

Morningside Neighborhood Association Issues

1976-2007

prepared by Lloyd Chapman in 2012 from materials digitized by the City.

(My comments on the information are in italics.)

1952 - South Village Park established

1976 - January of 1976 association formed in response to a proposed PGE substation near 12th and Madrona. *LCDC had been formed in 1973 and the state land use goals adopted in December 1974 required extensive citizen involvement. Neighborhood associations were partly a response to that state initiative.*

subdivision at the SW corner of 12th and Oak Hill for 35 lots

priorities for sidewalks in the neighborhood

Joint meetings with Faye Wright and with SCAN on Madrona extension and couplet with Fairview

identifying plan/zone conflicts in the neighborhood - *Required by LCDC*

big push for sidewalks on Madrona between 12th and Pringle

1977 - participate in design of Clark Creek Park; budget cuts threaten maintenance to mini parks such as South Village

development of "Quarry Club" *We were members of the Quarry Club for many years at the corner of 22nd and McGilchrist - where Spinnaker Point is now. Great place on a hot summer night to relax and cool down.*

Opposition to putting Madrona through

1978 - raises issue of developing Iufer property as a park *The Iufer family owned a nursery specializing in magnolia trees west of the 12th Street Cutoff where the Brookstone Gardens currently sit. Magnolias from the nursery are all over the neighborhood, but none were left on the nursery site.*

request to be notified of land use changes in areas south and east of the neighborhood that are not covered by a neighborhood association. *There was no South Gateway neighborhood association for many years, so Morningside covered activities well to the south of what is now our southern boundary of Kuebler Boulevard.*

city approaches state to sell 300 acres between Strong Rd. and SPRR for industrial development *The beginning of the Fairview Industrial Area and all that that entails.*

- Heather Heights development off Pringle
traffic light at 12th and Madrona installed
CATC reviews speed limits on Pringle
- 1979 - Madrona Hills development, MNA supported zone changes;
Clark Creek Park dedicated,
Kuebler Interchange priority raised for I-305 transfer funds *Willamette A proposal to build an interstate link into downtown Salem (I-305 - approximately where the Salem Parkway is now) was rejected and funds for the project were transferred to other projects including Kuebler and Mission Streets.*
Health Care proposes 1200-1500 units of low income senior housing at the SE corner of Ewald and Pringle (Leslie School site)
- 1980 - Push for neighborhood plan; losses from Marion Co. Investment Pool cause city cuts
Bikeways are proposed for Morningside on Pringle between McGilchrist and Madrona
Church at Battle Creek and Hillrose approved
- 1981 - Fatal traffic accident at 12th and Oakhill
Sept. Neighborhood Planning team formed to begin development of neighborhood plan.
Frequent requests for CATC actions on speed limits, turn lanes, signals
"Beat the bushes for new board members"
- 1982 - Support Morrow Crane zone change application on Pringle Road
Project 90 employment issues and concern about impacts on the neighborhood
Aerial spraying of the gypsy moth opposed *The spread of the gypsy moth was a major issue at the time and aerial spraying was done over many neighborhoods.*
Still dealing with I-305 transfer (Kuebler, Madrona/Fairview) and Fairview Industrial
- 1983 - Fairview Sector Plan *At the time planning was done at many levels. Sector plans were public facilities plans that tried to identify and plan for the streets, sewers, storm sewers, etc. anticipated in under-developed areas.*
Preliminary East-West Corridor Study provided (May) *This was a major and*

on-going assessment of east-west travel in South Salem. It resulted in Madrona being connected between 12th and Commercial and the current designs of Fairview and Vista between 12th and Commercial. The final design sought to balance the traffic between Madrona and Vista/Fairview.

Continuing work on neighborhood plan; draft plan included in September newsletter

1984 - Fairview Urban Renewal Plan covering the Fairview Industrial area

Planning Commission hearing on Morningside Neighborhood Plan

Neighborhood Plan adopted by council in October 1984

Sept. Kuebler Skyline to Liberty nearing completion, Liberty to Commercial design and contract completed by end of year; Commercial to Turner Road EIS by mid 1985.

Traffic concerns on Madrona, 25th, Pringle and McGilchrist because of development in Fairview Industrial

Park boundary encroachment of fences along Morningside Park southern boundary by 5 to 9 feet.

1985 - Infiltration through Mandy and Albert, "Neighborhood Traffic Management Plan", traffic circle installed (and not maintained)

Open Forum Issues

Speeding on Vista and Peace

Question real safety of widening 12th Street

Adequacy of traffic signals, sidewalks, streets with the development of Boise Cascade off Madrona

Lack of timely information on East-West Corridor Study

Pringle Creek being polluted

Iufer property in receivership *The city agreed to provide half the money to buy the property but the community was unable to raise the other half, so the property was sold for development.*

Fairview / Hillcrest Plan before the Capitol Planning Commission

East-West Corridor Study Final Report (June). Board position was for no consideration of Browning or Madrona (west of Edwards) as arterials. Restudy Peace Street extension. Study the extension of Hilfiker to 25th Street. Sept - delay east/west development until impacts of a completed Kuebler can be assessed.

