



POLK COUNTY

POLK COUNTY COURTHOUSE * DALLAS, OREGON 97338
(503) 623-9237 * FAX (503) 623-6009

COMMUNITY DEVELOPMENT

AUSTIN McGUIGAN
Director

MEMORANDUM

TO: Board of Commissioners
FROM: Sidney Mulder, Planning Manager
DATE: February 23, 2022
SUBJECT: Legislative Amendment 21-03; Amendments to the Polk County Zoning Ordinance Section 127.020(G)(5)

Public Hearing – March 2, 2022

ISSUE:

The Polk County Board of Commissioners will hold a public hearing to receive testimony and consider a text amendment to the Polk County Zoning Ordinance (PCZO) Section 127.020(G)(5), which pertains to a development standard that limits the capacity of private garages for the storage and protection of not more than three (3) motor vehicles for each single-family dwelling in the Suburban Residential (SR) zone. The proposed PCZO amendments would eliminate this capacity limitation on private garages for properties that are located outside of an adopted urban growth boundary (UGB) of a city.

The Planning Commission conducted a public hearing on January 25, 2022 at 6:00 P.M., and recommended that the Board of Commissioners amend PCZO Section 127.020(G)(5) to eliminate the three car garage limitation for SR zoned properties that are outside of an UGB. The Board of Commissioners will hold a public hearing on March 2, 2022 at 9:00 A.M., to receive public testimony and make a final local decision on this matter.

RECOMMENDATION:

Staff recommends that the Board of Commissioners adopt the Planning Commission's recommendation to amend the PCZO Section 127.050(G)(5), as included in Attachment A.

STAFF REPORT:

I. BACKGROUND

On November 11, 2021, the Community Development Department received an application requesting the Board of Commissioners (BOC) to initiate a Legislative Amendment process to evaluate proposed changes to the text of PCZO Section 127.020(G)(5), which pertains to a development standard for garages and parking areas in the SR zone. On November 21, 2021, the BOC determined that the proposed text amendment would be in the public interest and would be of general public benefit. The BOC initiated the legislative amendment process and directed staff to move forward with the public hearings process to consider these amendments.

PCZO 127.020(G)(5) currently states:

127.020. USE. Within any SR, Suburban Residential Zone, no building, structure or premises shall be used, arranged or designed to be used, erected, structurally altered or enlarged, except for one or more of the following uses:

(G) Accessory uses and structures:

- (5) Garages and parking areas for the storage and protection of the automobiles of the residents of the dwelling, including a private garage for not more than three (3) motor vehicles for each single-family dwelling on the same lot with or within the dwelling to which it is accessory and in which no garage, business or industry is conducted;

The above criteria specifies two (2) uses, as follows:

- 1) "Garages and parking areas for the storage and protection of the automobiles of the residents of the dwelling..."; and
- 2) "...private garage for not more than three (3) motor vehicles for each single-family dwelling on the same lot with or within the dwelling to which it is accessory and in which no garage, business or industry is conducted;

The following definitions from PCZO Chapter 110 distinguish the differences between garages, private parking areas, public parking areas, private garages, and public garages.

110.430. PARKING AREA, PRIVATE. An open area, building or structure, other than a street or alley, used for the parking of the automobiles of residents and guests of a building.

110.435. PARKING AREA, PUBLIC. An open area, building or structure, other than a private parking area, street, or alley used for the parking of automobiles, trucks, and other motor vehicles and available for use by the public or by persons patronizing a particular building or establishment.

110.235. GARAGE. A building or portion thereof in which a motor vehicle is stored, repaired or kept.

110.240. GARAGE, PRIVATE. A detached accessory building or portion of a main building for the parking or temporary storage of automobiles in which no business, occupation, or services is provided for or is in any way conducted.

110.245. GARAGE, PUBLIC. A building, other than private garage, used for the care, repair, or equipping of motor vehicles, or where such vehicles are parked or stored for compensation, hire, or sale.

