

FINAL Meeting Minutes – WSNA – 2019-05-20

Jim Allhiser called the meeting to order at 7PM. xx members signed the roster, but more bodies were present. E.M. Easterly moves to approve minutes – second by Linda Bierly. Vote unanimous approval.

MWVCOG – SKATS – Mike Jaffee – RTSP Update:

Handouts provided. Read more at <http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/regional-transportation-system-plan-rtsp/rtsp-update-2019-2045/>

Mike let us know more about how some of the federal gas tax money flows back to the states, to metropolitan planning organizations, such as SKATS. Then, some of those funds are available for use on the projects planned over then next 20 to 25 years in the plan update.

You can submit comments online, email them to skats@mwvcog.org, or fill out a comment card (provided) and send it in!

Lenity Architecture / NW Human Services – Sam Thomas / Paul Logan:

12,500 patients, and still growing.

On site parking is still 2 parking spots short, and they will seek a variance for that.

Steve Anderson – could you present to Edgewater Partners? There may be some design elements needing modification to fit with the Edgewater neighborhood overlay zone goals.

Question – Historical value to properties that will be removed? None known, none declared by city. Not specifically studied.

Question – cottages? Could we move them? We tried at least 8 different partners to help us. Some have lead paint, some don't. Some have asbestos. Some don't. To move them, the permits necessary to transport them in to Salem over the bridges would easily exceed the value of the cottages themselves. Lastly, the board of Northwest Human Services helped each resident find new housing and assisted them financially in moving.

How much is parking deficient? 1/3rd today. Only 2 spots deficient following the plan.

Concerns from residents regarding parking. E.M. suggests that the residents that are concerned could bring ideas to the neighborhood association if help designating a residential parking zone is truly desired.

Eric Jackson – Eagle Scout – Hornaday Award

Invasive species in Chandler Nature Park at the end of Ptgarmigan St. My project is about educating people about the invasive species of plants, and native plants, and show before/after pictures where my Eagle Scout project has cleaned up that area.

Question – E.M. – do you have plans to continue clearing?

Eric – my project got the ball rolling, but we of course need more help. We remove English Ivy, Blackberry, and Poison Oak. Blackberry and Poison Oak always comes back, so every month I've gone back to keep some of it tame.

How long was your project? It took almost 2 years of time. I also created educational signs that are plastic resin-based screwed to a cedar plank and then affixed to native plants in the park, to assist with identification.

Reports:

Salem Police – Not present

City Councilor Cara Kaser – unable to attend

City Councilor Jim Lewis –

SKATS and funding – Federal Government keeps talking about major transportation plans, but it's just not getting done. We're sure watching...

Sidewalk improvements on Orchard Heights – best bet is we'll have to put in to the next Public Works bond measure. Sorry.

Our Salem – report card on the first phase of the project, and it includes a greenhouse gas inventory. It also has some projections. See last months' summary from Eunice Kim.

Next council meeting – city budget discussions.

The city staff are still working on summaries and plans regarding the recommendations of the congestion task force.

City council has moved forward 3 revenue proposals. Keep your eye on that.

Land Use – We still need a Land Use chair. If you're interested, talk to Jim!

Parks – Micki Varney – Introduced Dylan McDowell (SPRAB member, West Salem resident). A tree subcommittee meeting reformed. Wallace Park – added dumpsters, bleachers, dugout painting, and plans to handle \$150,000 of damage from the flood. New playground equipment at College Heights park.

Comment – soccer field drainage – seems to have worked fairly well.

Traffic & Infrastructure – Nick Fortey

Starting the process. Next few months (not scheduled yet) safer crossings project or program will be brought before the council, so when that time comes, we should make time to testify.

Comment – Steve Anderson – McNary & 7th by Walker also needs crossing improvement.

WSBA – absent

Transit – absent

Edgewater – Jessica Pries

Neighborhood Partnership Coordinator

Every 2nd Thursday at the Farmer's market Edgewater Partners will have an activity table. Come down to the Farmers Market and shop local.

