

**COUNCIL MEETING: June 20, 2014**

**TO: MAYOR CLARK AND CITY COUNCIL MEMBERS**  
**THROUGH: CHRIS EPPLEY, CITY MANAGER**  
**THRU: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR**  
**FROM: SAM LITKE, SENIOR PLANNER**

**SUBJECT: REMAND OF CP/ZC/LLA 2014-11**

**ATTACHMENTS:**

- Exhibit 101- Notice of Intent to Appeal, dated October 24, 2014
- Exhibit 102-Stipulated Motion for Remand, dated June 1, 2015
- Exhibit 103- Final Opinion and Order, dated June 8, 2015
- Exhibit 104-Applicant's written statement, dated April 20, 2016
- Exhibit 105-Written testimony from Wallace Lien attorney for applicants, dated June 7, 2016
- Exhibit 106-Site plans
- Exhibit 107- Color renderings
- Exhibit 108-Traffic Impact Analysis, ATEP, dated March 17, 2016
- Exhibit 109-Public Works comments
- Exhibit 110-School District comments
- Exhibit 111-Received written testimony – Marylin Prothero; Allan & Susan Kendall; Brittany & Matthew Garza; Daniel Irwin; Bob Jones; Dee Sloan; Robert Tompson; Paul & Many Elder)

**BACKGROUND:**

Mark Grenz of Multi-tech Engineering on behalf of Tyrene Denlinger and the Herber Farm, LLC submitted an application to re-designate approximately 7.5 acres on the Comprehensive Plan map from Low Density Residential to Medium and High Density Residential; rezone the property from Single Family Residential (RS) to Medium Density Residential (RM); and, for a Lot Line Adjustment to consolidate the existing 14 lots into one large parcel for property located in the 4800 and 4900 block of Verda Lane. On October 6, 2014 the City Council denied the requested Comprehensive Plan change and the Zone change but approved the proposed Lot Line Adjustment. The Council's decision was then appealed to the Land Use Board of Appeals (LUBA). While LUBA did not issue a decision the city and the applicant entered into a Stipulated Motion for Remand allowing the proposal to be brought back to the city for reconsideration (attached as Exhibit 101 thru 103).

It is important to point out that this is not a new application but is rather a continuation of the existing record associated with the previously submitted land use applications. While the existing record is carried over into this hearing it will also be a de novo (new) public hearing which will

permit any issue being raised, whether or not it was raised in the original hearings unless the City Council wishes to limit discussion specifically to only the issues in which the Council had determined the applicant had not met their burden of proof.

The property was approved in the mid-1950s for a single family subdivision that was platted and created the 14 existing lots, but was never built on. While there are members of the community who have indicated a preference to see the property continued to be used as a pasture for cows, this is not supported by its location, availability of all public services, zoning which does not permit commercial farming, or the fact that it has always been planned and in fact approved to be developed with residential uses.

The following chart outlines changes between the original submittal and the current proposal:

**Comparison between the original site plan and the revised site plan**

Original site plan	Revised site plan
120 apartment units	112 apartment units
244 parking spaces	226 parking spaces
No landscape berm along Verda Lane	Landscaped berm along frontage with Verda Lane
Curbside sidewalk	Separated sidewalk along Verda Lane
10 apartment buildings - all 3 stories	13 apartment buildings 3 buildings near Verda Lane are 2 stories
4 buildings closest to Verda are oriented such that 3 have their rear façade to the street and 1 building has its side façade to the street. Approximately 270 feet of façade to the street.	5 buildings closest to Verda are oriented such that 3 buildings have their rear façade facing the street, 1 building has its side facing the street and 1 building is non-residential - the office which will have a staggered building off-set. Overall reduced amount of building façade facing the street is approximately 225 feet.
1 building shown close to Chemawa/Verda intersection; some building off-sets; unknown building material or variation; mostly 3 story buildings.	Building moved further away from Chemawa /Verda intersection; Greater use of building off-sets; building materials identified and greater use of varying material varying building heights
6 building along the ridgeline	8 buildings along the ridgeline
3 driveways	3 driveways – 1 full turning; 1 right in right out only; 1 only for emergency access

*Written comments:*

Newly received written comments (attached as Exhibit 111) discuss the impact that the development would have on the street system and nearby intersections as a result of the increased traffic from the proposed development; impacts on schools; impacts on the surrounding area; increased crime; the size of the proposed development; flooding of Claggett Creek onto the site; and concerns that there isn't a need for this type of development. The comments generally mirror

the comments that were received as part of the previous public hearing before both the Hearings Officer and the City Council. Previously a number of comments were received regarding the property's open space attributes and that it should be left undeveloped or developed as a park.

*Staff response:* Issues relating to traffic and impacts on nearby streets is discussed in detail below. In addition, Public Works provided comments (Exhibit 109) regarding public improvements that will be required by the developer. Salem-Keizer School District provided comments (Exhibit 110) regarding the impacts to the affected schools from the proposed development. It is estimated that as a result of the proposed development that Kennedy Elementary School would increase by 23 students, Claggett Creek Middle School by 9 students, and McNary High School by 9 students. The development of the subject property is proposed to be confined to the upper portion and not on the lower portion along the creek, so issues associated with creek flooding will not affect the proposed development. Also, the development of the site will be required to comply with all Public Works requirements regarding storm water which will minimize any potential discharge into the creek. The lower portion of the Herber property is not part of this application and is also not designated in the comprehensive plan as an open space resource. The Parks and Recreation Master Plan indicates that while there are opportunities to expand the park by acquiring a portion of the property on the east side of the Claggett Creek Park, the city has not pursued that option. The applicant has indicated a willingness to donate the lower portion of the property (Tax Lot 2900) to the City for public open space. The potential for it to be developed for park/open space, or for any riparian and water quality enhancements will require a separate discussion between the city and the property owner.

**ISSUE:**

Whether the revised proposal addresses the issues raised by the City Council in its original decision.

**DISCUSSION:**

In the City Council's decision to deny the original application was based on several factors. These include:

1. *Need.*

The original City Council decision determined that while there is a projected land need for medium density residential is 9.9 gross acres; high density residential is 37.9 acres; and single family residential is 136.8 acres that a need for residential lands of all densities is shown there is a greater need is shown for single family residential and so the proposal did not meet Comprehensive plan criteria Section 3.109.04.D and Zone change criteria Section 3.110.04.F.2.

The applicant indicates that that city's adopted Housing Needs Analysis (HNA) documents a need for 362 units for RM zoned lands to meet the city's 20 year needs and that by providing 112 units they will be helping the city to realize some of it residential land needs.

*Staff response:* The Hearings Officer's recommendation to the City Council dated July 8, 2014 noted that the proposal will provide land to allow the city to be able to meet a portion of its projected residential needs as was documented in the HNA, which was adopted by the City Council and acknowledged by DLCD. The result of this analysis established that there is a lack

of land to meet the projected residential needs of Keizer for the next 20 year period. The HNA documented a deficit of 267 acres to meet the needs of the residential needs category. It further documented that only 5.7 acres of land designated for multi-family are currently available to meet this type of need and that this is insufficient to meet the projected need for multi-family housing. Specifically, Figure 14 of the HNA documented a need of 362 units of RM zoned land needed to meet future needs. This proposal will result in the city being able to meet almost 1/3 of the identified residential land need that is forecast. In response to comments that recent multi-family developments appear to meet this projected need it is important to keep in mind that the new apartments in Hawkes Point Phase 2 (120 units) and the current multi-family development in Area C of Keizer Station (180 units) are each zoned Mixed Use and were specifically identified as distinct separate categories that each have their own projected need in units and so the development within these areas does not satisfy the projected land needs in the RM zoned category. Also, while the actual number of apartment units in Area C is slightly more than what was projected the additional units can be carried over into the general Mixed Use land needs with no adverse impact. Finally, while the property was originally approved for 14 lots, as part of the inventory of buildable lands for the HNA it was assumed that the property had the potential to be developed at a higher density and 6.6 dwelling units per acre was used. Which means that the category of single family units is reduced by 49 units and the actual density not from 14 units to 112 but as far as the HNA and the City's Comprehensive Plan is concerned from 49 units to 112 units or a net increase of only 63 units.

2. *Impact.*

The City Council determined that the applicant had not carried the burden of showing that the proposed apartments would not adversely affect adjacent properties and the request did not meet Comprehensive plan criteria Section 3.109.04.F and Zone change criteria Section 3.110.04.F.3.

The applicants indicate that the revised plan address the concerns raised by both adjacent property owners and the City Council in its previous decision. As indicated in the table above the revised plans contain numerous revisions from what was originally submitted.

Staff response: The submitted revised plans indicate that the impact to the surrounding neighborhood can be mitigated by increased landscaping, increased building setbacks, varying building planes, varying or limiting building heights, varying building materials; and by having the buildings have a residential character in their design. Appropriate conditions of approval are proposed to ensure that the appropriate landscaping and design elements are provided.

3. *Traffic.*

The City Council determined that the applicant did not meet their burden of proof with regard to the specific local impacts that the proposed development might cause.

The applicants provided an updated Traffic Impact Analysis from ATEP dated March 17, 2016 (Exhibit 108) which indicates the proposed development of the site with a 112 unit apartment complex will not impact the immediate streets beyond the street design capacity or the round-about that is scheduled to be constructed at the Verda Lane / Chemawa Road intersection. The applicant had submitted a Transportation Planning Rule Analysis with the original application that was performed by DKS, dated January 28, 2014 that studied the impact the proposed development would have on the nearby intersections. The analysis determined that slightly more of this new traffic will use the Chemawa Road / Verda Lane intersection than the Verda Lane / Dearborn Avenue intersection and that each intersection would operate within the city's adopted Level of Service for these intersections so no additional intersection improvements would be needed as a result of the proposed development. The applicant will be responsible for providing additional right of way dedication and some street improvements along the streets fronting the site.

*Staff response:* Public Works staff and the City Engineer have reviewed the submittal and indicated they agree with the methodology or supporting language. Public Works has also submitted comments regarding the public improvements that will be required as part of the development of the site. These outline street improvements along Verda Lane and Dearborn Ave, sanitary sewer, water, and storm drainage requirements. If this proposal is approved these improvements will be made conditions of approval.

**RECOMMENDATION:** That the City Council open the public hearing to accept public testimony related to the remand, and if no questions are presented that might warrant additional time for deliberation, then close the public hearing and direct staff to prepare an appropriate ordinance with findings and conditions approving the proposed revised application.



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II.

Petitioner, Herber Farm, LLC is the owner of the property subject to the above-referenced application. Petitioner, Mark D. Grenz, was the applicant on behalf of the property owner. Neither petitioner was represented in the proceedings before the City of Keizer, but are represented in this proceeding by:

Wallace W. Lien  
Wallace W. Lien, P.C.  
3265 Liberty Road S.  
Salem, OR 97302  
Telephone: 503-585-0105

III.

Respondent, City of Keizer, has as its mailing address and telephone number:

City of Keizer  
Community Development  
Planning Division  
P.O. Box 21000  
Keizer, OR 97307-1000  
Telephone: 503-856-3441

and has, as its legal counsel, and will be represented in this proceeding by:

E. Shannon Johnson  
City Attorney  
P.O. Box 21000  
Keizer, OR 97307-1000  
Telephone: 503-856-3432

IV.

All other persons mailed notice of the land use decision by City of Keizer, excluding petitioners and their legal counsel, as indicated by City records are attached hereto as Exhibit 2.

**NOTICE**

Anyone designated in Paragraph IV of this notice, other than respondent, who desires to participate as a party in this case before the Land Use Board of Appeals must file with the board a Motion to Intervene in this proceeding as required by OAR 661-10-050.

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BEFORE THE LAND USE BOARD OF APPEALS  
OF THE STATE OF OREGON

06/08/15 PM 1:42 LUBA

HERBER FARMS LLC  
and MARK D. GRENZ,  
*Petitioners,*

vs.

CITY OF KEIZER,  
*Respondent.*

LUBA No. 2014-091

FINAL OPINION  
AND ORDER

Appeal from City of Keizer.

Wallace W. Lien, Salem, represented petitioner.

E. Shannon Johnson, City Attorney, Keizer, represented respondent.

HOLSTUN, Board Member; BASSHAM, Board Chair; RYAN, Board  
Member, participated in the decision.

REMANDED

06/08/2015

You are entitled to judicial review of this Order. Judicial review is  
governed by the provisions of ORS 197.850.

1 Holstun, Board Member.

2 The parties request that the decision challenged in this appeal be  
3 remanded. Accordingly, the decision is remanded.

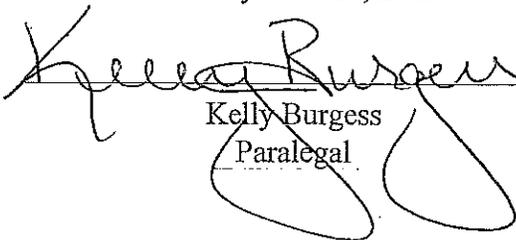
## Certificate of Mailing

I hereby certify that I served the foregoing Final Opinion and Order for LUBA No. 2014-091 on June 8, 2015, by mailing to said parties or their attorney a true copy thereof contained in a sealed envelope with postage prepaid addressed to said parties or their attorney as follows:

E. Shannon Johnson  
Keizer City Attorney  
PO Box 21000  
Keizer, OR 97307

Wallace W. Lien  
Wallace W. Lien PC  
PO Box 5730  
Salem, OR 97304

Dated this 8th day of June, 2015.

  
Kelly Burgess  
Paralegal

Kristi Seyfried  
Executive Support Specialist

## Herber Property-Site Plan Revisions

### \*Tax Lot 2900:

Tax Lot 2900 is not part of this application proposal and will remain vacant. When this proposal is approved, the applicant will be proposing the donation of Tax Lot 2900 to the City of Keizer for public open space.

### \*Philip Street NE:

The applicant is also proposing that the City of Keizer initiate a right-of-way vacation for Philip Street NE located adjacent the subject property.

### \*Neighborhood meeting:

Another neighborhood meeting was held on February 3, 2016, to discuss the changes to the Herber Family Apartment Development.

### \*Transportation:

After several comments regarding traffic came up from adjacent property owners at the neighborhood meeting, the applicant's Traffic Engineer provided a Transportation Planning Rule memo dated March 17, 2016, to the City of Keizer.

### \*Building Height:

The applicant took into consider the comments received regarding building height and adjacent property owners views.

After listening to adjacent property owners and further consideration, the buildings adjacent Verda Lane will be a maximum of 2-stories in height. A berm along Verda Lane will be provided as well. The berm will help to eliminate the glare of car lights onto adjacent properties. All three-story buildings will be located along the western side of the property.

### \*Number of apartment Units:

In order to reconfigure the property and reduce the height of the buildings adjacent Verda Lane, the applicant has reduced the number of apartment units from 120 units to 112 units.

# Comprehensive Plan Change- Zone Change *Revised April 20, 2016*

## BACKGROUND/PROPOSAL

The subject property is approximately 7.5 acres in size and located on the west side of Verda Lane, the east side of Philip Street, and the south side of Chemawa Road (073W02AA/Tax Lots 3000 through 3600 and 073W02AD/Tax Lots 6700 through 7300). The subject property is zoned Single Family Residential (RS). The subject property is designated as "Low Density Residential" on the Comprehensive Plan Map.

The property also includes 073W02AA/Tax Lot 2900 (4.93 acres in size) and is owned by the applicants. Tax Lot 2900 is not part of this application proposal and will remain vacant. However, when this proposal is approved, the applicant will be proposing the donation of Tax Lot 2900 to the City of Keizer for public open space.

**The applicant is proposing to rezone the subject property from Single Family Residential (RS) to High Density Residential (RH) and change the comprehensive plan designation from "Low Density Residential (LDR)" to "Medium and High Density Residential (MHDR)".**

**The applicant is also proposing that the City of Keizer initiate a right-of-way vacation for Philip Street NE located adjacent the subject property. When vacated the right-of-way will become part of Tax Lot 2900 located to the west of the subject property.**

In the 1950's, the subject property was originally subdivided into a 14 lot subdivision. In order to eliminate those lots, the applicant is also requesting to replat the 14 lots into one large property about 7.5 acres in size. The applicant is proposing to replat the properties by applying for a Partition. See Site Plan and Partition application.

The subject property is not located within an established Neighborhood Association. However, a neighborhood meeting with adjacent property owners was held on February 3, 2016. This meeting allowed adjacent property owners and interested citizens the opportunity to ask questions and provide comments regarding the revised proposal.

## EXISTING SITE CONDITIONS

The property has street frontage on Verda Lane to the east, Chemawa Road to the north, Philip Street to west (which is unimproved and will not be used), and Dearborn Avenue to the south. The subject property has several structures located throughout. The existing structures will be removed prior to development of the site.

**Vicinity Information:** The vicinity map is attached as shown. The surrounding land uses within the vicinity are zoned and used as follows and as shown.

North: Across Chemawa Road, Single Family Residential (RS); existing single family dwellings located to the north

East: Across Verda Lane, Single Family Residential (RS) zone; existing single family dwellings

South: Across Dearborn Avenue, Single Family Residential (RS) zone; existing single family dwellings

West: Across Philip Street, Single Family Residential (RS) (Tax Lot 2900); Park land

## **APPLICANT'S REASONS ADDRESSING THE COMPREHENSIVE PLAN CHANGE CRITERIA**

Section 3.109.01 defines a comprehensive plan change: "A Comprehensive Plan Map Amendment Request allows a property owner to amend the Comprehensive Plan Land Use Map that is allowed with the new Comprehensive Plan Land Use Map designation for the property."

This plan change involves only land that the applicant owns. The plan change is consistent with the overall objectives of the Keizer Comprehensive Plan.

