



Board members present:

Jon Christenson, Christine Chute, Victor Dodier, John Prohodsky, Ron Rubel, Jim Schepcke, Jeff Schumacher, Brian Sund, Lorrie Walker, Evan West, Mark Wigg

Roz Shirack was attending a city budget meeting and excused.

Guests were present as well. **See Exhibit A - Attendance Roster**

President Victor Dodier called the meeting to order at 6:32 pm with a quorum present.

1. The December 2023 meeting minutes were accepted without corrections.
2. City and County Reports:
 - a. Sgt. John Hardy, Salem Police Department Administrative Sargent

He is working with body worn camera project. Policies are being rewritten with legal and transparency being the focus of the rewrite. The policies will be on Salem's website when project is done.

The December 24th fatal traffic crash on South Commercial Street was caused by a medical issue.

The drug house arrest near McKinley School was the result of many months of work. A traffic stop was made and arrest were made based upon warrants for drug related activities. A 3D printer was found at the house that was used to make ghost guns. Ghost guns are becoming a big problem. Big drug arrests are linked to Mexican cartels.

The HST Team, whose focus is the unsheltered, visited about 180 camps a month between June and October. The HST Team's mission is to help the unsheltered deal with issues, help them get back on their feet, and provide transport when needed. Two officers on the Team have people skills needed to relate to the homeless.

Wally Benson asked about the increase in pedestrians being hit by cars. Sargent Hardy said the pandemic changed driving behavior. Traffic enforcement reduced enforcement activities for about a month. There were a lot of 100+ mph drivers when traffic laws were not enforced. There were two double pedestrian deaths. Salem needs to focus on the causes; pedestrians can be at fault. There is a need to go deep to understand the causes. For example, most rear-end accidents were caused by distractions.

Evan West asked about the level of concern with drug cartels in Salem. Sargent Hardy said Salem is in the middle of three high intensity drug corridors – I-5, Highway 22, and I-84. Cartels work hard at blending into the local community. He mentioned that the number of guns removed has increased.

Lorrie Walker asked about the use of the term “gang.” Sargent Hardy said Salem has gangs. The Mexican mafia and drug cartels refer to the same thing. The intensity of focus of the Mexican government on gangs determines cartel activity in America. The greater the Mexican government’s focus on cartels in Mexico, the greater the cartel activity in America.

Salem has youth gangs which cause most of Salem’s gang problems. Salem’s police spend time with parents and families to prevent their children from growing into gangs.

Mark Wigg asked who he could contact to find where the houseless camp. Sargent Hardy said the Count-In-Time meeting place will have that information.

Sargent Hardy can be contacted at 503-932-4635 and jhardy@cityofsalem.net.

b. Deb Romano, Code Enforcement

The house at 1195 Cross Street was sold on December 2nd. The owners plan to flip the house. Eight dump loads were removed from the house and five motorcycles, one stolen, were found under a porch. Twelve cars were towed from the property in the past three and a half years. The previous tenants repeatedly broke in in the three weeks after the house was sold.

3. Announcements

There were no announcements.

4. Neighborhood Concerns

Mark Wigg expressed concern about airport funding. He felt that income from the airport should cover airport expenses instead of the City’s budget covering expenses that airport income doesn’t.

Lorrie Walker, as an advocate for the houseless, attended the sentencing hearing of the person whose car killed four houseless persons last spring. That person was sentenced to 25 years in prison. She said it was very sad and mentioned that those who were injured and family members of those killed were traumatized by the accident.

Victor Dodier said the Salem City Club’s January 20th meeting presentation is “Does Salem Have a Crime Problem?” Victor said he can take a few guests and if you are interested contact him.

Lorrie Walker said she was going to take the CERT (Community Emergency Response Team) training, but the class was canceled. Greg Walsh, the instructor, took a job with Marion County.

