

Alder Drive Addition

An Application for a Subdivision



On Behalf of:

Greystone RE 1 LLC & Salem RE LLC
22265 SW Taylors Drive
Tualatin, OR 97062

Prepared by:



**UDELL ENGINEERING &
LAND SURVEYING, LLC**



September 17, 2024

SUBDIVISION APPLICATION NARRATIVE

APPLICANT'S REQUEST

The owners acquired the property in 2021 and have made a number of upgrades to the existing site. The two existing structures were renovated and a paved shared driveway with parking was installed several years ago.

They wish to further subdivide the property into 6 lots. Lot 1 would accommodate the existing single family home and a new two story duplex. Lot 2 will continue to accommodate the existing triplex. Lots 3-6 would be platted for the future construction of two story townhomes.

SITE DESCRIPTION

The 0.84-acre parcel contains two existing residential structures. At 1190 Alder Drive NE is a 2 bedroom 1 bath single family home.



Dwelling at 1190 Alder Drive NE

The second residential structure is at 1206, 1208, and 1210 Alder Drive NE and contains a triplex. The first unit has 3 bedrooms and 2 baths, the second unit has 2 bedrooms and 2 baths, and the third unit has 1 bedroom and 1 bath.



Dwelling at 1206 – 1210 Alder Drive NE

The site has a mild slope to the southwest and the rear of the property is mostly vegetated with blackberries.

North of the property across Alder Drive are other single-family homes. West and south of the property are apartments. East of the site are single-family homes.

ATTACHMENTS

- A - Existing Conditions Plan
- B - Preliminary Site Plan
- C - Preliminary Fire Access Plan
- D - Tentative Subdivision Plat
- E - Tentative Easements
- F - Preliminary Grading Plan
- G - Preliminary Drainage Plan
- H - Preliminary Utility Plan
- I - Tree Replacement Plan
- J - Proposed Duplex Floor Plans and Front Elevation
- K - Proposed Townhome Floor Plans and Elevations
- L - Utility Availability Memorandum
- M - Deed

APPENDIX

Preliminary Stormwater Report

Decision Criteria and Findings

- A. **SECTION 3.108.06.A – THE PROPOSAL SHALL COMPLY WITH THE APPLICABLE DEVELOPMENT STANDARDS IN SECTION 2.405 AND SECTION 2.3 AS APPROPRIATE, INCLUDING PROVISIONS FOR STREETS AND UTILITIES.**

Section 2.405 KDC contains development standards for manufactured home parks and is therefore not applicable in this situation. Section 2.3 contains the standards which guide all development approvals within the City of Keizer. Listed below are the applicable development standards contained in Section 2.3 that are pertinent to this subdivision review.

1. **SECTION 2.301.03 - APPLICATION OF PUBLIC FACILITY STANDARDS**

FINDINGS: In order to promote and maintain healthy, safe environments and to minimize development impacts upon surrounding properties and neighborhoods the public facilities improvement requirements specified in the table found in Section 2.301.03 are found to be the minimum necessary. The following summarizes the existing public utilities and any proposed facility enhancements, (Attachment H).

Sanitary Sewer:

There is an existing 8-inch public sanitary sewer within the Alder Drive NE right of way that has capacity to serve this project. A new 8-inch public sanitary sewer is proposed to be extended south from this existing public sewer. The new public sanitary sewer will be on private property. A public utility easement is proposed over this sanitary sewer extension to give the City access to maintain it. Each lot will have its own private service lateral from the proposed 8- inch public sanitary sewer extension.

Water:

There is an existing 8-inch public watermain in Alder Drive NE right of way that has capacity to serve this project. A bank of six new water services is proposed in the Alder Drive NE right of way to serve the proposed lots. The existing fire hydrants along Alder Drive NE will provide the fire code required fire protection.

Storm Drainage:

There is no stormwater pipe in the vicinity with capacity to serve the development. Therefore, private, onsite, above ground infiltration and rain gardens are proposed to dispose of developed stormwaters. These rain gardens and infiltration basin are sized to infiltrate all stormwaters up through and including a 100-year storm event. See Preliminary Drainage Plan, (Attachment G) and the Preliminary Stormwater Report in the Appendix.

2. SECTION 2.302.03 - STREET STANDARDS – GENERAL PROVISIONS

- a. *Section 2.302.03.A - General Requirement. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, topographical conditions, public convenience and safety, and the proposed use of the land to be served by the streets.***

FINDINGS: The subject property is proposed to be subdivided into 6 lots as follows:

Lot 1 – 13,979 square feet
Lot 2 – 10,284 square feet
Lot 3 – 2,750 square feet
Lot 4 – 2,017 square feet
Lot 5 – 2,017 square feet
Lot 6 – 2,017 square feet

Lot 1 and Lot 2 are proposed to gain their access from an existing local street while Lots 3-6 will gain their access from a private access easement with a fire apparatus turnaround planned to be located on Lot 1.

The City has adopted minimum street standards that are found to be necessary to promote and maintain a healthy environment and to minimize impacts from the development upon surrounding properties and the area. The City Engineer has determined that no additional right-of-way dedication or street improvements are required to Alder Drive associated with the proposed subdivision.

