

Shelby Guizar

From: Erica Randall <ery2cute5787@yahoo.com>
Sent: Monday, March 14, 2022 5:40 PM
To: Planning Comments
Subject: Eola RM1 comment/ feedback for 3/15 meeting

> Good evening,

> I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

> The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

>

> West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood , and a major drug bust on Crozer Rd of 31 pounds of meth, adding additional housing here will only further compound the safety issues we are facing without properly adding additional personal To keep the area safe.

>

> I would like to make this part of your record:

> The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property.

> Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

>

> Thank you for taking the time to understand my response and strong opinion that this land should not be used for the proposed development.

>

> Erica Randall

>

> Sent from my iPhone

Shelby Guizar

From: Cynthia Walsh <wishcynth@gmail.com>
Sent: Monday, March 14, 2022 5:41 PM
To: Planning Comments

Once again, I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood , and a major drug bust on Crozer Rd of 31 pounds of meth, yet you want to keep on adding to this. There doesn't appear to be any consideration whatsoever to the tremendous impact that this will have, and already has had on the community. The emphasis seems to be on the amount of tax dollars that can be generated rather than the impact to the community.

We would like to make this part of your record. The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property.

Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

Shelby Guizar

From: Sarina Hill <sarinahill14@gmail.com>
Sent: Monday, March 14, 2022 5:55 PM
To: Planning Comments

Once again, I'm writing to completely oppose construction of an apartment complex next to the park on Eola (RM1) on the map. First, the concern for the safety of our children using the park will be put in jeopardy, as our children have to cross Eola to access that park, and rather than not doing something about the already excessive traffic on Eola, you want to add even more.

The proposed entrance to this complex off of Eola is on the MOST dangerous curve on Eola, where yearly multi-car pile ups and accidents already occur. The commissioner just approved a 500-unit complex off Doaks Ferry that will add an additional 1000 plus vehicles coming over the bridge, down Eola and Wallace, and you want to add more, not including the 32 additional homes that have been approved to be built off Doaks Ferry and Eola.

West Salem has a higher crime rate than the national average, and these past few months alone we have had a murder off Doaks Ferry, multiple stabbings off Kingwood , and a major drug bust on Crozer Rd of 31 pounds of meth, yet you want to keep on adding to this. There doesn't appear to be any consideration whatsoever to the tremendous impact that this will have, and already has had on the community. The emphasis seems to be on the amount of tax dollars that can be generated rather than the impact to the community.

We would like to make this part of your record. The property next to the park, "has a water table that runs from the wetlands through the park and around the side of the property behind the homes on Mule Deer, it continues to run under those homes, on Mule Deer and down the hill". Previously the question of, "who would be held responsible for loss of life and property when a large apartment complex became part of the mudslide" was answered by basically no one. The correct answer is the city and the state would be responsible if they approve such a build. Have you determined the acceptable percentage of loss of life and property to accommodate the completion of this project? To reiterate one of many concerns, the project and the additional tax dollars from the number of residents have a higher priority than loss of life and property.

Currently the governor has ordered that all the state buildings be retrofitted for earthquakes, at a large expense. Obviously, the concern is a valid concern. Deforestation, and the removal of a large portion of the hillside to place an apartment complex can more than likely lead to a mudslide or other significant issues.

Shelby Guizar

From: PEDRO GONZALEZ <peteshirl@comcast.net>
Sent: Monday, March 14, 2022 8:48 PM
To: Planning Comments
Cc: Deanna Garcia
Subject: Written Testimony regarding proposed zoning
Attachments: planning commission - neighbors 20220314.jpg

Please see attached.

March 14, 2022

City of Salem Planning Commission
555 Liberty St SE, Room 305
Salem OR 97301

RE: Proposed Zoning Change of 2390 Brown Road NE

Dear Planning Commission:

Our Salem Project proposes changing zoning of 2390 Brown Road to NH-Neighbor Hub.

The residents of this area already have their daily retail needs well met within walking distance as well as via transit service. Additionally, the recent street and sidewalk improvements to Brown Road resulted in unintended visibility issues when driving from Maria Avenue onto Brown Road. Maintaining this property as Residential Agriculture will mitigate any potential retail traffic which could increase pedestrian hazards. Maintaining the safety of our neighbors, young and old, walking to Brown Road Park is more important to us than increasing retail opportunities through a neighborhood hub.

The following request the existing zoning for 2390 Brown Road is maintained.