Bicycle Cruise – Meet at May 26th, 3pm, West Salem Library. Salem Bicycle Club will lead a little tour, then afterward conversation and refreshment in the Roth's food court area.

6th Annual Super Saturday event – Boys & Girls Club – “free meal” – 30 informational tables – Soccer, D.J., Cornhole, and more. Celebrate your neighborhood!

Watershed – E.M. Easterly

Glenn Gibson & Rickreall watershed councils are under a biennial support grant from the Oregon Watershed Enhancement Board. Just this afternoon we made a case in front of OWEB why it is our watershed councils should be funded. Past data from the neighborhood says that 43% of neighbors rank the environment and the watershed as “important” to protect. Funds that are allocated.

SKSD Budget Meeting Update – Tyson Pruett

The community input portion of the budget passed tonight. I’d like to say that West Salem High School was the only school, save for a single Elementary school, to have multiple different students come testify about the budget. We were well represented. The budget moves forward to the next step of approval.

Old Business –

Grab some bags. Take an extra and give it to someone who doesn’t have one.

New Business –

Meeting ended at 8:18PM

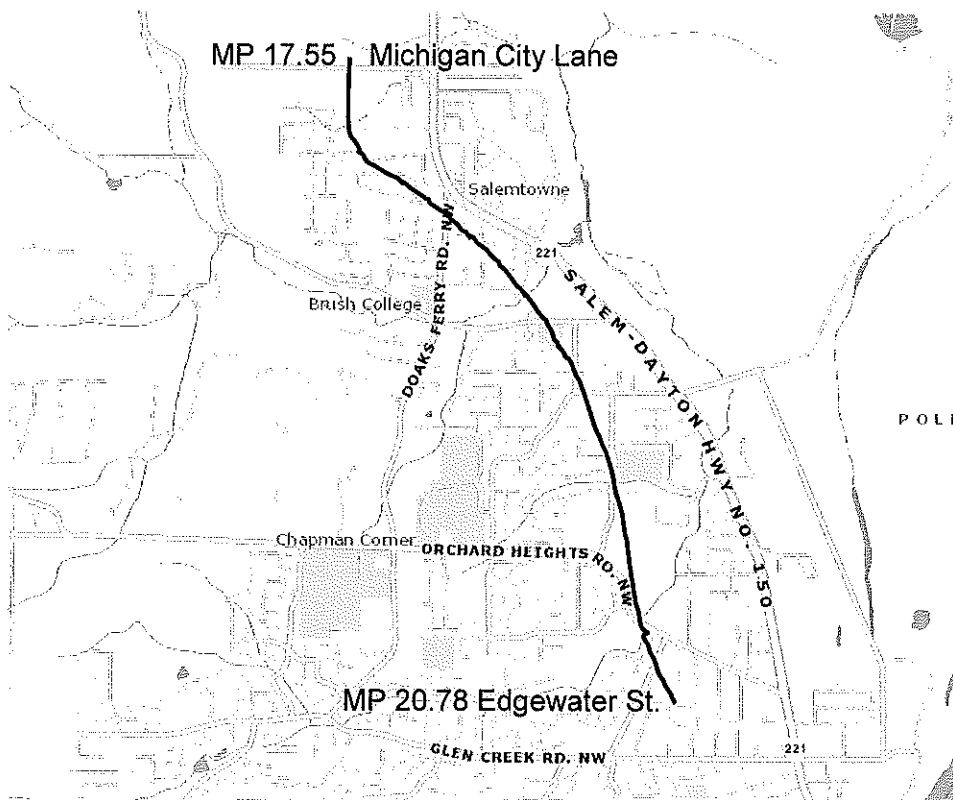
Respectfully submitted – Chris Wilhelm – WSNA Secretary

OR221: Michigan City Lane – Edgewater St. (MP 17.55 – 20.78)(KN 20122) West Salem/Polk

Purpose:

This section of OR 221 has a very high vehicle Average Daily Traffic (ADT) count of 35,000, along with high bicycle and pedestrian use. The primary purpose of this project is to reduce fatal and serious crashes and to repair a deteriorating pavement structure that affects a high number of users.