- b. *Section 2.302.03.B - Continuation of Street. Development proposals shall provide for the continuation of, and connection to, existing streets where necessary to promote appropriate traffic circulation in the vicinity of the development. Where necessary to give access or permit a satisfactory future division of land, streets and utilities shall be extended to property boundaries to allow the future extension of streets and infrastructure. A temporary turnaround***

shall be constructed for stub streets in excess of 150 feet in length. Exemptions from these street extensions can be found in Section 2302.03.B.1 – 5.

FINDINGS: The intent of this provision is for new developments to incorporate the continuation of a street as a means to avoid creating new subdivisions which do not provide for street connectivity. In this particular case, the property is surrounded by developed single family homes and apartments and no additional development potential exists. The proposal is to terminate the access easement and to provide an approved emergency vehicle turnaround on-site.

- c. Section 2.302.03.C - Alignment. All streets other than minor streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuation of the existing centerlines. The staggering of street alignments resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than 100 feet.*

FINDINGS: The purpose of this provision is to require that new streets in subdivisions meet the city's alignment and spacing standards so as to ensure safe vehicle travel. No new street is proposed with this application, but rather a private access easement. Therefore, this provision is not applicable.

- d. Section 2.302.03.D – Future extension of streets. When it appears possible to continue a street, bicycle path and/or pedestrian accessway into a future subdivision, adjacent acreage or area attractors such as schools and shopping centers, streets, bicycle paths and/or pedestrian accessway facilities shall be platted and built to a boundary of the subdivision. The street may be platted without a turnaround unless the Public Works Department finds a turnaround is necessary for reasons of traffic safety. Any street extension exceeding 150 feet in length shall be provided with an approved turnaround as set forth in Section 902.2.2.4 "Dead Ends" of the Uniform Fire Code, 1994 edition.*

FINDINGS: The proposed subdivision application proposes a new private access easement and does not propose an extension of an existing street; therefore, this provision is not applicable.

- e. Section 2.302.03.E - Intersection angles. Streets shall be laid out to intersect at angles as near to right angles as practical, except where topography requires lesser angles. Intersections of less than 60*

degrees shall require special intersection designs. Streets shall have at least 50 feet of tangent adjacent to intersections unless topography requires lesser distances. Intersections that are not at right angles shall have minimum corner radii of 15 feet. Major arterial intersections shall have curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 20 feet.

FINDINGS: No new public streets or intersections are proposed. The applicant proposes to create a new private access easement which will intersect with Alder Drive NE and will be regulated through the driveway permit approval process with the Public Works Department. Therefore, this criterion is not applicable.

- f. Section 2.302.03.F - Existing Streets. Whenever existing public streets adjacent to or within a tract are of a width less than the street design standards, additional right-of-way shall be provided at the time of subdivision, partitioning, or development.*

FINDINGS: The intent of this provision is to require that developers of new residential subdivisions be responsible for making needed improvements to the existing street systems that are either within, or adjacent to, a proposed subdivision. In this case, the property has frontage along Alder Drive NE which is within a 60-foot wide right-of-way. The street contains two travel lanes, two on street bike lanes and separated concrete sidewalks. There is no curb and gutter along Alder Drive NE. The Public Works Department has indicated the existing right-of-way is sufficient for this collector street and no additional improvements are needed at this time.

- g. Section 2.302.03.G - Half-streets may be approved where essential to the reasonable development of an area and when the City finds it to be practical to require the dedication of the other half when the adjoining property is developed. When a $\frac{3}{4}$ width street can reasonably be developed, as determined the Department of Public Works, a half street will be constructed with an additional 10 feet of pavement on the opposite side of the street from full improvement.*

FINDINGS: No half street will be constructed; therefore, this criteria is not applicable.

- h. Section 2.302.03.H - Cul-de-sacs. The maximum length shall be 800 feet.*

FINDINGS: A “cul-de-sac” is defined in the City of Keizer Design Standards as “a dead-end street having a circular turnaround area at its terminus.” The proposed subdivision is proposed to obtain access for all 6 lots from a private access easement. No new cul-de-sac streets are proposed with this application; therefore, this standard does not apply.

i. Section 2.302.03.I - Street names and numbers shall conform to the established standards and procedures in the City.

FINDINGS: The purpose of this provision is to ensure that streets are named in accordance with City procedures to avoid duplicate or confusing street names. This proposal includes a new private access easement that will serve 6 lots. The two existing dwellings along Alder Drive NE will retain their addresses as follows:

Single family dwelling	1190 Alder Drive NE
Triplex dwelling	1206/1208/1210 Alder Drive NE

The access easement may be required to be named and to be numbered to conform to the City’s street addressing procedures. The four additional lots will either be addressed off Alder Drive or a new street name will be established. If a new street name is required for the private access easement, it will be shown on the final plat.

j. Section 2.302.03.J - Grades shall not exceed 7 percent on arterials, 10 percent on collector streets or 15 percent on any other street. Street grades of 15 percent shall not exceed 200 feet in length. To provide for adequate drainage, all streets shall have a minimum slope of 0.5 percent. On arterials there shall be a tangent of not less than 100 feet between reversed curves.

