



# HEARING NOTICE

## LAND USE REQUEST AFFECTING THIS AREA

*There is a development proposal for the property listed in this notice and shown on the attached map. The City is seeking input from neighbors on the proposal. If you have questions or comments about the proposal, contact the case manager.*

*Esta carta es un aviso sobre una propuesta de desarrollo para la propiedad enumerada y que se muestra en el mapa adjunto. La ciudad está buscando la opinión de los vecinos sobre la propuesta. Si tiene preguntas o comentarios sobre la propuesta, póngase en contacto con nosotros al 503-588-6213*

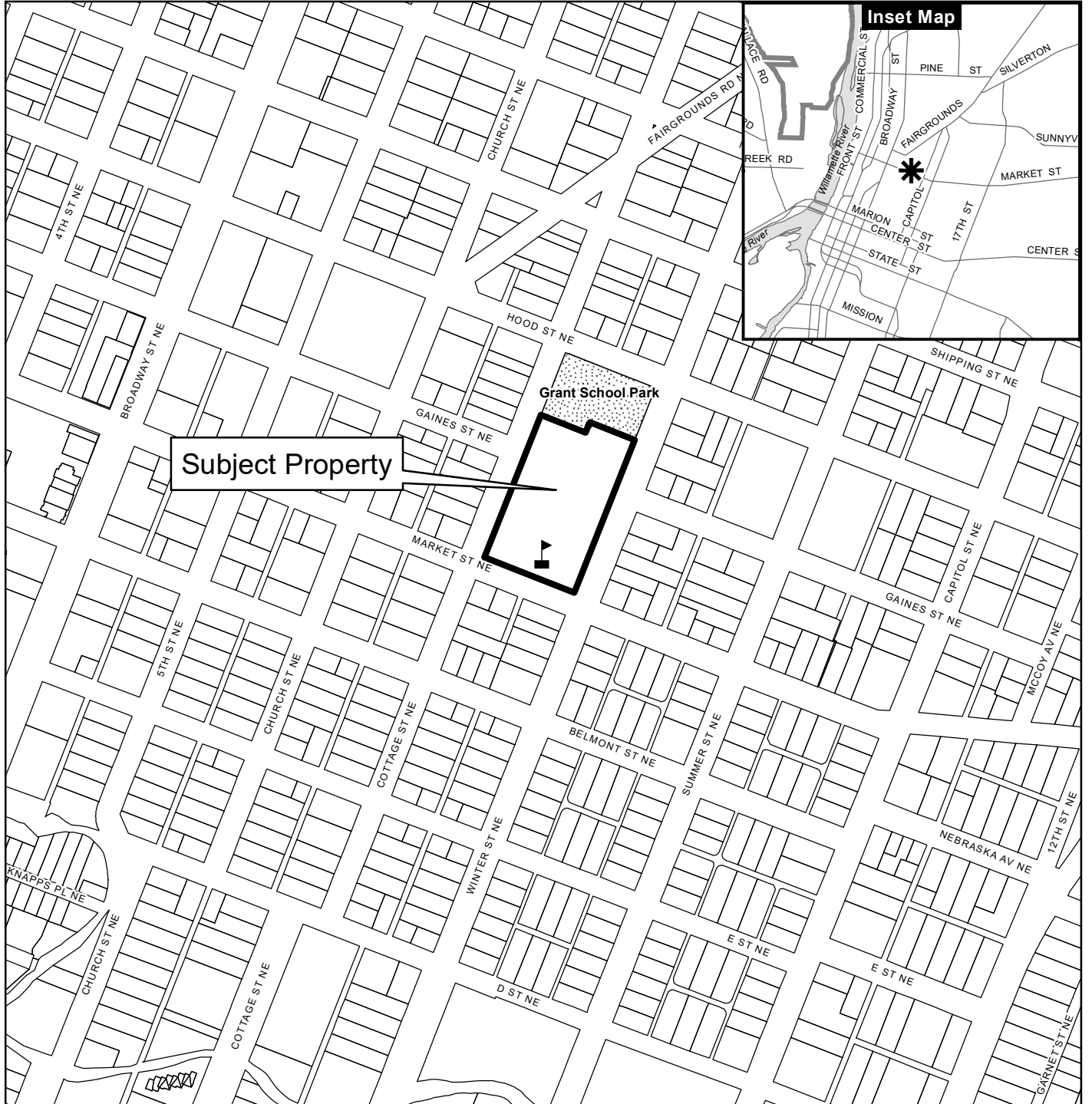
<b>CASE NUMBER:</b>	<b>Council Review of the Planning Administrator's decision on Class 3 Site Plan Review Case No. SPR20-19</b>
<b>HEARING INFORMATION:</b>	<u>CITY COUNCIL, Monday, August 10, 2020 at 6:00 p.m.</u>  Due to restrictions related to the COVID-19 pandemic, the City Council meeting and the hearing will be conducted virtually. No in-person attendance is possible. Interested persons may attend the meeting online at City of Salem Facebook, CCTV Salem, You Tube Channel, or watch on Comcast Cable CCTV Channel 21. To sign up to provide testimony, please visit this link (dates will be updated closer to the actual hearing date): <a href="https://www.cityofsalem.net/Pages/Public-Comment-at-Salem-City-Council-Meeting.aspx">https://www.cityofsalem.net/Pages/Public-Comment-at-Salem-City-Council-Meeting.aspx</a>
<b>PROPERTY LOCATION:</b>	725 Market St NE, Salem OR 97301
<b>SUMMARY:</b>	<b>Council Review</b> of the Planning Administrator's decision on an application to reconfigure an existing off-street parking lot and construct an on-street bus and ADA parking area.
<b>CASE MANAGER:</b>	<b>Pamela Cole, Planner II</b> , City of Salem Planning Division, 555 Liberty Street SE, Room 305, Salem, OR 97301. Telephone: 503-540-2309; E-mail: <a href="mailto:pcole@cityofsalem.net">pcole@cityofsalem.net</a> .
<b>NEIGHBORHOOD ORGANIZATION:</b>	<i>Neighborhood associations are volunteer organizations of neighbors coming together to make neighborhoods the best they can be. They receive notice of land use applications within their boundaries, and they often submit comments on the applications to the City. Neighborhood association meetings are open to everyone. Contact your neighborhood association to get involved:</i>  Grant Neighborhood Association, Paul Tigan, Land Use Chair; Phone: 503-845-2449; Email: <a href="mailto:paultigan@gmail.com">paultigan@gmail.com</a> .
<b>STAFF REPORT:</b>	The Staff Report will be available seven (7) days prior to the hearing and will thereafter be posted on the Community Development website: <a href="https://www.cityofsalem.net/notice">https://www.cityofsalem.net/notice</a> .
<b>ACCESS:</b>	The Americans with Disabilities Act (ADA) accommodations will be provided on request.
<b>CRITERIA:</b>	Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review  Salem Revised Code (SRC) is available to view at this link: <a href="http://bit.ly/salemorcode">http://bit.ly/salemorcode</a> . Type in the chapter number(s) listed above to view the applicable criteria.

