



January 8, 2020 - SCAN Monthly Meeting  
South Salem High School Library

Board Members Present: Jon Christenson, Carel DeWinkel, Victor Dodier, Bill Holmstrom, Jesse Irizary, John Prohodsky, Ron Rubel, Jim Scheppke, Jeff Schumacher, Brian Sund and Lorrie Walker (11). Delmy Edwards, Roz Shirack and Mark Wigg were excused. There were city staff and guests as well. *See Exhibit A - Attendance Roster*

President Schumacher called the meeting to order at 6:35 pm with a quorum of board members present.

### 1. Introductions

President Schumacher welcomed everyone and Board members, neighbors and guests introduced themselves.

### 2. Approval of Minutes

The minutes of the December 11, 2019 SCAN meeting were approved. Jesse Irizary and Ron Rubel were not present at the December meeting and abstained.

### 3. City and Councilor Reports:

#### **City Council.**

Council Nordyke covered several topics. **Parks & Paths:** She wants to keep the Croisan Creek path the way it is. She noted the January 30<sup>th</sup> stakeholders meeting at City Hall concerning the Hoyt-Rural path. She hopes that both viewpoints concerning the Hoyt-Rural path will be represented. There was discussion of alternatives, including the path thru Fairmont Park at the west end of Rural. **Homelessness:** She has been talking to partners. The city is looking for places suitable as low-barrier shelters.

Councilor Andersen talked about how the city got to the point of having homeless on the sidewalks around downtown businesses. Council's motion following discussion of the proposed sit/lie ordinance allowed camping in designated areas, but there are no camping areas have been designated. And, the idea of opening warming centers every day fell thru. There was further discussion concerning issues related to homelessness.

On other matters, Councilor Andersen anticipates that all council members will campaign for the proposed payroll tax measure that will be on the May ballot.

## **Police Report**

Lt. Jason VanMeter said that he's been assigned neighborhood outreach. He expects to see SCAN members on a regular basis. During discussion, John Prohodsky asked about the crime maps. Could we have a link? Lt. VanMeter said he would have to get back to us. Bill Holmstrom commented on traffic issues and their effect on quality of life. Jon Christenson asked about an incident at Leffelle & Commercial. Resp: It was a suspicious package.

## **Code Compliance**

Deb Romano noted that it has been quiet on the code compliance front. She asked us to keep an eye on vacant property ... suspicious activity such as late night move-ins.

## **4. Announcements and Neighborhood Concerns:**

Jim Scheppke followed up on his emailed concerns about an Oregon White Oak in the street right-of-way at 1781 S. Liberty. The tree was topped. Romano indicated that she would have to follow up.

*Note: Romano followed up by email. She found that the tree was pruned without a permit. City Parks Operations is working through enforcement to hold the property owner and/or contract landscaping company responsible. Parks Operations handles trees in street rights-of-way.*

Romano said that Salem Friends of Trees was doing a tree planting in Wallace Marine Park on December 14<sup>th</sup>.

Lorrie Walker commented that homeless were camping in Bush's Pasture Park and that the restrooms close at 8. It's a concerning situation.

## **5. Emergency Preparedness:**

Greg Walsh talked about his role as Salem's Emergency Preparedness Manager. He said that, in the event of a Cascadia earthquake, FEMA might take longer than two weeks to Salem, the state capital. He asked us how many are "two-weeks ready." Only two hands went up. He talked about what it means to be two-weeks ready and how to prepare. For more information, see <https://www.cityofsalem.net/Pages/get-2weeksready-challenge.aspx>

John Prohodsky asked what the City is doing to prepare for a Cascadia earthquake. Resp. The new police facility will be seismically strong. The Library will be seismically retrofit. Other city infrastructure, like the water system, was built before the Cascadia fault was known to exist.

## **6. Discuss Motion on Fairview and Mill Creek Urban Renewal Areas:**

Jeff brought up the motion that Mark Wigg made by email because Mark was not present. Mark had prepared material to support his motion (Exhibit B). The motion had not been seconded by email.

Victor Dodier commented that Mark's proposal is far reaching. Rather than revising the URAs either as Mark proposes or as the City staff have proposed, he would prefer that the Fairview Renewal Area

be closed and the \$2 million in it be distributed to the taxing districts. Further, we do not know what the Morningside NA thinks about either the City's proposal or Mark's proposal.