FINDINGS: The purpose of this provision is to ensure that new streets are constructed consistent with the city’s established street grade standards and avoid having new streets that may be too steep and potentially endanger public safety. The site has a mild slope to the southwest corner where the detention facility is proposed. The applicant has provided preliminary grading and drainage plans that show the new private access easement with grades no steeper than 4 percent. A final grading and drainage plan will be required as a condition of approval to ensure that adequate drainage is provided, as well as construction permits, which will regulate the design of the proposed improvements.

- k. Section 2.302.03.K - Frontage Streets. If a development abuts or contains an existing or proposed arterial or collector street, the City may allow frontage streets, or may require reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or such other treatment as may be necessary for adequate protection of residential properties, to afford separation of through and local traffic, and to preserve the capacity and safety of the collector or arterial street.***

FINDINGS: The purpose of this provision is to minimize impacts that a new development may have on arterial and collector streets. The proposed subdivision will be accessed from an existing collector street and proposed private access easement. No frontage streets are proposed. Therefore, this criterion is not applicable.

- l. Section 2.302.03.L - Alleys shall be provided in commercial and industrial zones unless other permanent provisions for access to off-street parking and loading facilities are provided. The corners of alley intersections shall have radii of not less than 10 feet.***

FINDINGS: The property is located in a residential zone and no alleys are proposed. Therefore, this provision is not applicable.

- m. Section 2.302.03.M. - Street Landscaping. Where required as part of the right-of-way design, planting strips shall conform to the following standards:***

- 1. Street trees shall be planted at a ratio of no less than one tree per 30 feet of property frontage. Street trees shall conform with the list of acceptable trees included in the City's Street Tree Ordinance. Installation of street trees shall be included in any improvement agreement covering the installation of public facilities and services on a property.***
- 2. Planting strips shall be planted and maintained in predominantly living groundcover materials with hard surfaces consisting of bricks, pavers, rocks, decorative concrete work, etc., only being included as part of an overall landscape design where living plant material is predominant. In no case shall asphalt be used within the planting strip.***

FINDINGS: The purpose of this provision is to outline the standards relating to providing street landscaping. Keizer Public Works Department has indicated no additional improvements are required along Alder Drive NE. Although there is an existing landscape strip along the project frontage

between the roadway and separated sidewalk, the underground storm drain line precludes installation of new street trees, and therefore, street trees are not required.

- n. Section 2.302.03.N.5 – Access Control Standards. Double Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification.*

FINDINGS: The proposed subdivision will be accessed from a collector street and a proposed private access easement. The developer may be required to obtain driveway permit approval for the individual lots within the subdivision.

- o. Section 2.302.03.O. – Trees along Public Streets. Streetscape trees are required along public streets, shall comply with the provisions of Section 2.309, and must be located according to the following provisions:*
- 1. Streetscape trees shall be planted within the boundaries of each lot within 10 feet of street improvements.*
 - 2. Lots measuring less than 60 feet in width shall be required to plant one streetscape tree. Lots measuring more than 60 feet in width shall be required to plant two streetscape trees.*
 - 3. Streetscape trees shall be selected from a list of approved trees.*

FINDINGS: As noted previously, Keizer Public Works Department has indicated no additional improvements are required along Alder Drive NE. Although there is an existing landscape strip along the project frontage between the roadway and separated sidewalk, the underground storm drain line precludes installation of new street trees, and therefore, street trees are not required.

3. SECTION 2.302.04 - GENERAL RIGHT-OF-WAY AND IMPROVEMENT WIDTHS

The standards outlined in this section shall be the minimum requirements for all streets, except where a variance is requested as permitted under Subsection 2.302.05.

FINDINGS: The Public Works Department has indicated no additional improvements or right-of-way are required along Alder Drive NE.

4. **SECTION 2.302.06 - CONSTRUCTION SPECIFICATIONS**

Construction specifications for all public streets shall comply with the standards of the most recently adopted public works street standards of the City of Keizer.

FINDINGS: The intent of this provision is to ensure that new residential subdivisions design and construction of new streets that are needed to serve the lots within the subdivision meet all City standards for street construction. The two existing dwellings on Lot 1 and Lot 2 front onto Alder Drive NE, however vehicle access and parking is off a shared private accessway. The remaining lots and future dwellings will also receive access and parking from the shared private accessway. The City has indicated no additional right-of-way is required and that Alder Drive NE meets the most recently adopted street standards.

5. **SECTION 2.302.08 - PRIVATE ACCESS EASEMENTS.**

A private access easement created as the result of an approved partitioning or subdivision shall conform to standards governing the following: A. Width; B. Maintenance; C. Turn-around; D. Parking; E. Trees Along Access Easements; F. Screening:

FINDINGS: The intent of this provision is to assure private access easements are constructed in a manner consistent with city standards thereby avoiding the creation of a substandard access that might be unusable for vehicular traffic.

A. Width: A 20' wide easement with paved width of 16 feet is required for private access easements serving two or more dwelling units. In addition, the easement cannot exceed 300' in length. The improvement of the access easement shall be completed prior to approval of the final plat. In lieu of this, the applicant may obtain a performance bond, improvement agreement or other instrument acceptable to the City as outlined in Section 3.202.02.E.3 and 3.202.05.B of the Keizer Development Code. The applicant is proposing a 24' wide access easement that is approximately 188 feet in length, and therefore will comply with these standards.