### ***Criterion A: The following Statewide Planning Goals apply to this proposal:***

The request is in conformance with State Wide Planning and all applicable land use standards imposed by state law and administrative regulation, which permit applications to be filed. Development of the subject property can meet the minimum standards of the zone code and the Transportation System Plan. The proposal complies with the applicable intent statements of the Comprehensive Plan as addressed in this report. The applicant has presented evidence sufficient to prove compliance with these standards.

#### ***Goal 1 – Citizen Involvement:***

The City's adopted Comprehensive Plan General Development Goal and Policies, and its adopted zone code, implement the Statewide Citizen Involvement Goal. This application will be reviewed according to the public review process established by the City of Keizer. The City's Plan is acknowledged to be in compliance with this Goal. Notice of the proposal will be provided to property owners and public agencies. The published notice will identify the applicable criteria. A public hearing to consider the request will be held by the Hearing's Officer. Through the notification and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, attend the public hearing, and participate in the decision.

The subject property is not located within an established Neighborhood Association. However, a neighborhood meeting with adjacent property owners was held on February 3, 2016. This meeting allowed adjacent property owners and interested citizens the opportunity to ask questions and provide comments regarding the revised proposal.

These procedures meet the requirements of this Goal for citizen involvement in the land use planning process.

#### ***Goal 2 – Land Use Planning:***

The City's adopted Comprehensive Plan implements the Statewide Land Use Planning Goal. The Keizer Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals. This proposal is made under the goals, policies and procedures of the Keizer Comprehensive Plan and its implementing ordinance. A description of the proposal in relation to the intent of the Plan, its applicable goals and policies, the comprehensive plan change/zone change criteria is part of this review. Facts and evidence have been provided that support and justify the proposed comprehensive plan/zone change, along with findings and evidence to support the replatting (partition application) and zone change applications. For these reasons, the proposal conforms to the land use planning process established by this Goal.

#### ***Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:***

The City's adopted General Development, Scenic and Historic Areas, Natural Resources and Hazards Goals and Policies address the Statewide Goal. The City's adopted General Development, Scenic and Historic Areas, Natural Resources and Hazards Goals and Policies

address the Statewide Goal. According to City maps there is a floodplain overlay located on the lower portion of the site. The floodplain area will not be affected by the development of the property. The City's applicable floodplain development standards will apply at the time of development and will ensure compliance with Goal 5 and this policy.

Landslide hazards do not exist on the site. Therefore, a geological assessment is not required.

There are no significant historic buildings on the subject property. The applicant has taken the opportunity to consider existing conditions and influences that enables him to explore potential development. The City has standards in place to address access, internal circulation, topography, drainage, public facilities, overall site design and layout.

Goal 6 – Air, Water and Land Resources Quality:

The City's adopted Comprehensive Plan, Scenic and Historic Areas, Natural Resources and Hazards, Commercial, Industrial and Transportation Goals and Policies along with adopted facilities plans implement this Goal.

Development is required to meet applicable State and Federal requirements for air and water quality. The proposal to redevelop is reviewed by the City and any applicable outside agencies for impacts on environment and compliance to applicable standards and regulations. Development is required to meet applicable water, sewer, and storm drainage system requirements. Upon redevelopment, the City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality.

The City has identified the process through which water; sewer and storm drainage will be supplied to the site as stated in previous meetings with the applicant.

The proposed site is outside the noise contours of the air traffic, and that the facility will nevertheless utilize building materials that mitigate such noise, if any.

The major impact to air quality in the vicinity is vehicle traffic along the boundary streets. The traffic generated from the site will be minor compared to the total volume of traffic in this area, and will not create a significant additional air quality impact.

A Transportation Planning Rule memo Dated March 17, 2016, has been submitted to the City as part of this application. See attached memo.

The site is vacant. The proposed change will have no significant impact on the quality of the land. Considering the location of the site within the city, the availability of public facilities to provide water, sewage disposal and storm drainage services, and the surrounding transportation system, the proposal will have no significant impacts to the quality of the air, water or land. The City's adopted facility plans implement Goal 6.

Goal 8 – Recreational Needs:

The City's adopted Comprehensive Plan Activity Centers, Parks and Recreation Goal and Policies implements the Statewide Recreation Needs Goal by encouraging conservation and identification of existing and needed park resources and funding mechanisms. At the time of development, the proposal will provide improved public pedestrian connections via hard-surfaced sidewalks. Claggett Park is located about two blocks to the west (adjacent Tax Lot 2900) of the site on Chemawa Road.

Northview Park is located to the southeast of the subject property. These two sites provide adequate parks and recreation within the area. However, at the time of development, the multi-family development on the site will have common open space and private open space for the residents. Therefore, the proposal complies with this Goal.

Goal 9-Economic Development:

The proposed zone change will have a positive impact on the economy of the City of Keizer. The rezone will allow the underdeveloped property to be developed, which will create a housing type that is a less expensive option for families.

The proposal will provide a location for residential uses and along with that will come a new opportunity for employment with the construction of the apartments. The subject property is currently underutilized. The site is currently unproductive and returns little value to the City. Redevelopment contributes to the economic base of the urban area, which is consistent with this Goal. The site will offer economic diversification because it will provide for the expansion of new residential. The construction of the site will provide an opportunity to encourage hiring of local unemployed, skilled and unskilled local residents.

Goal 10 – Housing:

The City of Keizer has an adopted housing needs analysis, “Keizer Housing Needs Analysis 2013-2033” that is dated May 2013. The City has projected a need for residential units in the City’s “Housing Needs Analysis” to address State Land Use Goals 10 by establishing population projections. The Housing Needs Analysis reevaluates the housing needs for all residential types. According to the study, Keizer is in need of 362 multi-family units within the RM and RH zoned residential land in order to help fill the deficit for multi-family housing.

The Housing Needs Analysis looks at both multi-family residential and single family dwelling. Both housing types are needed in Keizer and both housing types provide housing. The Keizer Housing Needs Analysis and Comprehensive Plan Goals and Policies encourage developers to provide all types of housing opportunities. This proposal will provide a needed multi-family housing type in this part of Keizer.

The applicant’s proposal is to rezone the site from RS and RH to allow a higher density to be built on the site. As stated above, according to the Housing Needs Analysis, Keizer has a deficit of 362 dwelling units in Multi-Family units. The rezone helps maximize the density while helping to meet housing needs within the City of Keizer.

The housing needs also shows a need of 1,183 single family residential dwellings. However, due to traffic and access issues, this is not an ideal site for single family homes. With single family homes there will be about 14 driveways that would access directly onto Verda Lane. Whereas with a multi-family development 2 driveways (3 driveways max) are needed onto Verda Lane. The development of multi-family on the site is a safer and more efficient use of this site. Proposed subdivisions within the City of Keizer will make up for the loss of this 14 single family lots/dwellings.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial services are currently available to the west along Chemawa Road and River Road N.

The existing neighborhood consists of single family housing. The surrounding properties are zoned for single family development. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will provide a higher density of needed housing in this area of Keizer. In order to maintain the character of the neighborhood, the site will be developed in compliance with required Design Standards and provide bufferyards along property lines.

The City’s adopted Comprehensive Plan, Residential, Transportation Goals and Policies and applicable adopted facilities plans implement the Statewide Housing Goal.

The City's subdivision and land use processes implement applicable Housing Goals and Policies. There is a deficit in multi-family residential land in the City of Keizer.

**FIGURE 14: PROJECTED NEW UNIT NEED MINUS REMAINING BLI CAPACITY, KEIZER (2033)**

Zoning Designation		Capacity of Vacant Lands (In Units) <sup>1</sup>	NEW UNITS NEEDED (2033) vs. CAPACITY						Total Units	
			S.F. Detached	S.F. Attached	Duplex	3- or 4-plex	5+ Units MFR	Mobile home		
			2,269	255	38	351	1,437	162	4,513	← New Units Needed (2032)
RS	Single Family Residential	1,183	1,064	120	-	-	-	-	1,183	
RL	Limited Density Residential	-	-	-	-	-	-	-	0	
RL-LU	Limited D.R. - Limited Use	-	-	-	-	-	-	-	0	
RM (Medium)	Medium Density Residential	-	-	-	-	-	-	-	0	
RM (Medium High)	Medium Density Residential	362	-	-	-	-	362	-	362	← Distribution of Remaining BLI Capacity
RM-LU	MDR - Limited Use	-	-	-	-	-	-	-	0	
RH	High Density Residential	-	-	-	-	-	-	-	0	
UT	Urban Transition	310	279	31	-	-	-	-	310	
MU	Mixed Use (Keizer Station)	153	-	-	-	-	153	-	153	
MU	Mixed Use (Other)	314	-	-	-	-	314	-	314	
<b>Totals/Averages:</b>		<b>2,322</b>	<b>1,343</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>829</b>	<b>0</b>	<b>2,322</b>	← Total Capacity of Buildable Lands
<i>Accessory Dwelling Unit Assumption:</i>				62	38				100	
			926	42	0	351	609	162	2,090	← Remaining Unit Need

Sources: City of KEIZER, MWVCOG, Johnson Reid LLC

"As Figure 14 shows, the projected number of future housing units exceeds the capacity of buildable lands by an estimated 2,090 units. Therefore, there is a projected need for an additional residential land in order to accommodate this additional need for housing by 2033."

The proposal will help provide additional housing units within the City of Keizer.

Goal 11 - Public Facilities and Services:

The City's adopted Comprehensive Plan, residential, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The location along a major transportation corridor facilitates access to a transit route (Route 15 on Verda Lane and Route 18 on Chemawa Road), bicycle and pedestrian access, provides significant opportunity to reduce vehicle miles traveled. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in this Keizer area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

Traffic from this site is diverted away from residential areas and has convenient access to the existing streets. Aesthetics and landscaping will be considered in the design of the circulation system to cut down on headlight glare, heat, and improved traffic direction.

The Salem-Keizer School District provides public education facilities. The education district's master plan provides for growth in the district and has options to meet the demand. The education district reviews the population factors to determine planning, funding and locating new schools or providing additional facilities on the sites of existing schools.

Other private service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested. By providing adequate public facilities and services for the proposed use, the requirements of this Goal are met.

#### Goal 12 – Transportation:

The City's adopted Comprehensive Plan Transportation Goals and Policies and the adopted Transportation Plan implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject property is located along Chemawa Road and Verda Lane. The major streets are in place due to previous development.

The development of multi-family units on this site is a safer and more convenient way to development the site. The multi-family development will provide two driveways within and throughout the site onto Verda Lane. Whereas the single family lots would require 14 driveways onto Verda Lane. Therefore, from a traffic and safety standpoint, the development of this site as apartments is safer.

A Transportation Planning Rule memo Dated March 17, 2016, has been submitted to the City as part of this application.

#### ***Criterion B: Comprehensive Plan Goals and Policies***

The intent of Keizer Comprehensive Plan (KCP) Residential Development goals is to promote a variety of housing and opportunities for all income levels. The comprehensive plan change/zone change will allow the property to be developed at a higher density, therefore, meeting the intent of the residential goals.

#### **Residential Development Policies**

##### General Policies 1 & 2:

The applicant's proposal is to rezone the property from RS to RH to allow a higher density to be built on the site. As stated above, according to the Housing Needs Analysis, Keizer has a deficit of capacity in the multi-family designation. The rezoned helps maximize the density while helping to meet housing needs within the City of Keizer.

The rezoning of the subject property will help to provide a variety of housing other than single family dwellings. This is a growing area that already has more than a sufficient amount of single family land for development. Multi-family development will provide a needed housing type in the area while helping to meet housing needs as well. Therefore, establishing a mixture of residential uses within the area.

#### General Policies 3 & 4:

The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Keizer Transportation System Plan implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject property is located along Chemawa Road and Verda Lane. The major streets are in place due to previous development. Sidewalks and needed improvements will be made to Verda Lane, Philip Street, Chemawa Road, Dearborn Avenue if required.

The City's adopted Comprehensive Plan, residential, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

#### General Policies 5 & 6:

As stated above, the rezoning of the subject property will help to provide a variety of housing other than single family dwellings. This is a growing area that already has more than a sufficient amount of single family land for development. Multi-family development will provide a needed housing type in the area while helping to meet housing needs as well.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

#### General Policies 7, 8, & 9:

The subject property has several structures located throughout. The existing structures will be removed prior to development of the site.

In order to provide a mixture of housing in the area, the applicant is requesting a zone change. The comprehensive plan encourages a mixture of housing types within a neighborhood. The infill development will encourage a type of needed housing along Verda Lane and Chemawa Road.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

The existing neighborhood consists of single family housing. The surrounding properties are zoned for single family development. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will provide a higher density of needed housing in this area of Keizer. In order to maintain the character of the neighborhood, the

site will be developed in compliance with required Design Standards and provide bufferyards along property lines.

The comprehensive plan change/zone change will promote infill development with the development of a property that is already served by City Services and all transportation to be developed with a higher density of housing that is needed in this area.

General Policy 10:

The development will also be located in an area in close proximity to existing and proposed services. The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

General Policy 13:

The subject property is located along Verda Lane (east), Chemawa Road (north), Dearborn Avenue (south), and Philip Street (west). Sidewalks and needed improvements will be made if required. The major streets are in place due to previous development and the subject property is surrounded by right-of-way. Therefore, there will not be any through traffic to existing neighborhoods.

General Policy 15, 18, & 19:

The City of Keizer has an adopted housing needs analysis, "Salem-Keizer Housing Needs Analysis 2012-2023", that is dated May 2011. The Housing Needs Analysis re-evaluates the housing needs for all residential types. According to the study, Keizer is in need of RM and RH zoned residential land in order to help fill the deficit for multi-family housing.

The applicant's proposal is to rezone the site from RS and RH to allow a higher density to be built on the site. As stated above, according to the Housing Needs Analysis, "Keizer has a deficit of capacity in the Multi-Family designation, with a deficit of 362 dwelling units..." The rezone helps maximize the density while helping to meet housing needs within the City of Keizer.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

The existing neighborhood consists of single family housing. The surrounding properties are zoned for single family development. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will provide a higher density of needed housing in this area of Keizer. In order to maintain the character of the neighborhood, the site will be developed in compliance with required Design Standards and provide bufferyards along property lines.

The buildings adjacent Verda Lane will be a maximum of 2-stories in height as shown on the site plan and colored building elevations. This will help to minimize the any visual impacts on adjacent property owners. A berm along Verda Lane will be provided as well. The berm will help to eliminate the glare of car lights onto adjacent properties. All three-story buildings will be located along the western side of the property.

The City's adopted Comprehensive Plan, Residential, Transportation Goals and Policies and applicable adopted facilities plans implement the Statewide Housing Goal.

The City's subdivision and land use processes implement applicable Housing Goals and Policies. There is a deficit in multi-family residential land in the City of Keizer.

#### General Policy 16:

Development is required to meet applicable State and Federal requirements for air and water quality. The proposal to redevelop is reviewed by the City and any applicable outside agencies for impacts on environment and compliance to applicable standards and regulations. Development is required to meet applicable water, sewer, and storm drainage system master plan requirements. Upon redevelopment, the City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality.

The proposed site is outside the noise contours of the air traffic, and that the facility will nevertheless utilize building materials that mitigate such noise, if any.

The major impact to air quality in the vicinity is vehicle traffic along the boundary streets. The traffic generated from the site will be minor compared to the total volume of traffic in this area, and will not create a significant additional air quality impact. The TIA identifies the traffic needs for the site and mitigation measures.

#### General Policy 17:

The City's adopted General Development, Scenic and Historic Areas, Natural Resources and Hazards Goals and Policies address the Statewide Goal. According to City map there is a floodplain overlay located on the lower portion of the site. The floodplain area will not be affected by the development of the property. The City's applicable floodplain development standards will apply at the time of development and will ensure compliance with Goal 5 and this policy.

The applicant has provided a tree plan, identifying the location and size of all existing trees on the site.

Landslide hazards do not exist on the site. Therefore, a geological assessment is not required.

The applicant has taken the opportunity to consider existing conditions and influences that enables him to explore potential development. The City has standards in place to address access, internal circulation, topography, drainage, public facilities, overall site design and layout.

#### General Policy 21:

The cumulative effect of all new residential development in the Keizer Urban Area should average 6.5 dwelling units per gross acre of residential development. The comprehensive plan change/zone change will allow the property to be developed at a higher density, therefore, meeting or exceeding the dwelling average.

#### ***Criterion C: Alternative sites***

There is a lack of appropriately designated vacant RM and RH sites within this vicinity. This site gives the applicant the ability to provide mixed housing within this area along Chemawa Road and Verda Lane. There is land zoned and designated for Medium High Residential Density. However, these designated properties along Chemawa Road are fully developed.

As shown on the City land zone map there is no property contiguous to the existing site that is vacant, and there is none in the area. The only appropriately designated properties within the necessary proximity to the existing site are located on Chemawa Road and are developed.

According to the Housing Needs Analysis, Keizer has a deficit of capacity in the MF designation, with a deficit of medium and high zoned residential land. With a multi-family designation, the subject property can be developed as multi-family dwellings; the rezone helps maximize the density while helping to meet housing needs within the Keizer Urban Area.

The subject property will not only be a site that will contribute to the multi-family housing needs, but it is also a site that can help improve the transportation circulation in the area. The development of the site will encourage a mixture of housing types and higher densities within an infill lot along Chemawa Road.

There are no appropriately designated alternative sites within the vicinity for the proposed use that are currently vacant. Therefore, the proposal satisfies this criterion met.



#### **Criterion D: Projected Needs**

The proposed rezoning will provide 7.5 acres of multi-family (RH) zoned property within the Keizer Urban Area, where a total of 362 units of multi-family dwellings are needed in order to meet the City of Keizer housing needs.

The existing zone is RS. If developed as RS, the site will provide 14 single family lots, where 1,183 lots are needed in order to meet the housing needs. Fourteen lots don't help the housing needs of this area. Furthermore, currently there are several subdivisions with in Keizer that have been approved and will more than make up for the loss of these 14 lots.

