

**AGENDA ITEM**

**#1 Introductions**

BOARD MEMBERS:	PRESENT – <i>P</i>	ABSENT – <i>A</i>	EXCUSED – <i>E</i>		
CHRISTOPHER BECHTEL	<i>P</i>	CHRISTOPHER HACKETT	<i>P</i>	SAM SKILLERN	<i>P</i>
JEANNE BOATWRIGHT	<i>P</i>	LOLA HACKETT	<i>P</i>	AARON TERPENING	<i>P</i>
ERIC BRADFIELD	<i>P</i>	TINA HANSEN	<i>E</i>	PAUL TIGAN	<i>P</i>
SADIE CARNEY	<i>E</i>	CYNTHIA KAVANAGH	<i>P</i>		
TIM FRANCE	<i>P</i>	RAY QUISENBERRY	<i>P</i>		

Others present: Nick Maselli, Carol DeCoursey, Mark DeCoursey, Lani Kirschman, Rali Kirschman, Dustin Purnell, Tracy Schwartz, Shannon Priem, Mary Anne Spradlin, Cara Kaser, Nick Beleiciks, Brook Edmonds, Megan Jensen, Jen Crane, Jason Crane, and Jaqualine Bechtel.

Paul moved that *“We approve the minutes for March as submitted with corrections as noted.”* Lola seconded the motion. Vote was 10 in favor, 0-opposed.

Corrections:

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“Sam suggested that the Scholl District be contacted and alerted to the p[possibility] of permitted parking . . .”  
Should read: Sam suggested that the **School** District be contacted and alerted to the **possibility** of permitted parking . . . “

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“It is best to get any requests submitted early in the budget process. l”

Should read: It is best to get any requests submitted early in the budget process.

**#2 Grant Community School – Cottage St. Parking & Landscaping Removal for Bus Drop-off**

Sam noted that the School District is establishing the medically fragile student program at Grant. The goal is to bring this cohort of about 20-24 students, in grades K through 5, together. The District estimates it will require 6 to 8 school buses to transport the children. The District wants to build a bus loading zone along Cottage Street with a curb cutout lane. This would involve moving all of the existing trees and the grassy parking strip. After the discussion of the project at the March GNA meeting, Sam asked to meet with the District. Grant has the smallest campus in the District, with no driveways, access lanes, and minimal existing parking onsite. Parking in the neighborhood is limited and traffic can be heavy in the adjacent area due to the mix of commuter, commercial and school vehicles. Sam met with District representatives in April and again in mid-May, but the ability to meet more frequently was hampered by the onset of the COVID-19 virus and restrictions on in-person contact. He presented two proposals that he asked them to consider: 1) Buses use the Winter Street parking lot. This might require the loss of 1-2 trees, and possibly the need to reconfigure the fencing. He passed the distance to the entrance doors from both the Winter and Cottage bus parking areas. The Winter path was 75 steps to the door, through the courtyard garden, on a level surface, with partial covering. The Cottage path was between 45 and 105 steps, with no cover and a ramp; 2) Install Cherriot style concrete pads between the trees on Cottage and off-load at those spots. He expressed his concerns about the ability to safely turn from westbound on Market to northbound on Cottage and the already existing congestion and the number of pedestrians at this intersection during the start and finish of the school day. His position is that the neighborhood will welcome and support the kids in the program and the School District needs to accommodate the neighborhood on the delivery means and its affect on the surrounding neighborhood.

A board member commented that any other agency, or business, would need to look at their own property to accommodate their needs and the use of the public right-of-way would be the last resort position. Design would not take a step forward without a discussion with the neighbors about the impact

of such a proposal. There needs to be a lot of work done to justify using and restricting public property for such a specific use. The District already has a bus loading zone on Market Street. Neighbors asked if these students would mix with the other kids. Sam was told by the District that, yes that was absolutely the goal. Neighbors then asked why then was the arrival time not being used as an opportunity to interact. Alternating buses can be a possibility to give all students the same general arrival and departure times and not leave any in the rut of always being either late or early. Neighbors questioned if the District could inexpensively modify the parking lot to protect children. Evidently, the original plan was not to place this program at Grant, though the District has not shared the process that brought it here, and the parents and teachers were not been given much, if any, information about it. The neighbors settled on a first choice of the busses using the Winter Street parking lot for drop-off, with the second choice being the Market Street pull-out. It was felt that these options could be tried for a year and then the situation could be re-evaluated. With the Covid-19 situation, it seems unclear that these children will even be able to meet at Grant this coming school year. The neighborhood was disappointed that it was not involved in an earlier discussion about how this would affect the surrounding community. Grant School/Park is the smallest campus in the district, with horrible parking and access, and neighborhood on-street parking needed by the community. This proposal to remove parking only makes things worse. Neighbors living on Gaines were concerned about losing their parking or the struggle for the buses to fit down the narrow path with parked cars on each curb. Folks wanted more data about the numbers of students and additional staff. Sam said he had been told that there would be 10-12 students in each of two rooms, but the numbers will change year-to-year. Direct staff and support staff numbers were not available. Comments were made about the District's past help with scheduling buses for the program that was at the old Salvation Army building on the east side of Winter Street, several years ago, so that there was less impact on the neighborhood. Paul moved that ***“Grant Neighborhood Association provide a letter to the School District and City of Salem that clarifies the Association’s position regarding the access point to the Grant School for the students in the Medical Developmental Learning Classrooms. The Association will 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. The second option, which is more tentatively supported, would be to use the Winter Street parking lot for the drop-off zone. The Neighborhood Association opposes the District’s proposed Cottage Street curb modifications for use as a student drop off due to its substantial impact on the neighborhood.”*** Aaron seconded the motion. The vote was 10 in favor, 0 opposed.