B. Maintenance: Provisions for the maintenance of the access easement, fencing along the access easement, address display signage and "no parking" signs shall be provided in the form of a maintenance agreement, homeowners association, or other instrument acceptable to the City and shall be recorded with the Marion County Clerk. The agreement shall include language stipulating that the agreement cannot be extinguished without written approval from the City of Keizer. Prior to final plat approval, the City of Keizer Planning Department will review and approve the Agreement for recording. The agreement is to be

recorded against the individual parcels in the subdivision immediately following the recording of the subdivision plat. Prior to issuance of any building permits for the new dwellings, the applicant intends to submit documentation of recording to the City.

C. Turn-around: The code requires a turn-around for access easements serving two or more dwelling units. Turn-arounds shall be either a circular turn-around, or a "tee" or "hammerhead" turn-around. The applicant has submitted a Preliminary Fire Access Plan that shows an acceptable turnaround located between the two dwellings on Lot 1, (Attachment C).

D. Parking: No parking is allowed within the 20' required access easement width or turn-around area. This allows emergency vehicles to be able to access the new lots and structures. All private access easements serving as the sole access for two or more parcels or lots shall display "No Parking" signs approved by the City. The applicant intends to install no parking signs as required.

E. Trees Along Access Easements: In certain cases, streetscape trees are required along access easements. If required, trees shall comply with the provisions of Section 2.309 of the code. Lots measuring along the access easement less than 60' shall plant one streetscape tree and lots measuring more than 60' along the access easement shall be required to plant two streetscape trees. Streetscape trees are selected from a list of approved trees and planted within 10 feet of the access improvements within the boundaries of each lot.

Lots 1 and 2 have frontage along Alder Drive NE and are not subject to this standard. Lots 3-6 all measure less than 60' along the access easement and will be required to plant one streetscape tree along the access easement. To comply with this requirement, the applicant intends to plant 2 of the 4 required streetscape trees on Lots 5 and 6, (Attachment I). The remaining 2 access easement trees on Lots 3 and 4 will be satisfied by paying into the City's tree mitigation fund, as discussed in more detail below.

F. Screening: Unless waived in writing by the adjacent property owners, a 6' high sight-obscuring fence, wall, or hedge is required along the exterior side of an access easement to provide screening to any adjacent properties. In this case, a 6-foot tall site obscuring wood fence already exists along the south side of the access easement. If the existing fence is damaged or removed during construction activities, it will be replaced by the developer to comply with this requirement. The applicant recommends this requirement be placed as a condition of subdivision approval.

Based upon the submitted site plan and fire access plan, the proposed private access easement can comply with Section 2.302.08, so long as the above-mentioned conditions are imposed to ensure satisfaction of this criterion.

6. SECTION 2.303 - OFF-STREET PARKING AND LOADING

Parking shall be provided to ensure adequate areas for the parking, maneuvering, loading, and unloading of vehicles and bicycles for all land uses in the City of Keizer.

FINDINGS: The minimum off-street parking requirements listed within Section 2.303.06 of the Keizer Development Code have been determined to be the minimum necessary to provide adequate parking capacity for specified uses. This has been determined by the City to be the minimum needed to meet both the needs of the residences within the new dwellings as well as serving the needs of visitors to the new residences. Required parking spaces must be installed at the time homes are constructed on each of the lots within the subdivision. The following table reflects the City's parking requirements and what is proposed with the subdivision. Note that single-family dwellings which receive access from an access easement with no on-street parking are required to provide 3 parking spaces per unit.

Lot #	Unit Types	Required Parking	Proposed Surface Parking	Proposed Garage Parking
1	Single-Family Dwelling	3	3	0
	Duplex	2	4	0
2	Triplex	3	6	0
3	Townhouse	1	2	1
4	Townhouse	1	2	1
5	Townhouse	1	2	1
6	Townhouse	1	2	1
Totals		10	21	4

As described in the table above, the applicant intends to comply and exceed the City's parking requirements, primarily due to the fact that there is no on-street parking along Alder Drive.

7. SECTION 2.306 - STORM DRAINAGE

No construction of any facilities in a development included in Subsection 2.306.02 shall be permitted until a storm drainage and erosion control plan for the project is prepared by a professional engineer, and approved by the City. These provisions shall also apply to any cut or fill on a property, which may impact the velocity, volume, or quality of surface water on adjacent property, or may impact any permanent natural body of water.

FINDINGS: The intent of this provision is to minimize, and avoid, storm drainage and erosion runoff problems that may be associated with development by requiring that a storm drainage and erosion control plan be submitted for review and approval prior to any development occurring on the site. The applicant has submitted a preliminary grading and drainage plan and stormwater analysis as part of this submittal, and intends to comply with the City's requirements regulating stormwater management.

8. SECTION 2.307 - UTILITY LINES AND FACILITIES

FINDINGS: To provide adequate services and facilities appropriate for residential development, the applicant shall meet the standards set forth in Section 2.307 of the Keizer Development Code relating to water, sanitary sewer, private utilities, street lights and easements. This is a development requirement and compliance will be ensured during review of the construction and engineering drawings.