1986 - Request study of Ratcliff from Willa to Pioneer because of safety concerns related to "s" curves adjacent to Clark Creek Park.

Two highest CIP issues were sidewalks near Morningside School and the new Pringle School. "12th Street walkway (Madrona to S. Commercial) planned for building this year."

1987 - Speed study of Pringle and Battle Creek. (copy retained)

Major Issues Cited: East/West Corridor, Crimewatch Revitalization, Organization of South Salem Chairs Network, Pringle and Madrona pedestrian safety, Airport Master Plan Update, Hilfiker/Cambridge Woods connection, Boone/Barnes/Reed/ traffic study, opening of Pringle School

Application from Fred Meyer for development south of Madrona.

1988 - Widening of Pringle from Douglas to Aerial to three lanes discussed.

request that no bike lanes be installed on Madrona to minimize impacts on adjacent properties

Neighborhood survey conducted and names of those interested in participating was collected.

Kuebler / I-5 interchange due to be completed in 1989

Madrona design as constructed and to be completed in 1990

1989 - Woodscape Meadows subdivision proposed. Existing Woodscape subdivision residents oppose the connection of Woodscape Dr. (Entire area is south of Kuebler)

"The Morningside Network" established - 8 1/2 by 11 newsletter distributed to neighbors who will share copies with their neighbors.

Support making Fairview Industrial Drive and 27th from Madrona to Kuebler a major north/south connection.

Salem Street Plan envisions 4/5 lanes for both 12th Street and Pringle/Battle Creek. Neighbors generally oppose.

1990 - Widening of Pringle from McGilchrist to Madrona

1991 - Meadowcreek Village and/or Redwood Heights proposed

Late evening basketball at Morningside Park disturbs some neighbors.

1992 - Arboretum at Fairview property off of Pringle discussed as an alternative to what became the Oregon Garden in Silverton.

Objection to a mobile home park application on Boone Road.

1993 - New Leslie School to be built at Fairview to be open in Sept. 1995

Motions to reclass Pringle and 12th Street to 3 lane roadways approved by board support for the main entrance to Leslie School come off of Strong Rd. *This was an issue for several years as neighbors of the school site sought to divert traffic away from Pringle Road.*

Proposal for Little League ball diamonds at Leslie School site

Yamasa Soy Factory to Fairview Industrial

1994 - Inadequate storm drains at 12th and Radcliff, Vista

Push for sidewalks on 12th Street from Vista to Madrona - city response was it needed to wait for the road widening project.

Albert Drive traffic infiltration

Neighborhood plan update completed and adopted.

1995 - Kuebler and I-5 Land Use Study

Sidewalk for north side of Madrona from Pringle to 12th scheduled for spring

Motion to accept neighborhood boundary changes to current boundary

Morningside Heights development recognized (Bluff south of Morningside Street)

Fatality at 12th and Albert

Sept. - Voters approve bond measure for pedestrian safety including widening of 12th Street

Proposal from Morningstar Church

Neighbor issues with builder at bottom of 12th street provding access to Bluff

1996 - Changes to traffic in Duffield Heights - new stop signs and removal of traffic circle.

Design of 12th Street project mentioned in March. *I include a few more details here because I was the president of Friends of Morningside Hill and the organizer of the opposition to the city proposal to widen the street to 5-lanes in front of Morningside School.*

May Annual Meeting - "Gary Myzak addressed the group and gave good illustrations of the existing area in the '12th Street Improvement' project. The

purpose of the improvements is to have safer traffic flow in the areas surrounding schools.

"Gary reported that at this time there is no major decisions that have been made in regard to the design of the improvement. That his company is still working with the City of Salem and surrounding property owners that will be affected. Only 12th Street will be widened. The off-branch street will not be worked on. In the area of the 12th Street hill, no barriers, such as walls or buildups, have been decided yet."

Nuisance house at 3814 12th Street

Residential Care Facility on 4012 12th Street (Redwood Heights?)

Sept. Irrate neighbor (me) informs board of plan to build a 4/5 lane improvement on 12th St hill and 5-lane development for 1000 feet at Morningside School.

"These plans are not what was presented at the Annual Meeting in May to the MNA and are inconsistent with the ballot measure approved by the voters."

Dec. - City offers to reduce roadway width from 72 to 65 feet, no turn on red, ped crossing signs, planter strip on school grounds on 12th Street, use of non-bond funds for added two lanes. Only three lanes up the hill. Board continues to support three lanes at Madrona.

Closure of Fairview Property and disposal of property are discussed

1997 - Jan. - Now a 4-lane proposal at Madrona, with some center medians. Board votes to maintain it's original position supporting 3 lanes as the safest for pedestrians.

Feb. - mediation to discuss four and five lane options at Madrona. No discussion of 3 lanes allowed. Motion to support neighbors (Friends of Morningside Hill) failed for lack of a second.

Salishan cleanup project

Zone change request from Battle Creek Golf Course - board is concerned.

Mar. - mediation supported five lanes and numerous other specifics.