Shirley Douglas	4527 Maria Ave
Bob Smith	- - -
Randy Carver	4567 Maria Ave
Laura Rojas	4596 Maria Ave.
Ann [unclear]	4596 Maria Ave.
Virginia Kroger	4536 Maria Ave
Jenna Martin	4517 Maria Ave NE
Kristen Hansen	4547 Maria Ave NE
Alfred Beyer	4537 Maria Ave. N.E.
Car K	4577 Maria Ave. N.E.
KK	4577 Maria Ave NE
P. Berr	4586 Maria Ave NE
BB	4586 Maria Ave NE
2030 Star note	
for Dallas Robinson	4546 Maria Ave NE

March 14, 2022

City of Salem Planning Commission
555 Liberty St SE, Room 305
Salem OR 97301

RE: Salem Zoning Map (March 15, 2022 Planning Meeting Agenda Item 5.1)

Please accept this letter as written testimony in request of amending the zoning map without the Neighborhood Hub next to Brown Road Park on Brown Road. (Refer to March 15, 2022 Planning Commission Meeting Agenda Item 5.1 Attachment 7: Taxlot Number 072W18DD00100, Property ID 555931, Street Address 2390 Brown Road NE)

I support the concept of neighborhood Hubs and the needs they can address - more easily in new developments. The neighbors near the proposed Brown Road Neighborhood Hub do not suffer from a deficit of commercial opportunities. Attached to my testimony is a list of nearby commercial opportunities within walking distance. Additionally, Brown Road is along Cherriot's bus route 2 - Market/Brown which expands commercial opportunities for its residents.

Pedestrian safety on Brown Road was a documented risk. The *Bike & Walk Salem, Final Memorandum #9 – Safe Routes to School Solutions* presented to Salem Bike/Ped Plan Stakeholder Advisory Committee by the CH2M Hill Salem Bike/Ped Plan Project Team on October 11, 2012 stated the following in regard to Scott Elementary School, "*The highest priority project was the sign project, while the second highest priority project was the Brown Road sidewalk project. Sidewalk infill projects on nearby City-owned streets (e.g., Brown Road south of Carolina Avenue) will also assist students walking to school.*" Brown Road was designated as a "High Priority" in the Salem Transportation System Plan amended January 13, 2020 (3-38-Street System Element). We are so grateful that project has been completed.

While documented improvement adds value from an administrative need, it does not adequately picture the risk still remaining. The street improvements were not perfectly aligned with existing properties. Across the street from Brown Road Park, the intersection with Maria Avenue remains hazardous. Please refer to Figures 1,2 and 3 for a pictorial representation of the risk and hazard.

While Neighborhood Hubs are intended to increase pedestrian access to commercial businesses, I believe it is well understood that they can and do increase vehicular traffic for the business(es) they create. Please do not sacrifice the pedestrian safety we have gained with unneeded incremental opportunities for commercial business.

Thank you for your consideration of my comments.

Respectfully submitted,

Shirlene Gonzalez
4527 Maria Ave NE
Salem, OR 97305
peteshirl@comcast.net

Figure 1 - Stopped at stop sign and cross walk on Maria Ave at Brown Road, viewing north. [Source: Photo taken by Shirlene Gonzalez on December 5, 2021, 1:50 PM]

This picture portrays the visibility of a driver looking north on Brown Road from Maria Ave when stopped at the stop sign.



Figure 2

- Stopped at stop sign and cross walk on Maria Ave at Brown Road, viewing south. [Source: Photo taken by Shirlene Gonzalez on December 5, 2021, 1:50 PM]

This picture portrays the visibility of a driver looking south on Brown Road from Maria Ave when stopped at the stop sign.



Figure 3 - Stopped beyond stop sign and beyond cross walk on Maria Ave at Brown Road, viewing north. [Source: Photo taken by Shirlene Gonzalez on December 5, 2021, 1:50 PM]

This picture portrays the visibility of a driver looking north on Brown Road from Maria Ave when stopped past the stop sign and crosswalk.



Sample of commercial opportunities within walking distance of proposed Brown Road Neighborhood Hub.

*Indicates those I have walked to and patronized.

Middle Grove Market

Momiji Sushi Restaurant

*Morrow & Sons Produce

Plaid Pantry

Shooter's Cafe & Saloon

Magic Hands Therapeutic Massage

Hollywood Tavern

*Fred Meyer

*Grocery Outlet

Safeway

*Miranda Brothers Bakery

Starbucks

Auto Zone Auto Parts

Batteries Plus Bulbs

North Salem Liquor Store

Planet Fitness

Big Lots

Bi-Mart

*Laura & Daisy's Bakery

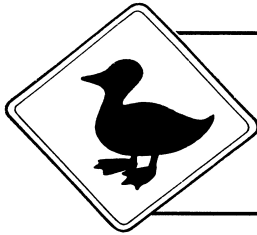
*El Torito Meat Market

*Walgreens

Les Schwab Tire Center

Bottle Drop Redemption Center

Verizon



NEN

NORTHEAST NEIGHBORS
555 Liberty Street SE, Rm 305
Salem, OREGON 97301

(503) 588-6207
www.salemnen.org

March 12, 2022

Dear Members of the Salem Planning Commission,

Northeast Neighbors (NEN) would like to communicate its support for adoption of the Salem Area Comprehensive Plan. City staff has engaged in a lengthy and thorough planning process (“Our Salem”). We commend them for their hard work, diligence, effectiveness, and resilience while conducting much of Our Salem during the pandemic.