The HNA shows that there is a total of 250 acres of RS and UT zoned property (vacant and partially vacant) available for the development of single family dwellings. Whereas, there is only 24.1 acres of medium to high density (RM and RH) land available within Keizer for the development of multi-family units. This indicates that there is a great need for vacant land zoned for the development of multi-family units within the City of Keizer.

Also, due to the requirements of the Comprehensive Plan to provide a mixture of housing types, the need for multi-family housing in this area is greater than the need for single family housing. There are currently a wider range of housing opportunities for single family dwellings in the area than for multi-family units.

This criterion is met, by establishing a use that is consistent with the future residential needs in the area, by addressing how residential needs of the Keizer area are being met by this proposal, and by providing higher density for housing needs and a logical transition along Chemawa Road and Verda Lane.

**FIGURE 13: RESIDENTIAL COMPREHENSIVE PLAN DESIGNATIONS, CITY OF KEIZER**

ZONING DESIGNATION		Net Vacant Buildable Acres	Observed Density (Units/ Net Acre)	Target Density (Units/ Net Acre) <sup>5</sup>	Capacity of Vacant Lands (Units)	Underlying Comp Plan Designation
RS (Vacant, Redev.)	Single Family Residential	56.1	6.6	6.6 det. 8.0 att.	378	Low Density Residential
RS (Partially vacant) <sup>1</sup>	Single Family Residential	142.7	na	6.6 det.	805 <sup>1</sup>	Low Density Residential
RL	Limited Density Residential	0	4.8	-	-	Medium D.R. or Medium High D.R.
RL-LU	Limited D.R. - Limited Use	0	9.6	-	-	Medium High Density Res.
RM (Medium) <sup>2</sup>	Medium Density Residential	0	na	-	-	(See footnote)
RM (Medium High)	Medium Density Residential	24.1	9.6	15.0	362	Medium High Density Res.
RM-LU	MDR - Limited Use	0	9.6	-	-	Medium High Density Res.
RH <sup>3</sup>	High Density Residential	0	na	-	-	(See footnote)
UT (Vacant, Redev.)	Urban Transition	9.4	6.6	6.6 det. 8.0 att.	63	Low Density Residential
UT (Partially vacant) <sup>1</sup>	Single Family Residential	41.4	na	6.6 det.	247 <sup>1</sup>	Low Density Residential
MU <sup>4</sup>	Mixed Use (Keizer Station)	22.8	6.7	6.7	153	Mixed Use
MU	Mixed Use (Other)	18.7	16.8	16.8	314	Mixed Use
<b>Accessory Dwelling Unit Assumption:</b>					<b>100</b>	
<b>Totals/Averages:</b>		<b>315.2</b>		<b>9.3</b>	<b>2,422</b>	

Sources: MWVCOG, City of KEIZER, Johnson Reid LLC

**Criterion E and Criterion F: Lane Use Patterns and Adjacent Land**

The subject property is currently vacant. In order to provide a mixture of housing in the area, the applicant is requesting a zone change. A majority of the properties along Chemawa Road are zoned for single family development and all the properties along Verda Lane are zoned for single family development.

The existing neighborhood consists of single family housing and some multi-family dwellings. In order to maintain the character of the neighborhood, the site will be developed in compliance with required Design Standards.

The buildings adjacent Verda Lane will be a maximum of 2-stories in height as shown on the site plan and colored building elevations. This will help to minimize the any visual impacts on adjacent property owners. A berm along Verda Lane will be provided as well. The berm will help to eliminate the glare of car lights onto adjacent properties. All three-story buildings will be located along the western side of the property. See attached site plans.

There are no foreseeable adverse effects of the proposal to adjacent properties. The adjacent properties have public street frontage on and access to major streets. Therefore, this criterion is met.

#### ***Criterion G: Public Facilities and Services***

The City's adopted Comprehensive Plan Transportation Goal and Policies and the Transportation System Plan implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject property is located Chemawa Road (north), Verda Lane (east), Philip Street (west), and Dearborn Avenue (south). The major streets are in place due to previous development. Sidewalks and needed improvements will be made to if required.

The City's adopted Comprehensive Plan, residential, and Transportation Goal and Polices and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

## **APPLICANT'S REASONS ADDRESSING THE ZONE CHANGE CRITERIA**

The subject property is currently zoned RS but is underdeveloped. The proposed RH zone will implement the requested "Multi-Family Residential" Comprehensive Plan map designation.

### **Criterion (a) is addressed as follows:**

As stated above, the proposed zone is appropriate for the Comprehensive Plan Land Use designation and is consistent with the applicable Comprehensive Plan policies.

### **Residential Development Policies**

#### **General Policies 1 & 2:**

The applicant's proposal is to rezone the property from RS to RH to allow a higher density to be built on the site. As stated above, according to the Housing Needs Analysis, Keizer has a deficit of capacity in the multi-family designated land. The rezone helps maximize the density while helping to meet housing needs within the City of Keizer.

The rezoning of the subject property will help to provide a variety of housing other than single family dwellings. This is a growing area that already has more than a sufficient amount of single family land for development. Multi-family development will provide a needed housing type in the area while helping to meet housing needs as well. Therefore, establishing a mixture of residential uses within the area.

#### **General Policies 3 & 4:**

The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Keizer Transportation System Plan implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject property is located along Chemawa Road and Verda Lane. The major streets are in place due to previous development. Sidewalks and needed improvements will be made to Verda Lane, Philip Street, Chemawa Road, Dearborn Avenue if required.

The City's adopted Comprehensive Plan, residential, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

#### General Policies 5 & 6:

As stated above, the rezoning of the subject property will help to provide a variety of housing other than single family dwellings. This is a growing area that already has more than a sufficient amount of single family land for development. Multi-family development will provide a needed housing type in the area while helping to meet housing needs as well.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

#### General Policies 7, 8, & 9:

The subject property is currently vacant. In order to provide a mixture of housing in the area, the applicant is requesting a zone change. The comprehensive plan encourages a mixture of housing types within a neighborhood. The infill development will encourage a type of needed housing along Verda Lane and Chemawa Road.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

The existing neighborhood consists of single family housing. The surrounding properties are zoned for single family development. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will provide a higher density of needed housing in this area of Keizer. In order to maintain the character of the neighborhood, the site will be developed in compliance with required Design Standards and provide bufferyards along property lines.

The comprehensive plan change/zone change will promote infill development with the development of a property that is already served by City Services and all transportation to be developed with a higher density of housing that is needed in this area.

#### General Policy 10:

The development will also be located in an area in close proximity to existing and proposed services. The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

#### General Policy 13:

The subject property is located along Verda Lane (east), Chemawa Road (north), Dearborn Avenue (south), and Philip Street (west). Sidewalks and needed improvements will be made if required. The major streets are in place due to previous development and the subject property is surrounded by right-of-way. Therefore, there will not be any through traffic to existing neighborhoods.

General Policy 15, 18, & 19:

The City of Keizer has an adopted housing needs analysis, "Salem-Keizer Housing Needs Analysis 2012-2023", that is dated May 2011. The Housing Needs Analysis evaluates the housing needs for all residential types. According to the study, Keizer is in need of RM and RH zoned residential land in order to help fill the deficit for multi-family housing.

The applicant's proposal is to rezone the site from RS and RH to allow a higher density to be built on the site. As stated above, according to the Housing Needs Analysis, "Keizer has a deficit of capacity in the Multi-Family designated land, with a deficit of 362 dwelling units. The rezoning helps maximize the density while helping to meet housing needs within the City of Keizer.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

The existing neighborhood consists of single family housing. The surrounding properties are zoned for single family development. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will provide a higher density of needed housing in this area of Keizer. In order to maintain the character of the neighborhood, the site will be developed in compliance with required Design Standards and provide bufferyards along property lines.

The City's adopted Comprehensive Plan, Residential, Transportation Goals and Policies and applicable adopted facilities plans implement the Statewide Housing Goal.

The City's subdivision and land use processes implement applicable Housing Goals and Policies. There is a deficit in multi-family residential land in the City of Keizer.

General Policy 16:

Development is required to meet applicable State and Federal requirements for air and water quality. The proposal to redevelop is reviewed by the City and any applicable outside agencies for impacts on environment and compliance to applicable standards and regulations. Development is required to meet applicable water, sewer, and storm drainage system master plan requirements. Upon redevelopment, the City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality.

The proposed site is outside the noise contours of the air traffic, and that the facility will nevertheless utilize building materials that mitigate such noise, if any.

The major impact to air quality in the vicinity is vehicle traffic along the boundary streets. The traffic generated from the site will be minor compared to the total volume of traffic in this area, and will not create a significant additional air quality impact. The TIA identifies the traffic needs for the site and mitigation measures.

General Policy 17:

The City's adopted General Development, Scenic and Historic Areas, Natural Resources and Hazards Goals and Policies address the Statewide Goal. According to City map there is a floodplain overlay located on the lower portion of the site. The floodplain area will not be affected by the development of the property. The City's applicable floodplain development standards will apply at the time of development and will ensure compliance with Goal 5 and this policy.

The applicant has provided a tree plan, identifying the location and size of all existing trees on the site.

Landslide hazards do not exist on the site. Therefore, a geological assessment is not required.

The applicant has taken the opportunity to consider existing conditions and influences that enables him to explore potential development. The City has standards in place to address access, internal circulation, topography, drainage, public facilities, overall site design and layout.

General Policy 21:

The cumulative effect of all new residential development in the Keizer Urban Area should average 6.5 dwelling units per gross acre of residential development. The comprehensive plan change/zone change will allow the property to be developed at a higher density, therefore, meeting or exceeding the dwelling average.

**Criterion (b) is addressed as follows:**

An RH development should have a positive effect on the neighborhood by providing a needed housing type in the area, while recognizing the physical capacity of the site and the necessary provisions of public facilities and services. All necessary public facilities are required to be made available to the subject property, and adequate transportation facilities are already in place.

An overall positive finding can be made that the effects of the proposal are appropriate considering the impact on the existing single family-density neighborhood, the physical characteristics and capacity of the site, and the availability of public facilities and services to be extended upon development. The development will take an undeveloped site and create a development that is visual appealing to the neighborhood. At the time of building permits, Design Standards will be in place to help eliminate any impacts to the neighborhood and create a positive development.

**Criterion (c) is addressed as follows:**

The proposed RH zone can be established in compliance with the development requirements of this Code. The applicant will be required to obtain building permits. The building permits will be reviewed for compliance with the Code.

New development on the site will be according to City standards which are the minimum community development standards established by the City. By meeting these requirements at the development stage, the development will meet the City's development standards which are designed to make abutting land uses compatible with each other. The redevelopment of this

site is subject to City codes as well as market forces which dictate an attractive, easily accessible project in order to attract both investors and customers.

The Cities Development Code will help implement direction of outdoor lighting, bufferyards, improved access, street improvements, paved parking lots and paved surfaces to limit dust. The applicant will work with staff to assure that the City of Keizer Design Standards and Code requirements are met prior to development of the site.

**Criterion (d) is addressed as follows:**

The City's adopted Comprehensive Plan, residential, and Transportation Goal and Polices and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The location along a major transportation corridor facilitates access to a transit route (Route 15 on Verda Lane and Route 18 on Chemawa Road), bicycle and pedestrian access, provides significant opportunity to reduce vehicle miles traveled. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in this Keizer area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

Traffic from this site is diverted away from residential areas and has convenient access to the existing streets. Aesthetics and landscaping will be considered in the design of the circulation system to cut down on headlight glare, heat, and improved traffic direction.

The Salem-Keizer School District provides public education facilities. The education district's master plan provides for growth in the district and has options to meet the demand. The education district reviews the population factors to determine planning, funding and locating new schools or providing additional facilities on the sites of existing schools.

Other private service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested. By providing adequate public facilities and services for the proposed use, the requirements of this goal are met.

**Criterion (e) is addressed as follows:**

The applicant is proposing to rezone the subject property to RH (High Density Residential). The purpose of the RH zone is to encourage high residential densities for multifamily dwellings. The applicant is proposing to develop the site with the maximum multi-family dwellings allowed. The rezone will allow the applicant to develop the site at a higher density than allowed under the

current zone. The development of apartment units on the site will meet the intent of the RH zone.

***Criterion (f) is addressed as follows:***

The City of Keizer has an adopted housing needs analysis, "Salem-Keizer Housing Needs Analysis 2012-2023", that is dated May 2013. The Housing Needs Analysis evaluates the housing needs for all residential types. According to the study, Keizer is in need of RM and RH zoned residential land in order to help fill the deficit for multi-family housing.

The applicant's proposal is to rezone the site from RS and RH to allow a higher density to be built on the site. As stated above, according to the Housing Needs Analysis, Keizer has a deficit of capacity in the Multi-Family designation, with a deficit of 362 dwelling units. The rezone helps maximize the density while helping to meet housing needs within the City of Keizer.

The development will also be located in an area in close proximity to existing and proposed services. There are at least two parks located within a mile or less of the site. Commercial Services are currently available to the west along Chemawa Road and River Road N.

The existing neighborhood consists of single family housing. The surrounding properties are zoned for single family development. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will provide a higher density of needed housing in this area of Keizer. In order to maintain the character of the neighborhood, the site will be developed in compliance with required Design Standards and provide bufferyards along property lines.

The City's adopted Comprehensive Plan, Residential, Transportation Goals and Policies and applicable adopted facilities plan implement the Statewide Housing Goal.

The City's subdivision and land use processes implement applicable Housing Goals and Policies. There is a deficit in multi-family residential land in the City of Keizer.

**APPLICANT'S REASONS ADDRESSING THE PARTITION CRITERIA**

The applicant is requesting a concurrent partition. The partition will replat the existing 14 lots into one large lot consisting of 7.5 acres.

The lot will be of size to accommodate a large apartment development. At the time of development the parcel will have safe and efficient access onto Verda Lane. All services will be in place for the development of the site.

At this time, the applicant is not proposing the removal of any trees on the site. If the applicant decides to remove trees, a tree removal permit will be applied for prior to development of the site.

The partition/replatting of the site is in compliance with the requirements of the Keizer Code. See attached site plan.





1 with this new plan. First of all, the Applicants' worked with ODOT to come up with a plan for the  
2 new right of way to be taken from the Applicants' property for the Verda Lane Roundabout. The  
3 Roundabout is now under construction, and will provide much better traffic flow, and less accidents  
4 than the previous stop sign configuration. The Philip Street right of way adjacent to the property will  
5 no longer be needed, and it is proposed that the City vacate it. In addition, the Applicants' engaged  
6 a traffic engineer to review the proposed new design. That report, dated March 14, 2016, indicates  
7 that the level of traffic to be generated from this project will not significantly affect the transportation  
8 system. This analysis demonstrates compliance with Oregon's Transportation Planning Rule.

9 In addition, the Traffic study suggested a trip cap be imposed of 750 trips per day, which is  
10 sufficient to serve the proposed development, and ensures that this development will not significantly  
11 affect the transportation system. The study points out that multi-family units generate approximately  
12 one-third less traffic than single family homes. By converting the subject property to multi-family  
13 units the additional number of units is nearly off set by the less traffic generated per unit.

14 OAR 660-012-0060(1) provides that a plan amendment and zone change may be approved  
15 so long as change will not result in a significant affect on a transportation facility. To have a  
16 significant affect, the proposed change would have to involve a change in the functional classification  
17 of a transportation facility. OAR 660-012-0060(1)(a). There is no such change proposed here,  
18 therefore this element is not relevant. OAR 660-012-0060(1)(b) provides that a significant affect will  
19 occur if there is a change in the standards that implement the street functional classification system.  
20 There is no such change proposed here, therefore this element is also not relevant. Lastly, a  
21 significant affect may be found based on the level of traffic being generated by a new development  
22 and its impact on the local street system. This aspect of the Rule also provides for trip caps to ensure  
23 that a new development will not significantly impact the transportation system. OAR 660-012-  
24 0060(1)(c). The traffic study indicates that the proposed development will not significantly affect the  
25 transportation system, and suggests the trip cap of 750 to ensure such compliance. The Applicants  
26 are in support of the conditions of approval suggested in the traffic study.

1           Building design. After meeting with the neighborhood and staff, the Applicants' new design  
2 will have a maximum two story height on all buildings that face Verda Lane. A new feature will be  
3 a Verda Lane berm which will eliminate the glare of car lights onto adjacent property. The western  
4 side of the project, where it is not adjacent to a residential area, will be three stories, but will have the  
5 look of a two story structure due to the lower story being at the lower grade. The design of the  
6 buildings has been greatly enhanced, with each building looking like one single family home. The  
7 French Door Covered entry is a new amenity that contributes significantly to the homely feel of the  
8 building, and its appearance as if it were one large home.

9           Total number of units. The total number of units in the new design is down to 112 from the  
10 originally proposed 120 units. The reduction in the number of units, together with the redesign of the  
11 exterior of the buildings do not suggest there are even 112 unit in the project. The density in the  
12 Medium Density Residential zones range from a maximum of 10 to a maximum of 22 units per acre  
13 in the Medium Higher density zone. Section 2.104.06(I). Theoretically speaking then at the Medium  
14 Density level, the total number of units would be 75, which figure increases to 165 units at the  
15 Medium High Density zone. At the proposed 112 unit on the combined zone proposal, this site is  
16 significantly less dense that it could be if the entire site was zoned Medium High Density. The 112  
17 units is a nice compromise in the zoning, and a significant economic concession on the part of the  
18 Applicants.

19           Open space dedication. The Applicants' own Tax Lot 2900 which is adjacent to the subject  
20 property, but not part of this application. The land is vacant, and the Applicants' propose to donate  
21 this land for open space to give the area a nice open feeling.

