

To: Mayor Cathy Clark and Keizer City Council Members

Re: Comprehensive Plan Change/Zone Change/Lot Line Adjustment Case number 2014-11 - REMAND

Date: June 20, 2016

To the Mayor and City Council Members

My name is Karen Okada, and my family lives at 4705 Verda Lane NE, in Keizer. We live down the street from the property that is being reviewed at tonight's council meeting.

Attached you will find my comments on the following topics:

- 1) Comments on the TPR (Transportation Planning Rule) Analysis Report
- 2) Comments on the Salem Keizer School District Summary of Comments
- 3) Kids walking School
- 4) Roundabout

The issue is whether the revised proposal addresses the issues raised by the City Council in its original decision. I do not believe that those issues have been addressed, and the problems identified earlier by the 2014 City Council still remain.

Need: Keizer does not need a 112-unit apartment complex at this location. There are new complexes being built in Keizer right now. While the new complexes are not specifically zoned as RM, they do satisfy the needs of apartment dwelling for the city. This is a much better location for single-family homes, or a city greenspace/park for the entire property.

Impact: a large apartment complex would have a huge, negative impact to this neighborhood. Too many cars, large buildings that do not match the housing in the area, and significant infrastructure changes would need to be made for safe access to Kennedy School. The increased number of students will continue to impact McNary High School, which is already over capacity, and this situation will continue to worsen in future years.

Traffic: the traffic usage in the area would increase above and beyond what is recommended by the engineering firm that was hired by the family requesting the zoning changes. The impact of a minimum of 100 cars, and probably closer to 200 cars, driving every day on Verda Lane, will not be absorbed by the addition of the roundabout. It will just add more cars to the already long lines that currently exist.

The Verda Lane/Chemawa Road intersection is a gateway to our community. Do we really want a two/three story apartment complex as the first thing that people see? This is a great location for a very nice, single family home complex that a developer could build for our community. Better yet, how about a very large PARK that all city residents can utilize and enjoy!

I urge the City Council to **not approve** the request for a comprehensive plan/zone change/lot line adjustment for the Verda Lane property at this time. More work needs to be done, so that the entire City of Keizer will benefit from major changes to our city.

If you have any questions, please feel free to contact me. Again, thank you for your time and consideration of our concerns.

Sincerely, Karen and David Okada 4705 Verda Lane NE Keizer, OR 503-390-7887 home phone
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Comments on the Keizer Verda Lane TPR (Transportation Planning Rule) Analysis Report dated March 17, 2016:

Currently, the Herber property could have up to 60 houses on the property. According to the report, the engineering company estimates that there would be 45 trips in/out of the property during the AM peak time, or .75 trips/unit. For the AM peak time, it is estimated there would be 60 trips in/out of the property - 1.01 trips/unit. This is essentially 45 cars in the morning, and 60 cars in the evening. So, this would be one car for each house that would be traveling during these peak times.

Under the current proposal to change the zoning from Single Family Residential (RS) to Medium Density Residential (RM), the property could be built with 112 apartment units. The new report estimates that 57 in/out trips would be made during the peak AM time - .51 trips/unit. This would be one car for every two apartment units that would be in/out of the complex during the AM peak time. During the PM peak time, the report estimates 69 in/out trips from the property - .62 trips/unit. This is only slightly higher, but still close to the AM numbers - one car for every two apartment units.

These figures for a 112-unit apartment complex seems very low. While there might be a "scientific basis" for the numbers based on references and calculations based on government reports, common sense would indicate that one car for every two apartment units is not a valid assumption in making land use planning decisions. It is true that some families will not have a car, so they will use the city bus system, walk, or find other means of transportation. For a one - bedroom apartment unit, it would seem logical that many of these renters would be single, so there would only be one car/unit. Even for a two- bedroom unit, a single parent with children would again also have one car/unit. **A more realistic number would be one car/unit would be traveling in/out of the apartment complex during both AM and PM peak hours. Many, if not a majority of the units, would have two cars/unit. This would significantly increase the traffic in the neighborhood.**

The new request submitted for review has a proposed 112-unit apartment complex. There are 23 1-bedroom apartments, 78 2-bedroom apartments, and 11 3-bedroom apartments.

For 112 housing units, there are 226 total parking stalls. This would allow each unit to have 2 cars, and some additional spots for visitor parking. While this drawing is only in draft form, and has not been approved as any type of final plan, the number of parking stalls are obviously based on similar apartments that have been built locally. **This new proposal allows for 2 cars for every apartment (112 x 2 = 224 cars). If one car/unit drove during peak traffic times, this would be 112 trips during both AM and PM times. This is significantly more than the currently zoned property trip estimates of 45 AM trips and 60 PM trips. It is almost double what is currently allowed with 60 houses on the property.**

The Engineering Company that wrote the new report, MultiTech Engineering Services, recommends that "the City should consider adding a "Trip Generation Cap" of 750 daily trips, 60 AM Peak Hour trips, and 70 PM Peak Hours trips from the site as a condition of approval." Sixty homes are estimated to generate 571 trips/day (45 during the am peak hour, and 60 during the pm peak hour). The report states that the proposed 112 apartment complex would general 745 trips/day (57 during the AM peak hour, and 69 during the PM peak hour).

The report states that 60 family homes would generate 60 trips during the PM peak trip period. It seems odd that, when doubling the amount of housing units, it would only generate an additional 9 trips in the PM peak trip hours. I find it very difficult to believe that a 112-unit

apartment complex would only generate 69 trips in the PM period. A more realistic estimate would be 85 – 100 PM trips, and this assumes that some tenants are using other forms of transportation (walking, busses, etc.).