Victor said that Luke Emanuel didn’t have much to report on the proposed Salem summer college league baseball team and decided not to attend the meeting. Field turf is being installed on the Willamette University baseball and softball fields.

5. [St. Francis Family Housing](#) (corner of Berry and Howard streets)

Jill Tucker, St. Francis Family Housing's Operation's Manager, described the mission and operation of St. Francis. The Cardinal Lane apartments have 20 units of which 15 are used for transitional housing, its focus is single parent families. St. Francis was founded in 1987 by the Devaro Family and is not sponsored by a Catholic or other religious organization. It received no funds from religious organizations. The Devaro Family provided support for 10 families and their efforts continued as St. Francis after they died.

There is no outward sign that the apartments are transitional housing. This helps families, especially children, by not being seen as unsheltered. Families have their own apartment and there are no congregant activities such as meals. The St. Francis (Cardinal Lane) office helps with life issues (Chromebooks not working, lost keys, etc.) and maintaining the apartment units and property.

Ninety percent of the families they provide transitional housing to are housed and remain housed. They work with landlords and agencies to provide families with rental assistance programs.

Their mission, to help families with children transition to permanent housing, is similar to that of Family Promise. However, their approach differs from Family Promise's. Families in Family Promise's program move to a different church every week where they sleep and eat breakfast and dinner and Family Promise has a day center where people go until they can go to the church where they eat dinner and spend the night.

St. Francis is expanding its capacity. It has demolished two houses next to Cardinal Lane Apartments and is building a six-unit apartment.

Lorrie Walker said St. Francis has a community garden and playground. Lorrie has never heard any negative comments or seen any negative effects on the neighborhood.

Evan West asked, what can we do to help? St. Francis wants to restart their after-school program which is between 4-6 pm on school days. They need librarians (volunteers) who want to work with children.

John Prohodsky asked if St. Francis was aware of how trauma impacted children? Jill said they are aware of trauma and its impact. They are trained in trauma informed care. Their work with trauma is low key and, if they don't have the skills to help traumatized children, they work with Liberty House to address the needs of St. Francis residents. During the Covid-19 Pandemic they fundraised to install wi-fi at the Cardinal Lane apartments to enable online based services.

Jim Scheppke asked about the demographics of St. Francis. Jill said that a fair percentage of residents have experienced domestic violence and substance abuse is rare. The typical family was not living on the street before coming to St. Francis, but couch surfing or living in their car. Families have between one and three children. They find St. Francis by doing a web search. In addition to providing housing, St. Francis staff help residents find work. The waiting list is never longer than the number (15) of transitional housing units. When families transition from transitional housing, they typically transition to income restricted property. The laundry room often has food and toys for the families. Willamette students have tutored the children. St. Francis helps families with budgeting and setting up bank accounts. MAPS has been helpful.

6. Street painting program

A possible location for the street painting is Oxford and Church, in front of SSHS main entrance. A street painting may calm traffic and increase pedestrian safety in front of SSHS. There have been email discussions about where to locate the street painting. In person discussions will help move the project forward.

The SSHS traffic study is being done by DKS Engineering in January and it needs to be completed before any pedestrian safety improvements are done. DKS's original recommendation to manage SSHS traffic was to place barriers at the intersection of Church and Oxford Streets to prevent left turns. Neighbors were against that proposed solution.

Victor said that there are rules for the placement of stop signs at intersections. The neighborhood traffic management plan might increase flexibility for stop sign placement. If more crosswalks are recommended, the cost of those crosswalks might be covered by Salem's annual crosswalk painting. ADA curb cuts will be required for new crosswalks.

Mark Wigg said street painting slows traffic and the life of a street painting is 3 to 5 years.

When a street painting is finished, Travel Salem will throw a party with a band and food truck.

7. Committee Reports and Chair Report

a. Land Use Committee

The Land Use Committee met in December. The Committee's report (**Exhibit B**) is attached.

b. Historic Preservation, Parks, and Gardens Committee

The Historic Preservation, Parks, and Gardens Committee did not meet in December. The Committee Chair's report (**Exhibit C**) is attached.