22           Comparison to What Could be Built Now. With these design changes, this project has gained  
23 the support of staff, and should be approved. This is especially so given the alternative development  
24 that could occur on the site under the current plan and zone designation. The site is currently  
25 available for single family dwellings. Using the pure density levels set by the zone, there could be  
26 up to 60 houses built on the site. Realistically however, by the count of Multi/Tech Engineering,

1 there could be a total of 14 single family dwelling built on the site. There would be little, if any, land  
2 use control over how and where those houses would be constructed. Since each house would be on  
3 an individual lot, there would be 14 driveways directly onto Verda Lane. No street improvements  
4 could be imposed. The new design here provides for 2 access points onto Verda Lane, and extensive  
5 street improvements. These potential single family dwellings most likely would also be two stories,  
6 so that the visual impacts as to structure height would be no different than the buildings proposed  
7 here. Visually then, there will be no difference in how the structures will appear. The proposed  
8 development here will provide for street improvements and controlled access to ensure that traffic on  
9 and off Verda Lane will be safe. Comparing what could be constructed now, with few land use  
10 controls, to what is being proposed here makes it clear that this proposal is much better for the City  
11 than what currently exists.

12 Mandatory Approval Criteria. This application involves a comprehensive plan amendment,  
13 a zone change and a partition to combine the platted lots into one parcel to be used for this  
14 development. The approval criteria for the plan amendment is found at Section 3.109.04 of the  
15 development code. The approval criteria for the zone change is found at Section 3.110.04. The  
16 approval criteria for the partition is found at Section

17 Pursuant to Section 3.109.04 a plan map amendment proposal shall be approved if the  
18 applicant provides evidence substantiating the following:

19 A. Compliance is demonstrated with the statewide land use goals that apply to the subject  
20 properties or to the proposed land use designation. If the proposed designation on the subject property  
21 requires an exception to the Goals, the applicable criteria in the LCDC Administrative Rules for the  
22 type of exception needed shall also apply.

23 Many of the statewide goals do not apply to this application (agriculture, forestry, Willamette  
24 River Greenway and Coastal Goals). Of those that are relevant, the Applicants' have demonstrated  
25 compliance with those Goals by submittal of substantial evidence in the form of the Multi/Tech  
26 additional justification document, as well as in the Record of the previous proceedings.

1           It does bear repeating that the City’s 2013 adopted housing needs analysis projected a need  
2 for 362 multi-family units within the RM and RH zoned residential land in order to help fill the deficit  
3 for multi-family housing. This application addresses that need, and helps the City fulfill almost one-  
4 third of the shortage of this higher density land.

5           This application satisfies all the relevant statewide goals, and therefore complies with this  
6 criteria.

7           B. Consistency with the applicable goals and policies in the Comprehensive Plan is  
8 demonstrated.

9           The intent of Keizer Comprehensive Plan (KCP) Residential Development goals is to promote  
10 a variety of housing and opportunities for all income levels. The comprehensive plan change/zone  
11 change will allow the property to be developed at a higher density, therefore providing more multi-  
12 family housing opportunities. The Multi/Tech additional justification addresses all the applicable  
13 plan goals and policies, and provided factual and legal justification for compliance with the plan.  
14 What bears repeating is that this is an in-fill project which is much favored, as it takes land with  
15 developmental limitations and develops it to its maximum potential and provides housing  
16 opportunities inside the City which then relieves pressure for future expansion of the city limits or  
17 the Urban Growth Boundary.

18           This application satisfies all the relevant Comprehensive Plan goals and policies, and therefore  
19 complies with this criteria.

20           C. The Plan does not provide adequate areas in appropriate locations for uses allowed in the  
21 proposed land use designation and the addition of this property to the inventory of lands so designated  
22 is consistent with projected needs for such lands in the Comprehensive Plan.

23           The Applicants’ justification and supplemental justification point out that there is a significant  
24 lack of appropriately designated vacant RM and RH sites within this vicinity. The subject property  
25 provides the City with the ability to provide a variety of housing opportunities along Chemawa Road  
26 and Verda Lane where they are needed.

1 As previously pointed out, the City's Housing Needs Analysis has determined that there is a  
2 deficit of lands currently available for this level of multi-family housing options. By approving this  
3 application this site can contribute to fulfilling the identified multi-family housing needs, and will  
4 help transportation circulation in the area as well. This criteria is satisfied.

5 D. The Plan provides more than the projected need for lands in the existing land use  
6 designation.

7 The Applicants' additional justification deals with this criteria is significant detail, going  
8 through the City's Housing Needs Analysis, and pointing out that on balance it is important to fulfill  
9 at least a part of the multi-family housing needs, even if that is at the expense of a few single family  
10 residential units. Providing for 112 units to accommodate a need set at 362, fulfills nearly one-third  
11 of the need, whereby losing 14 housing units from the single family designations is not at all  
12 significant. On balance, the trade off is an important one. This criteria is satisfied.

13 E. The proposed land use designation will not allow zones or uses that will destabilize the land  
14 use pattern in the vicinity.

15 The area zoning is currently predominately low density residential, and available for single  
16 family homes. There are a few multi-family units further off Verda Lane and Chemawa Road. This  
17 existing pattern of almost entirely residential uses fits nicely with the proposed changes - all of which  
18 are also residential in character. There is nothing in the proposed medium or high density residential  
19 zones that will destabilize this existing land use development pattern. This criteria is satisfied.

20 F. Uses allowed in the proposed designation will not significantly adversely affect existing  
21 or planned uses on adjacent lands.

22 The area is currently a mix of residential uses. The uses allowed in the proposed medium and  
23 high density zones allow the same mixture of residential uses. Placing this development at this  
24 location with the current design style will actually improve the area, in that it will provide street  
25 improvements and will channel the traffic into a couple of access points instead of 14 driveways  
26 directly onto Verda Lane. This criteria is satisfied.

1           G. Public facilities and services necessary to support uses allowed in the proposed designation  
2 are available or are likely to be available in the near future.

3           Multi/Tech has done a complete study of the local infrastructure, and has determined that there  
4 is sufficient street, sewer, water and storm facilities to serve the proposed development. This criteria  
5 is satisfied.

6           All of the approval criteria for a map amendment to the Comprehensive Plan have been  
7 satisfied, and the plan amendment should be approved.

8           Pursuant to Section 3.110.04 of the Development Code, a zone change proposal shall be  
9 approved if the applicant provides evidence substantiating the following:

10          A. The proposed zone is appropriate for the Comprehensive Plan land use designation on the  
11 property and is consistent with the description and policies for the applicable Comprehensive Plan  
12 land use classification.

13           This application involves a change in both the Comprehensive Plan designation and the zone.  
14 The proposed zone is consistent with the new plan designation. This criteria is satisfied.

15          B. The uses permitted in the proposed zone can be accommodated on the proposed site  
16 without exceeding its physical capacity.

17           As noted above, the proposed multi-family project fits nicely on the subject property without  
18 the need for variances or adjustments. The site will be fully served by all utilities and city services.  
19 The new medium and high density residential zones allow this project, which is accommodated on  
20 the site without exceeding its physical capacity. This criteria is satisfied.

21          C. Allowed uses in the proposed zone can be established in compliance with the development  
22 requirements in this Ordinance.

23           There are no variances or adjustments need to build the proposed project. Any other uses  
24 allowed in the proposed new zoning can also be built in compliance with the development standards  
25 of the new zone. This criteria is satisfied.

26          D. Adequate public facilities, services, and transportation networks are in place or are planned

1 to be provided concurrently with the development of the property.

2 All public facilities and services and transportation facilities are in place in sufficient capacity  
3 to serve the project. Such connections will be a condition of approval to ensure appropriate hook-ups.  
4 This criteria is satisfied.

5 E. For residential zone changes, the criteria listed in the purpose statement for the proposed  
6 zone shall be met.

7 This application is to rezone the subject property to RH (High Density Residential). The  
8 purpose of the RH zone is to encourage high residential densities for multifamily dwellings. The  
9 Applicants are proposing to develop the site with the maximum multi-family dwellings allowed. The  
10 rezone will allow the Applicants to develop the site at a higher density than allowed under the current  
11 zone. The development of apartment units on the site will meet the intent of the RH zone. This  
12 criteria is satisfied.

13 F. The following additional criteria shall be addressed:

14 1. The supply of vacant land in the proposed zone is inadequate to accommodate the  
15 projected rate of development of uses allowed in the zone during the next 5 years, or the location of  
16 the appropriately zoned land is not locationally or physically suited to the particular uses proposed  
17 for the subject property, or lack site specific amenities required by the proposed use.

18 This is effectively a duplicate criteria that is addressed above, and in more detail in the  
19 Multi/Tech Supplemental Justification. This criteria is satisfied.

20 2. The supply of vacant land in the existing zone is adequate, assuming the zone  
21 change is granted, to accommodate the projected rate of development of uses allowed in the zone  
22 during the next 5 years.

23 This is effectively a duplicate criteria that is addressed above, and in more detail in the  
24 Multi/Tech Supplemental Justification. This criteria is satisfied.

25 3. The proposed zone, if it allows uses more intensive than other zones appropriate for  
26 the land use designation, will not allow uses that would destabilize the land use pattern of the area

1 or significantly adversely affect adjacent properties.

2 This is effectively a duplicate criteria that is addressed above, and in more detail in the  
3 Multi/Tech Supplemental Justification. This criteria is satisfied.

4 This application also has a partition component to it. The subject property is currently platted  
5 into 14 lots. In order to develop the site into this multi-family project, the development must be on  
6 one contiguous single parcel of 7.5 acres. While it may seem incongruous to use a partition process  
7 to merge lots into a single parcel, that is the process used to eliminate lots.

8 Pursuant to Section 3.107.07, approval of a partitioning requires compliance with the  
9 following:

10 A. Each parcel shall meet the access requirements of Section 2.310.03.D.

11 As shown on the site plan, and explained in detail in the Multi/Tech submittals, the access  
12 requirements for this development are met, and provide significantly better circulation and access  
13 control than if the site were developed in the existing lot configuration. This criteria is satisfied.

14 B. Each parcel shall satisfy the dimensional standards of applicable zoning district, unless a  
15 variance from these standards is requested and is approved.

16 The site plan demonstrates full compliance with all dimensional standards, and no variances  
17 or adjustments are necessary. This criteria is satisfied.

18 C. Each parcel shall comply with the requirements of Section 2.310.

19 This provision ensures that the development project will comply with all development  
20 standards for land divisions. Since this application is essentially a reverse partition, where existing  
21 lots are consolidated into one lot, none of the provisions of Section 2.310 are relevant. This criteria  
22 is satisfied.

23 D. Rough Proportionality. Improvements or dedications required as a condition of  
24 development approval, when not voluntarily accepted by the applicant, shall be roughly proportional  
25 to the impact of development. Findings in the development approval shall indicate how the required  
26 improvements or dedications are roughly proportional to the impact.

1 This statement is not an approval criteria at all. It is a directive to the City itself in how  
2 conditions of approval are to be handled. Since this does not apply to the Applicants', and since no  
3 conditions of approval have been adopted, this section is not relevant to the decision and is otherwise  
4 satisfied.

5 E. Each parcel shall comply with the applicable requirements within Sections 2.301 (General  
6 Provisions) ; 2.302 (Street Standards); 2.303 (Off-Street Parking and Loading); 2.305 (Transit  
7 Facilities); 2.306 (Storm Drainage); 2.307 (Utility Lines and Facilities); 2.309 (Site and Landscaping  
8 Design); and, 2.316 (Infill Development).

9 Each of these specified code sections are adequately complied with by the Multi/Tech  
10 submittal. There is substantial evidence of compliance with each individual code section, therefore  
11 this criteria is satisfied.

12 F. Adequate public facilities shall be available to serve the existing and newly created parcels.

13 See the above statements, as well as the Multi/Tech submittals for substantial evidence of the  
14 existence of adequate public facilities to serve the proposed development. This criteria is satisfied.

15 There are no other code or plan provisions that apply to this application. As addressed below  
16 and in the Multi/Tech additional justification statement, this application complies with each and every  
17 approval criteria and should be approved.

18 DATED this 7th day of June, 2016, at Salem, Marion County, Oregon.

19  
20 Wallace W. Lien  
21 Wallace W. Lien, OSB No. 793011  
22 of Wallace W. Lien, P.C.  
23 Attorney for Herber Family  
24  
25  
26





**SCHEMATIC  
LANDSCAPE  
PLAN**

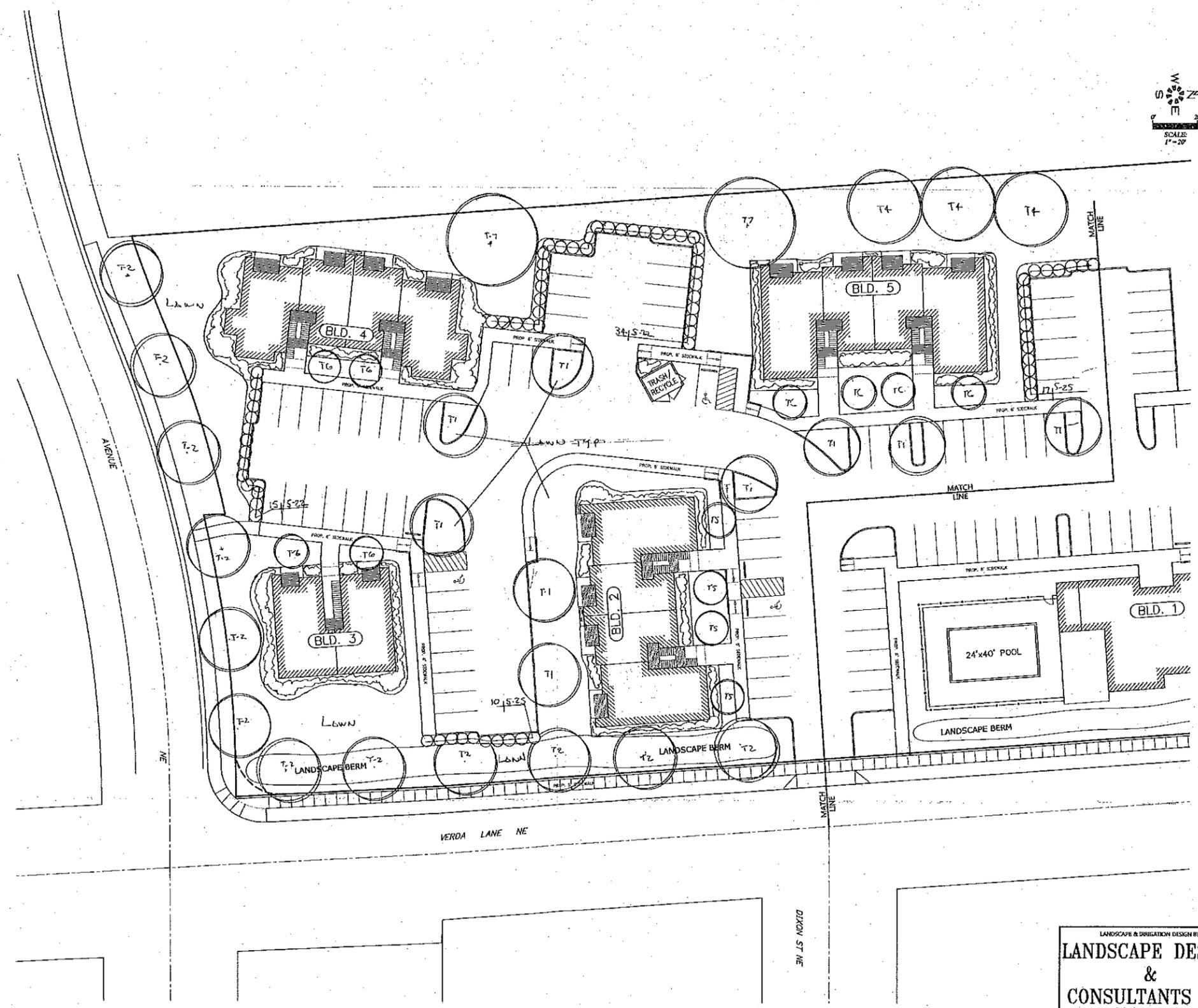
**HERBER  
FAMILY  
APARTMENTS**

NO CHANGES, MODIFICATIONS OR REPRISATIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN PERMISSION FROM THE DESIGNER. THIS IS A GENERAL REPRESENTATION. QUALITY IS NOT GUARANTEED.

DESIGN: T.A.K.  
DRAWN: T.A.K.  
CHECKED: T.A.K.  
DATE: 08/20/14  
SCALE: AS SHOWN  
AS-BUILT:

JOB # 5725

**L1.1**



LANDSCAPE & IRRIGATION DESIGN BY:  
**LANDSCAPE DESIGN  
&  
CONSULTANTS LLC**  
Doing business since 1985  
820 WOODBURY ST. SE. DUBLAKE GEM PHONE: 202.911.4200

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**LANDSCAPE NOTES:**

- General:**
- All local, municipal, state, and federal laws regarding uses, regulations, governing or relating to any portion of the work depicted on these plans are hereby incorporated into and made part of these specifications and their provision shall be carried out by the Contractor. The Contractor shall at all times protect the public throughout the construction process.
  - The Contractor shall carefully correlate construction activities with earthwork contractor and other site development.
  - The Contractor shall verify drawing dimensions with actual field conditions and inspect related work and adjacent surfaces. Contractor shall verify the accuracy of all finish grades within the work area. The Contractor shall report to the Landscape Design & Consultants LLC (LDC) or Owner all conditions which prevent proper execution of this work.
  - The exact location of all existing utilities structures and underground utilities, which may not be indicated on the drawings, shall be determined by the Contractor. The Contractor shall protect existing structures and utility services and is responsible for their replacement if damaged.
  - Disturbance and impacts to existing native trees/shrubs shall be minimized to the greatest extent practicable.
  - The Contractor shall keep the premises free from rubbish and debris at all times and shall arrange material storage to not interfere with the operation of the project. All unused material, rubbish, and debris shall be removed from the site.
  - All plant material and planting supplies shall be warranted for a period of not less than one year from the completion date of installation. All replacement stock shall be subjected to the same warranty requirement as the original stock. Any damage due to replacement operations shall be repaired by the Contractor. At the end of the warranty period, inspections shall be made by LDC, Owner/General Contractor. All plant and lawn areas not in a healthy growing condition shall be removed and replaced with plants and turf cover of a like kind and size before the close of the next planting season.