<b>OWNER(S):</b>	Joel Smallwood on behalf of the Salem Keizer School District
<b>APPLICANT / AGENT(S):</b>	Mark Shipman, Saalfeld Griggs Lawyers, on behalf of Joel Smallwood, Salem Keizer School District
<b>APPELLANT:</b>	Grant Neighborhood Association
<b>DESCRIPTION of REQUEST:</b>	<b>Council Review</b> of the Planning Administrator's decision on Class 3 Site Plan Review application for restriping of an off-street parking area and construction of an on-street bus and ADA parking area on Cottage Street NE using alternative street standards at the Grant Community School on a 2.59 acre property located in the PE (Public and Private Educational Services) zone at 725 Market Street NE 97301 (Marion County Assessor Map and Tax Lot 073W23BC05400).
<b>HOW TO PROVIDE TESTIMONY:</b>	Any person wishing to speak either for or against the proposed request may do so in person or by representative at the Public Hearing. Prior to the Public Hearing, written comments may be filed with the City Recorder, 555 Liberty Street SE, Room 205, Salem, OR 97301 or <a href="mailto:cityrecorder@cityofsalem.net">cityrecorder@cityofsalem.net</a> . Include case number with the written comments.
<b>HEARING PROCEDURE:</b>	<p>The hearing will be conducted with the staff presentation first, followed by the proponent's case, neighborhood organization comments, persons opposed, other interested persons, and applicant rebuttal. The applicant has the burden of proof to show that the approval criteria can be satisfied by the facts. Opponents may rebut the applicant's testimony by showing alternative facts or by showing that the evidence submitted does not satisfy the approval criteria.</p> <p>Failure to raise an issue prior to the close of the Public Hearing in person or in writing, or failure to provide statements or evidence with sufficient specificity to provide the applicant and Review Authority to respond to the issue, precludes appeal to the Land Use Board of Appeals (LUBA) on this issue. A similar failure to raise constitutional issues relating to proposed conditions of approval precludes an action for damages in circuit court.</p> <p>Following the close of the Public Hearing, a decision will be issued and mailed to the applicant, property owner, affected neighborhood associations, anyone who participated in the hearing, either in person or in writing, and anyone who requested to receive notice of the decision.</p>
<b>MORE INFORMATION:</b>	Documents and evidence submitted by the applicant are available for review and paper copies can be obtained at a reasonable cost. You can also find out more information about the status of the proposed application on the City's online Permit Application Center at <a href="https://permits.cityofsalem.net">https://permits.cityofsalem.net</a> . Just enter the permit number(s) listed here: 20 104828
<b>NOTICE MAILING DATE:</b>	July 17, 2020