9. SECTION 2.309 – SITE AND LANDSCAPING DESIGN

- a. Section 2.309.04(B)(7f) – The City may require significant trees that are removed (including trees that are removed within the year prior to the application) be replaced at the rate of up to two new trees for each significant tree removed or less if a tree specimen which will result in an increased size is planted... .in lieu of an on-site tree replacement plan, an off-site tree mitigation plan may be submitted to the Planning Director for approval.*

FINDING: The intent of this provision is to require planting of new trees to replace trees that are cut down as part of the development of a subdivision. In particular, this provision aims to replace trees that are identified as being "significant trees" which are trees that are equal to or greater than 50 feet in height or 12 inches in diameter.

There are 12 known trees on the subject site that qualify as significant. Details regarding their size and variety are noted in the table below and can be found on Attachment A.

Tree #	Diameter at Breast Ht.	Single or Multi Trunk	Variety
1	24"	Multi trunk	Cedar
2	20"	Single trunk	Cherry
3	12"	Single trunk	Fir
4	16"	Single trunk	Fir
5	18"	Single trunk	Maple
6	12"	Multi trunk	Maple

7	12"	Multi trunk	Cherry
8	12"	Single trunk	Cherry
9	14"	Single trunk	Cherry
10	16"	Single trunk	Cherry
11	12"	Single trunk	Cherry
12	22"	Single trunk	Cherry

Six of these trees are in the southwest corner of the site and are slated for removal in order to construct the stormwater detention facility. One significant tree along the south boundary will need to be removed to construct the dwelling on Lot 6. The three significant trees in the southeast corner of the site will be preserved, along with the cedar and cherry trees on Lot 2.

Replacement trees are required to be provided to replace the trees that are removed from the property in order to be consistent with the city's 2:1 replacement ratio. The applicant must provide 2 replacement trees for each significant tree removed. This would equate to a total of 14 trees if 7 are slated for removal. The applicant intends to comply with the City's requirements and plans to provide some trees on site as well as paying into the City's tree mitigation fund to provide for off-site tree plantings. The applicant has prepared a Tree Replacement Plan, (Attachment I) that shows 10 replacement trees throughout the project. The applicant intends to pay into the City's tree mitigation fund for the remaining 4 trees that are required by the City.

Street trees are typically required with new subdivisions; however, an existing storm drain line precludes installation of project side street trees within the park strip along Alder Drive.

10. SECTION 2.310 - DEVELOPMENT STANDARDS FOR LAND DIVISIONS

- a. Section 2.310.03.A - Minimum lot area. Minimum lot area shall conform to the requirements of the zoning district in which the parcels are located.***

FINDINGS: The subject property currently is zoned Medium Density Residential (RM). Within the RM zone, the minimum lot size for a triplex is 5,000 square feet, for a duplex and detached single-family dwellings is 4,000 square feet and for townhomes is 1,500 square feet. The applicant's site plan indicates the lots within the proposed subdivision, ranging in size from 2,017 to 13,979 square feet, meet or exceed the city's minimum lot size required within the RM zone, Section 2.104.05.

- b. Section 2.310.03.C - Lot width and depth. The depth of a lot or parcel shall not be more than 3 times the width of the parcel.***

- 1. Individual lots for townhouse units shall not be less than 20 feet in width. Lot depth may vary, but shall be adequate to provide a minimum of 300 square feet with no dimension less than 6 feet of semi-private outdoor living space for each unit.***

FINDINGS: The purpose for establishing lot width-to-depth ratios is to provide for the orderly, safe, efficient and livable development of land. The lot width-to-depth ratio also prevents lots from being created that would be practically unbuildable. Lots 1 and 2 comply with the width and depth ratio. The townhome Lots 3-6 are more than 3 times deeper than the width, which are compliant so long as there is a minimum of 300 square feet of private outdoor living space for each unit. The rear yard of each lot contains a 500 square foot (20' x 25') private outdoor backyard, well in excess of the required 300 square feet. All proposed lots are regularly shaped and comply with the lot depth to width ratio requirements noted above.

- c. Section 2.310.03.D - Access. All lots and parcels shall provide a minimum frontage, on an existing or proposed public street, equal to the minimum lot width required by the underlying zone. Residential lots or parcels may be accessed via a private street or access easement developed in accordance with the provisions of Section 2.302.08.***

FINDINGS: The intent of this provision is to ensure that all lots have a minimum frontage along a street so that access to serve the lot will meet city standards and the lot can be developed in a manner that will ensure that all building setback requirements are met. Lots 1 and 2 will have frontage on Alder Drive NE in excess of the 40-foot minimum width requirement of the underlying RM zone. Lots 3-6 will have frontage on a private access easement that is proposed to be developed in accordance with the provisions of 2.302.08.

- d. Section 2.310.03.E -Flag Lots. Flag lots shall only be permitted if it is the only reasonable method by which the rear portion of a lot being unusually deep or having an unusual configuration may be accessed and when in compliance with Section 2.302.03.B. If a flag-lot is permitted, the following standards shall be met:***

1. *The access strip shall not be less than 20 feet wide. The access strip shall be improved with a minimum 12-foot-wide paved driveway and paved encroachment which meet applicable City standards.*
2. *The access strip shall not be included in the calculation of lot area for purposes of determining compliance with any minimum lot size provision of this Ordinance.*

FINDINGS: No flag lots are proposed, so this criterion is not applicable.