The HPPG committee will discuss bioswales in the future. The bioswales in the Lower Lefelle parking lot have more than 1000 plants. The Committee Chair is tracking the Salem Parks Improvement Fund (SPIF) grant process. The deadline for submitting grant proposals is January 31st. Staff has not provided any information on SPIF grants. The HPPG Committee will discuss SPIF grants at its January 24th meeting.

c. Transportation Committee

The Transportation Committee met in December. The Committee's report (**Exhibit D**) is attached.

South Liberty Street: The 85th percentile speed on South Liberty St. in SCAN is 39 mph (85% driving 39 mph or slower; 15% driver faster than 39 mph); the posted speed limit is 30 mph. The report did not provide information on the highest speeds recorded. Mark Wigg said Liberty St. is an "event" area where there is street racing. Jim Schepcke said a speed counter between Myers and Wilson Street should capture the top speed. The

assumption is that traffic will slow down after Wilson Street. Placing a speed camera at Myers St. was discussed.

Commercial passenger service at Salem airport: Mark Wigg asked if SCAN would support a motion that the airport should be financially sustainable, i.e. income from airport operations should cover all expenses associated with airport operations. Christine Chute and Jim Scheppeke said more information is needed.

John Prohodsky said the City should not subsidize for-profit businesses.

Ron Rubel said passenger volume determines income from commercial airline service.

Mark Wigg said that airlines want assurance of continued support by the City. Victor said Council waived airport fees for a couple of years.

Jon Christenson said a comparative analysis of other airports in similarly size is needed. Playing with Salem's general fund to subsidize air transport is not a good idea.

Lorrie Walker said Council did not ask those testifying on subsidizing commercial air services any questions. Ninety percent of the testimony was against the subsidy.

The board did not act on the proposed motion.

d. Chair's report

Victor attended a workshop on newsletters. The presenter was the person who does the City's newsletters. MailChimp is used by the City to email newsletters and manage email addresses. It takes considerable effort to produce a newsletter. Obtaining email addresses is a challenge.

There will be a Neighborhood Chair's meeting January 26th.

Quiet Clean Salem will have a meeting on January 16th.

Christine Chute is SCAN's representative to the committee planning activities for Arbor Day, April 28th.

Fast Mart, a convenience store at 1960 Commercial Street, applied for a liquor license to sell beer and wine. No one objected to the liquor license.

Emergency preparedness. Fairmont Hill has an emergency preparedness team, Fairmont Emergency Response Team (FERT). They have a mailing list (Fairmount.fert@gmail.com) that is used to distribute lists of emergency preparedness supplies.

The February SCAN meeting will be at SSHS, but not in the library. Where SCAN will meet at SSHS will be emailed to the Board.

Creating an Instagram account for SCAN was briefly discussed.

Meeting adjourned at 8:28.

Exhibit A

Attendees for January 11, 2023 SCAN Meeting

Board Member	Email Address	Present	Board Member	Email Address	Present
Christenson, Jon	scan.50yrs.1973.2023@gmail.com	X	Shirack, Roz	rozshirack7@gmail.com	E
Chute, Christine	cachute@gmail.com	X	Sund, Brian	sund60@icloud.com	X
Dodier, Victor	vi.dodier@teleport.com	X	Snyder, Carol	snyder2858@comcast.net	
Prohodsky, John	johnmpro@gmail.com	X	Walker, Lorrie	dakotalor@msn.com	X
Rubel, Ron	ronrubel@comcast.net	X	West, Evan	evanwest714@gmail.com	X
Schepke, Jim	jschepke@comcast.net	X	Wigg, Mark	mark_wigg@hotmail.com	X
Schumacher, Jeff	jeff.schumacher@gmail.com	X			