It is a great idea that the City have a "Trip Generation Cap" as part of the proposal. **But, 70 PM trips is not even close to realistic, and it could even be almost twice that number if all 112 apartments have 2 vehicles. What happens if the City sets a cap, and then it is immediately exceeded by the new development?** Will the City tear down apartments? No, the City of Keizer will be left with increased traffic issues, further burdening the infrastructure of our city.

Comments on the Salem Keizer School District Summary of Comments:

The Salem Keizer School District (SKSD) was asked to review the application and comment on the effects on the three schools in the attendance area: Kennedy Elementary, Claggett Creek Middle School, and McNary High Schools.

Their report indicated that Kennedy School would increase by 23 students, Claggett Creek by 9 students, and McNary would increase by 9 students. This is a total of 41 students, for an apartment complex of 112 apartments.

When the Herber property was reviewed by the City Council in 2014, I met with the manager of the Keizer Terrace Apartments, Tammi Allen, on June 11, 2014. These apartments are located directly across the street from Kennedy Elementary School. There are a total of 153 units at this apartment complex. There are 53 2-bedroom 1 ½ bath townhome units, and 100 apartments: 24 1-bedroom (probably no children in these units), 28 2-bedroom, and 48 3-bedroom.

I then spoke on the phone with David Fridenmaker, Manager of the Facilities and Planning Department for the SKSD. I asked if the school district could determine the number of children attending the three local schools that lived in the Keizer Terrace Apartment Complex.

I received an email from him on June 12, 2014. There are 70 elementary students, 31 middle school students, and 23 high school students from the Keizer Terrace Area. This is a total of 124 students, which all walk to school from their homes.

So, 124 students from a 153-unit complex currently attend three local Keizer schools. A new, proposed 112-unit development is only estimated to have 41 students? Again, while there might be a "scientific basis" for the numbers based on references and calculations based on government reports, common sense would indicate that a very similar housing complex, located a few blocks from an elementary school, and walking distance to all three schools, would have more than 41 students.

In June 2014, the ratio of students to housing units at Keizer Terrace Apartments was 81%. I would think that ratio would be similar in June 2016. For the proposed new housing complex, a ratio of 81% would be 91 new students, not 28. Estimated changes in student enrollment would be 51 students for Kennedy Elementary, 20 students for Claggett Creek Middle School, and 20 students for McNary High School. With these increased numbers, sufficient school capacity does exist at the elementary and middle schools, but McNary would be at 105% of capacity – more students enrolled than the current school capacity. All the students in the elementary and middle schools will eventually move on to the high school, worsening the capacity issue at McNary.

Kids Walking to School:

With the addition of a minimum of 41 students, or potentially as many as 91 students, from the proposed new housing complex, safety concerns should be reviewed, as all of the children will be walking to school.

Will any part of Verda Lane be designated as a school zone? Portions of Wheatland Road are designated school zones, even though the school is not visible from Wheatland Road. This would change the speed to 20 mph, which could back up traffic coming off of the roundabout. Cars will be moving quickly when they leave the roundabout at Chemawa Road onto Verda. Then, they will have to stop quickly in order to allow for crossing guards, school crosswalks, etc., which will slow down/back up traffic, often during peak trip hours.

The Keizer Street “entrance” is proposed as ‘Emergency Access Only’ for the apartment complex, and May and Dixon streets will be designated as entrance/exit sites. Both of these streets do not have sidewalks, so students would be walking on the street, or in someone’s yard, in order to attend Kennedy School. Some of the homes have ditches in front of them, which would force students on the street to walk to school. These streets will need significant improvements in order to be safe for children and families to walk to school.

Will a crosswalk be added at Dixon Street, which would cross Verda, and extend into the parking lot? A crossing guard will definitely need to be present during school start/ending hours, which has the potential to significantly impact traffic during the peak a.m. times.

Adding up to 97 students walking to school, even with new sidewalks on a small portion of Verda Lane, is a safety issue that should be addressed at this time. Possible traffic delay issues should also be addressed at this time. These issues were not addressed in the traffic study for the property.

The April 11, 2016 letter from the Salem Keizer School District also states *“Developer should provide paved walk route(s) to allow pedestrian and bicycle access to school(s) for all residences within the new development and should provide all improvements required by the City of Keizer where new transportation routes are established or existing transportation routes change, such as school flashers, crosswalks, and signage. As per ORS 119.115, when the walk zone review indicates “eligible for transportation due to hazard” the District requests that the City initiate a planning process with the District to identify the barriers and hazards to children walking or bicycling to and from school, determine if the hazards can be eliminated by physical or policy changes and include the hazard elimination in the City’s planning and budgeting process.”*

The current proposal does not address these issues. The increased requirements and costs to the developer need to be specifically listed in their current proposal. The City of Keizer should not have to pay for infrastructure changes that are a direct result of a new apartment complex -the developer should pay these costs.

Roundabout:

The long-awaited roundabout is finally underway at the Chemawa Road/Verda Lane intersection. Traffic with a roundabout will change, in that traffic is constantly moving around and down the four streets. Currently, the traffic is ‘stop and go,’ which does allow for pauses in the stream of traffic. These pauses allow cars from the side streets to safely enter Verda Lane in both directions.

The current site plan drawing submitted by the applicant shows two main exits from the property, which

line up with the two streets on the other side: May and Dixon. The Kennedy Street "entrance" is designated for "Emergency Access Only."

May Street will be designated "full turning," and Dixon Street will be "right in/right out." However, will 100 cars really all wait to get in/out of the complex with one main driveway? The potential exists for cars to be using all 3 entrances/exits however they choose, with the chaos and potential accidents that will come with having such a large increase in traffic in a small location.