



# State Street Corridor Plan

## Stakeholder Advisory Committee Meeting #4 Summary Notes

**Date:** January 23, 2018

**Time:** 4 - 6 p.m.

**Location:** Library Anderson Rooms A and B

### ATTENDEES

#### *Stakeholder Advisory Committee*

Tom Andersen, Councilor

Cara Kaser, Councilor

Gary Obery

Jeff Leach

Jim Bauer

Nancy McDaniel

Rich Fry

Tom O'Connor

Jennifer Martin

Henry Fu

#### *Staff:*

Eunice Kim, City of Salem Community Development Department

Lisa Anderson-Ogilvie, City of Salem Community Development Department

Kevin Hottman, City of Salem Public Works Department

Julie Warncke, City of Salem Public Works Department

Kelly Kelly, City of Salem Community Development

#### *Public*

Joan Lloyd, NEN chair

John Poole

Julianna Inman

Roger Hull

Lois Parker

Craig Parker

Jolene Griffith

Evan Lloyd

Kirk Leonard

Dawn Jolly

Beth Quackenbush

James Ciaramitaro

Brian VanWyngarden

Anna Kraemer

Darrin Brightman

Barbara Ray

Mike Saghafi

Stephen Carlson

### MEETING OVERVIEW

Eunice Kim began the meeting by welcoming everyone to the fourth Stakeholder Advisory Committee (SAC) meeting for the State Street Corridor Plan project. She gave a brief overview of the project's purpose, goals, and background. The project aims to revitalize State Street from 12<sup>th</sup> to 25<sup>th</sup> street into a vibrant, attractive, walkable mixed-use corridor by recommending land use and transportation improvements.

Eunice provided an overview of the work that has been occurring since the SAC met last year. The full [presentation](#) can be found on the [project website](#). Eunice presented the preferred land use and preferred street design. She explained that the preferred land use alternative would create two mixed-use zones: Mixed Use-1 (MU-1) from 12<sup>th</sup> to 17<sup>th</sup> Street and Mixed Use-2 (MU-2) from 17<sup>th</sup> to 25<sup>th</sup> street. The zones would allow a mix of uses outright, remove barriers to development, and include simple design standards that encourage pedestrian-friendly development.

Eunice explained the preferred street design, which is known as the Hybrid alternative. It conducts a "road diet" from 14<sup>th</sup> to 17<sup>th</sup> street by reconfiguring State Street from two lanes in each direction to one lane in each direction, a center-turn lane, buffered bike lanes, and wider sidewalks. Between 17<sup>th</sup> and 25<sup>th</sup> street, State Street would remain four travel lanes but the sidewalks would be widened. Enhanced pedestrian crossings would be located at 15<sup>th</sup>, 19<sup>th</sup> and 21<sup>st</sup> streets, and median is already proposed at 25<sup>th</sup> Street. There would also be a new bicycle/pedestrian bridge over Mill Creek at 24<sup>th</sup> Street to better connect the parallel bike route on Mill Street SE back to State Street.

Eunice presented the major changes that have been made to the proposed zoning in response to public input since the last public meeting in July. Those changes included lowering the maximum height allowed in the MU-1 zone, increasing the setback required between the MU-1 zone and abutting residential zones, allowing excess parking to be leased out, and decreasing the minimum ground-floor height in both proposed zones. Staff also plans to recommend that a parking management study be conducted after the proposed zones are implemented to address concerns about potential impacts the proposed mixed-use zones – and resulting development – could have on nearby neighborhoods. That parking management study could also examine whether parking requirements should be lowered in the proposed mixed-use zones.

In addition, Eunice presented development scenarios that staff created with the help of City of Salem planner Bryce Bishop, developer David Glennie, and real estate professional Jennifer Martin. The development scenarios, which can be viewed in the presentation online, consisted of two different four-story, mixed-use buildings. They were intended to determine if anything in the proposed zones would hinder development and if development under the proposed zones was financially feasible. The scenarios showed that the proposed developments were not financially feasible in today's market, but there was nothing in the proposed codes that would hinder development. Eunice explained that the findings aligned with the [economic analysis](#) conducted as part of the State Street project in 2016. That analysis found that rents today do not support substantial investment, but proximity to catalyst areas such as Willamette University and the State Capitol supports future revitalization.

Eunice also presented staff's recommendation to evaluate the proposed street design 1.5 years after it is implemented. The purpose would be to see if changes should be made to the hybrid design, particularly if the road diet could be extended to 25<sup>th</sup> Street. Eunice presented potential criteria that would be used to evaluate the proposed street design, including traffic volume, diversion, safety, speed, intersection operations, property values, and investment and redevelopment.

During the discussion, the SAC members and members of the public asked questions and provided input. Their comments and questions are summarized below. Related comments or questions and related answers have been grouped together.