**PLEASE PROMPTLY FORWARD A COPY OF THIS NOTICE TO ANY OTHER OWNER, TENANT OR LESSEE.**  
**For more information about Planning in Salem:**  
<http://www.cityofsalem.net/planning>

*It is the City of Salem's policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity and source of income, as provided by Salem Revised Code Chapter 97. The City of Salem also fully complies with Title VI of the Civil Rights Act of 1964, and related statutes and regulations, in all programs and activities. Disability-related modification or accommodation, including auxiliary aids or services, in order to participate in this meeting or event, are available upon request. Sign language and interpreters for languages other than English are also available upon request. To request such an accommodation or interpretation, contact the Community Development Department at 503-588-6173 at least three business days before this meeting or event.  
TTD/TTY telephone 503-588-6439 is also available 24/7*

# Vicinity Map 725 Market St NE










Subject Property

Grant School Park

Inset Map

## Legend

-  Taxlots
-  Urban Growth Boundary
-  City Limits
-  Outside Salem City Limits
-  Historic District
-  Schools
-  Parks

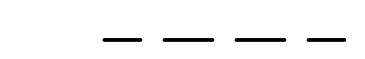
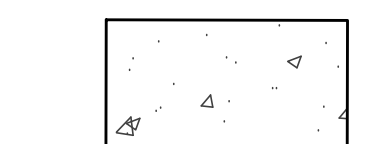
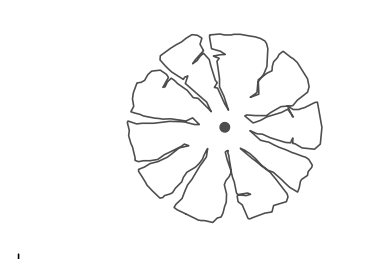

**CITY OF Salem**  
AT YOUR SERVICE  
Community Development Dept.

0 100 200 400 Feet



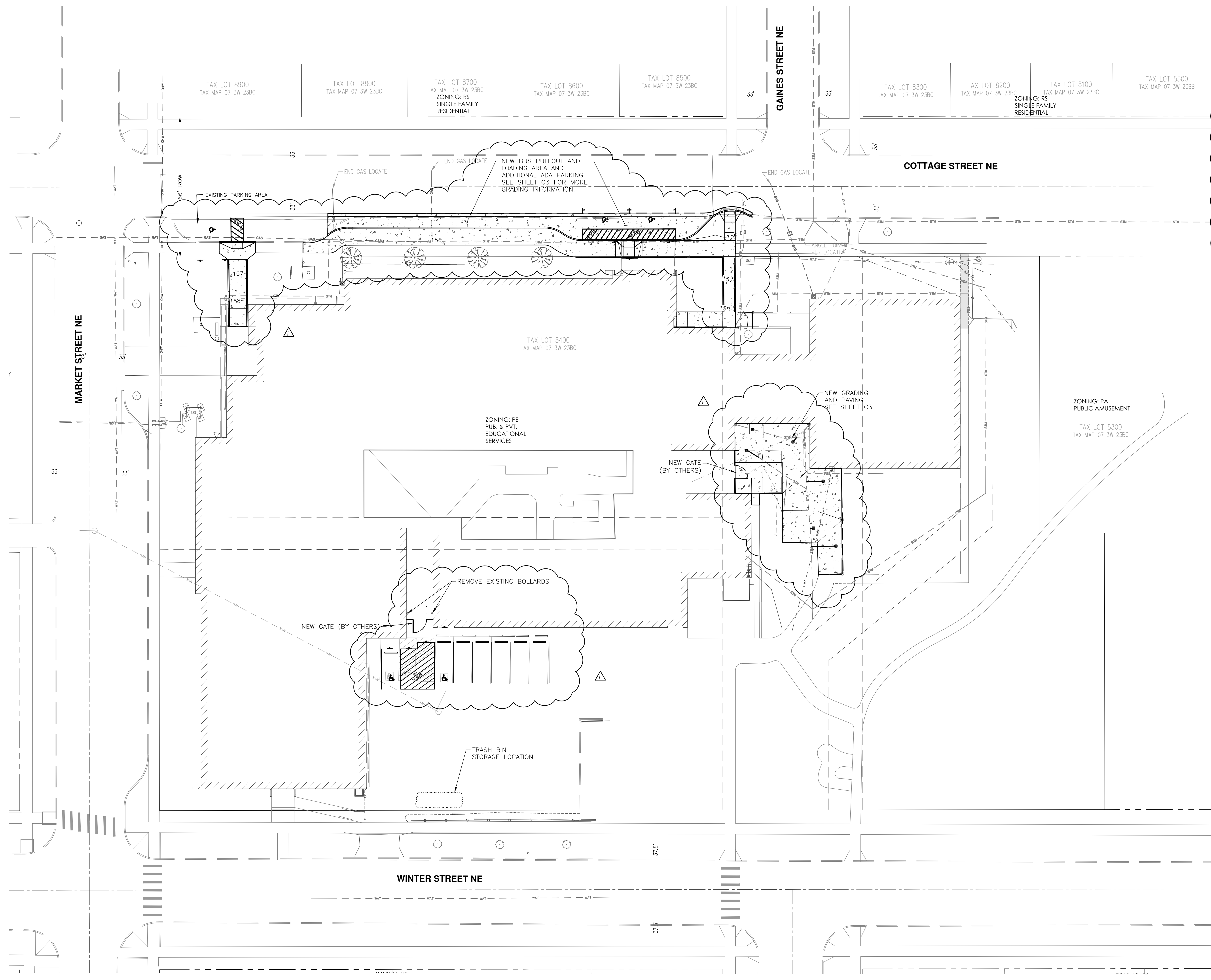
This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