Other Attendees

David Heusdens
Chistine Youngs
Christine Heyens
Brian Hart
Sargent Jon Hardy, Salem Police Department
Deb Romano, Salem Code Enforcement

Exhibit B

Land Use Committee Report

Overlay Zone Removal

The Committee is currently reviewing the potential removal of five Overlay Zones along Commercial St. SE. At its November 14 meeting City Council directed staff to initiate an ordinance to eliminate these five overlay zones:

- Saginaw Street Overlay Zone
- Superior-Rural Overlay Zone
- Oxford-West Nob Hill Overlay Zone
- Oxford-Hoyt Overlay Zone
- Hoyt-McGilchrist Overlay Zone

Council noted that these existing overlays complicate the process and diminish the potential in this walkable neighborhood with access to frequent transit. This change will provide more opportunities to meet our housing, walkability, and climate goals and reduce complication for development on these properties.

These overlay zones were originally applied to sections of commercial zoned properties (now rezoned as Mixed Use) that abut residential zoned properties to provide buffering protections to the residential zones when Commercial St. SE was widened in the mid-1980s. Removing these overlay zones would remove those protections and allow the underlying mixed-use zones to control development, which allow taller buildings and more dense development.

St. Francis Shelter Expansion at 1140 and 1170 Howard St SE Approved

The additional of a 5-unit apartment building next to the existing St. Francis Shelter apartments was recently approved by staff. The Land Use Committee had commented to staff that it supports the new apartment building. The Committee had requested that half-street improvements on Howard St. be required as part of the approval. Currently this block of Howard St. has no curbs or sidewalks on either side of the street. That request was not approved, because staff does not expect the new development to increase average daily vehicle trips by more than 20 new trips, the standard to trigger a street improvement.

Short-Term Rental Request for 795 Church St. SE

Hearings Officer has not made a decision yet. Record closed on January 4. Decision is expected very soon.

Exhibit C

Historic Preservation, Parks, and Gardens Committee Report

There have been no design reviews for properties in SCAN before the Salem Historic Landmarks Commission (HLC) in November, December 2022 or currently in January 2023.

The next HPPG meeting will be on Tuesday January 24, 2023 at 2 PM by ZOOM. Meeting in February will be an on-site/out in the field/ZOOM option with Jesse Dillow, Project Lead from City Public Works, Stormwater unit, to 5 recently constructed bioswales along lower Leffelle in Bush's Pasture Park (BPP). Christine is collecting information on the Rose Garden restoration in BPP. Agenda on January 24 will be Rose Garden.

Individuals on the Committee continue to monitor conversion of single-family homes in Gaiety Hill to short-term rentals (STR). Evan West, M.A., submitted testimony as a historic preservation specialist, and for the SCAN Board at the February 14 to a proposed conditional use/class 2 adjustment. In addition, three members of the HPPG submitted individual letters of support for SCAN testimony. The record of decision before the Hearings Officer closed on January 5, 2023.

Evan has been extraordinary in working with SCAN residents who live in the National Historic District, explaining the scope and significance National Register recognition, and encouraging protection of the setting and associations, true residential life in a residential District. His skills and knowledge of the scope of historic preservation, needed protections are extensive. It has been very helpful to neighbors searching for articulation of the aspects of livability, the context of place and community. Neighbors are very grateful for his Historic Preservation expertise. Also to Victor and Roz for earlier submission of detailed policy/ordinance comments on the applicable SRC 240 (November 30, 2022)(SRC 240.005(d)(3).

Jon Christenson

Exhibit D

Transportation Committee Report

The SCAN Transportation Committee met on December 21, 2022 in the community room of Fairmont Cottages. Attending: Brian Sund, Jim Scheppke, John Prohodsky, and Victor Dodier

Our agenda was:

- Review of access provisions for overlay zones in SCAN.