Jim suggested that SCAN ask the City to investigate options. After further discussion, Jim moved that **SCAN ask the City to give consideration to the three options presented [by Mark Wigg] and SCAN coordinate with the Morningside Neighborhood Association.**

Ron Rubel seconded the motion. The SCAN Board approved the motion by a vote of 9 to 1.

## **7. Committee Reports and Chair's Report**

### **A. Land Use Committee**

Jeff introduced the Land Use Committee's report in Roz Shirack's absence (see Exhibit C). Roz had distributed it by email and moved that **SCAN adopt the Committee's recommended comments (attached) at its January 8, 2020 meeting.**

Jon Christenson had seconded the motion by email.

There was discussion of parking and set back requirements for multifamily residential property. Following discussion, the motion was approved by a vote of 9 to 1.

### **B. Transportation Committee**

Victor reported on the Dec. 18<sup>th</sup> Transportation Committee meeting. Attendees included four SCAN members (Carel DeWinkel, Bill Holmstrom, Brian Sund and Victor), Joel Smallwood and Karma Kruse (school district staff), Pam Triplett (Anderson Shirley Architecture) and Scott Mansur (DKS).

We learned that the City had not approved the site plan for the project and that the school district had not selected a contractor as of the Dec. 18<sup>th</sup> meeting. Nevertheless, the first phase of the project (placement of modular units in the track infield) is scheduled to take place during Spring Break (week of March 23<sup>rd</sup>).

We asked about short-term demolition and construction-related traffic and impacts on Howard Street and around the school in general. We also expressed concern about construction-related noise and dust that have been issues with other large projects around SCAN.

District staff described how the project might be phased (nothing exact because the site plan had not been approved, permits are yet to be obtained and no contractor has been selected). Asbestos abatement is anticipated after Spring Break after students are moved out to the modular units. Demolition of the old Leslie building, seismic retrofit in the main South High building and

construction of the new parking lot off Howard Street and of the new gym annex are anticipated during the Summer.

As to traffic flow, district staff anticipates a one-way flow thru the site along the route on the east side of the main building that is now taken by school buses. This route exits from the main parking lot onto Rural Street.

Scott Mansur of DKS described review of the Oxford – Church Street intersection. It may be made safer by installing a median barrier that would prevent left-hand turns from Oxford to Church and from Church to Oxford. In addition, Howard Street would be modified, getting new sidewalks, curb cuts, bump-outs and speed bumps. In response to questions about the traffic impact on Howard Street of the new parking lot, Mansur indicated that traffic models projected a minimal impact. The new parking stalls are needed to meet city code requirement; more new stalls would be required but for the use of on street parking around South High. He indicated a site survey showed that bike parking is under-utilized. Nevertheless, there would be 180 bike-parking slots to meet City alternative mode requirement.

Following Victor's report, there were questions and concerns about how the new parking lot off Howard Street would affect Howard Street. These could not be addressed. There was also a question about worker parking. Resp. There may be a worker parking area in the lower field.

Victor indicated that he would ask City staff to attend the Jan. 15<sup>th</sup> SCAN Transportation Committee meeting to talk about how the City views the issue of traffic impacts on Howard Street. *Note: City staff was not available for the Jan. 15<sup>th</sup> meeting. Victor canceled the meeting.*

#### C. Chair's Report

Jeff reported the vote on forwarding the comments on the Historic Preservation survey to the City. The vote summary is attached as Exhibit D.

Jeff noted that the annual web site payment was due: \$156 for next year. After discussion, Jeff moved that **SCAN should pay for its web site.**

Victor seconded the motion. The motion passed unanimously.

#### D. Historic Preservation, Parks and Gardens Report

Jon Christenson commented on the Historic Preservation Plan update process. See the City's web site at: <https://www.cityofsaalem.net/Pages/salem-historic-preservation-plan-update.aspx>

He also noted that the City hired an Urban Forester.

**8. Adjournment**

Jeff adjourned the meeting about 8:15 pm.