**LEGEND**

-  SAWCUT LINE
-  PROPOSED NEW PAVING
-  PROPOSED STREET TREE WITH 4'X4' GRATE
-  PROPOSED NEW 22'X14' ADA PARALLEL PARKING SPACE

**PUBLIC PAVEMENT REPLACEMENT**

EXISTING PAVEMENT TO BE REMOVED: xx SF  
 PROPOSED NEW PAVEMENT: xx SF  
 INCREASE/DECREASED PAVEMENT: xx SF



**SUMMARY TABLE**

TOTAL SITE AREA: 112,291 SF (2.58 AC)  
 LAND USE: PUBLIC SERVICES/EDUCATION SERVICES/BASIC EDUCATION

BUILDING HEIGHT: 27'-4"  
 GROSS FLOOR AREA: 46,244 SF  
 EXISTING CLASSROOMS: 19

REQUIRED OFF-STREET PARKING  
 (2 STALLS X 19 CLASSROOMS): 38

EXISTING PARKING:  
 STANDARD STALLS: 5  
 ADA STALLS: 2 (ONE VAN ACCESSIBLE)  
 TOTAL: 7

PROPOSED PARKING:  
 STANDARD STALLS: 5  
 ADA STALLS: 2 (ONE VAN ACCESSIBLE)  
 TOTAL: 7

NOTE: BECAUSE THERE IS NO CHANGE OF USE, ADDITIONAL GROSS FLOOR AREA OR INCREASE IN NUMBER OF CLASSROOMS, THERE IS NO REQUIREMENT FROM THE CITY AT THIS TIME FOR OFF-STREET PARKING TO BE ADDED TO THE EXISTING PARKING AREA IN ORDER TO CONFORM TO MINIMUM PARKING STANDARDS.

REQUIRED BICYCLE PARKING  
 (2 SPACES X 19 CLASSROOMS): 38

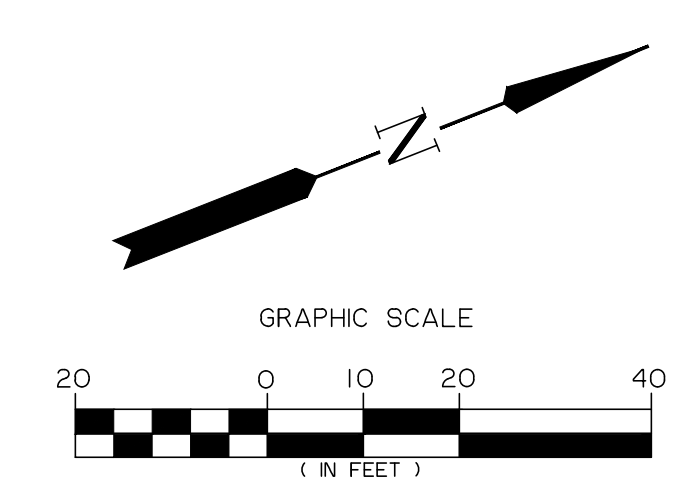
EXISTING PARKING: 40 (NON-CONFORMING RACKS)  
 PROPOSED PARKING: NO PROPOSED CHANGES