- Grading / Erosion Control:**
- The design and placement of the building on the site lends itself to minimal slope conditions with positive drainage being maintained around the entire building. In this case standard landscaping procedures of topsoil, lawn, and a two inch layer of bark mulch on all planting beds will be sufficient to control erosion. In the event site conditions change or there are Slopes / Bio Swales / Detention Ponds on the project with slopes greater than 30% Poly Jute Netting shall be installed with anchoring pins as per manufactures recommendations prior to planting. Recommended DeWalt P.J.M4216 Erosion Control Poly Jute Netting and DeWalt anchor pins or approved equal.
  - Seed recommendation is Pro Tima 700 Low Profile or approved equal over the jute netting at a rate of 2 lbs. per 1000 sq. feet. The address of Pro Tima is 1712 SE Ankeny, Portland OR 97214. Phone 503-239-7518. Their email is info@protima.com
  - The work limits shown on this plan shall clearly be marked in the field prior to construction. No disturbance beyond the work limits shall be permitted.
  - Grading shall be performed during optimal weather conditions.
  - Erosion control measures shall be constructed in conjunction with all clearing and grading activities, and in such a manner as to ensure that sediment and sediment-laden water does not enter the drainage system or violate applicable water standards.
  - Prior to the commencement of construction activities, Contractor shall place orange construction fencing around perimeters of construction impact areas, and sediment fencing at downhill portions of the site. Contractor is responsible for proper installation, maintenance, replacement, and upgrading of all erosion and sediment control measures, in accordance with local, state, and federal regulations.

- Plant Material:**
- Contractor shall verify all plant & tree quantities with LDC or Owner prior to construction.
  - In the event of a discrepancy between plants materials listed on the drawings, the drawings shall govern the plant species and quantities required.
  - Plant material shall be first quality stock and shall conform to the code of standards set forth in the current edition of the American Standards for Nursery Stock sponsored by the American Association of Nurserymen, Inc. (AAN).
  - Species and variety as specified on the drawings and delivered to the site shall be certified true to their genus, species and variety and as defined within the current edition International Code of Nomenclature for Cultivated Plants.
  - Obtain freshly dug, healthy, vigorous plants nursery-grown under climatic conditions similar to those in the locality for the project for a minimum of two years. Plants shall have been freed out in rows, annually

- cultivated, sprayed, pruned, and fertilized in accordance with good horticultural practice. All container plants shall have been transplanted or root pruned at least once in the past three years. Balled-and-burlapped (B&B) plants must come from soil which will hold a firm root ball. Heeled in plants and plants from cold storage are not acceptable.
- Planting stock shall be well-branched and well-formed, sound, vigorous, healthy, free from disease, sun-scalded, windburn, abrasion, and harmful insects or insect eggs; and shall have healthy, normal, unbroken root systems. Deciduous trees and shrubs shall be symmetrically developed, uniform habit of growth, with straight trunks or stems, and free from objectionable distortions. Evergreen trees and shrubs shall have well-developed symmetrical tops with typical spread of branches for each particular species or variety. Only vines and ground cover plants well-established shall be used. Plants budding into leaf or having soft growth shall be sprayed with an anti-desiccant at the nursery before digging.
  - Contractor shall not make substitutions of plant materials. If required landscape material is not obtainable, submit proof of re-availability and proposal for use of equivalent material. When authorized, adjustments of contract amount (if any) will be made by change order.
  - Plant sizes and grading shall conform to the latest edition of American Standard for Nursery Stock as sponsored by the American Association of Nurserymen Inc. (AAN).
  - All vegetation shown on this plan shall be maintained in a healthy and vigorous growing condition throughout the duration of the proposed use. All vegetation not so maintained shall be replaced with new vegetation at the beginning of the next growing season.

- Planting:**
- Planting shall be installed between February 1 and May 1 or between October 1 and November 15. If planting is installed outside these times frames, additional measures maybe needed to ensure survival and shall be pre-approved by the owner.
  - Plant material shall be transported to the site in a timely manner to minimize on-site storage. Where storage is required, all plants shall be kept moist and shaded.
  - Plant stock shall be handled in a manner that will not break, scrape, or twist any portion of the plant. Protect plants at all times from conditions that can damage the plant (e.g., sun, wind, freezing conditions).
  - Provide the following clearance for planting of trees where applicable:  
Maintain 30 foot vision triangles at all intersections and corners  
10 feet from fire hydrants  
5 feet from all utility vaults, meter boxes, etc.
  - No trees or shrubs shall be planted on existing or proposed utility lines.
  - All shrub beds shall receive a minimum 2" layer of bark mulch evenly applied immediately after planting is completed. All plant beds shall drain away from buildings.
  - Excavate plant pits for shrubs and trees as follows:  
Container stock: width = 2 times the container diameter, depth = container depth.  
Bare root stock: width = 2 times the widest diameter of the root, depth = of root system.  
B & B: width = 2 times ball diameter, depth = ball depth.  
Scarify sides and bottom of plant pits to roughen surfaces.
  - Place plants plumb in the pit. Backfill with native soil or top soil mixture to the original plant soil line, and tap solidly around the ball and roots. Water plants immediately after planting if soil is not saturated to the surface.

- Lawn Areas / Hydro-Seeding:**
- All lawn areas shall be seeded unless otherwise directed by Owner to install Sod. Seed or Sod shall be procured through Kuenzi Turf Nursery. Seed or Sod shall be Rhizomatous Tall Fescue (RTF). Seed mix shall be applied at a rate of 10 lbs. per 1000 sq. feet. Contact Kuenzi Turf Nursery at (503)585-8337 or approved equal.
  - All areas shown on the plan shall be seeded between March 1<sup>st</sup> and May 1<sup>st</sup>, or between September 1<sup>st</sup> and October 15<sup>th</sup>.
  - Scarify soil surface to a depth of 3 inches, to ensure adequate seed contact with soil.
  - Prior to seeding, clearly delineate seeding limits using flags or non-toxic paint.
  - Hydro-seed application rate shall be 60 lbs. per 100 gallons of hose work or 75 lbs. per 100 gallons of tower work.
  - If, at the end of one complete growing season, the planted and seeded area fail to exhibit well-established plant communities, or exhibit patchiness in the patterns of vegetative cover, supplemental seeding and planting shall occur.
  - Seeding of slopes greater than 30% shall be done by Hydro Seeding using a seed mix of Pro Tima 700 Low Profile or approved equal at a rate of 2 lbs. per 1000 sq. feet.

- Top Soil Mixture:**
- A 2" to 4" layer of garden care compost, mushroom compost or similar material sterilized at 105 degrees Fahrenheit shall be incorporated into the existing soil prior to planting and seeding/lawn lawns. Incorporate into existing soil prior to planting the following fertilizers at a rate specified per 1000 sq. ft. of planting area.  
20 lbs. 10-6-4 50% Slow Release  
30 lbs. 38-0-0 Nitroform  
10 lbs. Iron Sulfate 21%  
20 lbs. 0-18-0 Super Phosphate  
25 lbs. Dolomite Lime  
10 lbs. 13-0-11 Potassium Nitrate

- Bark Mulch:**
- All shrub beds shall receive a minimum 2" layer of fine hickory or fir bark mulch evenly applied immediately after planting is completed. All plant beds shall drain away from buildings.

- Poly Jute Netting:**
- Tight net Poly Jute Netting shall be installed on Bio Swales/Detention Ponds/Vegetated Swale and Rain Gardens as a soil stabilizer and erosion control agent. Jute Netting shall be installed with anchoring pins as per manufactures recommendations prior to planting. Recommended DeWalt P.J.M4216 Erosion Control Poly Jute Netting and DeWalt anchor pins or approved equal.

- Rain Gardens Bark Mulch:**
- After Poly Jute Netting and Plants are installed a 2" layer of bark mulch shall be installed in rain gardens. Bio Swales/Detention Ponds/Vegetated Swales.

- Weed Control Agent:**
- Apply carteron as a weed control agent after planting as per manufactures specified recommendations around building or approved equal.

- Non-Native Plant Species:**
- All non-native, invasive plant species shall be removed from the site.

- Growing Medium for Stomwater Bio Swales/Vegetated Swales/Rain Gardens Planter Boxes:**
- Furnish imported growing medium for vegetated stomwater facilities conforming to the following:  
1. Standard Blend for Public and Private Facilities: Use this blend for all vegetated stomwater management facilities.  
2. General Composition: The medium shall be a blend of leamy soil, sand, and compost that is 30 to 40 percent compost (by volume) and sterilized to 105 degrees Fahrenheit.

- Analysis Requirements for the Blended Material:**
- Particle Gradation: A particle gradation analysis of the blended material, including compost, shall be conducted in conformance with ASTM C117/C138 (ASHTO T1 1/2/7). The analysis shall include the following sieve sizes: 1 inch, 3/8 inch, #4, #10, #20, #40, #60, #100, and #200. The gradation of the blend shall meet the following gradation criteria:  
Sieve Size Percent Passing  
1 inch 100  
#4 60-100  
#10 40-100  
#40 15-50  
#100 5-25  
#200 3-5
  - The blend shall have a Coefficient of Uniformity (D60/D10) equal to or greater than 6 to ensure that it is well graded (has a broad range of particle sizes). The coefficient is the ratio of two particle diameters on a grain-size distribution curve; it is the particle diameter at 60 percent passing divided by the particle diameter at 10 percent passing.
  - Organic Matter Content: An analysis of soil organic matter content shall be conducted in conformance with ASTM D2974 (loss on ignition test). The soil organic matter content shall be a minimum of 10 percent, as reported by that test.
  - pH: The blended material shall be tested and have a pH of 5.5 to 7.
  - Depth of growing medium shall be 18 inches. Growing medium shall be placed in 4 inch lifts and lightly compacted.

- General Requirements for the Blended Material:**
- Once planting is completed Bark Mulch shall not be applied.
  - The material shall be loose and friable.
  - It shall be well mixed and homogeneous.
  - It shall be free of wood pieces, plastic, screened and free of stones 1 inch (25 mm) or larger in any dimension; free of roots, plants, seed, clods, clay lumps, pockets of coarse sand, paint, paint washout, concrete slurry, concrete layers or chunks, cement, plaster, building debris, oils, gasoline, diesel fuel, paint thinner, turpentine, tar, roofing compound, acid, and other extraneous materials harmful to plant growth; and free of weeds and invasive plants including but not limited to:  
1. *Cirsium arvense* (Canadian Thistle)  
2. *Conyza sp.* (Meadow Grass)  
3. *Cytisus scoparius* (Scotch Broom)  
4. *Dipsacus sylvestris* (Common Teasel)  
5. *Festuca arundinacea* (Tall Fescue)  
6. *Hesperis matronalis* (English Ivy)  
7. *Holcus lanatus* (Velvet Grass)  
8. *Lolium spp.* (Rye Grasses)  
9. *Lolium complanatum* (Bird's Foot Trefoil)  
10. *Lithospermum salicaria* (Purple Loose Strife)  
11. *Medicago spp.* (Sweet Clover)  
12. *Myrica sp.* (Spine Rush)  
13. *Phalaris arundinacea* (Reed Canary Grass)  
14. *Rubus discolor* (Himalayan Blackberry)  
15. *Solanum spp.* (Nightshade)  
16. *Trifolium spp.* (Clovers)

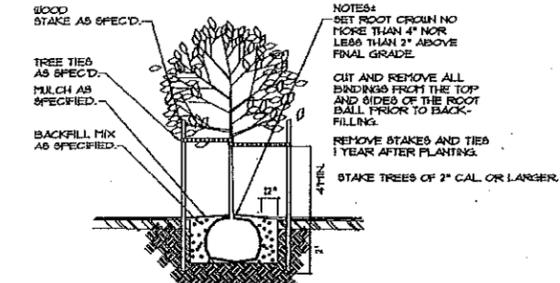
- 100 percent of the material must pass through a 1/2-inch screen. The pH of the material shall be between 6 and 8.
- Manufactured inert material (plastic, concrete, curricula, metal, etc.) shall be less than 1.0 percent by weight. The organic matter content shall be between 35 and 65 percent.
- The soluble salt content shall be less than 6.0 mmhos/cm. Germination (an indicator of maturity) shall be greater than 80 percent.  
a. The stability shall be between classes 3-7.  
b. The carbon/nitrogen ratio shall be less than 25:1.  
c. The trace metals test result = "pass."
- Submittals: At least 14 working days in advance of construction, submit the following:  
a. Two 5-gallon buckets of the blended material.  
b. Documentation for the three analyses described in Section 4) of this specification (particle gradation with calculated coefficient of uniformity; organic matter content; pH). The analyses shall be performed by an accredited laboratory with certification maintained current. The date of the analyses shall be no more than 90 calendar days prior to the date of the submittal.

- The report shall include the following information:  
Name and address of the laboratory  
Phone contact and e-mail address for the laboratory  
Test data, including the date and name of the test procedure

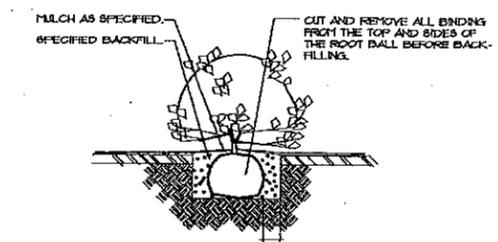
**PLANT PALETTE**

QTY.	SYM	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
<b>APARTMENTS TREES</b>						
28	T-1	<i>Acer rubrum 'Ammonium'</i>	Armstrong Red Maple	1 1/2" - 2" cal.	B & B	6' Standard
35	T-2	<i>Acer rubrum 'Autumn Blaze'</i>	Autumn Blaze Maple	1 1/2" - 2" cal.	B & B	6' Standard
8	T-3	<i>Acer rubrum 'Red Sunset'</i>	Red Sunset Maple	1 1/2" - 2" cal.	B & B	6' Standard
13	T-4	<i>Acer platanoides 'Emerald Queen'</i>	Emerald Queen Norway Maple	1 1/2" - 2" cal.	B & B	6' Standard
18	T-5	<i>Prunus americana 'Amanogawa'</i>	Amanogawa Flowering Cherry	1 1/2" - 2" cal.	B & B	6' Standard
24	T-6	<i>Pyrus calleryana 'Capita'</i>	Capita Flowering Pear	1 1/2" - 2" cal.	B & B	6' Standard
8	T-7	<i>Liliodendron tulipifera</i>	Tulip Tree	1 1/2" - 2" cal.	B & B	
<b>SHRUBS</b>						
S-1		<i>Abelia grandifolia 'Ed Groucher'</i>	Edward Groucher Abelia	2 gal.	cont.	Full
S-2		<i>Aurelia Hybrid Lily Golden Splendor</i>	Golden Splendor Lily	2 gal.	cont.	Full
S-3		<i>Barbetta Bamburgh 'Crimson Pygmy'</i>	Crimson Pygmy Japanese Barberry	2 gal.	cont.	Full
S-4		<i>Colmagrobes x acutiflora 'Avalanche'</i>	Avalanche Feather Reed Grass	2 gal.	cont.	Full
S-5		<i>Cornus alternifolia 'Kelsey'</i>	Dwarf Redwig Dogwood	2 gal.	cont.	Full
S-6		<i>Cornus sericea Arctic Fire 'Farro'</i>	Arctic Fire Redwig Dogwood	2 gal.	cont.	Full
S-7		<i>Daphne odora</i>	Winter Daphne	2 gal.	cont.	Full
S-8		<i>Festuca glauca Elgin Blue</i>	Elgin Blue Fescue Grass	2 gal.	cont.	Full
S-9		<i>Eucynonus alatus 'Compass'</i>	Dwarf Burning Bush	2 gal.	cont.	Full
S-10		<i>Mahonia aquifolium 'Compass'</i>	Compact Oregon Grape	2 gal.	cont.	Full
S-11		<i>Penstemon alpestris Harneth</i>	Penstemon alpestris Harneth	2 gal.	cont.	Full
S-12		<i>Pilea japonica 'Mt. Fuji'</i>	Mt. Fuji Japanese Andromeda	18"-24"	cont.	Full
S-13		<i>Rosa 'prostrata red'</i>	Red Prostrata Rose	2 gal.	cont.	Full
S-14		<i>Rhododendron 'Yaku Princess'</i>	Yaku Princess Rhododendron	16"-24"	wh/uds	Full
S-15		<i>Rhododendron 'Quintillion'</i>	Dwarf Rhododendron	16"-24"	wh/uds	Full
S-16		<i>Rhododendron 'J.M'</i>	J.M Rhododendron	16"-24"	wh/uds	Full
S-17		<i>Prunus laurocerasus 'Ota Lukeni'</i>	Ota Lukeni Laurel	2 gal.	cont.	Full
S-18		<i>Spiraea japonica 'Gold Flame'</i>	Gold Flame Spiraea	2 gal.	cont.	Full
S-19		<i>Spiraea japonica 'Magik Carpet'</i>	Magik Carpet Spiraea	2 gal.	cont.	Full
S-20		<i>Spiraea japonica 'Goldmann'</i>	Goldmann Spiraea	2 gal.	cont.	Full
S-21		<i>Viburnum davidii</i>	Dwarf Viburnum	2 gal.	cont.	Full
S-22		<i>Viburnum sp. 'Spring Bouquet'</i>	Spring Bouquet Viburnum	5 gal.	cont.	Full
S-23		<i>Ilex crenata 'Convexa'</i>	Convexa Japanese Holly	2 gal.	cont.	Full
S-24		<i>Ilex crenata 'sky penck'</i>	Sky Penck Japanese Holly	4.5	Planted 2 1/2" cal.	Full
S-25		<i>Ligustrum japonicum 'Teanant'</i>	Texas Weir Leaf Privet	5 gal.	cont.	Full

CONTRACTOR TO VERIFY ALL QUANTITIES OF PLANT MATERIALS WITH LANDSCAPE DESIGN & CONSULTANTS PRIOR TO INSTALLATION. PLANT MATERIAL SUBSTITUTIONS MAY BE MADE BY THE OWNER FOR PLANT MATERIALS OF SIMILAR HABIT, FLOWERING CHARACTERISTIC AND/OR STRUCTURE OF GROWTH DUE TO AVAILABILITY.