The first part of PCZO 127.020(G)(5) is inclusive, using the terms "garages and parking areas", but then becomes more narrow, specifying "for the storage and protection of the automobiles of the residents of the dwelling." This specificity essentially excludes public garages and public parking areas as being outright permitted uses. Further, permitting public parking areas as a Home Occupation conditional use permit may not be possible. The Home Occupation criteria found in PCZO 116.030 states, "...traffic attracted to the premises be kept at a minimum". This criteria makes it clear that a public parking lot may not be compatible with the Home Occupation criteria. Conversion of a garage to a public garage as part of a Home Occupation would require compliance with the Home Occupation criteria and approval of a conditional use permit.

The second part of PCZO 127.020(G)(5) is more specific and states, "...private garage for not more than three (3) motor vehicles for each single-family dwelling on the same lot with or within the dwelling to which it is accessory and in which no garage, business or industry is conducted". The proposed text amendments are only intended to exclude this limitation if the property is located outside of an adopted UGB of a city.

The SR zone limits the capacity of a private garage allowed for the storage of motor vehicles, but does not limit the number or size of residential accessory buildings for private use. Therefore, it is reasonable to qualify an accessory structure's ability to store motor vehicles based on the number and/or size of bay doors. Accessory structures can be used for a number of uses, including personal storage, and a bay door is the distinguishing feature that differentiates a garage from other types of

accessory structures. Accessory structures that are entered through a man door instead of a bay door are not subject to these same limitations. Based on this reasoning, the size and number of bay doors is currently evaluated as the primary metric to determine whether or not an accessory structure looks and functions as a private garage.

The proposed text amendment would exempt these requirements for SR zoned properties that are located outside of an UGB. It is not uncommon for SR zoned properties that are located outside of the UGB to be larger acreage properties that require equipment for property maintenance. Currently, the three car private garage limitation could make it difficult for some property owners to construct an accessory structure for the equipment needed to maintain their property, such as a tractor, riding lawn mower, or other equipment that needs a bay door to be accessible.

The proposed text amendments would not apply to SR zoned properties that are located within an UGB. Properties within an UGB are intended to eventually be annexed into city limits to be developed at urban levels. The intent of the three car private garage limitation is to maintain the residential character of neighborhoods and to ensure that properties are not developed with a predominance of garage structures. For this reason, the proposed text amendments area limited to only SR zoned properties that are outside of an UGB.

Planning Commission Hearing and Recommendation

Prior to the Planning Commission Public Hearing, letters of support were provided from the applicant and six (6) other property owners (Attachment B). The Planning Commission conducted a public hearing on January 25, 2022 at 6:00 P.M., and received oral testimony in support of the proposed amendment. The Planning Commission recommended that the Board of Commissioners adopt Staff's findings and the proposed amendments to the PCZO without adding any additional standards.

II. COMMENTS RECEIVED

After the Planning Commission Public Hearing, one (1) letter in opposition was provided (Attachment C), which expressed concerns about potential impacts to the neighborhood, including increased development, traffic, and noise to the residential community.

No other comments have been received as of the writing of this staff report.

III. CRITERIA FOR LEGISLATIVE AMENDMENTS

A legislative amendment to the text of the Polk County Zoning Ordinance (PCZO) may be approved provided that the request is based on substantive information and factual basis to support the change. In amending the PCZO, Polk County shall demonstrate compliance with PCZO 115.060. The applicable review and decision criteria are listed in bold, followed by staff's analysis and findings.

1. AMENDING THE TEXT OF THE POLK COUNTY ZONING ORDINANCE.

- (A) **[ORS 197.612(1)] An amendment to the text of the Polk County Zoning Ordinance solely for the purpose of conforming the ordinance to new requirements in a land use statute, statewide land use planning goal or rule of the Land Conservation and Development Commission implementing the statutes or goals may be made without holding a public hearing when:**
 - (1) **Polk County gives notice to the Oregon Department of Land Conservation and Development of the proposed change in the manner provided by ORS 197.610 and 197.615;**