NOTE: BECAUSE THERE IS NO CHANGE OF USE, ADDITIONAL GROSS FLOOR AREA OR INCREASE IN NUMBER OF CLASSROOMS, THERE IS NO REQUIREMENT FROM THE CITY AT THIS TIME FOR BICYCLE PARKING TO BE ADDED TO THE EXISTING BIKE PARKING AREA.

SITE COVERAGE:

EXISTING:			
TOTAL SITE:	112,291 SF	100.0%	
BUILDING ROOF:	51,450 SF	45.8%	
AC AND CONC. PAVING:	23,953 SF	21.3%	
LAWN & LANDSCAPE:	36,888 SF	32.9%	
PROPOSED:			
TOTAL SITE:	112,291 SF	100.0%	
BUILDING ROOF:	51,450 SF	45.8%	
AC & CONC. PAVING:	23,953 SF	21.4%	
LAWN & LANDSCAPE:	36,858 SF	32.8%	

ON-SITE PAVEMENT REPLACEMENT:  
 EXISTING PAVEMENT TO BE REMOVED: 2,854 SF  
 PROPOSED NEW PAVEMENT: 2,884 SF  
 INCREASE TO TOTAL SITE PAVING: 30 SF



**BBT ARCHITECTS**  
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 Bend, Oregon 97702  
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**SALEM-KEIZER SCHOOL DISTRICT  
 GRANT COMMUNITY SCHOOL  
 RENOVATION**

725 MARKET ST NE  
 SALEM, OR 97301

No.	Description	Date
3	ADDENDUM 03	03/30/20
1	CITY COMMENTS	04/21/20

Project Number 1920  
 Date 02.21.2020

**PERMIT SET**

PROPOSED  
 SITE PLAN

**C2**

## Kirsten Straus

---

**From:** Sam Skillern <sam@salem1f.org>  
**Sent:** Monday, July 13, 2020 3:08 PM  
**To:** Kirsten Straus; Pamela Cole; Glenn Davis  
**Cc:** Sam 'Snead' Skillern; Jeanne Corbey; Eric Bradfield; Paul Tigan; Lola & Christopher Hackett  
**Subject:** 3 p.m. - Grant NA Appeal to Class 3 Site Plan Review SPR20-19  
**Attachments:** Cottage St Letter 5-8-2020.pdf; SPR 20-19 Appeal Letter FINAL.pdf; SPR20-19 Appeal Appl GNA with Sigs.pdf

Kirsten, Pamela and Glenn,  
Here is our Appeal for consideration at tonight's City Council meeting.  
We have attached:  
1. The Appeal Application Form  
2. The Appeal Document  
3. The Grant NA letter of May 8 outlining our concerns

We also have a petition but will reserve it for the next steps, as helpful.

Thanks so much--  
Sam  
cc: Grant NA Exec

--



**Sam Skillern**  
PO Box 7384, 97303-0083  
[www.SalemLF.org](http://www.SalemLF.org)



# LAND USE APPEAL APPLICATION


**1. GENERAL DATA REQUIRED** *[to be completed by the appellant]*

Class 3 Site Plan Review SPR20-19	June 26, 2020
Case # Being Appealed	Decision Date
725 Market Street NE, 97301	
Address of Subject Property	
Grant NA, c/o 1255 Cottage Street NE, Salem 97301-7342	
Appellants Mailing Address with zip code	
sam@salemLF.org	503-884-8194 - 503-315-8924
Appellant's E-mail Address	Day-time Phone / Cell Phone


Appellant's Representative or Professional to be contacted regarding matters on this application, if other than appellant listed above:

Jeanne Boatwright, Secretary, Grant NA	835 D Street NE, Salem, 97301
Name	Mailing Address with ZIP Code
cjboat835@yahoo.com	503-507-2058 - 503-585-5356
E-Mail Address	Day-time Phone / Cell Phone

**2. SIGNATURES OF ALL APPELLANTS**

Signature:  Date: July 13, 2020

Printed Name: Sam Skillern, Grant NA Co-Chair

Signature:  Date: July 13, 2020

Printed Name: Jeanne Boatwright, Grant NA Secretary

**3. REASON FOR APPEAL** Attach a letter, briefly summarizing the reason for the Appeal. Describe how the proposal does not meet the applicable criteria as well as verification establishing the appellants standing to appeal the decision as provided under SRC 300.1010