**DECIDUOUS TREE PLANTING AND STAKING DETAIL**  
N.T.A.



**SHRUB PLANTING DETAIL**  
N.T.A.



**SCHEMATIC LANDSCAPE NOTES & DETAILS**

**HERBER FAMILY APARTMENTS**

NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE TO THESE DRAWINGS WITHOUT THE WRITTEN AUTHORIZATION FROM DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION. MULTITECH ENGINEERING ASSUMES NO LIABILITY IF NOT STAMPED APPROVED.

DESIGNED BY: T.A.K.  
DRAWN BY: T.A.K.  
CHECKED BY: T.A.K.  
DATE: FEB. 2015  
SCALE: AS SHOWN  
AS-BUILT:

LANDSCAPE & IRRIGATION DESIGN BY:  
**LANDSCAPE DESIGN & CONSULTANTS LLC**  
Doing business since 1985

JOB # 5725  
**L1.4**

603 W. BROADWAY, SUITE 200, SALEM, OR 97301 PHONE: 503.511.8100



**S&S MULTI/TECH**  
 COMMERCIAL ARCHITECTURE  
 1000 W. 10th Street, Suite 100  
 Lincoln, NE 68502  
 Phone: (402) 441-1111  
 Fax: (402) 441-1112

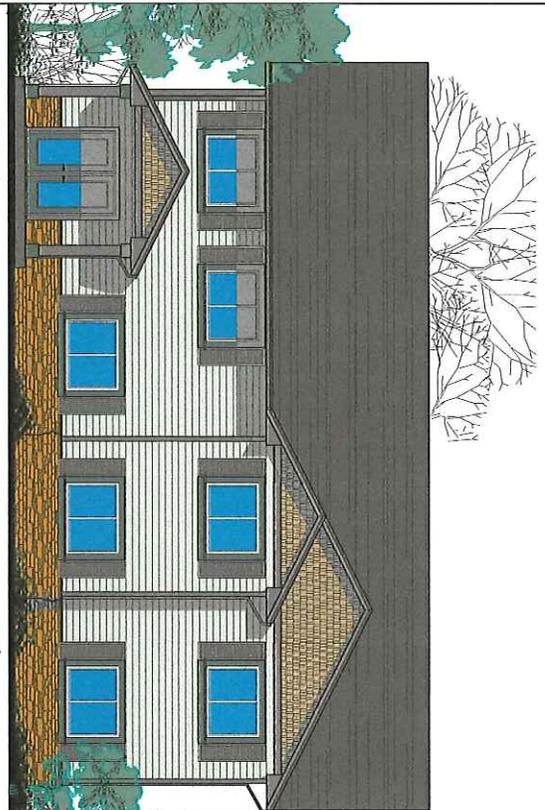
**ELEVATION LAYOUT PLAN**

**HERBER PROPERTIES APARTMENT COMPLEX**

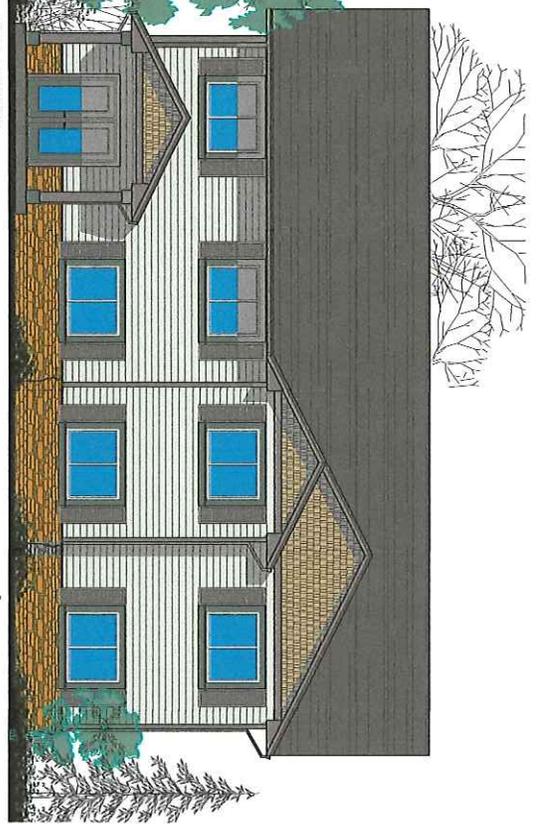
AS SHOWN, MODIFIED OR  
 NOT DRAWN TO SCALE  
 DRAWN FOR THE ARCHITECT  
 PROJECT NO. 2011-001  
 PREPARED BY S&S MULTI/TECH  
 REPRESENTATION

DATE: 11/13/13  
 DRAWN BY: J.L.L.  
 CHECKED BY: J.L.L.  
 JOB NO.: 2011-001  
 SHEET NO.: 8 OF 25

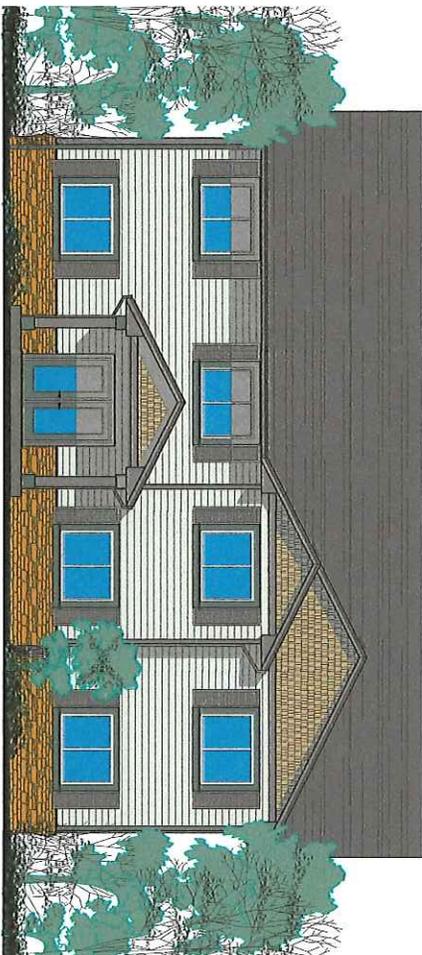
**A6.0**



REAR ELEVATION  
1/4" = 1'-0"



REAR ELEVATION  
1/4" = 1'-0"



REAR ELEVATION  
1/4" = 1'-0"

A1.8



DESIGN: P.L.M.  
 DRAWN: S.P.N.  
 CHECKED: M.D.G.  
 DATE: MAY 2019  
 SCALE: AS SHOWN

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**VERDA LANE APARTMENT COMPLEX**

**ELEVATIONS PLAN**



# Transportation Planning Rule Analysis

for

## Herber Family Apartments

Keizer, Oregon

March 17, 2016

completed with  
MultiTech Engineering Services, Inc.

Prepared by:  
Associated Transportation Engineering & Planning, Inc.  
Salem, Oregon 97302  
16-313



A.T.E.P., Inc.  
1155 13th St. S.E.  
Salem, OR 97302

Tel.: 503-364-5066  
FAX: 503-364-1260  
e-mail: kbirky@ateptnc.com

# Memo

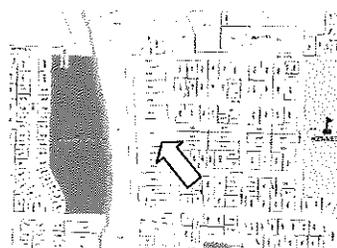


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1155 13th St. S.E.  
Salem, OR. 97302

Tel.: 503-364-5066  
FAX: 503-364-1260  
e-mail: kbirky@atepinc.com

Date: March 17, 2016  
To: Mr. Mark Grenz, PE, IC  
From: Karl Birky, PE, PTOE  
Re: Transportation Planning Rule - Herber Family Apartments

I thank you for asking ATEP, Inc to provide this Transportation Planning Rule analysis for the proposed comprehensive plan map amendment and zone change of tax lots 3000 through 3600 of tax map 7S 3W Sec 2AA and lots 6700 through 7300 of tax map 7S 3W Sec 2AD. The 7.5 acre site is on the west side of Verda Lane between Chemawa Rd NE and Dearborn Ave in Keizer, OR. The change in the comp plan map you are requesting is from LD (Low Density Residential) to MHRD (Medium High Density Residential) and a zone change from RS to RM. In 2014 the City Council denied the request and it was appealed to LUBA. After subsequent discussion with the City, you have made changes to the site application and are resubmitting it for approval.



The 7.5 acre site is currently zoned for single family homes and the City of Keizer development code allows for single family parcels to develop with a density of 8 units/acre or in this case with 60 (theoretical) single family homes. The application you have submitted requests a comp plan map amendment and zone change to allow construction of 112 apartment units. You have asked ATEP to address the Transportation Planning Rule impact of the requested map amendment and zone change.

The Transportation Planning Rule (TPR) was adopted in Oregon years ago to provide direction and order to development in Oregon cities. The rule limits making changes to zoning and comprehensive maps that would "significantly affect" the transportation system that has developed and/or is being planned for the future in the City. For instance the rule would not allow a fast food restaurant in a residential neighborhood because it would generate significantly more traffic than is expected in a residential neighborhood. Cities use the ITE Trip Generation Manual to estimate the trip generation of a variety of uses. This study will use the Trip Generation Manual to estimate trip generation on this site. Application of the TPR often results in City's setting a cap (a limit) on the number of trips a project can generate so the traffic generated does not "significantly affect" the transportation system. This analysis recommends a cap on the trip generating capacity of development. The City should consider adding a trip generation cap of 750 daily trips, 60 AM Peak hour trips and 70 PM Peak hour trips from the site as a condition of approval.

A single family home generates 9.52 trips per day. 0.75 of those trips will be during the AM Peak hour and 1.00 trips will occur during the PM Peak hour. In this instance the site is zoned RS and could have 60 homes built on it. Sixty homes are estimated to generate 571 trips per day, 45 trips during the AM Peak hour and 60 trips during the PM Peak hour. If the zoning is changed to RM, the City Development Code would allow apartment units to be built on the site. An apartment unit generates 6.65 trips per day. 0.51 in the AM Peak hour and 0.62 trips in the PM Peak hour. The proposed 112 dwelling

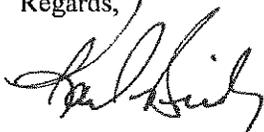
units would generate 745 trips per day, 57 during the AM Peak hour and 69 during the PM Peak hour. During the AM peak traffic periods there would be an estimated 12 (57 - 45) additional vehicles using the transportation system. There would be 9 (69 - 60) additional vehicles during the PM Peak hour. There would be 174 additional trips on an average day. Roadways are designed to carry peak volumes of traffic which generally occurs during the PM Peak hour. PM Peak hour traffic generally has the greatest affect on the roadway system. The 9 additional vehicles per hour (1 vehicle every 6.5 minutes) from the apartments (instead of single family homes) will not have a "significant affect" on the traffic in the City.

The City of Keizer is working with ODOT to construct a roundabout at the intersection of Verda Lane and Chemawa Rd. This intersection is a concern to residents and users of the roadway. Roundabouts are a recent traffic control facility being used in Oregon. The literature indicates a significant increase in the number of roundabouts in the United States in the recent past. Lincoln, Nebraska found a 37% decrease in all accidents at intersections with roundabouts and a 65% decrease in travel delay. Other studies support the Lincoln experience. Traffic may move through a roundabout more slowly, but travel times are reduced because there are fewer stopping points with a roundabout and crashes at the intersection decline significantly.

While not scientific, the "Myth-Busters you-tube video" comparing roundabouts to 4 way stop control is interesting, enlightening and surprising. They found the roundabout handled 460 vehicles in 15 minutes (1840 veh/hour) compared to 385 vehicles in 15 minutes (1540 veh/hour) through a 4 way stop. This 20% improvement in capacity is consistent with other research. The 69 anticipated PM Peak hour trips the 112 apartments will generate can be added to the transportation system and it is reasonable to assume that crashes and travel times will be reduced from today's values with the completion of the roundabout.

Changing the comprehensive plan map and the zoning of the parcels will not generate traffic volumes that "significantly affect" the transportation system. The construction of a roundabout at the Verda Lane at Chemawa Road intersection can be expected to improve crash rates and reduce travel times with the added traffic from the planned apartments. The City should consider adding a trip generation cap of 750 daily trips, 60 AM Peak hour trips and 70 PM Peak hour trips from the site as a condition of approval. I can be reached at 503-364-5066 if there is additional information that you might find helpful. I thank you for asking ATEP to provide this analysis.

Regards,



Karl Birky, PE, PTOE  
Traffic Engineer  
Associated Transportation Engineering & Planning, Inc.



12/31/2017

Attached: Site Map  
Trip Generation sheets  
Washington DOT Information Sheet



# Single-Family Detached Housing (210)

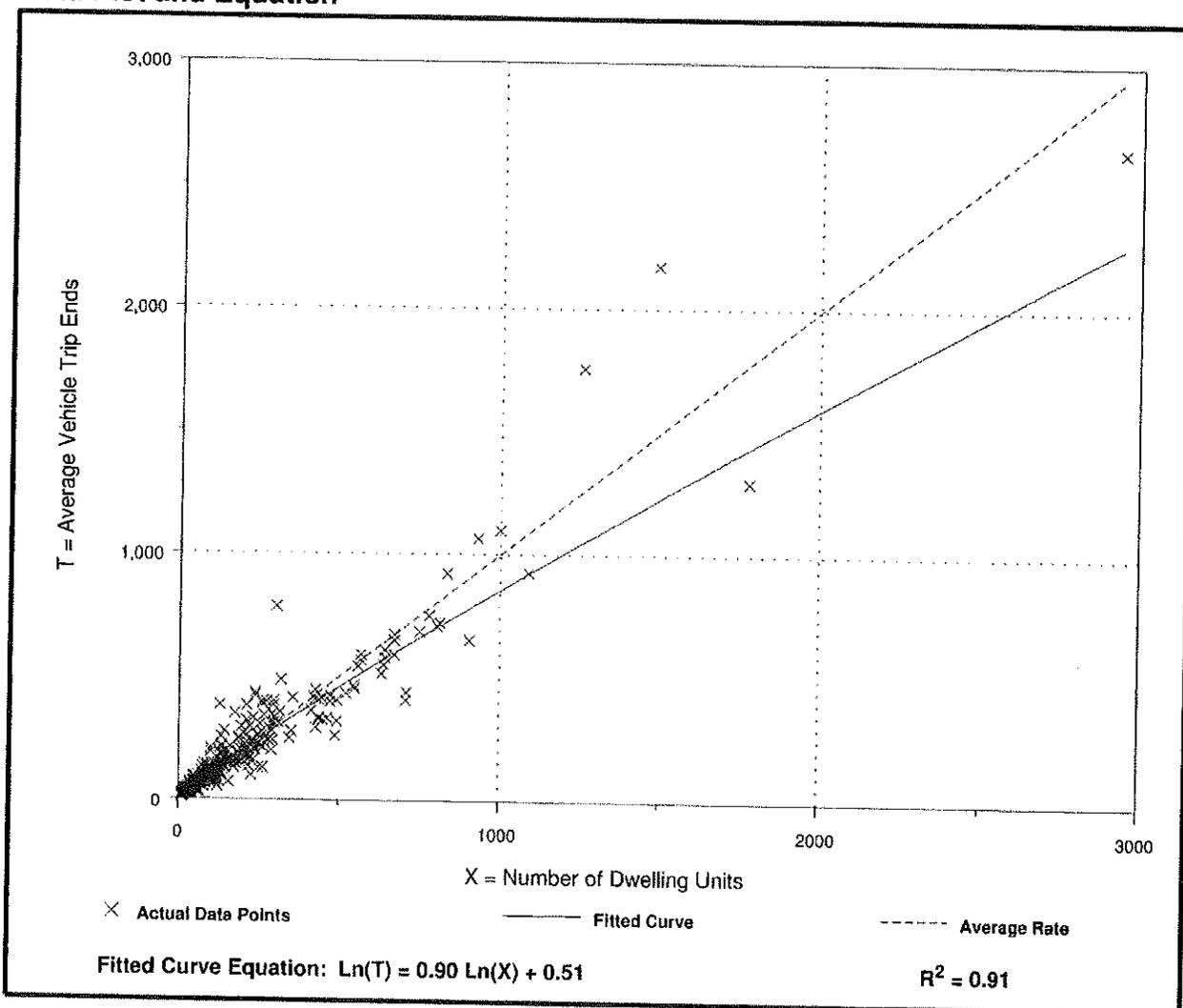
**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 321  
 Avg. Number of Dwelling Units: 207  
 Directional Distribution: 63% entering, 37% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.42 - 2.98	1.05