Submitted by Victor Dodier, SCAN Secretary

Ex. A - Attendance Roster for Jan 8, 2019

**Attendees for SCAN Meeting**

**1/8/2020**

Board Members	Email Address	Present?	Board Member	Email Address	Present?
Christenson, Jon	edscannewsletter@gmail.com	✓	Rubel, Ron	ronrubel@comcast.net	✓
DeWinkel, Carel	cdewinkel@comcast.net	✓	Schepcke, Jim	jschepcke@comcast.net	✓
Dodier, Victor	vjdodier@teleport.com	✓	Schumacher, Jeff	jeff.schumacher@gmail.com	✓
Edwards, Delmy	ride2myhouse@yahoo.com		Shirack, Roz	rozshirack7@gmail.com	Exc
Holmstrom, Bill	williamh@gmail.com	✓	Sund, Brian	sund60@icloud.com	✓
Irizary, Jesse	irizaryj@gmail.com	✓	Walker, Lorrie	dakotalor@msn.com	yes
Judy, Joyce	pacajoyce@sbcglobal.net		Wigg, Mark	mark_wigg@hotmail.com	Exc
Prohodsky, John	johnmpro@gmail.com	✓			

etc

All Other Attendees	Email Address (not required)
Rob Romano	dromano@cityofsaalem.net
Greg Walsh	
JODI CREMERE	
Dan Augustyn	danaugustyn@gmail.com
Ellen Stevens	on file
Tom Anderson	WARRD
Jason Vanmeter	jvanmeter@cityofsaalem.net

## Exhibit B – Fairview Urban Renewal Area and Mill Creek Urban Renewal Area Proposal

Dear Neighbors and Councilors. I request your support for the following motions:

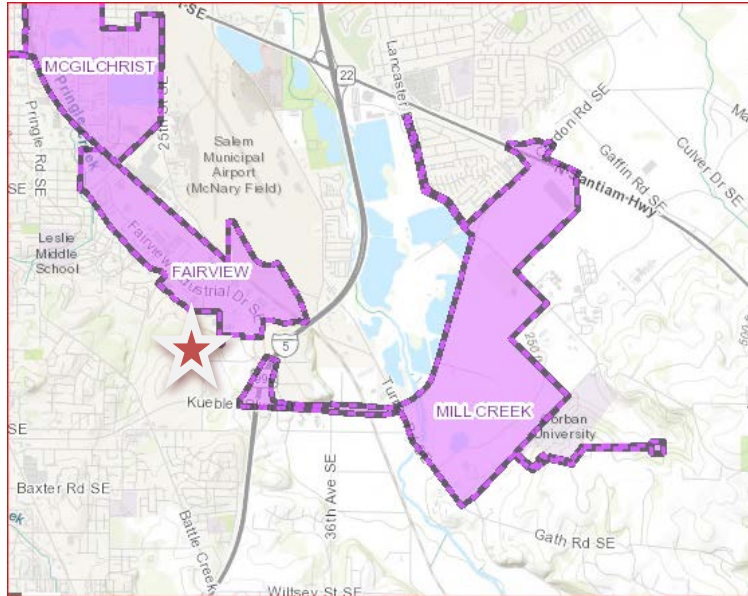
1. Change the goals of the Mill Creek URA to include housing and then expand the boundaries,
2. Drop the airport expansion for Fairview URA,
3. Dedicate the \$2M of Fairview URA funds to buying and expanding the Fairview URA boundary to the west along Reed Road to include the creek, large fields, and forested hillside on the north side of Hillcrest, and for the construction of a multiuse path/s from Battle Creek Road to Strong Road. The large fields would supplement the storm water detention capacity in the area and could be managed like Gilmore Field.


My reasons for making the request follow:

### 1. Changing the goals of Mill Creek URA to include supporting low and moderate income housing.

The Mill Creek and Fairview URAs have job creation as the primary goal. The North Gateway and Downtown URAs include housing in their goals. Since thousands of jobs are in the Mill Creek and Fairview URAs, the city should add to the goals for the Mill Creek URA support for construction of low and moderate income residences near these employment centers.

After the goals are changed, the Mill Creek URA boundary can be expanded to include Hillcrest YCF (star) and the pastures between Kuebler Boulevard and Reed Road, so that the URA can support housing in this area.