In addition, the Moving Ahead for Progress in the 21 Century Act (MAP 21) requires states to establish targets for reducing fatalities and serious injuries and to make significant progress towards those targets. The risk of not doing this project increases the risk of not meeting the performance targets set by the FHWA.



Project Scope:

The scope of this project is to maintain the pavement section, improve traffic and pedestrian safety, and reduce congestion by:

- Grinding the existing surfacing and inlaying the travel lanes between mile points 17.55 and 20.78 with a 1R single lift of asphalt.
- Upgrading ADA ramps as applicable.
- Upgrading traffic signals with reflective backing.

- Adding pedestrian crosswalk countdown timers.
- Adding pedestrian Rectangular Rapid Flash Beacons (RRFB) at five existing unsignalized crosswalks.

Project Background:

There are two primary issues this project will be addressing:

- 1) Pavement condition has started to rapidly decline on this corridor. The pavement surface now has extensive cracking. Maintenance will need to place an increasing amount of patches to hold this section together. A multi-lift treatment will be required if the project is deferred past this STIP cycle. This project is intended to remedy this ongoing maintenance issue.
- 2) Data analysis (Intersection and Pedestrian/Bicycle Safety Implementation Plans) used a systemic approach to identify this corridor as a priority location for signalized intersection and pedestrian enhancements. The implementation plans also list several proven and cost effective ways to reduce signalized intersection and pedestrian crashes. The installation of pedestrian countdown timers, rectangular rapid flashing beacons, and improving signal hardware with reflectorized back plates are effective ways to reduce signalized intersection and pedestrian crashes.

Project Funding:

This project is currently funded at \$6,255,726, including \$812,600 for Preliminary Engineering, \$186,100 for Right of Way, \$26,500 for Utility Relocation, and \$5,230,566 for Construction. DAP estimate is \$9,633,400.

Project Schedule:

- Project Initiation: August, 2017 – January, 2018
- Design Acceptance (DAP): January, 2018 – April, 2019
- Approval of PS&E Plans: September, 2020
- Bid Let: November, 2020

Project Contact:

Bill Ness, PE Consultant Project Manager
ODOT Region 2 – Salem
503-986-2764
William.Ness@odot.state.or.us

The Salem Area Comprehensive Plan contains the following Willamette Greenway policy:

“Existing parks within the Greenway Boundary shall be preserved and maintained.”

In 2008 the City of Salem contradicted that policy by partitioning 1.2 acres from Wallace Marine Park for a future roadway. At first glance I thought the City's action reasonable because street right-of-ways are allowed in all City of Salem zones. Last November I realized the partitioned parcel was also within the Willamette River Greenway Boundary.

The document I am sharing includes a portion of the May 9th SPRAB minutes, a zoning map section showing both the Willamette Greenway boundary in Wallace Marine Park and the parcel created in 2008, and a copy of the April 29th email I submitted to SPRAB summarizing my request to SPRAB and numerous questions. For example, why did the 2008 partition not address the Willamette Greenway park preservation requirement? Why did the partition not include a Greenway Development permit approval process or the Greenway exception process?

Tonight I am asking the WSNA to endorse my request that the pre-2008 boundary of Wallace Marine Park be reestablished or that the City undertake the legal process of meeting the Salem Greenway Development Permit approval requirements.

I move that the WSNA request the City of Salem re-establish the pre-2008 Wallace Marine Park boundary or that the City undertake the legal process of meeting the Salem Greenway Development Permit approval process to support the 2008 partitioning and change of use of park land within the Salem Willamette Greenway boundary.

**Draft minutes May 9th
Salem Parks and Recreation Advisory Board**

3 . PUBLIC COMMENT

b. E M. Easterly

Mr. Easterly thanked the Board for their action regarding the Division Street NE City - owned trees. Mr. Easterly asked the Board to save and protect Salem park land that he said was improperly partitioned from Wallace Marine Park over 10 years ago. The property is right - of - way and is the proposed future alignment of Marine Drive. He submitted documents to the Board detailing the issue in January, and follow - up documents April 29.