- (2) **The Oregon Department of Land Conservation and Development confirms in writing that the only effect of the proposed change is to conform the Polk County Zoning Ordinance to the new requirements; and**
 - (3) **The Planning Division provides notice of the proposed change to the Planning Commission.**
- (B) **An amendment to the text of the Polk County Zoning Ordinance under the provisions of subsection (A) of this section shall be considered a ministerial decision and not a land use action. Amendments under subsection (A) of this section need only be adopted on the Board of Commissioner's Consent agenda.**
 - (C) **All amendments to the text of the Polk County Zoning Ordinance that are not included in subsection (A) of the section shall be processed under the procedures and criteria for a legislative comprehensive plan amendment described in Chapter 115. [PCZO 111.215]**

Staff Findings: The proposed text amendments apply to a development standard in the zoning ordinance that limits the capacity of private garages in the Suburban Residential (SR) zone for the storage and protection of not more than three (3) motor vehicles for each single-family dwelling. The proposed text amendment is not for the purpose of conforming to new requirements found in Oregon Revised Statutes (ORS), Statewide Planning Goals, or Oregon Administrative Rules (OAR). Therefore, the proposed text amendments shall be processed under the procedures and criteria for a legislative comprehensive plan amendment described in PCZO Chapter 115. Pursuant to PCZO 115.040, the Planning Commission conducts a public hearing and makes a recommendation to the Board of Commissioners. The Board of Commissioners holds a separate public hearing and makes the local decision for this matter. Staff's findings to address the criteria listed in PCZO 115.060 are provided below.

2. Compliance with Oregon Revised Statutes, and the statewide planning goals and related administrative rules. If an exception to one or more of the goals is necessary, Polk County shall adopt findings which address the exception criteria in Oregon Administrative Rules, Chapter 660, Division 4; [PCZO 115.060(A)]

Staff Findings: As discussed above, the proposed text amendment applies to a development standard that limits the capacity of private garages that can be constructed on properties within the SR zone. Currently, the development standard found in PCZO 127.020(G)(5) states:

- (G) Accessory uses and structures:
 - (5) Garages and parking areas for the storage and protection of the automobiles of the residents of the dwelling, including a private garage for not more than three (3) motor vehicles for each single-family dwelling on the same lot with or within the dwelling to which it is accessory and in which no garage, business or industry is conducted;

The SR zone has a limit on the capacity of a private garage allowed for the storage of motor vehicles, but does not have a limit on the number or size of residential accessory buildings for private use. Therefore, it is reasonable to qualify an accessory structure's ability to store motor vehicles based on the number and/or size of bay doors. Accessory structures can be used for a number of uses, including personal storage, and a bay door is the distinguishing feature that differentiates a garage from other types of accessory structures. Accessory structures that are entered through a man door instead of a bay door are not subject to these same limitations. Based on this reasoning, the size and number of bay doors is currently evaluated to determine whether or not an accessory structure looks and functions as a private garage. The proposed text amendments would remove this limitation for properties that are located within the SR zone that are outside of an adopted UGB of a city, thereby allowing for additional private garage capacity on these properties without having to go through a full variance process, which requires a public hearing. The proposed text amendment would allow the development

standards for private garages to more closely align with the development standards for other types of accessory residential structures that are currently permitted in the SR zone.

Staff has not identified any applicable ORS, OAR, or the Statewide Planning Goals that are directly applicable to the proposed PCZO text amendment.

The application complies with this criterion.

(B) Conformance with the Comprehensive Plan (PCCP) goals, policies and intent, and any plan map amendment criteria in the plan; [PCZO 115.060(B)]

- 1. Polk County will strive to permit those uses that have little or no impact on neighboring properties without requiring a land use determination or limited land use determination. [PCCP Section 2, Element A, Goal 1.3]**
- 2. Polk County will maintain the area outside the urban growth boundaries with low-density living areas, open space lands, agricultural uses, and other uses compatible with the intent and purpose of the adopted urban growth policies of the city and County land use plans [PCCP Section 2, Element K, Policy 2.11 "Urban Land Development"]**