Urban Renewal Areas in south Salem. Note the tendrils of the Mill Creek URA that extend to Kuebler and can be expanded to Hillcrest  and Reed Road.

## 2. Dropping the airport expansion for Fairview URA.

The following is the summary from the city supporting using the Fairview funds at the airport. It shows that the expansion could be funded by a public-private partnership and does not need the Fairview URA. The city should not be subsidizing air travel, which is the least carbon-efficient means of transportation. The city should instead fund transportation infrastructure that improves access to the employment centers.

### FACTS AND FINDINGS:

With the construction of needed infrastructure and development on the vacant land, the Airport has the potential to generate more than \$1,000,000 in new lease revenue. This is double what the Airport currently receives in lease revenue. The Airport is funded by revenues generated at the Airport. The Airport receives no operating assistance from the City's General Fund.

Airport infrastructure projects totaling \$2,000,000 include a taxiway connection, new hangars, and reconstructing the older section of the terminal building. The estimated cost for a taxiway connection to the vacant 10-acre site at the north of the Airport is \$450,000 and could result in \$148,100 in annual lease revenue. The Airport's capital improvement plan includes four flex-space hangars at the south end of the Airport for a variety of industrial tenants. The estimated cost is \$1,000,000. Assuming the Airport maintained ownership of the hangars and full occupancy, \$275,000 in revenue per year could be generated for the Airport. The remaining \$550,000 would help fund reconstruction of the older section of the terminal building.

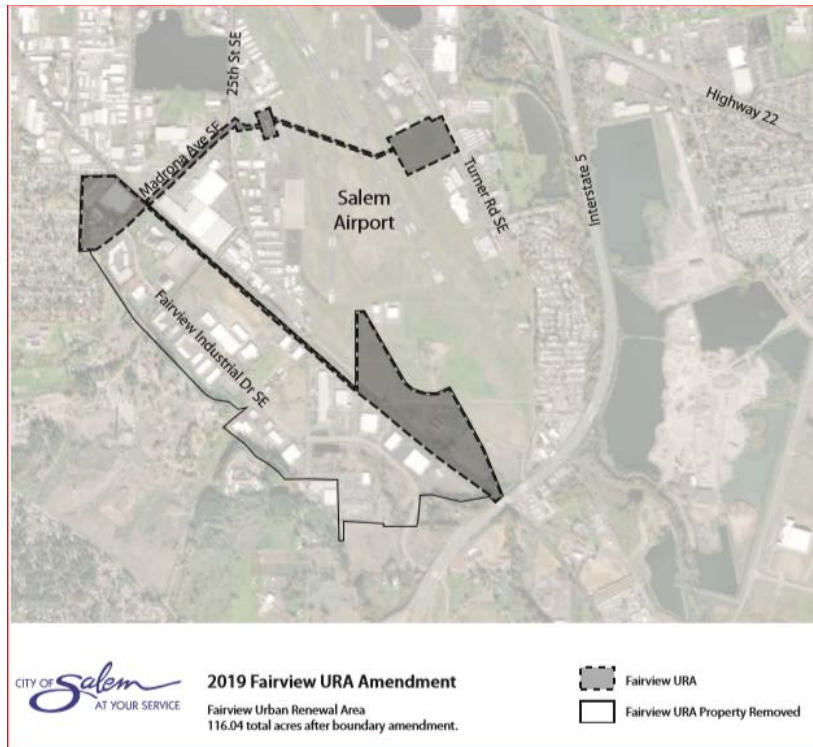
Implementation of infrastructure improvements at the Airport is consistent with the primary goal in the Fairview URA Plan to create new job opportunities by eliminating conditions inhibiting private development. Objective 5 of the Plan states that the Agency may provide loans, grants, or other assistance to developers for rehabilitation or development of properties that meet the conditions of the Plan.

The amendment would make available 259 acres for new URA creation or expansion of existing URAs in the City.

### Options to the Recommendation

The remaining \$2,000,000 could either be used within the existing URA boundary for business loans, or it could be returned to overlapping taxing districts. Attachment 3 identifies the amount each taxing district would receive if funds were returned.