FOR STAFF USE ONLY		
Received By: <u>Kirsten Straus</u>	Date: <u>7/13/2020</u>	Receipt No: <u>20 104828 00 RP</u>
Appeal Deadline: <u>7/13/2020</u>	Case Manager: <u>Pamela Cole</u>	

# GRANT NEIGHBORHOOD ASSOCIATION

SALEM OREGON

July 13, 2020

Pamela Cole, Case Manager  
City of Salem, Planning Department  
555 Liberty Street SE, Room 320  
Salem, Oregon 97301

Re: **CLASS 3 SITE PLAN REVIEW CASE # SPR20-19**  
**Application #20-104828-RP**  
**Grant Neighborhood – Grant Community School**

Dear Ms. Cole and Planning Department,

This letter represents Grant Neighborhood Association's official appeal to Case # SPR20-19 pursuant to the Notice of Decision issued June 26, 2020.

As we will show, bringing a bus-heavy program to the School District's smallest campus (2.59 acres in a dense urban setting) with only eight (8) parking spots will put untenable pressure on the chronically-terrible parking and traffic situations around the school. Especially during the morning drop-off, Cottage Street is a zoo of double-parked cars, kids jaywalking, crossing guards dodging cars, honking horns, and near misses.

Following the City's February 25 notification of application, we asked the City and the School District to meet with us to work out a solution. Even allowing for complications related to COVID-19 restrictions, there was still sufficient time and opportunity for all three parties to meet and forge a solution. This three-party meeting never occurred.

The School District did meet with us: twice on Zoom and once at the Grant School site. While at first resistant to our ideas, they have confirmed in writing they are now committed to studying alternatives—one in particular—for the Cottage Street bus lane that can meet the needs of the students, the school and the neighborhood alike. As currently proposed, the transportation needs of 20-24 students will trump the livability of the neighborhood if the Cottage Street bus lane is built.

We have never wanted to fight the District or the City on this. We are friends and allies. A long public record of our attempts to seek mutually-beneficial solutions is on file with this case. Because the District and the City are persisting with the permitting process for the Cottage Street

bus lane, we are persisting in our quest to reach a mutually-beneficial solution. We hope it doesn't come to a conflict; our resolve to find a solution is strong.

We take heart by comments made in the Staff Response on Page 3 of the Decision document: *"... If the District determines that alternatives to the Cottage Street NE proposal are viable, they may submit a modification of this site plan review application, a new plan review application, or other applications as required by the City."* All three are acceptable if they lead to a solution.

Again, we invite the City to join Grant Neighborhood and the School District in analyzing, problem-solving and forging a viable alternative. Without all three parties at the table with sleeves rolled up, the odds of an alternative solution vetting successfully are greatly minimized.

With good will and diligent work, elegant solutions are always attainable. If one partner must do all the work, the outcome is determined by hurdles and technicalities rather than a mutual vision for the common good. To be specific, in the Notice of Decision, the phrase "the applicant's response indicates (this can't be done)" appears frequently and is not a path to mutual solution-seeking. For reference, please see attached materials including Grant NA letter of May 8.

### **Grounds for Appeal:**

1. The loss of 7-9 parking spots on Cottage creates neighborhood harm. Grant is a low-garage, high-traffic urban neighborhood already heavily burdened by the parking practices of Capitol Mall State employees. Every public parking spot is precious and should be preserved. Most of Grant Neighborhood has been converted to RP-restricted parking (90-120 minutes). The neighbors on Cottage, Gaines and Church streets have resisted such a conversion out of respect for the School and its parking needs. That will certainly end if the bus lane is built.

2. In this scarce-parking environment, Grant School only has 8 onsite parking spots. With 19 classrooms they should have, per current code, 38 parking spots. This shortage forces the school staff to park on the street, competing for space with the residents and the Capital Mall employees. (Salem Alliance Church graciously allows the school staff to park for free on a lot one block to the north, but many staff use the street anyway.)

We can't afford to lose 7-9 parking spots on Cottage to a bus lane that will be used only 60 to 90 minutes a day. Moreover, car speeds on Cottage will increase (as traffic science affirms) with no trees and more pavement. The replacement trees under this proposal will be much smaller in height and crown size and will not afford the same benefits as the current greenway and trees.

3. The loss of five (5) trees and the green park strip violates the compact between Grant School students, Grant Neighborhood and the City of Salem (through its staff arborist). For more than 20 years, the neighbors have come to the aid of a School District so strapped for resources that landscaping and maintenance of schools is minimal. Every April (in concert with Earth Day), neighbors, teachers, parents and students have gathered for the Grant Beautification Project to not only beautify the grounds, but to provide academic intersections for student learning, as well.