Staff Findings: As discussed above, when evaluating whether or not an accessory structure constitutes a private garage, the evaluation is based on whether or not the structure looks like a garage *and* could function like a private garage. When evaluating this criteria and the rationale for why there are limitations on the capacity of private garages and not a similar limit applied to other accessory structures in the SR zone, it is reasonable to conclude that the intent is to prevent private garages from being the predominant structure type on a parcel and to reduce the potential visual impacts of garage bay doors. Currently, a full variance application and approval is required in order to construct more than a three car garage on SR zoned properties. During the variance process, property owners often times articulate that allowing additional private garage space would actually improve the visual appeal of the neighborhood by allowing oversized or unsightly equipment, such as a trailer or riding lawn mower, to be stored indoors rather than being stored outdoors.

Staff finds that this development standard is more appropriate for properties that are located inside of an UGB because there is a potentially higher risk of visual impacts from an abundance of large garage bay doors on smaller uniform subdivision lots. These areas are generally higher density residential areas which are planned to eventually be annexed into city limits. It is not uncommon for cities to adopt development codes that pertain to reducing the visual impacts of garages. For example, some cities in Oregon have banned the design of "snout houses" for new construction, which is when the garage is located closer to the street than the remaining portion of the house. These types of development standards also imply that garages can have a negative visual impact to the surrounding neighborhood.

Properties located outside of an UGB area are typically larger in size and are not planned to be annexed into city limits in the near future. Because these properties are typically larger in size, it is common for property owners to need equipment to maintain the property, such as a tractor or riding lawn mower, which requires a bay door for accessibility and could thereby function as a garage. Staff finds that the proposed text amendments would alleviate the requirement of obtaining a land use authorization (full variance) for development that has little to no impact on neighboring properties. Obtaining a full variance would still be an option for properties within an UGB in order to construct additional private garage capacity, and through that process it would be determined whether or not there would be any significant impacts on a case-by case basis.

A property owner expressed concerns about how the proposed amendments could potentially impact their neighborhood, specifically due to increased development, noise, and traffic to the residential community. The proposed amendments are a development standard that would allow additional capacity for private garages, allowing property owners to store automobiles, tractors, lawn mowers, etc. indoors rather than outdoors. The proposed amendment would not allow any additional dwellings and would not affect the existing density of single-family dwellings. For these

reasons, staff finds that the proposed amendment is not anticipated to increase noise or traffic within the neighborhoods of SR zoned properties.

3. **Polk County will support development of housing which provides variety in location, type, density and cost where compatible with development on surrounding lands and consistent with the predominately rural character of the County.** [PCCP Section 2, Element L, Policy 1.3 “Residential Development”]
4. **Comprehensive plans must be continually evaluated in terms of changing public values, and in light of unforeseen physical, environmental, social or economic factors which may occur. If planning is to play an effective role in the process to provide for the needs of people, land uses must be inventoried, needs identified and new development and facilities designed to meet their needs. All this must be done on a regular, continuing basis for planning to be effective.** [PCCP Section 5, “Plan Evaluation and Update”]

Staff Findings: Although a private garage is a not a dwelling, it is a structure that is accessory to a dwelling. Staff finds that the proposed text amendments would allow for additional variety of improvements on properties that are zoned for residential development. As discussed above, the proposed text amendment would only affect SR zoned properties that are located outside of an UGB, which are predominantly rural in character. These properties can primarily be found within unincorporated communities, such as Perrydale, Rickreall, and Buena Vista. There are also some SR zoned properties that are located just outside of the UGB for Dallas and Salem, which are typically larger in size than properties within the nearby UGB. The proposed text amendment would allow additional opportunities for property owners to construct a private garage without having to go through a timely and expensive land use process, which can be a deterrent for many property owners.

Comments were provided from six (6) different property owners who expressed support of this legislative text amendment. Some of the commenters own property within Polk County’s SR zone, outside of the UGB, and have expressed interest in constructing additional private garage space if this text amendment is approved. Other commenters own property within Polk County’s SR zone and inside of an UGB, but still expressed support of the proposed change.