Liberty Street Traffic Speed

We opened with a discussion of traffic speeds on Liberty Street S. The City recently purchased traffic counter tool capable of measuring speeds on streets with more than two lanes. Kevin Hottmann, Salem Traffic Engineer, sent me the results of a traffic study of speeds on Liberty Street S that was conducted during the seven days beginning December 2, 2022. The counter was located between Wilson and Miller.

Liberty Street S is posted for a 30 MPH speed limit. To no one's surprise, traffic speeds exceeded the posted speed limit substantially on every day studied. The average speed reported was 36 MPH on weekdays and 37 MPH on weekends. The 85th percentile speed was reported at 39 MPH ... in other words, 85 percent of traffic was traveling 39 MPH or slower and 15 percent was traveling faster than 39 MPH.

The speed study provides grounds to request traffic calming measures. The three travel lanes on Liberty Street S north of the "S" curve give drivers the illusion of safety after what may be perceived as the congested two travel lanes northbound on Commercial Street.

Overlays Zones

Discussion moved on to the access provisions in the overlay zones in SCAN. By way of background, City Council has directed staff to prepare the paperwork to rescind the overlay zones now that the Our Salem comp plan amendment has been adopted. The Land Use Committee is reviewing the issue of the overlay zones. Roz Shirack asked that the Transportation Committee review the access provisions that are contained within the overlay zones.

There are five overlay zones in SCAN:

- Saginaw Street Overlay Zone (now in MU-I)
- Superior-Rural Overlay Zone (now in MU-II)
- Oxford-West Nob Hill Overlay Zone (now in MU-II)
- Oxford-Hoyt Overlay Zone (now in MU-II)
- Hoyt-McGilchrist Overlay Zone (now in MU-III)

In general, access provisions contained in the overlay zones limit access (driveways) onto Commercial Street and protect the adjacent residential streets and alleys from traffic generated by non-residential uses allowed within the overlay. The underlying MU-I, MU-II and MU-III zones do not address access issues.

The City is working to limit access onto Commercial Street to improve safety and flow of traffic. Rather than direct access onto Commercial, access is being provided via access from side streets, alleys and shared driveways when properties are re-developed. The City will continue to limit access onto Commercial Street, if the overlay zones are rescinded.

We might expect more traffic generated by non-residential uses in MU-I, MU-II and MU-III on Saginaw (Saginaw Street Overlay Zone), the alley between Superior and Rural (Superior-Rural Overlay Zone), and some portions of West Nob Hill (Oxford-West Nob Hill Overlay Zone, Oxford-Hoyt Overlay Zone and Hoyt-McGilchrist Overlay Zone) when properties are re-developed.

The overlay zones also require that off-street parking required within the overlay zones be located within the respective overlay zones. The MU-I, MU-II, and MU-III zones provide some flexibility in that required parking may be located anywhere within the respective zones. Adjacent RS and RM-2 zones prohibit commercial parking which may prevent conversion of residential properties to lots for overflow parking in the adjacent multi-use zones.

More detailed background for each overlay zone is below.

Saginaw Street Overlay Zone (now in MU-I)

This overlay zone applies to the properties west of the alley (where an alley exists) from the block where Kwan's was located to the undeveloped lot west of the alley near the corner of Bush and Commercial. The access provisions in the overlay allow access from the alley for non-residential uses and prevent non-residential uses from having driveways onto Saginaw Street.

The MU-I zone does not contain access limitations. In other words, future commercial development within the MU-I zone could access Saginaw between Mission Street and Bush Street. Note that the MU-I zone is limited to the properties east of the alley between Commercial Street and Saginaw Street between Mission Street and Myers Street. Properties west of the alley are in an RM-2 zone, except for a vacant lot west of the alley at Bush Street which is in the MU-I zone.

MU-I zone requires that parking required by the uses in the MU-I zone be located within the MU-I zone (provided that we are reading correctly). And, RM-2 prohibits commercial parking.