Exhibit B – Fairview Urban Renewal Area and Mill Creek Urban Renewal Area Proposal

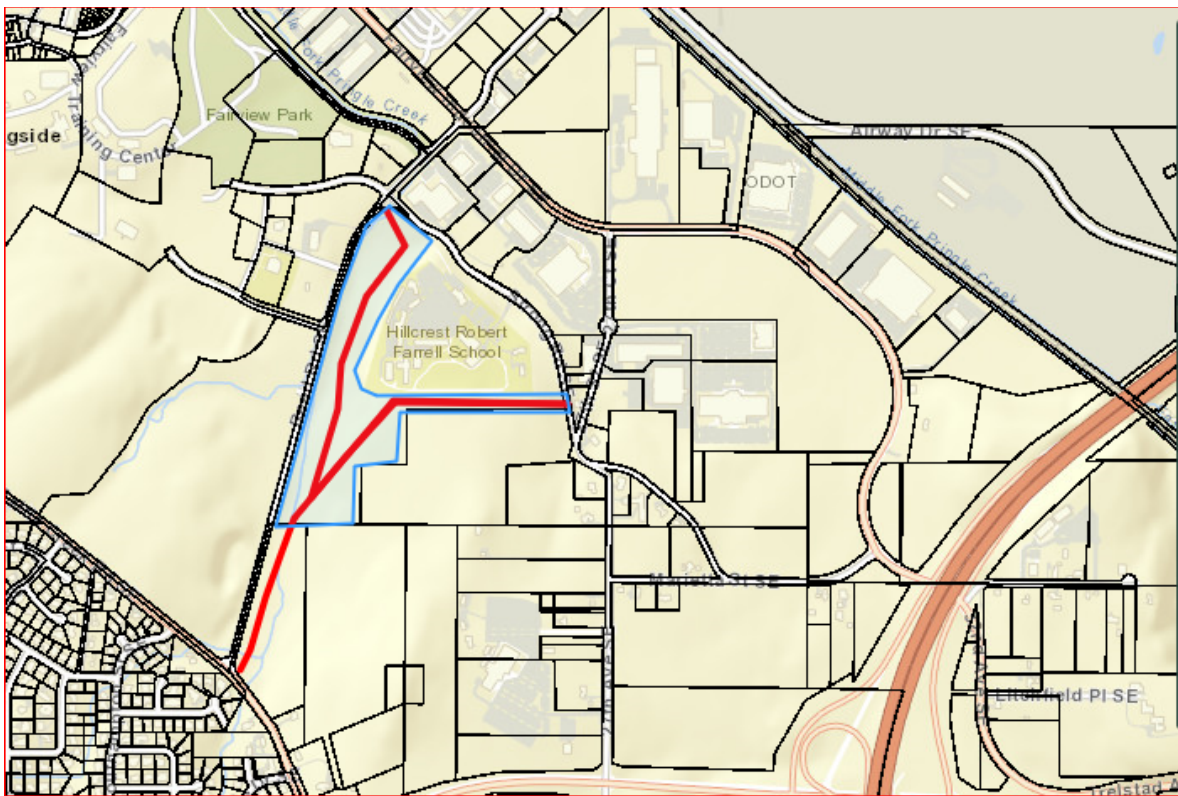
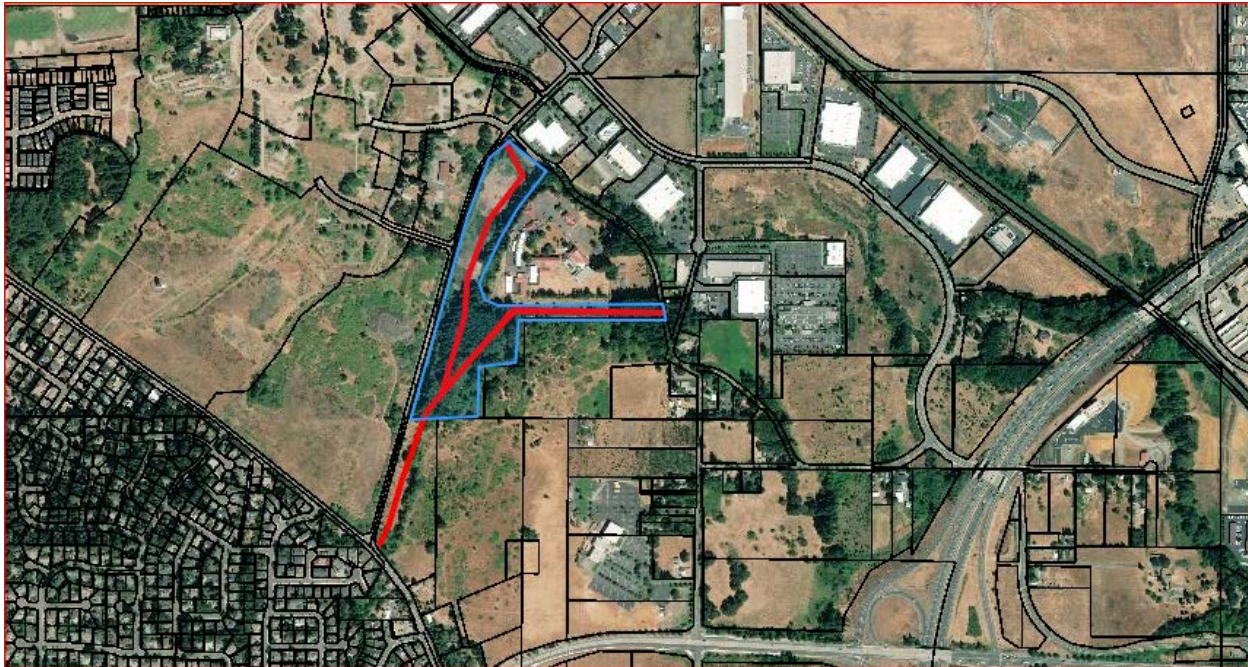