(C) That the proposed change is in the public interest and will be of general public benefit; and [PCZO 115.060(C)]

Staff Findings: Currently, a lengthy an expensive land use process is required in order to construct more than a three car private garage. A full variance request requires a public hearing before the Polk County Hearings Officer. The proposed text amendment would be in the public interest and of general public benefit because it would eliminate this requirement for properties that are located outside of an UGB, and would allow the development standards for private garages to more closely align with the development standards for other types of accessory structures, such as an accessory structure that is entered through a man door.

Based on the above reasoning, staff finds that the proposed amendments to the PCZO comply with this criterion.

(D) Compliance with the provisions of any applicable intergovernmental agreement pertaining to urban growth boundaries and urbanizable land. [PCZO 115.060(D)]

Staff Findings: Polk County has adopted intergovernmental agreements (IGAs) with each of the cities that have an UGB that extend outside of city limits and into Polk County’s planning jurisdiction. Because the proposed text amendments would only be applicable to properties that are located outside of an UGB, staff finds that the IGA’s between Polk County and each of the cities is not applicable to the proposed text amendment.

The proposed text amendment complies with this criterion.

IV. CONCLUSION

Based on the findings above, staff concludes that the proposed amendments to the Polk County Zoning Ordinance would comply with all of the applicable review and decision criteria for a legislative amendment.

BOARD OF COMMISSIONERS ACTION:

After opening the public hearing and receiving testimony, the Board of Commissioners options include the following:

- (1) Move to approve Legislative Amendment 21-03 as recommended by the Planning Commission; thereby amending PCZO Section 127.020(G)(5) by:
 - (a) Adopting the PCZO amendments and associated findings presented in Attachment A, or
 - (b) As further amended by the Board of Commissioners (state revisions); or
- (2) Continue the public hearing; or
- (3) Other.

ATTACHMENTS:

- A - Proposed Amendments to the PCZO Chapter 127.020(G)(5)
- B - Written testimony provided prior to the Planning Commission Public Hearing
- C - Written testimony provided after the Planning Commission Public Hearing

**Amendments to Polk County Zoning Ordinance Chapter 127;
Suburban Residential Zoning District**
Additions are double underlined
Deletions are in ~~strikethrough~~

127.020. USE. Within any SR, Suburban Residential Zone, no building, structure or premises shall be used, arranged or designed to be used, erected, structurally altered or enlarged, except for one or more of the following uses:

(G) Accessory uses and structures:

- (5) Garages and parking areas for the storage and protection of the automobiles of the residents of the dwelling, excluding public garages. If located inside of an adopted urban growth boundary of a city, including a private garage is limited to not more than three (3) motor vehicles for each single-family dwelling on the same lot with or within the dwelling to which it is accessory to, and in which no garage, business or industry is conducted; [Amended by Ordinance 22-XX]



Mulder, Sidney <mulder.sidney@co.polk.or.us>

Response RE: LA 21-03

1 message

Jordan Winters <winters@santepartners.com>
To: "Mulder, Sidney" <mulder.sidney@co.polk.or.us>

Tue, Jan 25, 2022 at 11:45 AM

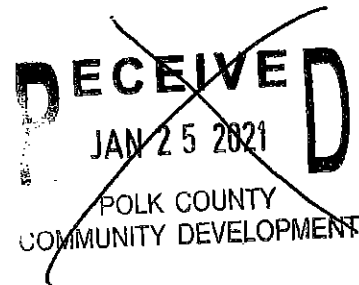
To the esteemed Polk County Planning Commission and Polk County Board of Commissioners,