- e. *Section 2.310.03.F - Through Lots. Through lots shall be avoided except where essential to provide separation of residential development from major street, adjacent non-residential activities, or to overcome specific development constraints due to topography or lot orientation. Through lots shall be no less than 100 feet in depth. Lots having their access off a private access easement or adjacent to a private access easement shall not be construed as qualifying as through lots. Screening or buffering, pursuant to the provision of Section 2.307, may be required by the City during the review of the land division request.*

FINDINGS: No through lots will be created with this proposal. Therefore, this criterion is not applicable to this request.

- f. *Section 2.310.03.G - Lot Lines. The side lines of lots, as far as practicable, shall run at right angles to the right-of-way line of the street upon which the lots face. The rear lot line shall be no less than 1/2 the dimension of the front lot line.*

FINDINGS: The intent of this provision is to avoid the creation of odd-shaped lots which may meet minimum lot size, but owing to its shape may result in a lot that is too difficult to build on without a variance to requirements within the code. The intent is to avoid these types of lots in favor of the creation of lots that can be readily developed. The subject property will result in the creation of 6 rectangular shaped lots. The proposed lot lines run, as far as practicable, at right angles to the street right-of-way and access easement. The rear lot lines are all not less than one-half the dimension of the front lot lines. All the lots meet the city's minimum lot standards and will be able to be developed with the uses shown on the Preliminary Site Plan, (Attachment B).

- g. Section 2.310.03.H - Utility Easements. Utility easements shall be provided on lot areas where necessary to accommodate public utilities. Such easements shall have a minimum total width as specified in Section 2.302.04 of this Code.*

FINDINGS: The intent of this provision is to ensure that utility easements are provided and to avoid a situation where needed easements are not provided as part of the platting of the subdivision, resulting in future problems. The applicant has provided a Preliminary Utility Plan that delineates the 20-foot wide public sewer easement that crosses private property, (Attachment H). In addition, the applicant has provided a Tentative Easement plan that delineates the private storm drainage easements, (Attachments E1 and E2).

11. SECTION 2.310.04 - ADDITIONAL DESIGN STANDARDS FOR SUBDIVISIONS

- a. Section 2.310.04.A - Standards for Blocks:*

- 1. General: The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated; consideration of needs for convenient access, circulation, control, and safety of street traffic; and recognition of limitations and opportunities of topography.*
- 2. Sizes: Blocks should not exceed 600 feet in length between street lines, except blocks adjacent to arterial streets, or unless the previous adjacent development pattern or topographical conditions justify a variation. The recommended minimum distance between intersections on arterial streets is 1,800 feet.*

FINDINGS: The proposed subdivision will not result in the creation of any blocks within the proposed subdivision; therefore, this provision is not applicable.

- b. Section 2.310.04.B - Traffic Circulation. The proposed subdivision shall be laid out to provide safe and convenient vehicle, bicycle and pedestrian access to nearby residential areas, transit stops, neighborhood activity centers such as schools and parks, commercial areas, and industrial areas; and to provide safe and convenient traffic circulation. At a minimum, "nearby" is interpreted to mean uses within ¼ mile which can be reasonably expected to be used by pedestrians, and uses within 1 mile of the subdivision boundary which can reasonably be expected to be accessed by bicyclists.*

FINDINGS: The intent of this provision is to allow for safe vehicle, pedestrian, and bicycle access from the lots within the subdivision to nearby attractors. The subdivision and associate private access easement will be connected to the existing public street system abutting this development which includes existing public sidewalks and on-street bike lanes.

12. SECTION 2.310.06 - IMPROVEMENT REQUIREMENTS - SUBDIVISIONS

- a. *Section 2.310.06.A - Frontage Improvements. Street improvements to full City Standards shall be required for all public streets on which a proposed subdivision fronts in accordance with Section 2.303 of this Code. Such improvements shall be designed to match with existing improved surfaces for a reasonable distance beyond the frontage of the property. Additional frontage improvements shall include: sidewalks, curbing, storm sewer, sanitary sewer, water lines, other public utilities as necessary, and such other improvements as the City shall determine to be reasonably necessary to serve the development or the immediate neighborhood.***

FINDINGS: The intent of this provision is to ensure that lots within the proposed subdivision include street improvements in accordance with city standards so as to avoid having substandard streets which could become a safety hazard. The applicant has been informed by Public Works that no additional street improvements along Alder Drive NE are required and that the existing street, bike lanes and sidewalk are adequate for the foreseeable future.

- b. *Section 2.310.06.B - Walkways for Private Streets. Sidewalks shall be required in accordance with applicable provisions in Sections 2.302 and 2.316 only if sidewalks currently exist along the connecting street.***

FINDINGS: This section is not applicable as there will be no private streets that will be constructed as part of the proposed subdivision.

- c. *Section 2.310.06.C - Project Streets. All public or private streets within the subdivision shall be constructed as required by the provisions of Section 2.302.***

FINDINGS: No new streets are proposed within the subdivision. Therefore, this criterion is not applicable to this request.

- d. ***Section 2.310.06.D - Monuments. Upon completion of street improvements, centerline monuments shall be established and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street center lines.***

FINDINGS: The applicant will be responsible for placing appropriate monuments at the street intersection.

- e. ***Section 2.310.06.E - Bench Marks. Elevation bench marks shall be set at intervals established by the City Engineer. The bench marks shall consist of a brass cap set in a curb or other immovable structure.***

FINDINGS: The applicant will be responsible for placing appropriate bench marks at the street intersection.