- 3. Dedicate the \$2M of Fairview URA funds to buying and expanding the Fairview URA boundary to the west along Reed Road to include the creek, large fields, and forested hillside on the north side of Hillcrest, and for the construction of a multiuse path/s from Battle Creek Road to Strong Road. The large fields would supplement the storm water detention capacity in the area and could be managed like Gilmore Field.**

In place of expanding Fairview URA to subsidize air travel, Salem could expand the boundary of Fairview URA to include land needed for transportation and storm water infrastructure and outlined in blue below. The transportation portion would be the multiuse path shown in red.

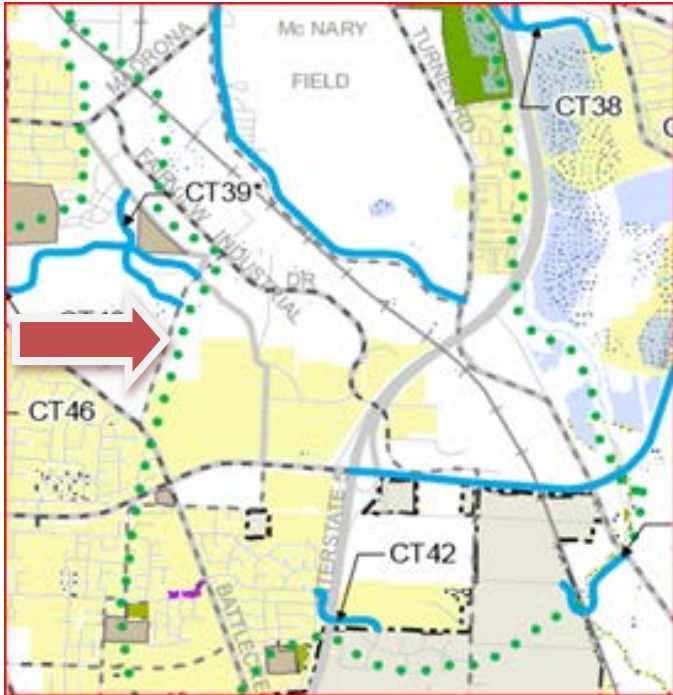


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The Salem Parks Master Plan Trails System includes a multiuse path (red arrow points to the green dotted multiuse path) on the south side of Reed Road from Battle Creek Road to Strong Road.

Exhibit B – Fairview Urban Renewal Area and Mill Creek Urban Renewal Area Proposal



The 4-acre flat field shown bordered in red should be purchased to be used as a storm water detention basin similar to Gilmore Field. It would also provide ball fields accessible via to multiuse path.