My name is Jordan Winters and I am the applicant of the proposed Legislative Amendment 21-03. It is with regret that I am unable to voice these opinions in person as I feel strongly in face to face interactions. However, I tested positive for Covid on the same day as our initial public hearing (1/25) and thus, am unable to attend. Let me first state that I am very appreciate of the Board and Commission for agreeing to take up this matter and consider it for approval. As I understand it, the Board was under no obligation with which to take up this matter despite my desire to do so, and I am very grateful you have given myself and others an audience to voice our support of the matter. As I think I have accurately represented in my application, the practicality of this text amendment is very simple; should owners of parcels of land located outside of the urban growth boundary, with no means in which to subdivide their land into a high density residential setting, be beholden to the same set of rules created for those whose intent is clearly for high density residential. In other words, if the nexus for a limitation on the number of garage doors was created out of a concern for overly dominated secondary structures on relatively small and dense parcels of land, why should those standards apply to land that cannot and will not be used for high density? And the answer is that they should not be. The proposed text amendment takes an extremely practical and logical approach to solving this issue, whereby the standards for development within the UGB still apply and address the aforementioned concern for neighborhoods of high density, and would eliminate the restriction for lands outside of the UGB that have the space to do so. It would also presently relieve many property owners who wish to construct more than 3 garage doors from the burden of having to apply for major deviations, which is something that neither the council or homeowner should have to focus their time and efforts on. As stated many times now, larger properties often require multiple pieces of larger equipment and various materials and supplies to maintain the property well. Secondary structures such as shops and garages present a practical solution for storage of these items, without the burden of proof lying on the homeowner to prove they need it. Simply put, LA 21-03 before the council and commissioners makes all the sense in the world. My sincerest hopes is that you will come to the same conclusion.

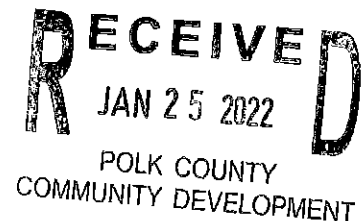
In closing, I would like to once again thank you for your time and consideration in the matter. Should any follow up questions or comments be needed, my contact information is provided below.

Kindest Regards,

Jordan Winters
Senior Project Manager / Finance Strategist



	<p>ONE TEAM UNITED WHO...</p> <ul style="list-style-type: none"> • Put People First • Commit to Excellence • Live a Spirit to Serve • Embrace Optimism • Execute Best Practices
<p>ENCORE COMMUNITIES</p>	



R. Damian Williams
1403 35th Ave. NW
Salem, OR 97304

Nov 7, 2021

To whom it may concern:

It has come to my attention that the county restricts the total number of car garage doors in the Suburban Residential Zone. I am in support of removing that restriction for properties outside of the Urban Growth Boundary, even though I reside inside the boundary..

While I understand why the provision is in place for residents inside the Urban Growth Boundary, it doesn't make much sense for homes that reside outside of the boundary. Homes outside of the boundary tend to have much more land and thus need more space for equipment to maintain their properties. Having the ability to have a third garage door gives those properties proper room to store tractors, mowers, and other tools that are needed to keep their properties upkept.

Having this restriction removed will still uphold the integrity of the original code provision, which is to inhibit unsightly lot coverage or overly dominating structures on small, high density lots that are inside the Urban Growth Boundary.

My hope is that you take my request into consideration and make needed changes to help all of our citizens in Polk County.

Thank you.



R. Damian Williams

RECEIVED
NOV 08 2021
POLK COUNTY
COMMUNITY DEVELOPMENT

October 29, 2021

Polk County Board of Commissioners
850 S. Main St.
Dallas, OR 97338

RE: Support of Text Amendment to Chapter 127.020(G)(5) of the Polk County Municipal Code.