### Data Plot and Equation



# Apartment (220)

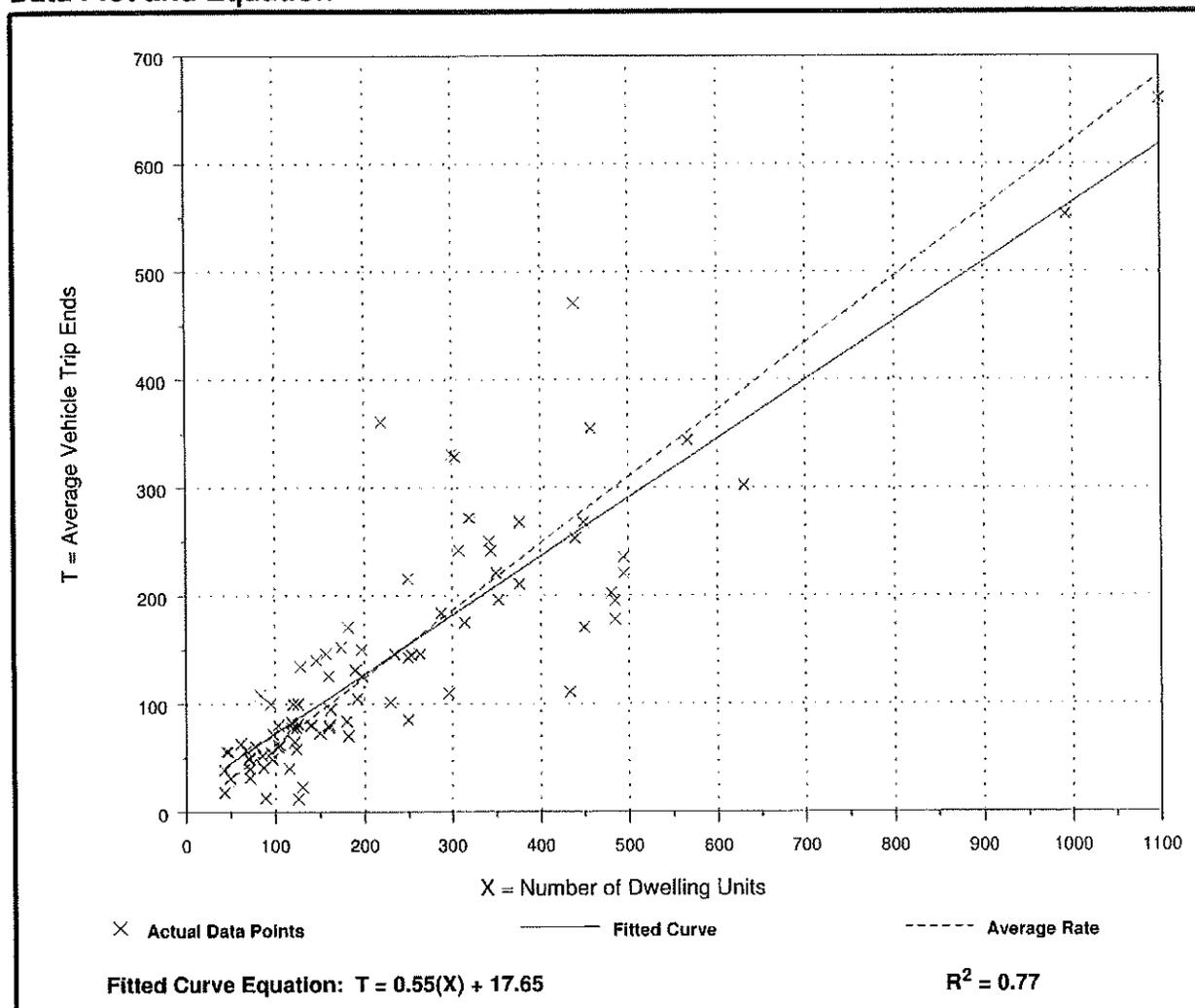
**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

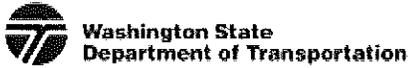
Number of Studies: 90  
 Avg. Number of Dwelling Units: 233  
 Directional Distribution: 65% entering, 35% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

### Data Plot and Equation





## Roundabout Benefits

### Improve safety

Studies have shown that roundabouts are safer than traditional stop sign or signal-controlled intersections.

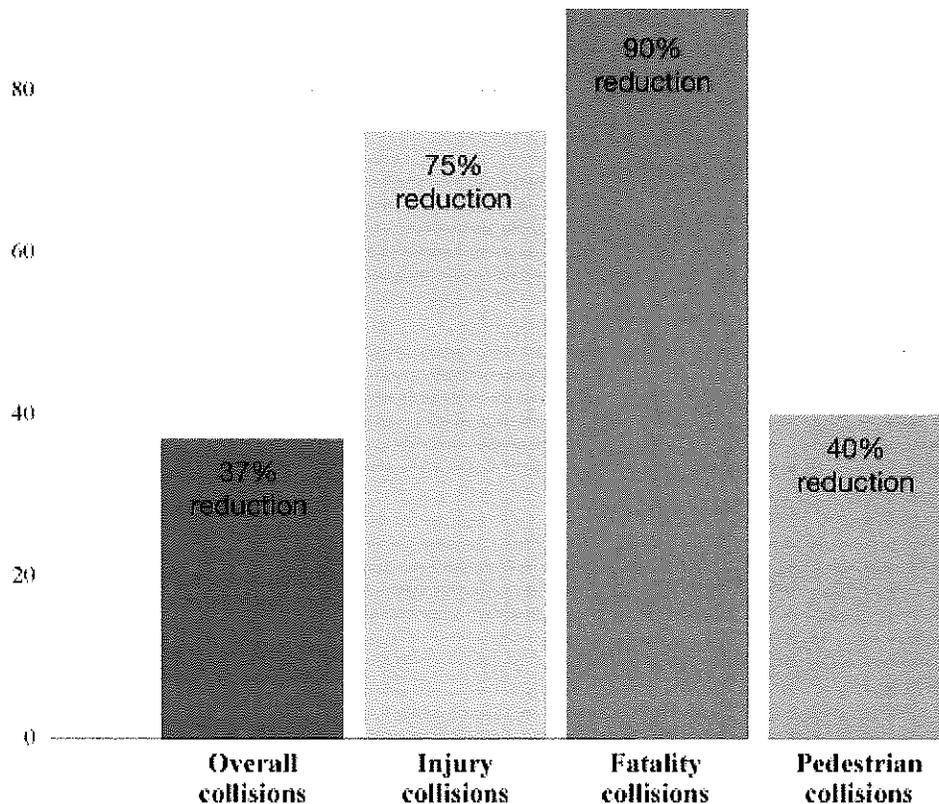
Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration have shown that roundabouts typically achieve:

- A 37 percent reduction in overall collisions
- A 75 percent reduction in injury collisions
- A 90 percent reduction in fatality collisions
- A 40 percent reduction in pedestrian collisions

### Reduction in collisions

*percent*

100



Source: Federal Highway Administration and Insurance Institute for Highway Safety (FHWA and IIHS)

There are several reasons why roundabouts help reduce the likelihood and severity of collisions:

- **Low travel speeds** – Drivers must slow down and yield to traffic before entering a roundabout. Speeds in the roundabout are typically between 15 and 20 miles per hour. The few collisions that occur in roundabouts are typically minor and cause few injuries since they occur at such low speeds.
- **No light to beat** – Roundabouts are designed to promote a continuous, circular flow of traffic.

Drivers need only yield to traffic before entering a roundabout; if there is no traffic in the roundabout, drivers are not required to stop. Because traffic is constantly flowing through the intersection, drivers don't have the incentive to speed up to try and "beat the light," like they might at a traditional intersection.

- **One-way travel** – Roads entering a roundabout are gently curved to direct drivers into the intersection and help them travel counterclockwise around the roundabout. The curved roads and one-way travel around the roundabout eliminate the possibility for T-bone and head-on collisions.

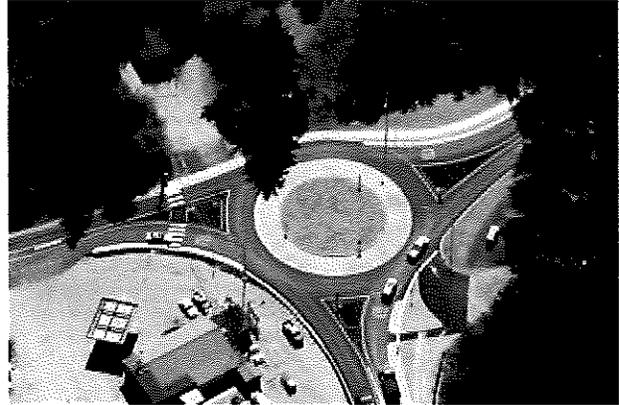
Curious to know more? Watch a video about how roundabouts improve safety.

## Reduce delay, improve traffic flow

Contrary to many peoples' perceptions, roundabouts actually move traffic through an intersection more quickly, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, drivers don't have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop – only yield – so the intersection can handle more traffic in the same amount of time.

Studies by Kansas State University

<http://www.ksu.edu/roundabouts/> measured traffic flow at intersections before and after conversion to roundabouts. In each case, installing a roundabout led to a 20 percent reduction in delays. Additional studies by the IHS of intersections in three states, including Washington, found that roundabouts contributed to an 89 percent reduction in delays and 56 percent reduction in vehicle stops.



## Less expensive

The cost difference between building a roundabout and a traffic signal is comparable. Where long-term costs are considered, roundabouts eliminate hardware, maintenance and electrical costs associated with traffic signals, which can cost between \$5,000 and \$10,000 per year.

Roundabouts are also more effective during power outages. Unlike traditional signalized intersections, which must be treated as a four-way stop or require police to direct traffic, roundabouts continue to work like normal.

## Less space

A roundabout may need more property within the actual intersection, but often take up less space on the streets approaching the roundabout. Because roundabouts can handle greater volumes of traffic more efficiently than signals, where drivers may need to line up to wait for a green light, roundabouts usually require fewer lanes approaching the intersection.

## Good locations for roundabouts

Roundabouts are safe and efficient, but they are not the ideal solution for every intersection. We look at several factors when deciding to build a roundabout at a specific intersection. Engineers consider these characteristics when determining the best solution for a particular intersection:

- **Accident history** – data about the number of accidents, type of crash, speeds, and other contributing factors are analyzed.
- **Intersection operation** – the level of current and projected travel delay being experienced, and

backups on each leg of the intersection.

- **Types of vehicles using the intersection** – we look at the different kinds of vehicles that use the intersection. This is especially important for intersections frequently used by large trucks.
- **Cost** – this includes the societal cost of accidents, right-of-way (land purchase) requirements, and long-term maintenance needs.

[Back to top](#)

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TO: Sam Litke, Senior Planner  
RE: Comprehensive Plan Map Amendment / Zone Change / Lot  
Line Adjustment Case 2014-11 REMAND  
APPLICANT: HERBER FARM LLC

#### PUBLIC WORKS DEPARTMENT REQUIREMENTS:

The application is for a Comprehensive Plan Amendment, a Zone Change, and a Lot Line Adjustment involving 7.5 acres. The subject property is bordered by Chemawa Road, Verda Lane, Dearborn Avenue, and unimproved Philip Street. It appears from the applicant's submittals that the property is made up of 14 tax lots. The lot line adjustment would remove the tax lot lines and result in one parcel. The parcel is proposed to be developed as Medium High Density Residential, which is a change from the existing Low Density zoning. Public and private facilities will be necessary for the development of the parcel, and are listed below.

No building permits will be issued until the required public improvements listed below are completed and accepted by the City, or acceptable guarantees are in place to ensure completion of the required public improvements.

#### SANITARY SEWERS:

The subject property is located within the original Keizer Sewer District. Therefore a sanitary sewer trunk line acreage fee will not be required.

- a.) City of Salem approval for local sewer permits will need to be issued prior to construction. Prior to submitting plans to the City of Salem for approval, the developer's engineer shall submit plans to the City of Keizer for review and determination of compliance with the City's Master Sewer Plan for the area.
- b.) Connecting to existing sewers that serve the general area will be the responsibility of the developer of the property. Any public sewer facilities located outside of platted right of ways will require that the appropriate easements be shown on the recorded plat. The recorded easement shall be to the City of Keizer and shall meet the City of Salem Design Standards.
- c.) Any existing septic tank and drain fields shall be located and abandoned per state and county regulations.

#### WATER SYSTEM:

- a.) A master water system plan showing proposed routes of public water mains, fire hydrants and individual services shall be prepared prior to submission of construction plans for the development. Any public water facilities located outside of platted right of ways will require that the appropriate easements be shown on the recorded plat. The recorded easement shall be to the City of Keizer and shall meet the City of Keizer design standards. Any system development charges for water system

improvements will be those in place at the time of individual service connections.

- b.) Final development plans shall be reviewed by the Keizer Fire District with regard to access and adequate location of fire hydrants prior to issuance of any public improvement permits.
- c.) Any existing wells on the subject property are to be abandoned. The developer shall provide evidence that any abandonment of existing wells has been completed in accordance with the rules of the Oregon State Water Resources Department.
- d.) Location of all meters are to be approved by the City of Keizer Public Works Department.

#### STREET AND DRAINAGE IMPROVEMENTS:

- a) Street improvements will be required to provide an adequate transportation system that will serve the proposed development. Right of way dedication will be required along Verda Lane and Dearborn Avenue. Verda Lane is designated as a Minor Arterial Roadway and Dearborn Avenue is designated as a Collector Roadway. The minimum acceptable Right of Way for Minor Arterials is 72 feet which will result in a 36 foot Right of Way from the center of the current Verda Lane Right of Way. The minimum acceptable Right of Way for Collectors is 68 feet which will result in a 34 foot Right of Way from the center of the current Dearborn Avenue Right of Way. Public street improvements will be required prior to any development of the subject property. At a minimum, public street improvements will include street widening of both Verda Lane and Dearborn Avenue with a 6 foot wide property line sidewalk. Public Street improvements will require appropriate drainage swales if necessary to comply with city water quality standards. A 10 foot wide public utility easement will be required to be dedicated on the Lot Line Adjustment Plat along Chemawa Road, Dearborn Avenue and Verda Lane. No access will be allowed to Philip Street from the subject property. The northerly access to the subject property from Verda Lane will be for emergency vehicles only and will be a gated. The right in, right out southerly access shown on the preliminary cover sheet will need to be constructed such that right turns only movements are allowed.

The applicant submitted a Transportation Planning Rule Analysis dated March 17, 2016 as part of the land use application. The City of Keizer does not disagree with the methodology or supporting language used but further information may be required for review.

The City of Keizer is currently designing roadway improvements for Dearborn Avenue and the subject property will be assessed a portion of the construction costs. The assessment will be for the portion along the frontage of the subject property. The City Engineer will determine the amount of assessment. No development of the subject property will be

approved until the assessment is paid.

b) The developers engineer shall submit an overall storm drainage plan that will provide service to this development consistent with the City Master Storm Drain Plan for this area of Keizer and consistent with the city's adopted design standards. An existing public storm drain line is located on the subject property near the tax lot lines shown as 3200 and 3300 on the applicant's submittal. The applicant's surveyor will be required to locate the storm drain line and plat an appropriate easement consistent with the City of Keizer's Public Works Standards on the proposed Lot Line Adjustment Plat.

Storm water detention for the proposed development shall be required. All storm water and roof drains are to be connected to an approved system designed to provide adequate drainage for the proposed new driveways and other hard surfaces. Storm water quality improvements will be required.

c.) A grading and drainage plan shall be developed for the subject property. Details shall include adequate conveyance of storm water from adjacent property across the subject property. This plan shall be submitted and approved by the Public Works Department prior to the issuance of any permits for street or storm drainage for the subject property. Grading and drainage plans shall be in conformance with the City of Keizer Public Works Standards. Additional information regarding street grades, site grading, inverts, etc, will be required for review prior to any plan approval. The drainage plan for the development shall comply with the Keizer Development Code.

#### OTHER

a.) Construction permits are required by the Department of Public Works prior to any public facility construction.

b.) A Pre-design meeting with the City of Keizer Public Works Department will be required prior to the Developer's Engineer submitting plans to either the city of Keizer or the City of Salem for review.

c.) Street opening permits are required for any work within the City Right of Way that is not covered by a Construction Permit.

d.) A Pre-construction conference shall be required prior to commencement of any construction under permits issued by the city.

e) An Improvement Agreement shall be executed between the developer and the City of Keizer prior to the recording of the plat.

f) Erosion control permits shall be obtained from the City of Keizer prior to the disturbance of any soil on the subject property. Additionally, if

required by the Oregon Department of Environmental Quality, a 1200-C permit will be required from the Oregon Department of Environmental Quality and furnished to the City of Keizer by the developer prior to issuance of an erosion control permit.



DAVID FRIDENMAKER, Manager  
Facility Rental, Planning, Property Services  
3630 State Street, Bldg. C • Salem, Oregon 97301-5316  
503-399-3335 • FAX: 503-375-7847

Christy Perry, Superintendent

April 11, 2016

Sam Litke, Senior Planner  
Keizer Community Development Department  
PO Box 21000  
Keizer OR 97307-1000

RE: Land Use Activity  
Revision to Comprehensive Plan Amendment 2014-11, 4800 block Verda Lane NE

**SUMMARY OF COMMENTS**

School Assignment: Kennedy Elementary School, Claggett Creek Middle School and McNary High School

School Capacity: Sufficient school capacity currently exists to serve the proposed development at Kennedy Elementary School and Claggett Creek Middle School and does not currently exist at McNary High School.

School Transportation Services: Students residing at the subject property location will be within the walk zone for the assigned schools and will not be eligible for school transportation services.

Please find below information and comments regarding the proposed land use activity identified above. If you have questions, please call at (503) 399-3335.

**ELEMENTARY SCHOOL INFORMATION (GRADES K TO 5)**

1. School Name: Kennedy Elementary School
2. Estimated change in student enrollment due to proposed development: 23
3. Current school capacity: 598
4. Estimate of school enrollment including new development: 481
5. Ratio of estimated school enrollment to total capacity including new development: 80%.
6. Walk Zone Review: Within walk zone of Elementary School.
7. Estimate of additional students due to previous 2015 land use applications: 0
8. Estimate of additional students due to previous 2016 land use applications: 0
9. Estimated cumulative impact of 2015-2016 land use actions on school capacity: 80% of capacity.