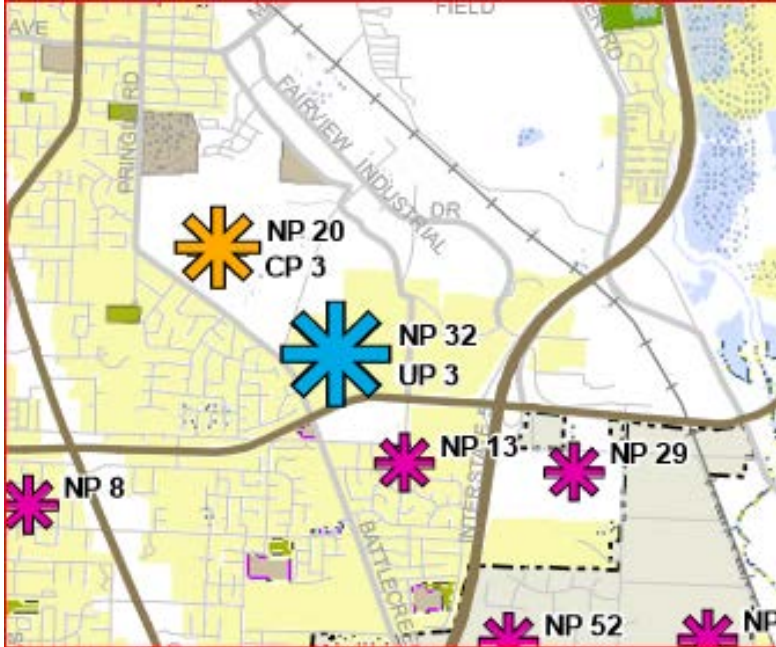


The Salem Parks Master Plan calls for a community park (CP) north of Reed Road and that community park's master plan was recently completed. The Master Plan proposes having a neighborhood park (NP) south of Reed Road and that neighborhood park adjacent to Battle Creek and Reed roads was recently purchased. Buying the land for the multiuse path and detention basin will help meet transportation and storm water management

## Exhibit B – Fairview Urban Renewal Area and Mill Creek Urban Renewal Area Proposal

goals and allowing the multiuse path to become a linear park and using the detention basin for ball fields will get a start on the Urban Park (UP) that is needed south of Reed Road.

Salem’s Parks System Development Funds could also be used to expand and help construct the area needed for an Urban Park south of Reed Road.



Please support the motions proposed.

Thank you.

Mark Wigg

## Exhibit C – Comments on Multi-Family Housing Amendments

Subject: Comments on Multi-Family Housing Amendments  
Date: Fri, 20 Dec 2019 16:48:12 -0800  
From: Roz Shirack  
To: SCAN Board, Roger Heusser

Hi all,

The Land Use Committee has reviewed and discussed the Planning Commission's proposed amendments to Multi-Family Housing regulations. This has been a year-long project by staff and the Planning Commission to update and streamline these regulations. The Land Use Committee recommends the attached comments for SCAN to adopt and present to City Council at its public hearing on these amendments (yet to be scheduled).

**I move that SCAN adopt the Committee's recommended comments (attached) at its January 8, 2020, meeting.**

I will also forward to the full board the staff report and Planning Commission's recommendation to Council to give you more background. In the meantime, please contact me if you have questions about why the Committee is recommending that SCAN support or oppose any of the proposed amendments.

Note to Land Use Committee members: the only substantive change in the attached January 8 draft from the earlier draft is to support (rather than oppose) the recommended off-street parking requirements for 3-4 unit and 5-12 unit developments, as changed by the Planning Commission. This is a reduction of current off-street parking requirements, especially for the 3-4 unit developments. But it relates parking to number of bedrooms for all developments, large or small. There are also minor language revisions from the earlier draft for clarity and to address the entire recommendation of the Planning Commission (which adopted most of the staff recommendation), rather than addressing the 7 revisions made by the Planning Commission separately.

I know it is difficult to find time for SCAN business during the holiday season. But we need a SCAN position on the proposed amendments at our January 8 meeting, which is only a few weeks away. Council's public hearing may be scheduled in late January. The February SCAN meeting may be too late to take action on this issue.

Thank you for your attention to the attached comments.