Mr. Easterly is concerned that if a road was developed, the trees in the area would be removed and he said he is bringing this to SPRAB because the protection of the trees within the park is within its purview. He would like the City to go through the Willamette Greenway permit process. Member Dickey asked whether he has brought this to the neighborhood association.

Mr. Easterly responded that West Salem Neighborhood Association has been without a land use chair, but has raised the issue with the park chair (Member Varney).

Chair Quillinan asked what the damage would be to Wallace Marine Park if left the way it is. Mr. Easterly said if someone wants to build a road then trees may be removed as part of the process. Member Rice asked Mr. Easterly if he was able to locate documentation showing the rationale for the partitioning. Mr. Easterly responded that he was unable to secure a staff report..

Chair Quillinan asked whether staff can find out by the next Board meeting. Mr. Romanek said possibly but staff needs to check with Community Development and Transportation Planning staffs.

Salem PDF section from Zoning Map 7315S Segment

Note: The Gray-green line with diamond symbols approximates a portion of the Salem Willamette Greenway Area.



Note: The map shows the 2008 R-O-W partition parcel within the Park zoned area of the Zoning Map.

To: Salem Parks and Recreation Advisory Board via Toni Whittler

From: E.M. Easterly

Date: April 29, 2019

Re: Failure of the 2013 Salem Parks and Recreation Master Plan to comply with SACP Willamette Greenway Policy O-6 and Transportation Policy J-6

Four months ago I requested that the SPRAB “recommend to the Salem City Council the revision of the Parks System Master Plan so that the parks master plan accurately meets the policies of the SACP.”

The 2008-31 resolution changed the use of land within the Wallace Marine Park PA zone “... for street and right-of-way,” Since street right-of-ways are allowed in all City of Salem zones, the resolution appeared to confirm with the overall policies of the SACP.

Unfortunately the 2008 resolution did not raise or address the actuality that the newly created parcel was not only within the Wallace Marine Park PA zone but also within the Salem Willamette Greenway boundary. Nor did the resolution acknowledge that by changing the use of an area within the legally defined boundary of the Salem Willamette Greenway, a Greenway Development Permit was required. This issue, the City's failure to comply with SACP Policy O-6¹ was raised in my January 2, 2019 memo, but the issue has yet to be addressed by city staff or SPRAB. Moreover, since Resolution 2008-31 was adopted without a Goal 15 exception², the resolution contradicted/contradicts Oregon land use law.

My January ten page document was turned over to City of Salem staff following my testimony at the January SPRAB meeting. The only concrete response that I have subsequently received is notification that both the SACP map and Salem zoning maps had been modified.

Those map modifications do not appear to comply with **SRC 64.010. Rules of Construction.** “(a) The Comprehensive Policies Plan takes precedence over any other component of the Comprehensive Plan.” and **SRC 64.025. - Plan map amendments.**

As a future transportation facility the 2008 change in use also needed to comply with SACP Transportation Policy 6.

“The provision of transportation facilities and services shall reflect and support land use designations and development patterns as identified in the Salem Area Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand, residential densities, retail, and employment centers.”

Resolution 2008-31 did not “reflect and support” the “Parks, Open Space and Outdoor Recreation” designation contained in the 2008 to 2018 SACP maps or an exception there to. Nor did the 2019 SACP and Salem zoning map changes conform to **SRC 64.025. - Plan map amendments.**

“(b) Standing to initiate plan map amendments.” or **SRC 110.050. - Relationship to Salem Revised Code regulations** or DLCD v Polk County, 21 Or LUBA 463 (1991).

Absent the above legal requirements I request that SPRAB recommend to Salem City Council (a) modification or reversal of Resolution 2008-31 and (b) legally deny the 2019 administrative revision of the Wallace Marine Park Parks, Open Space and Outdoor Recreational designations on the SACP map and the removal of the Salem zoning designation (PA) area from Wallace Marine Park described in Resolution 2008-31.