- f. ***Section 2.310.06.F - Surface Drainage and Storm Sewer System. Drainage facilities shall be provided within the subdivision and to connect the subdivision drainage to drainage-ways or to storm sewers outside the subdivision. Design of drainage within the subdivision shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such areas. Drainage shall be designed to avoid impacts on adjacent property.***

FINDINGS: The intent of this section is to require that new developments make use of a drainage system that is in accordance with city requirements and which will handle the storm drainage from the site and avoid any adverse impacts onto adjacent properties. The applicant submitted a preliminary grading plan, drainage plan and preliminary stormwater report. The applicant's engineer has designed the drainage system consistent with the City's Master Storm Drain Plan for this area of Keizer.

- g. ***Section 2.310.06.G - Sanitary Sewers. Sanitary sewer shall be installed to serve the subdivision and to connect the subdivision to existing mains both on and off the property being subdivided.***

FINDINGS: The intent of this provision is to require that all of the lots in a new subdivision connect to a sanitary sewer system thereby eliminating the need for the installation of any on-site private septic systems which require additional land and increase the potential for ground water contamination. The applicant submitted a preliminary utility plan indicating that a new public sanitary sewer will be provided within a 20-foot wide sewer easement to serve the new lots created in the subdivision.

- h. Section 2.310.06.H - Water System. Water lines with valves and Fire District approved fire hydrants serving the subdivision and connecting the subdivision to the City mains shall be installed and operating prior to start of combustible construction. The design shall take into account provisions for extension beyond the subdivision to adequately grid the City system and to serve the area within which the development is located when the area is ultimately developed. However, the developer will be responsible for water main sizes necessary to meet minimum fire flow requirements per Uniform Fire Code. The City will not expect the developer to pay for the extra pipe material cost of mains exceeding 8 inches in size.***

FINDINGS: The intent of this provision is to ensure that in addition to a safe potable water supply that adequate water flow and fire hydrants are provided to ensure fire protection service is provided for each new lot in the proposed subdivision. The applicant's engineer has provided a written statement and Preliminary Utility Plan indicating the developer intends to provide water service by individual service connections for each of the lots within the subdivision.

- i. Section 2.310.06.I - Sidewalks. Sidewalks shall be installed along both sides of each public street and in any pedestrian ways within the subdivision. The City may defer sidewalk construction until the dwellings or structures fronting the sidewalk are constructed. Any required off-site sidewalks (e.g., pedestrian walkways) or sidewalks fronting public property shall not be deferred.***

FINDINGS: The intent of this provision to require that sidewalks be constructed in new developments, such as subdivisions, in an effort to enhance the mobility of pedestrians who both will reside in the proposed subdivision, as well as those who may use this facility but will not reside in the new subdivision. There is currently a 5-foot wide sidewalk along the frontage of Alder Drive. The applicant has provided a minimum 5-foot wide sidewalk internal to the project so the main entrance of each unit will have safe pedestrian access to the public sidewalk along Alder Drive. Where the internal sidewalk crosses the accessway, painted striping will be used to demarcate the crossing.

- j. Section 2.310.06.J - Street Lights. The installation of street lights is required at locations determined to be appropriate by the City and shall be of a type required by City standards.***

FINDINGS: The intent of this section is to require that new developments provide street lights to provide for an adequate level of night-time illumination. Street lights exist on either side of the property across Alder Drive. If the City finds additional street lighting at the intersection of the new accessway and Alder Drive is needed for safety, staff can impose this as a condition of approval.

- k. Section 2.310.06.K - Street Signs. The installation of street name signs and traffic control signs is required at locations determined to be appropriate by the city and shall be of a type required by City standards. Each street sign shall display the one hundred block range. Street signs shall be installed prior to obtaining building permits.*

FINDINGS: The intent of this provision is to require that the installation of street name signs and traffic control signs be placed at locations determined to be appropriate by the City and shall be of a type required by City standards so as to avoid signs that are in wrong locations or a design that are not consistent with city standards. A street sign may be required to identify the proposed private access easement. If such as sign is required, the applicant requests staff impose this as a condition of approval.

- l. Section 2.310.06.L - Public Works Requirements. All facility improvements shall conform to the requirements and specifications of the Keizer Department of Public Works.*

FINDINGS: The intent of this provision is to ensure that all facility improvements shall conform to the requirements and specifications of the Keizer Department of Public Works. The applicant intends to meet this criterion.

- m. Section 2.310.06.M - Curb Cuts. Curb cuts and driveway installations, excluding common drives, are not required of the subdivider, but if installed, shall be according to the City standards.*

FINDINGS: This is a development requirement, and will be regulated through the Public Construction Permit approval process or through a driveway permit approval process as regulated by the Public Works Department. Since a formal curb cut has already been installed for the existing dwellings, no additional curb cuts are anticipated.

- n. Section 2.310.06.N - Street Trees. Street tree planting is mandatory where a planting strip is part of the street design. Plantings shall conform to Section 2.302.03(M).*

FINDINGS: An existing planter strip exists along Alder Drive; however, an existing storm drain line precludes installation of new street trees, therefore this criterion is not applicable. In lieu of this, the applicant is willing to install trees along the street frontage as shown on the Tree Replacement Plan, (Attachment I).