As a close-knit community, we build raised gardens, lay paths and pavers, plant flowers and shrubs, build composting bins and—for a period of 6-8 years—plant trees. Not only on the Grant



campus, but on adjacent streets, as well. Not only did this partnership lead to gardens and trees, it resulted in the two volunteer-built playgrounds and the recent covered area (worth \$150,000-\$200,000). The compact is long, deep and valuable, and we do not want to see it shaken by a hasty decision to a difficult problem.

4. Cutting the trees also goes against the Salem policy of preserving the tree canopy. (<https://www.cityofsalem.net/citydocuments/tree-canopy-assessment-report-2019.pdf>)

5. The uncertainties associated with COVID-19 may obviate the need for the Cottage Street bus lane. School-attendance precautions being formulated by the Governor, the Oregon Department of Education, and Salem-Keizer Public Schools make it very unlikely that the medically-fragile students in the Medically Developmental Learning Center (MDLC) will be able to admit students at Grant this Fall. Before any bus lane is approved or built, there should be certainty that this program is actually going to operate at Grant and require specialized bus access. During the time of uncertainty, the existing drop-off area on Market Street could be utilized in the short term. This may not be optimal for the students, but it is certainly doable, prudent and wise given the uncertain times.

6. Not rushing to build the bus lane will allow more time for the alternative(s) to be explored and deployed. We are particularly enthusiastic about a Winter Street bus loop that would ingress and egress off Winter onto school-district property. Only one tree—not five—would have to be removed for a safer drop-off environment for the medically-fragile students (no competing car or sidewalk traffic).

In our enthusiasm to assist in a mutual solution, we have investigated and determined that the Winter Street lot, with the addition of a second driveway, has adequate room for the turning radiuses of the buses used by the District to transport medically-fragile students. We believe this alternative has the most promise, although the Market Street drop-off is the least-expensive option despite District concerns about students coming in the front door of the school. With only one main bus and 4-8 smaller buses coming to Grant, the Market Street bus lane, while not optimal, certainly forms an alternative.

We are eager to see what other options the District may see as they evaluate alternatives. Again, with good will and effort, the District, City and neighborhood can figure this out. With a rushed and rigid approval of the Cottage Street bus lane, only discord will result.

7. The City's policy of promoting positive neighborhood health and active Neighborhood Associations will be adversely impacted if the bus lane is built. This project is a litmus test not just on the procedural technicalities of the code, but the spirit of cooperation and 'can-do spirit' the City of Salem is known for. The imposition of the bus lane on Grant Neighborhood will greatly dent the enthusiasm and allegiance of neighbors/volunteers for the both the City and the School District.

8. A strong community is one that works together. As noted by studies of community and neighborhood associations, Grant is one of the oldest and most active of all such associations in the Northwest. We have earned that reputation from almost 40 years of participation because we are careful to be rational, conservative, and conscious of the benefit of all in every situation. We

want it to work. We come to the City not as strangers, but as constant companions with a long history of partnership. We would not bother the process with trivial or strictly personal objections. We have broad participation in our monthly meetings, we debate the issues vigorously, and we raise objections as a group only when the neighborhood indicates a strong consensus.

We understand that this rebuttal may lack the kind of code-specific, policy-citing documentation that is customary for an Appeal. We are volunteers, neighbors, and everyday North Salem residents who love our neighborhood. We are not professionally-trained technicians or attorneys who do this all the time, so we apologize if this document has shortcomings.

If our case fails to persuade the Hearings Officer, we hereby appeal to the City Council for a wider conversation and path to a solution. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Sam Skillern" with a stylized flourish at the end.

Sam Skillern, co-chair  
[sam@salem1f.org](mailto:sam@salem1f.org)

# GRANT NEIGHBORHOOD ASSOCIATION

SALEM OREGON

May 8, 2020

Joel Smallwood, District Construction Program Manager  
Salem Keizer School District  
2450 Lancaster Dr NE,  
Salem, Oregon 97305

*via email:* [smallwood\\_joel@salkeiz.k12.or.us](mailto:smallwood_joel@salkeiz.k12.or.us)

Pamela Cole, Associate Planner  
Department of Community Development  
City of Salem  
555 Liberty Street SE, Room 305  
Salem, Oregon 97301

*via email:* [pcole@cityofsalem.net](mailto:pcole@cityofsalem.net)

Re: **PROPOSED COTTAGE STREET MODIFICATIONS**  
**Grant Community School**  
**2018 Bond Program**  
**Medical Developmental Learning Classrooms (MDLC)**

Dear Joel and Pamela,

On May 7, 2020, the Grant Neighborhood Association held our monthly meeting via a Zoom video conference. We were pleased to have 26 attendees from across the neighborhood.