Commissioners,

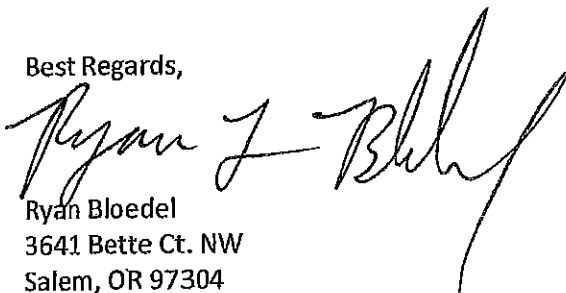
My name is Ryan Bloedel, and my family and I reside at 3641 Bette Ct. NW, Salem, OR 97304. I am writing in support of the proposed text amendment to Chapter 127.020(G)(5) of the Polk County Municipal Code, and hope it is an issue that the Board will take up, and ultimately support the proposed amendment. Our property is 2 acres in size, and is zoned SR, and we are located outside the UGB. One of the main reasons we wanted to live on 2 acres was it would allow for enough space to have an accessory structure, and still feel like we fit in with the neighbors, and still allow for plenty of yard and open space between properties. We have a boat, as well as some other equipment that will not fit into our garage, so I currently am having to store them offsite, as I don't want to be left out in the open both due to weather, as well as it being unsightly. I have plans to build a shop but have become aware that I would not be able to build the shop with additional garage doors in it, due to the current language in the code, without going through the full variance process. This code amendment would allow me to build my shop, without the added time and expense of the variance.

I have learned that many of the properties that have the SR zone are located inside the UGB and in many cases are 1 acre in size or less. In those cases, I can see where this language makes sense, and I understand the intent of the code. However, in the case of properties like mine, that are over an acre in size, and outside the UGB, it doesn't make sense. This is the perfect location for someone to be able to have an accessory structure, and store additional vehicles or equipment, out of sight.

Again, I hope that the Commissioners will be willing to take up this matter, and ultimately support the proposed change.

Thank you for your time and consideration!

Best Regards,



Ryan Bloedel
3641 Bette Ct. NW
Salem, OR 97304

11/1/21

Brad Reynoso
1623 37th Ave NW
Salem, OR 97304

I am a homeowner in Polk County, and I support the text amendment to Chapter 127.020(G)(5) of the Polk County Municipal Code. My property is zoned suburban residential located in the UGB of Salem, OR. I realize that the text amendment may not impact my property, but I am in support of the amendment to allow for more allowable storage and cleaner looking properties. I find that 3 car garages may not be sufficient to store vehicles, lawn mowers and tractors that are needed in order to maintain small acreage property. I believe amending this text will allow for more functional as well as more orderly properties for what the zoning intent was for.

Thank you

Brad Reynoso

A handwritten signature in black ink, appearing to read 'Brad Reynoso', with a stylized flourish at the end.

Donnelly Family

3585 Bette Ct.
Salem, OR 97304
503-409-2623
lancedonnelly@gmail.com

October 22, 2021

Polk County Board of Commissioners

850 Main Street
Dallas, OR 97338

RE: Support for a proposed code text amendment

To Whom It May Concern;

The Donnelly family, like many others in the vicinity with no known objection, fully support the text amendment that would allow for more than 3 car garage doors on my property without the need to apply for a costly and cumbersome major variance.

We are looking for:

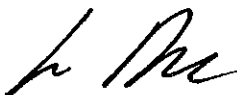
- A place to store our yard maintenance equipment, materials, and vehicles that are currently outside because our garage is overwhelmed. This will make our property look much nicer and out of the public eye.
- A secure place for our personal items. Polk county records will show we have a man on our property, with Meth, claiming he owned it all and we need our items safe.
- A secondary building to better our overall property.

We believe:

- We have the acreage to support more structures and it will look really nice, better than the present.
- That it will increase our property values benefiting not only us but Polk County.
- That we should not have restrictions meant for low acreage properties.

We think this is a common-sense approach and believe this will benefit all.
Thank you for your time and consideration.

Sincerely,



Lance Donnelly

To: Polk County Board of Commissioners
850 S Main St.
Dallas, OR 97338

Date: 10-21-21

From: William S. Ness
1118 Fernwood CT NW
Salem, OR 97304
ssen@comcast.net
971-388-3566

Dear Board of Commissioners,

I live in West Salem on Fernwood CT which is in the SR zone and inside of the UGB. I am about 1900 feet from a nice new gated community with two acre lots above us and to the west of 35th Ave NW. These new homes and large lots enhance our neighborhood that is aging. I would even say these new homes have motivated families on my street to reinvest in their own homes, myself included.

