborhood, without making the necessary improvements to the access streets and other infrastructure. We are not against the new development; we just want to ensure that the infrastructure is appropriately right sized to meet the needs. In this specific case, upgrading only one section of Robins Lane to meet collector standards, while letting the existing sections of Robins Lane remain at their current levels, is clearly discriminatory, myopic and completely against all notions of a practical approach to residential development. This will come back to bite the neighborhood and the residents will pay a heavy price, unless suitable measures are taken to mitigate the effects of this development. It will also be an undesirable legacy for our beautiful city, if the development is allowed to continue in the current form, without improvements to Robins Lane and other neighborhood streets and the development is not attractive to buyers due to the poor quality of infrastructure surrounding the development.

To quote the Salem Transportation System Plan, Jan 13, 2020, "Providing mobility is the key to how we shape our future community. Mobility is the ability to travel safely within our neighborhoods, our city, our region, and beyond. A vibrant community such as Salem should not strangle in its own congestion. Mobility is the result of careful community planning that prudently builds needed infrastructure, respects the livability of neighborhoods, reflects fiscal

realities, and realizes that the development of land uses and our transportation system are forever linked.”

We request the Salem City council to act on the Salem TSP and ensure that appropriate safeguards and guardrails are incorporated in the approval for this proposed development. The city council has to think of the future of this community by ensuring Robins Lane is brought up to Collector standards, ensure congestion is avoided in the narrow local streets of the neighborhood during construction, ensure proper access to emergency vehicles and promote safety and livability of the current and future residents of the neighborhood. This can be done by implementing our proposed recommendations.

Thank you

Sincerely,

Patrice Aiello

**From:** [Roger Duerksen](#)  
**To:** [CityRecorder](#)  
**Subject:** PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01  
**Date:** Friday, April 22, 2022 3:26:18 PM

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To  
The City Council  
Salem

Dear Mayor and City Councilors

**Re: PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01**

-  
**LOCATION:** 2527 Robins Lane SE, Salem OR 97306

-  
We are residents of Robins Lane in South Salem and wish to provide our testimony regarding the proposed development at 2527 Robins Lane SE. We have serious reservations about the proposed development, especially relating to safety and livability of the residents, both current and future. We've explained the reasoning for our issues in detail and hope the City council takes the appropriate necessary steps to ensure equity, fairness and good sense prevail for the betterment of our beloved city of Salem.

**Our issues with the development on 2527 Robbins Lane:**

- 
1. **Congestion and traffic movement** – Robins Lane is going to be the single, exclusive point of access to the proposed development. During the construction phase, a construction lane is to be constructed east of Robins Lane SE as part of Phase 1 and all construction vehicles and equipment shall utilize this entrance for entering and leaving the site.

There are no improvements proposed as part of Phase 1 to Robins Lane.

As part of Phase 2, Robins Lane is proposed to be widened starting from Robin Hood St. eastward only, but no improvements are proposed from the Commercial St junction. This will result in a huge bottleneck from the entry onto Robins Lane, past all the current residential neighborhoods, compounded by the fact that large, heavy construction vehicles have only one point of entry into the development. Further, it is completely inconsistent with planning standards that one short part of a street is expanded to TSP Collector standards, while the existing, most heavily used part of Robins Lane remains unimproved. This goes completely contrary to the principles of safety and livability of the residents of the neighborhood and in fact, dilutes the value of the new homes proposed via the development. In fact, we don't believe new home buyers, if informed, would be attracted to a development that has a constrained entry point from the city's main thoroughfare. We're not sure whether the developers are ready to (a) face the possibility of unsold homes due to bad street design going into the development and/or as fellow residents and responsible citizens, (b) encourage bad street design in our neighborhood as well.