The Salem-Keizer School District proposal to make structural modifications to the existing improvement on the east side of Cottage Street, between Market Street and Gaines Street, was on our agenda. The District's February 2020 engineering plans for the project had been previously forwarded to board members and were also available to the neighbors in attendance. The ongoing discussions of the past two months between neighbors and the District were summarized.

All of the options requested out of the Grant neighborhood that have been presented to the District were reported to the group. The two options that have become the latest focus at the neighbors meetings with District staff were presented for discussion, those being: 1) the use of the Winter Street Parking lot for pickup and drop-off of the students being brought to the Grant campus for the Medical Developmental Learning Program; and, 2) forgoing the extensive proposed construction

on Cottage Street and, instead, installing smaller concrete pads within the existing parking strip. These would be similar to the Americans with Disabilities Act (ADA) accessible pads being established by the Salem Area Mass Transit District (Cherriots) for their bus stops.

Areas of discussion and concern included:

- 1) Adding 6-8 turning buses into the major congestion of pedestrians and cars that already exists at the Cottage and Market intersection at the beginning and end of school days only makes a bad situation worse;
- 2) The difficulty in turning off of westbound Market Street to northbound Cottage Street, where the curb radius is just 8.5 feet  $\pm$ , then turning from Cottage to westbound on Gaines Street. The first turn appears to track the bus into the oncoming southbound traffic lane on Cottage. The second turn may require removing on-street residential parking on Gaines. Both Cottage and Gaines streets have narrow curb-to-curb improvements of about 30 feet with parking on both sides that result in a one-way path down the center of the street when parked cars are present;
- 3) The Neighborhood Association does not support using each side of the Grant Community School block (Cottage-Market-Winter) for transportation drop off and pick up. The school is already using Market and Winter Streets for these transportation purposes and we suggest no- or low-cost modifications to scheduling rather than spending the community's one-time bonding authority on a project that degrades the neighborhood;
- 4) This proposal is a transfer of use of the public's right-of-way on Cottage Street. The current use, parking, serves the school and public alike. The school's proposed use is a transfer of that right-of-way to the school alone, while degrading the appearance of the right-of-way. This portion of Grant Neighborhood already sees remarkable parking pressure from residents, employees of the school, and State of Oregon workers who park and walk to work. Removing parking will increase this pressure;
- 5) What are the students' health conditions and do they require separation from the rest of the student body? Are they precluded from entering the main entrance of the school? We were told that the District had stated that the students would be interacting throughout the day with the other students. Plans are already included to update the main entrance to meet ADA requirements;
- 6) What is the difference in the traverse distance to the building when comparing the Cottage Street proposal with the existing Winter Street parking lot? Measured in pedestrian steps, the Cottage route ranges from 45 to 105 steps and the Winter parking lot is 75 steps;

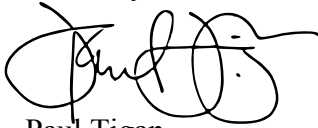
- 7) Losing the tree canopy along Cottage that the students, staff, parents, Neighborhood Association, and neighbors have worked hard to establish over the past ten to fifteen years;
- 8) Spending \$150,000 to \$180,000 on curb modifications if other options are available, especially in a time of economic volatility; and,
- 9) It is possible that the COVID-19 pandemic may still be affecting our activities this next school year. A trial period may be more appropriate, given that uncertainty.

After a very long discussion, the Grant Neighborhood Association voted unanimously to, first, support the use of the existing Market Street bus cut-out for at least a 1-year trial period to evaluate its effectiveness and allow a transition period for this new program into Grant.

This option would be very cost effective, support student interaction, and benefit the neighborhood. The second option, more tentatively supported, would be to use the Winter Street parking lot for the drop-off zone.

The neighborhood opposes the District's proposed Cottage Street curb modifications or use as a student drop off due to its substantial impact on the neighborhood.

Sincerely,



Paul Tigan  
Land Use Chair  
Grant Neighborhood Association  
[paultigan@gmail.com](mailto:paultigan@gmail.com)

CC: Karma Krause, Capital Construction Public Engagement Manager  
*via email:* [krause\\_karma@salkeiz.k12.or.us](mailto:krause_karma@salkeiz.k12.or.us)  
Michael Wolfe, Chief Operations Officer  
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