Roz Shirack, Chair  
SCAN Land Use Committee

## Exhibit C – Comments on Multi-Family Housing Amendments

To: City Council and Mayor

From: South Central Association of Neighbors

Subject: Comments on Multi-Family Housing Code Amendments

Date: January 8, 2020

SCAN supports the Planning Commission's stated goals to increase the supply of multi-family housing, especially affordable housing. SCAN also supports maintaining good quality building standards to encourage demand for multi-family housing and ensure it is compatible with existing neighborhoods.

Below are SCAN's statements of support or opposition to specific proposed amendments as recommended by the Planning Commission, by scale of development.

### **3 to 4 Unit Developments:**

- Supports treating 3 to 4 unit developments more like single family development to encourage these small scale developments.
- Supports at least some open space requirement, private and/or common. [Note: Proposed amendments have no open space requirement.]
- Supports minimum required off-street parking based on number of bedrooms (ie, 1 space for studio and 1-bedroom; 1.5 spaces for 2 or more bedrooms), as proposed.
- Supports NOT counting individual garages as a parking space, as proposed by staff (but rejected by Planning Commission) in recognition that garages are not dedicated to parking, but are often used as storage instead.
- Any reduction of parking requirements should be offered only for affordable housing (ie, up to 60% of median income).

### **5 to 12 Unit Developments:**

- Opposes allowing a 50% reduction in open space if development is within ¼ mile of a public park. This degree of reduction is excessive and arbitrary. Parents of small children need open play space within sight and sound of their dwelling to allow supervision from home. Barriers to reaching a nearby park (crossing a major arterial or mobility issues) may hinder access, regardless of how close a park is.
- Supports minimum required off-street parking based on number of bedrooms (ie, 1 space for studio and 1-bedroom; 1.5 spaces for 2 or more bedrooms), as proposed.
- Supports NOT counting individual garages as a parking space, as noted above.
- Any reduction of parking requirements should be offered only for affordable housing (ie, up to 60% of median income).
- Supports buffering multi-family development from abutting RA or RS zones with landscaping, screening, and setbacks based on building height and dimension, as proposed.
- Opposes allowing a 5% reduction in setbacks if a higher 8-ft fence is built. Less setback with a higher fence results in a fortress-like neighbor next to RA or RS properties.
- Opposes allowing off-street parking between the buildings and the street to better protect quality of life for renters of the units and for neighboring properties. [Note: consistent with staff's recommendation, but rejected by Planning Commission.]

## Exhibit C – Comments on Multi-Family Housing Amendments

### 13 + Unit Developments

- Supports allowing open space requirement to be met by a mix of private and common open space and including setbacks as open space.
- Opposes allowing 50% reduction in open space if development is within ¼ mile of a public park for reasons noted above.
- Supports minimum required off-street parking based on number of bedrooms (ie, 1 space for studio and 1-bedroom; 1.5 spaces for 2 or more bedrooms), as proposed.
- Supports NOT counting individual garages as a parking space, as noted above.
- Any reduction of parking requirements should be offered only for affordable housing (ie, up to 60% of median income).
- Supports buffering multi-family development from abutting RA or RS zones with landscaping, screening, and setbacks, as proposed.
- Opposes allowing a 5% reduction in setbacks if a higher 8-ft fence is built, as noted above.
- Opposes allowing balconies on building facades that directly face single family zoned properties. [staff recommendation would not have allowed such balconies]. Overhanging balconies would erode the privacy of neighboring residences, especially balconies several stories high. Staff's recommendation reflects the consensus of public comments received at public workshops and should be retained.

### General Comments:

- Supports allowing a parking reduction for affordable housing, defined as affordable to households earning up to 60% of median income (as staff recommended), NOT Planning Commission's revision to households earning up to 80% of median income. If standards are reduced or waived to encourage affordable housing, it needs to be truly affordable and not be seen to benefit developers of market rate housing affordable to households earning near the median income.
- Supports streamlining the approval process to allow adjustments if standards cannot be met, as proposed by staff, as long as notice and opportunity for comment is given to neighborhood associations and surrounding neighbors.
- If the purpose of these amendments is to encourage more multi-family and affordable housing, then Council should prohibit short-term rentals in residential zones (multi-family and single family) in order to increase the housing supply for Salem residents.