**Recommendations:**

- a. Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with Salem TSP's Collector Street Standards.
  - b. Add exclusive right and left turn lanes from Robins Lane to Commercial.
  - c. Investigate/require usage of Brentwood for construction vehicle access only.
2. **Vehicular speed and people Safety**: Robins Lane currently serves more than 300 homes and apartments, with over 2500 vehicles entering Robins Lane daily. This is per the report of City

of Salem Traffic Engineer, Mr. Tony Martin with over 85% of traffic traveling at speeds over 30 MPH. Robin Lane is categorized as a Collector Street – yet, in terms of the width of the street, it does not meet the standards of a Collector Street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

We have also been told by the Traffic engineer, Mr. Tony Martin, that being a Collector, it is not eligible for traffic bumps. So we are facing a weird situation where Robins Lane is categorized as a Collector but does not have the attributes of a Collector Street; yet, the restrictions placed on a Collector Street in terms of traffic bumps are being imposed on it. This is highly illogical, absolutely impractical and can even be termed as being discriminatory against the current residents of Robins Lane, especially since the width of Robins Lane is being widened near the new proposed development but not on the existing stretch. Clearly, we need the city to revisit the situation on Robins Lane and correct it, before the new development goes in. We recommend the city councilors take a drive through the Robins Lane neighborhood to understand the gravity of the situation.

We also believe this will be a deterrent to new home buyers for the proposed development (If they are informed), since those families will be compelled to use Robins Lane to exit their homes to get to the city for work and/or leisure. In fact, we believe, this should become a mandatory disclosure item from a consumer standpoint so that buyers are aware about the safety hazards of buying and living in such a development.

**Recommendations:**

- a. Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with Salem TSP’s Collector Street Standards.
- b. Add exclusive right and left turn lanes from Robins Lane to Commercial.
- c. Add Traffic bumps (or at least humps) on Robins Lane to slow down traffic.
- d. Investigate/require usage of Brentwood for construction vehicle access only.

3. **Emergency vehicle access:** It is our understanding that the entire new development will be served for emergency access (Fire and Medical) via Robins Lane and perhaps Misty Morning Avenue (this is a just neighborhood street). However, neither of these streets are appropriate for emergency vehicles navigation, especially maneuvering around the tight corners of the narrow width inside streets of the neighborhood. Even though Robins Lane is designated as a Collector, it is simply not up to the Salem TSP standards for a Collector Street. As defined by the Salem TSP, the standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way. According to the planning department documents published for this development, the existing condition for this street is an approximate 20-foot improvement within a varied 40-to-50-foot-wide right-of-way.

This will create real and dangerous safety issues for residents of existing and new neighborhoods, if emergency vehicles cannot serve the needs of the residents.

We also believe that this reality will be a deterrent to new home buyers for the proposed development since those families will be equally impacted if emergency vehicles cannot access the neighborhood in a timely fashion. In fact, we believe, this should become a mandatory disclosure item from a consumer standpoint so that buyers are aware of the safety hazards of buying and living in such a development. Perhaps even insurance costs for homes in that development will increase, since the risk profile of that neighborhood would be significantly higher compared to other neighborhoods in South Salem.

**Recommendations:**

- e. Widen Robins Lane from the Commercial Street junction onwards, all the way to the start of Robin Hood St., to make it compatible with Salem TSP’s Collector Street Standards.
- f. Add exclusive right and left turn lanes from Robins Lane to Commercial
- g. Add Traffic bumps (or at least humps) on Robins Lane to slow down traffic

We believe that all these very legitimate issues will cause a negative impact on safety and livability of both current and future residents of Robins Lane, including the potential homeowners of the proposed development.

It is incumbent on the City Council to ensure that future developments do not compromise on the safety and livability of residents. It is also incumbent on the City Council to ensure that, while zoning regulations may allow for a development, these developments do not impose an unreasonable and inequitable burden on the existing residents of the neighborhood, without making the necessary improvements to the access streets and other infrastructure. We are not against this new development; we just want to ensure that the infrastructure is appropriately right sized to meet the needs. In this specific case, upgrading only one section of Robins Lane to meet collector standards, while letting the existing, most heavily impacted sections of Robins Lane remain at their current levels, is clearly discriminatory, myopic and completely against all notions of a practical approach to residential development.