### #3 **1795 Fairgrounds Road Apartment Building**

Paul presented background on this piece of property. It was owned by the Cannery Local #670 Building Association for decades and was purchased two days ago by the developer (QOZ Thirty, LLC, whose members are Brandon & Whitney Fahlman). The property is zoned CO (Commercial Office) and initial drawings have been prepared for the site and building. The last he checked, the application had not yet been deemed complete by the City Planning Department. He wanted to show all the drawings to get folks thinking about any questions they have that he can take back to the developer. No parking is required due to the code change and the proximity to transit lines. He asked folks to consider the modern design versus a more historical design. The developer said he has rejected masonry or a more natural look as he likes the look of steel siding. A neighbor asked if the developer was requesting anything that would trigger our involvement. Paul said the proposal is for 6 units, a Class 2 Site Review, and Class 2 Adjustments. Another question arose about whether the developer is open to discussing esthetics. Paul did not know. Questions were raised about garbage pickup if the surrounding streets were going to be used for the residents’ parking spaces and whether there is a requirement for private open space on the ground floor and balconies on the second floor. As far as we know the open space is required, but it isn’t clear how garbage pick-up will occur. Paul will forward the questions to the developer and invite attendance at our June meeting.

#### #4 905-925 Cottage Street - Evergreen Church & Parsonage

The contract purchasers of these two properties are proposing to convert the structures to 14-16 apartments in the church building and 1 apartment and offices in the parsonage. Cara stated that she will recuse herself from any involvement by City Council in this process and will assist the neighborhood in its response to the land use process.

The Evergreen Church has outgrown the building and is looking to purchase, and move to the former Englewood United Methodist Church building at 1110 17<sup>th</sup> Street. That move is contingent on selling the Cottage Street properties. Several other small churches have inquired about the properties, but could not afford the purchase price. Evergreen stated that they could not afford the costs to upgrade the church to provide ADA access.

Paul reported on the open house with DevNW that was held Monday May 4<sup>th</sup> -

The sale, to DevNW, is contingent on changing the zone from RS (Single Family Residential) to CO (Commercial Office). The church is grandfathered for continued use as a church in the RS zone. Their goal is to complete the change by the end of summer. The process will include submitting the application for a Comp Plan-Neighborhood Plan-Zone Change, which will go before the Planning Commission. The decision can be appealed by either party to City Council.

The CO zone is relatively permissive when compared to the SF zone. If the change goes through DevNW will then change the use to an apartment building with about 14 units because higher density is allowed in that zone. The two tax lots will be combined into one (6450 + 6450 = 12,900 SF) to attain the higher number of units. Under new allowances passed by the City, the property's proximity to dedicated transit routes eliminates the need for providing parking. Open space requirements are reduced if the property is within ¼ mile of a park.

Neighbors' comments, concerns and questions included:

- The 14 units seems high for a lot that size. What happens if the apartments don't go through and the new zone remains? In that case, any use allowed in the zone would be able to be placed on the lots;
- Grant has fought pressure to add more development across D Street, which has been a demarcation line;
- The Grant Neighborhood Plan is to preserve the single family areas of the neighborhood and to allow multi-family in other areas;
- Concern that the developer can change their plan once they acquire the zone change;
- We need to take into account the ability to change the use in the zone and what that could mean in the future;
- Is the developer concerned about their bottom line?;
- Using the existing structures is the stated intent, but there is no way to hold them to that. They say they are committed to keeping both buildings;
- Have they done other projects in Salem? Who are they? DevNW came about as a merger of two community groups in the Eugene-Springfield area, where they have been for about 20 years. They specialize in low income housing and service to raise people out of poverty. This is their first project proposed for Salem. At the Open House they touted how much they do for "blighted neighborhoods" which set poorly with many in attendance from the neighborhood, who don't think Grant is blighted;
- Are the Church and parsonage historic landmarks? The church is eligible for the Nation Registry of Historic Places, but is not on it;
- Not supportive of any change to the outside of either structure;
- In reviewing the preliminary plans, the 5 units in the basement seem like too many. The floor needed to add a third floor will fall across the middle of the arched windows;
- CO zoning will allow an office in the house. Sound like primary use will be to lobby the legislature. What about office providing services to residents?;
- Are they obligated to put in an office if they ask for that zone? No, anything that is allowed outright in the zone could be put there, and there are other uses that could obtain conditional or special use approvals;

- ADA access would be required to the church building;
  - Once it is zoned CO it will never return to SF;
  - With changes proposed to old buildings, often the lead, asbestos, potential archeological finds, etc., end up costing too much and developers back out and sell off the site;
  - This doesn't seem like the best place to do what they are proposing;
  - The CO zone will likely set precedence and will allow other nearby properties to get a zone change more easily;
  - This zone change could open that door quicker than we might expect;
  - The GNA Neighborhood Plan requires us to be good stewards of our land and be prepared to identify area where we are comfortable with multi-family development. We need to use that Plan as the basis for our position on this matter;
  - We need to set up a task force to work on meeting with DevNW and with the City;
- Paul moved that ***“We form a subcommittee to work with DevNW as we move forward on the land Use process.”*** Paul Tigan, Jeanne Boatwright, Mark DeCoursey, Dustin Purnell, and Cara Kaser volunteered to serve. Vote was 7 in favor, 1 opposed.

#### **#5 Other Business**

No additional business was brought forth.

Meeting adjourned at 8:34 pm

Respectfully submitted by: Jeanne Boatwright