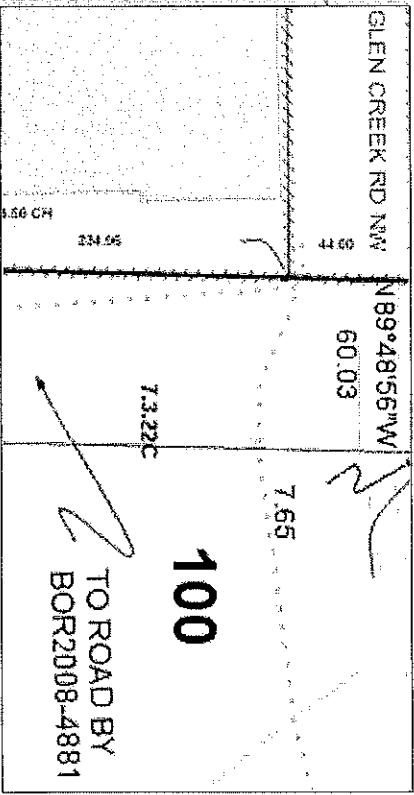
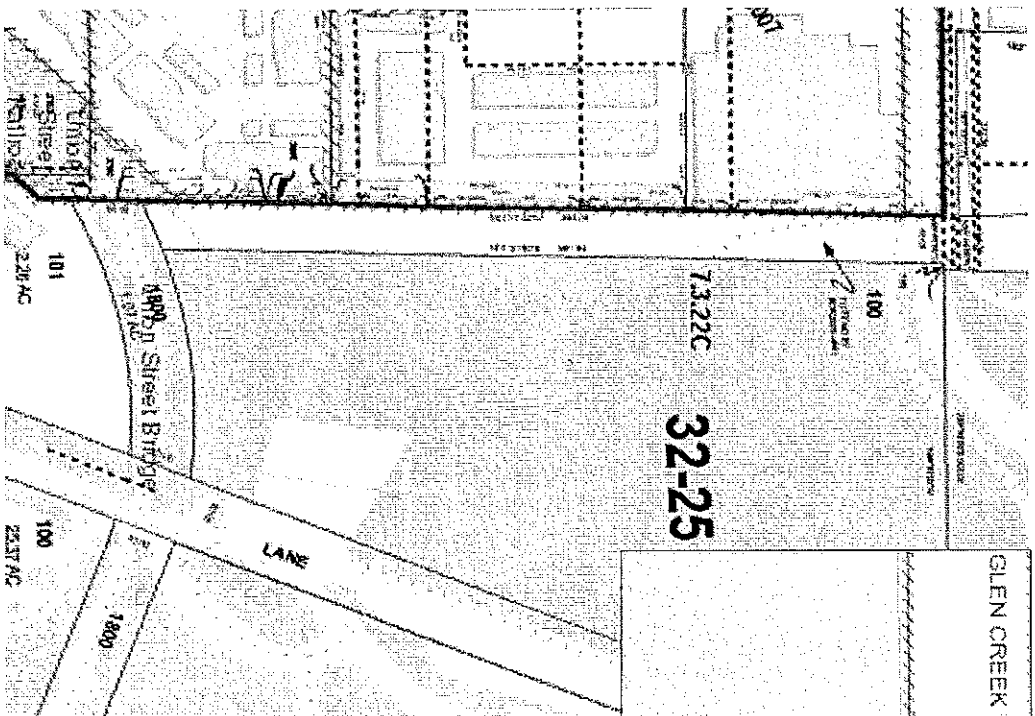
¹ “Existing parks within the Greenway Boundary shall be preserved and maintained. Additional sites for recreation and scenic views and access to the Willamette River should be acquired.”

² **OAR 660-004-0020**

“Goal 2, Part II(c), Exception Requirements

(1) If a jurisdiction determines there are reasons consistent with OAR 660-004-0022 to use resource lands for uses not allowed by the applicable Goal or to allow public facilities or services not allowed by the applicable Goal, the justification shall be set forth in the comprehensive plan as an exception. ...”

Polk County Maps



2018 Tax Assessment Map

Pre 2008 Tax Assessment Map