While NEN supports passage of the Salem Area Comprehensive Plan, we would like to recommend one small change. We ask that the proposed zoning from our adopted NEN/SESNA Neighborhood Plan (2015) be integrated into Salem’s new Comprehensive Plan. (For any recommended zone that is disappearing, like RD, the City could apply the next most similar zone.) By doing this, the new Comprehensive Plan would help implement a refined neighborhood plan that was the outcome of an intensive and detailed neighborhood planning effort.

To summarize, Salem is in dire need of a new Comprehensive Plan to meet its needs and challenges. The City’s outreach and engagement was extensive, equitable, and effective. We fully support adoption of the plan now and also hope that the Planning Commission will accept our recommended change.

On behalf of the NEN Board,

Laura Buhl
Land Use Co-Chair

Shelby Guizar

From: alan mela <alanmela@hotmail.com>
Sent: Tuesday, March 15, 2022 10:20 AM
To: Planning Comments
Subject: Comments - Code Amendment Case CA21-04, Comprehensive Plan

Hello,

Karen & I own the property including Grocery Outlet and D Street Storage.

A general comment - going forward, please consider more flexibility for older buildings/properties regarding (secondary?) code requirements, if the benefit of the overall Improvements very heavily outweigh the need to satisfy those lesser requirements.

In GO's case, signage facing southbound Commercial is severely limited and it likely comes down to that this 80+-year-old cold storage warehouse was originally oriented to Front Street and the RR - but the signage rules didn't 'keep up' with the repurposing as a grocery 40 years ago and the addition of the median strip on Commercial.

You can't just pick up a 44,000 sqft building on a 2-acre property and rotate it 180 degrees so it faces where customers now come from.

We are very excited by the prospective northward development of the CBD and what it will do for Salem - but in creating supporting code requirements creative & flexible application of that code to what's already built should be kept in mind.

thanks,
Alan Mela

Shelby Guizar

From: Craig and Cecilia Urbani <ccurbani@comcast.net>
Sent: Tuesday, March 15, 2022 10:21 AM
To: Eunice Kim; Shelby Guizar
Subject: Salem Planning Commission public hearing Item #5.1

To: Salem Planning Commission

Subject: March 15, 2022 Public Hearing for Agenda Item #5.1

We request to be permitted to provide live testimony at the digital public hearing; plus submit the following comments for consideration by the Planning Commission.

We own property at 370 College Drive NW. This is within the College/Stoneway Drive NW area. This is a well-established single-family neighborhood. Our street is a narrow improvement with no sidewalks, and a ditch handles stormwater drainage. These are Local designated streets.

Our comments are in reference to the proposals on Maps # 170 and 171.

MAP #170 (property generally at the 255 College Drive NW area)

We oppose this proposed change to MF and RM1. This is not the right area to assign this multiple family designation to.

Intensification of the use of this area is not appropriate because:

1. College Drive NW is designated as a Local Street and not designed or improved to safely handle an increase in traffic. This proposed change would generate too much traffic and parking issues for this narrow, curvy street in this hilly area. Multiple family zoned area should be along major corridors
2. The surrounding area is well-established single family residential on large lots.
3. An increase in additional storm drainage would negatively impact this area. Open ditches are the current method of drainage.
4. This property is the western edge of the city limits and also the existing UGB. Additional density at the edge of the Salem urban area makes no sense.
5. There are no services, such as transit routes, neighborhood services/activities/commercial/, to support the proposed increase of multiple family.
6. There is NOT a demand for this proposed change to multiple family. Based on the staff report that "updates" the Housing Needs Analysis Report, it states that from 2015 to 2021, there have been 3,192 multiple family dwelling units permits. Therefore based on all of the proposed changes there will be a surplus of 1,059 multiple family dwelling units.

MAP #171 (property at Stoneway Drive NW)

We support to change to RS.

This property should be Single Family to be compatible with the surrounding single family area. The vehicle access onto Stoneway would be very dangerous for an increase in density and intensity; it's a narrow local street with no sidewalks, The existing multi-family parking (across the street) backs directly onto Stoneway causing hazards. This is steep land with risk of slides and therefore the amount of grading for future development should be reduced.

Thanks to the city staff for providing information and the staff report (1,000+ pages) and answering questions during the "Our Salem" project.

Cecilia and Craig Urbani
370 College Drive NW

Shelby Guizar

From: Harish Patel <harish@flcnw.com>
Sent: Tuesday, March 15, 2022 11:07 AM
To: Planning Comments; Eunice Kim; Shelby Guizar
Subject: Salem Code Amendment

We own 3 parcels on Fisher Rd NE that were zoned General Commercial and for some odd reasons the zoning was changed to Industrial Park putting a stop to any development we had anticipated. It makes no sense to have a tiny parcel zoned Industrial Park in the middle of an area suitable for a variety of commercial and residential projects. It is now an island with this odd zoning that will never be developed with that zone.

We are very happy to see the proposed change of zoning to Mixed Use III, and are looking forward to seeing some thriving developments that compliment enhances the area with this new zoning.

Regards,
Harish Patel
SJP, LLC