I know some of the families up in this new gated community and some of them want to build shops on their excess land which makes sense to me. With two acres to care for and large growing families I would want to do the same thing. Apparently, they are up against a zoning issue in Polk County that limits the number of garage doors to three. As I understand it, they can build a shop but cannot put a garage door on it because they already have three garage doors which does not make sense to me. If they were to build shops without a garage door on it that would seem odd and less desirable to me.

I am writing you in support of allowing a text amendment to allow them to add extra garage doors because an extra garage door on a shop in a gated community above me outside of the UGB certainly will not negatively impact me. I also do not feel it is unreasonable for larger properties like these to utilize more than three garage doors. I believe allowing a text amendment will maintain the integrity of the original code provision that was in place to inhibit unsightly lot coverage or overly dominating structures on small, high density lots. So, for the record, I am in complete support of allowing for more than three garage doors and a text amendment that facilitates as much in the SR Zone and outside of the UGB. Please feel free to reach me by phone or email if you have any questions regarding this letter of support.

Respectfully



William S. Ness

Webster Family

3580 Sunrise View Ln
Salem, OR 97304
503-910-1991
swebste27054@gmail.com

October 24, 2021

Polk County Board of Commissioners

850 Main Street
Dallas, OR 97338

RE: Support for a proposed code text amendment

To Whom it May Concern,

The Webster family, like many others in the vicinity with no known objection, fully support the text amendment that would allow for more than 3 car garage doors on our property without the need to apply for a costly and cumbersome major variance to allow for additional structures with garage doors.

We are looking for:

- A place to store our yard maintenance equipment, materials, and vehicles; some of which are currently overwhelming our garage. Some of these materials are being stored outside in the weather. This will make our property look much nicer and out of the public eye.
- A secure place for our personal items. Polk county records will show we have had an individual trespassing on ours and our neighbors property stealing items that were being stored outside.
- A secondary building to improve our overall property and keep our items safe and out of the elements. This building would allow for a hobby room with a large enough door to move equipment in and out.

We believe:

- We possess the acreage to support more structures which would increase the aesthetic appeal of the property and neighborhood.
- This would increase our property values thus benefiting not only us but Polk County.
- That we should not have restrictions intended for low acreage properties.

We think this is a common-sense approach and believe this will benefit all. Thank you for your time and consideration.

Sincerely,



Steve Webster

Steve Webster Jennifer Webster

Planning Division
Polk County Community Development Department
850 Main Street
Polk County Courthouse
Dallas, Oregon 97338-1922

RECEIVED
FEB 07 2022
POLK COUNTY
COMMUNITY DEVELOPMENT

File Number: LA 21-03

January 31, 2022

To Whom It May Concern:

Thank you for sharing the proposed amendment, file number LA-21-03.

I am concerned about the impact this decision could have on our neighborhood. We are a Suburban Residential zone, and the proposal would eliminate this building restriction and consideration because we are outside of an Urban Growth Boundary.

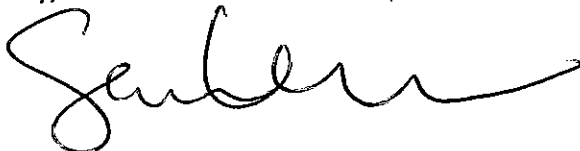
I am asking the Planning Commission and Board of Commissioners to uphold and protect the Suburban Residential zone in this quiet neighborhood community – regardless of whether it is located inside or outside of an Urban Growth Boundary.

There has been a recent increase in development and traffic in our neighborhood with new homes and neighbors. I have concerns about this amendment and the potential additional building and use of buildings that would be allowed, including increased noise and traffic this could bring to our residential community.

We live in a unique community with deep traditions of taking care of each other. We are located just outside of the city limits and city lights, so our by-laws guarantee that each house have a streetlight. Many residents have lived here for decades and raised their families here. This is an old, established neighborhood with tremendous character and tradition. I fear that this amendment would disrupt and redefine this quiet, tranquil, residential community.

I ask that you continue to support the vision of this neighborhood and reinforce the Suburban Residential zone and restrict building.

Sincerely,



G. Williams
1403 35th Ave NW
Salem, OR 97304