Superior-Rural Overlay Zone (now in MU-II)

This overlay zone applies to properties east of the alley on Commercial Street between Saginaw and Rural. The properties west of the alley are in an RS zone.

The overlay zone limits accesses onto Commercial Street and Superior Street. City of Salem Public Works is closing accesses onto Commercial Street when properties redevelop (e.g., the Neaman Clinic on the east side of Commercial was required to close a driveway and, instead, access from Leffelle and the alley). We expect that the City will continue the process of closing accesses on Commercial to improve the safety and flow of traffic.

The overlay zone limits access from the alley to residential uses and prohibits access from the alley for non-residential uses. The MU-II zone would not limit access from the alley opening potential increased traffic on the alley accessing redeveloped properties along Commercial, especially if the City consolidates / closes driveways onto Commercial.

The overlay zone requires that off-street parking serving the uses within the overlay zone to be located within the overlay zone. Parking required for uses within the MU-II zone must be located within the MU-II zone (provided we are reading correctly). The RS zone prohibits commercial parking.

Oxford-West Nob Hill Overlay Zone (now in MU-II)

This overlay zone applies to a single partial block formed by the “S” curve north of Oxford Street. The two dental clinics located there are relatively new structures.

The overlay zone prohibits driveways onto Commercial and limits access onto West Nob Hill to one driveway and access onto Oxford Street to one driveway. Further, the overlay zone requires that all off-street parking required must be located within the overlay zone.

The MU-II zone does not limit access, potentially allowing additional driveways onto West Nob Hill and Oxford when the properties are re-developed in the distant future. The MU-II zone allows more flexibility in dealing with off-street parking in that it allows parking required for the uses within the MU-II zone to be located within the zone. However, the MU-II zone on the east side of Commercial Street is essentially one property deep.

Oxford-West Nob Hill Overlay Zone (now in MU-II)

The overlay zone applies to properties between Commercial (on the west) and West Nob Hill (on the east) and between Oxford (on the north) and Hoyt (on the south). The MU-II zone applies narrowly to the properties facing Commercial from Oxford Street to Fawk Street. South of Fawk Street the MU-II zone applies to properties between Commercial and West Nob Hill. The properties between Commercial and Oxford that are not in the MU-II zone are in an RS zone.

The overlay zone limits accesses onto Commercial Street between Oxford Street and Fawk Street. If the overlay zone is repealed, the City will continue to exert access control, closing driveways were it can and consolidating driveways elsewhere.

The overlay zone prohibits access onto West Nob Hill from Oxford to Hoyt from non-residential uses. If the overlay zone were rescinded, there would be no effect from Oxford to Fawk since the properties adjacent to West Nob Hill are residential and remain in the RS zone. South of Fawk, the MU-II zone would allow driveways onto West Nob Hill as these properties are redeveloped since the MU-II does not have access limitations.

The overlay zone requires off-street parking to be located within the overlay zone. The MU-II is somewhat more flexible in that it allows parking required for uses within the MU-II zone to be located within the MU-II zone.

Hoyt-McGilchrist Overlay Zone (now in MU-III)

The overlay zone applies to properties between Commercial (on the west) and West Nob Hill (on the east) and between Hoyt (on the north) and McGilchrist (on the south). The MU-III zone contain this area and properties farther south. The properties east of West Nob Hill are in an RS zone.

The overlay zone limits accesses onto Commercial Street. If the overlay zone is repealed, the City will continue to exert access control, closing driveways were it can and consolidating driveways elsewhere.

The overlay zone prohibits access onto West Nob Hill from non-residential uses. If the overlay zone were rescinded, the MU-III zone would allow driveways onto West Nob Hill as these properties are redeveloped since the MU-III does not have access limitations.

The overlay zone requires off-street parking to be located within the overlay zone. The MU-III is somewhat more flexible in that it allows parking required for uses within the MU-III zone to be located within the MU-III zone.

Submitted
Victor Dodier
Chair, Transportation Committee