#### MIDDLE SCHOOL INFORMATION (GRADES 6 TO 8)

1. School Name: Claggett Creek Middle School
2. Estimated change in student enrollment due to proposed development: 9
3. Current school capacity: 1,040
4. Estimate of school enrollment including new development: 935
5. Ratio of estimated school enrollment to total capacity including new development: 90%
6. Walk Zone Review: Within walk zone of Middle School.
7. Estimate of additional students due to previous 2015 land use applications: 4
8. Estimate of additional students due to previous 2016 land use applications: 0
9. Estimated cumulative impact of 2015-2016 land use actions on school capacity: 90% of capacity.

#### HIGH SCHOOL INFORMATION (GRADES 9 TO 12)

1. School Name: McNary High School
2. Estimated change in student enrollment due to proposed development: 9
3. Current school capacity: 1,964
4. Estimate of school enrollment including new development: 2,055
5. Ratio of estimated school enrollment to total capacity including new development: 105%
6. Walk Zone Review: Within walk zone of High School.
7. Estimate of additional students due to previous 2015 land use applications: 7
8. Estimate of additional students due to previous 2016 land use applications: 0
9. Estimated cumulative impact of 2015-2016 land use actions on school capacity: 105% of capacity.

#### ESTIMATE SUMMARY (GRADES K TO 12):

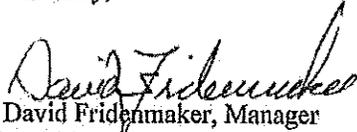
1. Total estimated change in student enrollment: 41
2. Total estimated student enrollment over capacity: 9
3. Total estimated cost to District for new facilities, beyond current facility capacity, due to change in student enrollment: **\$ 139,000**
4. Total estimated additional income to District for new facilities due to change in student enrollment: **\$ 0**

Developer should provide paved walk route(s) to allow pedestrian and bicycle access to school(s) from 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 195.115, 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.

ASSUMPTIONS:

1. When land use request is granted, 112 additional residences will be built.
2. Estimates are computed using the Student Rate per Dwelling Method described in the District's Long-term Facilities Plan for years 2008-2015.
3. If current capacity exists at the schools currently serving the parcel then an estimate of zero cost, or no significant impact, is made.
4. If current capacity does not exist at the schools currently serving the parcel then an estimate of cost for one-time capital improvements is made.
5. Income from the proposed land use for capital improvement is assumed to be zero since capital improvement funds come from voter approved bond measures that can be an unpredictable and irregular source of income.

Sincerely,

  
David Fridenmaker, Manager  
Facilities and Planning Dept.  
Planning and Property Services

c: Mike Wolfe, Chief Operations Office  
Jim Jenney, Manager – Custodial and Property Services  
William White, Manager – Risk Management  
Michael Shields, Director – Auxiliary Services

JUN 03 2016

To: The Planning Dept. for the City of Keizer  
Attn: Mr. Sam Litke, Senior Planner

COMMUNITY DEVELOPMENT

Dear Mr. Litke and members of the planning dept.,

Thank you for the opportunity to voice my concerns regarding plans to build a large apartment complex on the Herber property. These concerns are as follows:

- Additional traffic on Verda Lane will affect those of us who need to make a left turn onto Verda in order to travel south. We already experience long waits during the morning commute, especially when the schools are in session. Adding another 100 or more cars will only extend the back-up. Trains cutting off access also add to the frustration of trying to get to work on time.
- Adding more students to our local schools is in direct conflict with attempts to lower the student to teacher ratio in the classrooms. There are already a number of large apartment complexes in this area.
- There will be heightened risk of flooding from Claggett Creek during heavy rains in winter and spring: Currently, much of the water is absorbed by the pasture.
- Currently, large flocks of water fowl gather in the lake which forms at the lower elevation just above the creek, turning this into a wetland. Wetlands were already lost when the schools down stream were built.
- Inevitable pollution caused by pesticides, herbicides, and petroleum products from vehicles will find its way in run-off into Claggett Creek and will be detrimental to wildlife which resides in and along the creek.
- The neighboring communities will experience the loss of mental and emotional advantages offered by open green space which is known to reduce stress and anxiety.
- There likely will be a rise in the crime rate as a result of population density and a conflict between socio-economic differences.

Thank you for considering these issues when making your decision on how to move forward with the realization of how that decision could impact the existing neighborhoods.

Respectfully,



Marilyn Prothero  
1629 Wiessner Dr.  
Keizer, OR

RECEIVED  
CITY OF KEIZER

JUN 03 2016

COMMUNITY DEVELOPMENT

To: Mr. Sam Litke

Re: Comprehensive Plan Change / Case 2014-11

As residents of Verda Lane, we feel that the proposed zoning change has great potential to adversely affect the quality of our lives.

We moved to Keizer four years ago with the intent to retire in a nice little community away from the city. What we discovered was an area that already has too much traffic and a disturbing amount of crime. Creating a denser population in our neighborhood can only compound those issues.

Any step toward increasing the noise and congestion on Verda Lane is a very unhappy prospect to us. The Transportation Planning Rule memo provided to the applicants conclude that locating an apartment complex on Verda Lane would only slightly increase the traffic impact over residential use. To those of us who now live on Verda Lane the bubble has already burst, please don't add to the pain. To those who are pleased to remind us that we live on an "arterial street", we say, it is more than that to us: our homes are on the edge of it. And the recommendation to improve the situation by widening the street only brings the problem closer to our front doors.

We are fearful when we read the economic development goal of "create a housing type that is a less expensive option for families." While that sounds very charitable on the surface, it immediately raises a red flag for us. During the previous two public meetings glossy presentations have been made visualizing the happy potential of a dense apartment complex on the street. As we understand it, the property is not yet even in the hands of the final developer, making speculation on the appearance and quality of the complex little more than a red herring. The possibility of more low income housing in our neighborhood, even for the sake of economic development, is a risk to which we are opposed.

We feel that the promotion of a denser population in our community cannot help but adversely affect the quality of our lives, and that of our neighbors. The writers of the Planning Goals (not likely residents of Verda Lane) call the area which places a respectable distance between residences "underutilized property." We believe that the pursuance of this philosophy only fosters the crime and congestion mentioned above, and so we must speak out against it.

Alan and Susan Kendall  
4180 Verda Lane  
Keizer

June 3, 2016

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JUN 03 2016

To Whom It May Concern:

COMMUNITY DEVELOPMENT

We write to you in opposition of the proposed plan to change the zoning of the property located at 4800 and 4900 Verda Ln NE from Low Density Residential to Medium and High Density Residential. We oppose this change for the following reasons:

- With the new senior living facility, as well as according to signs that say Keizer Station Apartments, are being built off Chemawa Rd NE near St Croix Way NE, is there really a need for more apartments to be built on Verda Ln NE? If you look all throughout Keizer there are numerous apartment complexes with signs that say "Now Leasing or Renting". There is one such complex located on Keizer Rd NE, about 2 blocks from the proposed site of the Herber Family Apartments.
- With all of these potential new households being added to Keizer, but only one grocery store (Safeway) for the whole of Keizer, the citizens of Keizer are going to be forced to shop outside of Keizer. As citizens of Keizer who have lived here since we were in grade school and are now raising our own family here, we do 80% of our shopping in Keizer, only going outside of Keizer for items that are not available in Keizer. If the stores, especially the only grocery store, become more crowded due to the addition 100+ more potential households being added, citizens may start going outside of Keizer to shop in order to get away from the crowds and congestion at the stores locally, due to the limited availability of stores for the citizens of Keizer. The heart of Keizer (River Rd.) is dying. There are so many vacant buildings along River Rd. The City of Keizer should be concerned with filling these vacancies with businesses that meet the needs of the current citizens and improve Keizer before it adds 100+ apartments and households.
- Our schools and teachers are already overwhelmed. With the elementary schools in Keizer each having a minimum of 400 students and only 2 middle schools and 1 high school, the addition of the apartments will add more students for teachers and schools whose resources are already stretched thin. Not only will this affect the schools, but what will these kids do during the non-school hours? There is nothing in Keizer to keep kids engaged and out of trouble except a small Boys & Girls Club located in a single portable style classroom at Kennedy Elementary. When there are more citizens, specifically juveniles, with nothing to do, there is a likelihood for an increase in crime.
- The city of Keizer is installing a roundabout at the intersection of Chemawa Rd NE and Verda Ln NE where there is currently a 4-way stop. According to the City, this will ease current traffic congestion. Adding 100+ apartments right by that intersection, which means 100+ more vehicles traveling through that intersection each day seems counterproductive to what the city is claiming to do by adding a roundabout there. As someone who travels through that intersection 5 days a week to get to and from work, that intersection is not congested on a regular basis. If anything, the roundabout will make it more congested.

While we are vehemently opposed to the proposed apartments on Verda Ln NE, we would not be opposed to seeing residential single family homes being built in this same area instead. Citizens of Keizer have already made it clear they do not want apartments at the proposed location on Verda Ln NE when the issue was initially reviewed in 2014. If the City Council decides to approve the proposed changes, then the Council Members are not looking at what is best for the City of Keizer and what is wanted by the Citizens of Keizer.

Sincerely,

*Brittany & Matthew Garza*

Brittany & Matthew Garza  
1880 Keizer RD NE  
Keizer OR

JUN 02 2016

PLEASE CHECK THE APPROPRIATE ITEMS: COMMUNITY DEVELOPMENT  
Comments submitted will be made a part of the decision and are not considered confidential.

\_\_\_\_\_ I/we reviewed the proposal and determined I/we have no comment.

\_\_\_\_\_ My/our comments are in the attached letter.

\_\_\_\_\_ My/our comments are: what is different since we  
denied this request last year, lowering the  
total units ~~is~~ does not lower the unit  
count for the total amount under  
the limit for this area. what is the  
total count if this is approved?  
this is not proper use of this land  
in the greater scene of things

Response Date: 6/2/16 Person commenting: Daniel Frwin  
Phone No. (not required) 360-521-8625 Address 5080 Verda Ln NE  
Email address dfrwinshawd@yahoo.com

Copies of the Keizer Development Code are available for viewing at the Community Development Department or on the web at [www.keizer.org](http://www.keizer.org)

Comments submitted regarding this case must address the review criteria for a Comprehensive Plan map change (found in Section 3.109), Zone change (found in Section 3.110) and Lot Line Adjustment (found in Section 3.106) of the Keizer Development Code (KDC). (See attached)

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JUN 02 2016

CASE 2014-11

COMMUNITY DEVELOPMENT

THE WHOLE NEIGHBORHOOD IS AGAINST HAVING APARTMENTS ON THIS PROPERTY. THE IDEA THAT WE HAVE 3 STORY APARTMENTS IS EVEN WORSE.

THEY BLOCK OUT THE SKYLINE AND ARE NOT WHAT A NEIGHBORHOOD WANTS.

THE COMMENT THAT KEIZER NEEDS MORE HOUSING IS NOT TRUE. WE NEED TO CONTROL THE POPULATION OF KEIZER AND NOT BECOME ANOTHER PORTLAND.

NOT QUANTITY OF HOUSING BUT QUALITY OF HOUSING THIS APARTMENT COMPLEX WILL CAUSE THE FOLLOWING

1. LOWER HOUSE VALUES
2. MUCH INCREASE IN TRAFFIC
3. MORE POLICE RESPONSE
4. LOWER STANDARD OF LIVING

PEOPLE HAVE LIVED HERE AND MOVED HERE TO RESIDENTIAL PROPERTY FOR WHAT KEIZER WAS SO PLEASE DON'T RUIN THIS AREA FOR A LARGER TAX BASE.

THANK YOU

BOB JONES

5060 VERDA LANE NE

KEIZER OR 97303

JUN 02 2016

PLEASE CHECK THE APPROPRIATE ITEMS: <sup>COMMUNITY DEVELOPMENT</sup>

**Comments submitted will be made a part of the decision and are not considered confidential.**

I/we reviewed the proposal and determined I/we have no comment.

My/our comments are in the attached letter.

My/our comments are: Why does the City of  
Keizer seek an ill advised course  
of action toward greater population  
density, more pollution from vehicles,  
more frustrating traffic back up  
on the affected adjacent streets and  
re-contouring the land (flood plain)?

No, No & more NO!

High Density Residential, is  
for this particular geographical  
area, ~~is~~ extremely poor planning.  
Look beyond the dollar signs.

Response Date: June 2, 2016 Person commenting: Dee A. Sloan  
Phone No. (not required) \_\_\_\_\_ Address 1382 Dearborn Ave N.E, Keizer  
Email address dsloan33@me.com

Copies of the Keizer Development Code are available for viewing at the Community Development Department or on the web at [www.keizer.org](http://www.keizer.org)

Comments submitted regarding this case must address the review criteria for a Comprehensive Plan map change (found in Section 3.109), Zone change (found in Section 3.110) and Lot Line Adjustment (found in Section 3.106) of the Keizer Development Code (KDC). (See attached)

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JUN 02 2016

COMMUNITY DEVELOPMENT

May 30, 2016

Keizer Planning Department

Ref: Case 2014-11

In response to your "Request for Comments" letter dated 5/23/2016, I am writing as a homeowner very close to this new proposed apartment complex.

On the front page in the section labeled APPLICATION, the last sentence references a statement that this information packet "includes a traffic impact analysis addressing traffic impacts." My first comment is that I could not find a reference to any specific traffic impact analysis.

Within the package under Goal 6 – Air, Water, and Land Resources Quality, paragraph 5 includes a statement that "The traffic generated from the site will be minor compared to the total volume of traffic in this area, and will not create a significant additional air quality impact." While the issue of air quality may be valid, the question deals more directly with the total volume of traffic in this area.

Verda lane has evolved to be a primary alternative to River Road and as a result has seen a significant increase in traffic, especially during peak rush hour periods. Add to this the development within Keizer Station Area C with additional apartments being built on Chemawa which will also impact traffic growth.

During the last meeting the issue of widening Verda Lane to 3 so as to include a middle turn lane was discussed and I left that meeting with the understanding that existing code in Keizer required this additional lane. However, when I was reviewing the map included with this packet I could not determine if this was in fact going to occur (inclusion of a middle turn lane).

Please consider the fact that the development of 112 apartments could result in an additional 224 cars on that one section of road, making access and egress difficult.

Bottom line; please ensure a widening of Verda Lane to include at a minimum a middle turn lane.

  
Robert Thompson  
1970 CRANBERRY CT NE  
KEIZER OR 97307

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CITY OF KEIZER

JUN 03 2016

COMMUNITY DEVELOPMENT

Paul and Mandy Elder

1968 Wiessner Dr NE

Keizer Or, 97303

06/01/2016

The City of Keizer Planning Department and Keizer City Council,

In regards to subject property located at 4800 and 4900 Verda Ln NE, Marion County, Keizer Oregon plan amendment change/zone change/lot line adjustment for case 2014-11.

Upon receiving a letter in the mail on May 25th, 2016, I was somewhat dismayed that I had to send in a comment on the changes by June 3rd to the Heber property otherwise it would be considered that I had no concerns in this matter. Let me assure you that I have several concerns.

My first concern is that in the February 3rd meeting of 2016, changes that would be coming would be discussed in a public city council meeting before any other changes would be considered. The plan revisions that were provided in the Notice of Public Hearing, which has no page numbers to make reference to, was strategically sent out over a holiday weekend. Most of the people in Keizer that this proposal affects would be vacationing or otherwise preoccupied with family. The caveat of not mailing in a response by June 3rd would render me in favor of the Heber property in question.

The second concern about this revised plan is the Heber Property-Site Plan Revisions page has outlined six bullet point. I will focus on four of those six.

1. The neighborhood meeting bullet point. Yes, there was a neighborhood meeting on February 3rd 1996, however no one was for having the land developed into apartments except the Herber family, and the developer they hired.
2. Transportation. A traffic engineered plan was presented. The community did not like the plan, and was lead to believe that if houses were built their in lieu of apartments that they would have 16 driveways instead of three access points with the apartments. The concerns of increased traffic were again disregarded.
3. Building height. This would not even be a issue if the land were to be developed as single family houses, as it is now zoned.
4. Number of apartment units. We already have enough apartments in Keizer, especially with the new apartments being built next to the Bonaventure Senior Living properties. The plan for development of Keizer mentioned from the city council on October 6th 2014 clearly stated the need for more single family houses, and not more apartments.

I have many more comments I would love to discuss with you and the counsel at the next meeting on June 20th at 7:00pm.

Sincerely Paul and Mandy Elder

JUN 06 2016

COMMUNITY DEVELOPMENT

PLEASE CHECK THE APPROPRIATE ITEMS:

**Comments submitted will be made a part of the decision and are not considered confidential.**

\_\_\_\_\_ I/we reviewed the proposal and determined I/we have no comment.

\_\_\_\_\_ My/our comments are in the attached letter.

✓ \_\_\_\_\_ My/our comments are: I understand the need for more apartments, however, I have great concerns as to what will happen with the overflow of flood water once the Philip Street Road is built thru the middle of the flood zone. I do not believe the surveyor or planner of the site ~~have~~ can fully appreciate the amount of water that flows thru the creek ~~when~~ <sup>when</sup> it rains. As a property owner on the creek, I see first hand how narrowing the area as that the water overflows into will create a higher water mark on my property, the large park, and the homes on the flat land along the creek. I strongly urge the council to deny this request as I believe it will impact many residential home w/ the potential of flooding. Please deny this request.

Response Date: 5/26/16 Person commenting: Paul & Lillian WEAVER  
Phone No. (not required) \_\_\_\_\_ Address 1526 Dearborn Ave DE Keizer  
Email address lily-j-b@hotmail.com

Copies of the Keizer Development Code are available for viewing at the Community Development Department or on the web at [www.keizer.org](http://www.keizer.org)

Comments submitted regarding this case must address the review criteria for a Comprehensive Plan map change (found in Section 3.109), Zone change (found in Section 3.110) and Lot Line Adjustment (found in Section 3.106) of the Keizer Development Code (KDC). (See attached)