## STREET DESIGN

- The proposed street design, the Hybrid Alternative, will enhance the bicycle and pedestrian environment.
- The proposed wider sidewalks would be wide enough for pedestrian traffic, outdoor café seating, etc.
- As part of a proposed development, developers and/or property owners could ask for parking pockets on the north side of State Street east of 17<sup>th</sup> Street.
- Question (Q): Does on-street parking provide economic advantage to property owners?
  - Answer (A): It depends on the development, but generally, retailers desire on-street parking. On the north side of State Street between 17<sup>th</sup> and 25<sup>th</sup> Street, a wider sidewalk is proposed, but a developer could opt to have a parking pocket within that wider sidewalk.
- Q: Can the four-lane street design proposed for 17<sup>th</sup> to 25<sup>th</sup> street be converted to a "road diet" in the future if deemed desirable?
  - A: Yes. The curbs are not proposed to move under the preferred street design, and there is enough room within the curbs to conduct a road diet.
- Q: What were the concerns that resulted in a partial road diet (hybrid street design) for now?
  - A: Traffic studies indicated that traffic volumes from 17<sup>th</sup> to 25<sup>th</sup> Street are higher than between 12<sup>th</sup> and 17<sup>th</sup> Street, and traffic models assumed that roughly a third of traffic on State Street would divert off of State Street under a full road diet. A full road diet would likely result in increased congestion on State Street and cut-through traffic in the neighborhoods.
- Q: The idea of installing multiple roundabouts along State Street was raised. It was noted that this has been done elsewhere where traffic volumes were similar to State Street. Is that a possibility for State Street?
  - A: The City looked at a possible roundabout at 25<sup>th</sup> Street, but there is not enough space. The City would have to acquire property.

## LAND USE

- Q: Property owners in the Court/Chemeketa Historic District are concerned about the height of buildings allowed in the proposed MU-1 zone. Some would like to see only three stories allowed.
  - A: Current zoning allows buildings to be up to 70 feet tall next to the historic district. The proposed MU-1 zone has been revised to address neighbors' concerns by lowering the maximum height to 55 feet allowed, increasing setbacks, requiring greater setbacks with increasing heights, and screening roof top mechanical equipment. The proposed standards have to balance economic feasibility for the builder/developer with neighborhood livability. Staff is not going to recommend a maximum height of 35 feet in the proposed MU-1 zone. That is the height allowed for a new single-family house.
- Q: Elaborate on what a parking study is.
  - A: A parking management study can look at a variety of parking issues. For example, it can look at the utilization of parking spaces in an area as well as whether parking requirements could be reduced in an area. This was done after the zoning was changed in North Broadway. Some of the recommendations of that study were implemented citywide.
- Q: Would it be helpful to conduct a parking study before zoning was implemented? Parking was an issue in North Broadway.
  - A: The parking management study for the North Broadway area indicated that there was generally enough parking in the area except for a block or two. The study looked at coordinating time limits on parking so that it was consistent in the area. Parking requirements were also revised to reduce barriers to development or redevelopment.
- Property owners have concerns about the use of alleys.
  - A parking management study could look at use of the alleys.
- Q: The proposed zoning seems to not require zone-to-zone setbacks when there is an alley between the proposed mixed-use zones and a residential zone?
  - A: Zone-to-zone setbacks are proposed to be required between the proposed mixed-use zones and residential zones even when there is an alley.
- Q: Has a shadow analysis been done?
  - A: No. A SAC member examined shadows during the winter season, and it appears that shadows will not cross into properties to the north of the proposed mixed-use zones.
- Q: What development is feasible in the State Street corridor?
- A: No specific type of development is mandated or required in the proposed mixed-use zones. The zones just provide the opportunity to develop a wide range of uses. The market and desire of builders and property owners will control what actually develops. Owner-occupied development is more feasible today than development by investors. It is also more feasible to develop vacant property because there is a cost to demolishing buildings. The proposed zoning standards allows for building with less barriers, and that is valuable. For example, the activation of some second-story buildings could be encouraged. You might also see property owners develop a two-story multifamily development. You might also see more creativity within existing structures.
- Q: Are there plans to consider parking requirements over time?
  - A: The proposal is to reduce the parking requirement for multifamily development from 1.5 spaces per dwelling unit to 1 space per dwelling unit. A parking management study could recommend reducing parking requirements for other uses.
- Existing parking lots would be allowed to remain under the proposed zones, but new standalone parking lots would not be allowed. If a business has excess parking spaces not in use, they would be allowed to lease them out.

## NEXT STEPS

At the end of the meeting, Eunice thanked everyone for coming and noted that the next steps are expected to include public hearings before the Salem Planning Commission and City Council. Eunice encouraged the public to attend those meetings and stay involved in the process as it moves forward. Public hearing dates have not yet been set, but notices will be sent out as the date draws nearer.

*Kelly Kelly*  
CD Staff Assistant