1998 - Jan. - Judge Norblad rejects Friends of Morningside Hill lawsuit.

Care Facility on Boone Rd., approved.

Leslie Little League parking issues.

Fairview property update

Parks partnerships launched *Since this time the association has sought funding and developed partnerships relating to our three existing parks and attempting to develop Hilfiker Park. All of the specific grants and programs that were obtained have not been listed here.*

Pringle Creek Watershed Council *The watershed covers much of the*

neighborhood and is one of the most polluted urban streams in Oregon. The council has continued to work for years on projects to limit pollution and improve habitat along the many branches and tributaries of Pringle Creek.

Community Progress Teams This organization by the State Commissin for Children and Families and has operated under many names. It distirbutes funds to worthy neighborhood projects and activities and continues its work today as the South Salem Connectors.

Fairview Property Steering Committee

Salem Futures This was a visioning process developed by a progressive council that was rejected by later councils. It "crashed" when a proposal to zone 12th street between Fairview and Mission as a mixed use area surfaced. Opponents organized and killed the plan, and Salem Futures with it.

Council refuses request to allow right turns from Commercial Street onto Fairview

Storm water and sanitary sewers near Clark Creek Park. There was significant flooding on Clark Creek below the park in a particularly heavy thunderstorm in June of 1996 that was the impetus for some of this work.

1999 - Jan. Court of Appeals rejects Friends of Morningside Hill appeal on 12th Street Fairview charette

Jan. - Newly elected city councilor Smaldone places a motion for 3-lane 12th Street on certain condemnation actions before the council. Board passes a motion to support a 3-lane design of 12th Street. The council had changed in January and the city had failed to follow procedures dictated in a recent state law on condemnation and eminent domain. Several neighbors had refused to sell to the city and the city had to come to the new council for authorization to proceed with condemnation . As a result, opponents of the 5-lane design had a new opportunity to fight the project.

Flag-lot partiioning increasing in the neighborhood with decreased lot sie requirement.

traffic infiltration and speeding on Wickshire in Cambridge Woods

Dec. - Final 12th Street design with two 190' right turn lanes and no increase in the crossing distance of 12th Street at Madrona. Work to be completed through 2000. This was victory for the neighbors and the association. And the results are what we see on 12th Street in 2012.

2000 - Salem Transportation Plan approved with Hilfiker in limbo

Regular committee issues, Fairview and Salem Futures

Sidewalk Construction and Maintenance Plan (SCAMP)

2001 - Fairview Property

High School student elected to the board - bylaws later changed to require board members to be 18 or older.

First MNA website approved

Additional bond funds being spent to widen Pringle north of Madrona. Board wants narrower lanes and bike lanes

Discussion of a possible park on the Hilfiker land. *This is the first time I saw mention of Hilfiker Park in the associations materials. The issue of the Hilfiker minor arterial extension had been discussed for many years.*

2002 - Proposed residential mixed use and shopping center on the SW corner of I5 and Keubler

Governor accepted Sustainable Fairviews bid for the Fairview property. *Chuck Sides, a former city councilor, state legislator and developer had sought the property for development. The governor decided to give Sustainable Fairview the first chance to develop the property.*

Presentation on Pringle Road improvements

Pringle Creek Watershed Council continuing to do projects to enhance habitat
Fairview planning

2003 - Pringle Road improvement postponed until 2004

Fred Meyer approaches MNA about redesign of its main building. Madrona access changes

Hilfiker as minor arterial of concern to board

2004 - Fairview, Fred Meyer South, Pringle Road Project

Working on neighborhood plan

Pringle closed south of Madrona for summer to complete construction

Presentation by Superior Tire on their business

Neighborhood Plan review and update in progress; adopted by board in Oct 2004

Urge removal of Hilfiker to Battle Creek as minor arterial.

Chauncey and Wickshire traffic problems - likely made worse with new subdivisions.

concern of folks that Cambridge Woods subdivision would negatively impact wetlands

Presentation by Roger Stevenson on the Community Emergency Response Team (CERT)

Cambridge View Subdivision; Nottingham Woods Subdivision; Douglas/Edwards Subdivisions

2005 - Provision for parking at Fred Meyer; Traffic Forum on Cambridge Heights, Wood and View; Reopening Boone Rd to provide access to the areas

Widening of Strong Rd. south of Reed Road and past Hillcrest

Fairview Development Plan approved, Pringle Creek Community makes presentation

Earlier development proposal on the SW corner of I-5 and Keubler is now the Pac Trust development; want a rezone for Commercial and Office Uses.

Sidewalk Maintenance and Repair Program being developed

Presentation on passenger air service with Delta to Salt Lake City.

Trucks working in new subdivision development are causing problems in Cambridge Woods subdivision.

Widening of Kuebler from I-5 to Commercial to four lanes.

Airport Terminal Building Improvements

2006 - McGilchrist Urban Renewal Area

Cascadia Development at 2000 Madrona SE

Pringle Creek Community subdivision

Sikh Temple moves to Morningside

Revised Neighborhood Plan sent to City for their approval

2007 - Widening of I-5 to three lanes in each direction

Silver State Helicopters