This will come back to bite the neighborhood and the residents will pay a heavy price, unless suitable measures are taken to mitigate the effects of this development. It will also be an undesirable legacy for our beautiful city, if the development is allowed to continue in the current form, without improvements to Robins Lane and other neighborhood streets – and the development is not attractive to buyers due to the poor quality of infrastructure surrounding the development. To quote the Salem Transportation System Plan, Jan 13, 2020, *“Providing mobility is the key to how we shape our future community. Mobility is the ability to travel safely within our neighborhoods, our city, our region, and beyond. A vibrant community such as Salem should not strangle in its own congestion. Mobility is the result of careful community planning that prudently builds needed infrastructure, respects the livability of neighborhoods, reflects fiscal realities, and realizes that the development of land uses and our transportation system are forever linked.”*

**We request the Salem City Council to act in accordance with the Salem TSP and ensure that appropriate safeguards and guardrails are incorporated in the approval for this proposed development. The City Council has to think of the future of this community by ensuring that all of Robins Lane is brought up to Collector standards, ensure congestion is avoided in the narrow local streets of the neighborhood during construction, ensure proper access to emergency vehicles and promote safety and livability of the current and future residents of the neighborhood.**

**We believe this can be done by implementing our proposed recommendations.**

Thank you.

Sincerely yours,

Roger and Shirley Duerksen  
Ph. 503-910-1676  
Email: [rduerk1@gmail.com](mailto:rduerk1@gmail.com)  
2120 Robins Ln SE Unit 142  
Salem, OR 97306

**From:** [Sylvia](#)  
**To:** [CityRecorder](#)  
**Subject:** CASE NO.: SUB-UGA-ADJ22-01  
**Date:** Monday, April 25, 2022 9:28:40 AM

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Dear Mayor Bennett and City Councilors:

**Re: PHASED SUBDIVISION / URBAN GROWTH AREA PRELIMINARY  
DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ22-01**

**LOCATION:** 2527 Robins Lane SE, Salem OR 97306

I live at the first driveway on Robins Lane in South Salem and wish to provide my testimony regarding the proposed development at 2527 Robins Lane SE. I am very concerned about the proposed development, especially regarding the traffic on Robins Lane, both currently and in the future.

Robins Lane is going to be the street that provides access to the proposed development, and all construction vehicles and equipment will be using this entrance for entering and leaving the site. As far as I can determine, there are no improvements planned for Robins Lane from Commercial St. to the proposed construction site. The residents on Robins Lane, and adjoining streets, will be forced to share the traffic of the large, cumbersome construction machines/vehicles. This will cause a backup on Robins Lane, as vehicles try to leave. I would suggest widening Robins Lane to accommodate the construction traffic and future resident traffic.

Also, there is currently no right-hand (or left-hand) turn lane on Robins Lane onto Commercial, and we already experience some traffic backlog at certain hours of the day. The construction will greatly increase this problem. It would surely help this if a right-turn lane could be constructed at the Commercial intersection.

Another issue is the safety of the traffic on Robins Lane. Just up the street from our driveway is a fairly steep hill. As I am waiting to turn left onto Robins Lane from our driveway, I have personally observed many times cars coming down the hill at speeds well over the limit. I would suggest some measure to force vehicles to maintain slower speeds, such as speed humps.

I am NOT against the construction per se. I am NOT against building more homes in our area; Salem needs more homes, and needs them badly. What I am against is the problems I can see in the future when construction starts on Robins Lane. Please consider our situation and our recommendations.

Sincerely,

Sylvia Machado  
2000 Robins Lane SE #82  
Salem, OR 97306  
971-600-3984