

**Litke, Sam**

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**From:** tsheggle@juno.com  
**Sent:** Monday, June 20, 2016 12:33 PM  
**To:** Litke, Sam  
**Cc:** tsheggle@juno.com; raheggle@juno.com  
**Subject:** Zone change request Case #2014-11  
**Attachments:** Comments - Case #2014-11.docx

Re: Comprehensive Plan Change / Zone Change / Lot Line Adjustment Case No. 2014-11

According to the “Request for Comments” document regarding the above Case #2014-11, the “Keizer Housing Needs Analysis 2013-2033” there is a need for 362 additional multi-family units in the Medium Density Residential (RM) zoned property to meet the expected demand for a total of 1,437 needed units. This is a gap of only 25% of the total projected RM units needed by 2033. By contrast, the number of Single Family Residential (RS) units for which space is still needed is 1,183, or a gap of 46% of the total projected need of 2524 RS units. If the subject property is rezoned RM, the deficit of space for RS units increases. It does not make sense to reduce one smaller gap by enlarging another larger gap: it make more sense to manage the gaps so that they are relatively even. If any rezone were to occur in this context it should be a rezone of RM land to the RS designation, as RS is the greater shortage at present.

As to traffic and vehicle access onto Verda Lane, the requested change would replace up to 14 driveways, being used by 1-2 vehicles each, with 2 driveways (per the proposed site plan) used by an average of 80 cars each (based on 112 RM units @ 1.5 vehicles per unit = 168 vehicles total). And that’s if two driveways are allowed: the petitioner told a meeting of neighbors that the number of driveways would likely be reduced to 1 driveway (probably in an effort to appease the neighbors who objected to the radically increased traffic volume) due to other driveway locations being too close to major intersections (with Chemawa Road and Dearborn Street). This would certainly reduce the incremental impact (only one car at a time entering on to Verda Lane), but can you imagine the frustration of 160 vehicles trying to enter Verda Lane through 1 driveway? And can you imagine the negative impact on current Verda Lane residents who will have to compete with 160 additional vehicles for access to Verda Lane instead of the 40 or so vehicles that would be expected from the RS units for which the property is currently zoned? If the zone change is approved, this will be “death by a thousand cuts”: the incremental impact will be less (1-2 driveways), but the overall impact will be devastating (over 160 additional vehicles).

For the above reasons I strongly object to the zone change request and urge you to again deny the request as it was denied in 2014. The changes to the zone change request are not significant enough to be given any different consideration that the original request was given in 2014.

Thank you.

Terry Hegle  
 Ruth Hegle  
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 Keizer, OR 97303

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**Viral Piranha**