- o. Section 2.310.06.O - Grading & Fills. All grading which results in fills in excess of 3 feet located within the identified building envelope on a subdivision lot or parcel must be engineered.*

FINDINGS: The property is relatively flat. The Preliminary Grading Plan shows no fill in excess of 3-feet within the newly proposed building envelopes, (Attachment F).

- p. Section 2.310.06.P - Financial Requirements. All improvements required under this Section shall be completed to City standards or assured through a performance bond or other instrument acceptable to the City Attorney, prior to the approval of the Final Plat of the subdivision.*

FINDINGS: The applicant intends to comply with this criteria by either constructing the improvements or providing assurance through a performance bond or other instrument acceptable to the City.

13. SECTION 2.310.07 - IMPROVEMENT PROCEDURES

FINDINGS: Section 2.310.07 outlines the standards and process for the installation of improvements.

B. SECTION 3.108.06.B - EACH LOT SHALL SATISFY DIMENSIONAL STANDARDS AND DENSITY STANDARDS OF THE APPLICABLE ZONING DISTRICT, UNLESS A VARIANCE FROM THESE STANDARDS IS APPROVED.

FINDINGS: The intent of this provision is to ensure that new residential subdivisions meet the established dimensional and density provisions of the city to assure the development is consistent with this standard. The applicant proposes a 6-lot subdivision to be developed with several different housing types. The subject property is zoned Medium Density Residential (RM).

KDC Section 2.104.05.A requires that each lot be developed with a residential use and contain a minimum average width of 40 feet and a depth of 70 feet with the exception of townhomes which are only required to have a width of 20 feet. All of the proposed lots meet this provision.

KDC Section 2.104.05.B regulates required setbacks for residential development. The subject property is currently developed with an existing single family home and a triplex. All existing and proposed structures as shown on the Preliminary Site Plan comply with the required setbacks.

Section 2.104.06.I specifies a minimum density of 6 units per acre and a maximum density of 10 units per acre for property that is subdivided. The proposed subdivision is 0.84 acres in area and is proposed to be subdivided into 6 lots, which complies with the density range allowed.

C. SECTION 3.108.06.C - ADEQUATE PUBLIC FACILITIES SHALL BE AVAILABLE TO SERVE THE EXISTING AND NEWLY CREATED PARCELS.

FINDINGS: As previously discussed, public sewer and water are available and can serve the newly created lots within the proposed subdivision and the applicant will be responsible for complying with the applicable conditions governing the construction and installation of these facility connections.

D. SECTION 3.108.06.D - ROUGH PROPORTIONALITY. IMPROVEMENTS OR DEDICATIONS REQUIRED AS A CONDITION OF DEVELOPMENT APPROVAL, WHEN NOT VOLUNTARILY ACCEPTED BY THE APPLICANT, SHALL BE ROUGHLY PROPORTIONAL TO THE IMPACT OF DEVELOPMENT. FINDINGS IN THE DEVELOPMENT APPROVAL SHALL INDICATE HOW THE REQUIRED IMPROVEMENTS OR DEDICATIONS ARE ROUGHLY PROPORTIONAL TO THE IMPACT.

FINDINGS: The City has a legitimate interest in assuring the development does not cause a public problem of inadequate, unsafe and inefficient public transportation facilities. This is done by ensuring that adequate streets that logically continue the City's street system are provided in order to avoid traffic that exceeds the street system's carrying capacity, which then causes dangerous or hazardous traffic conditions. The City of Keizer has traditionally required developers to dedicate property for and construct standard street, sidewalk, sanitary sewer, storm drain and water supply improvements in subdivisions to meet the basic needs created by the development.

Development Trip Generation

Development trip generation is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition. Trip generation is as follows:

DEVELOPMENT TRIP GENERATION ¹									
Development Description	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
<i>Existing Development</i>									
Single-Family Detached Housing	210	1 DU	9	0	1	1	1	0	1
Single-Family Attached Housing (Triplex)	215	3 DUs	22	0	1	1	1	1	2
Total Existing Development			31	0	2	2	2	1	3
<i>Proposed Development</i>									
Single-Family Attached Housing (Duplex & Townhome)	215	6 DUs	43	1	2	3	2	1	3
Total Development Trip Generation			74	1	4	5	4	2	6

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

The applicant proposes a 6-lot subdivision for residential development. The development features access from a newly proposed access easement, as well as direct access to an existing public street (Alder Drive NE). The existing development on site generates 31 daily trips while the proposed development will generate an additional 43 daily trips. The net increase of 43 daily trips results in a total of 3 am and 3 pm peak hour trips. The net increase in daily trips and peak hour trips associated with the proposed development can easily be accommodated on the existing Alder Drive in either direction. The Public Works Department has indicated that no additional right-of-way is required or any modifications to the street or sidewalk along Alder Drive.

CONCLUSION ON THE PROPOSED SUBDIVISION

The proposed subdivision will increase the supply of housing within the City limits, ultimately resulting in an improved balance between the supply and demand of available housing in the community. These infill redevelopment opportunities are consistent with the governors goal of providing additional middle housing while still preserving viable farmland, or what is known as greenfield development. Existing public services including roads and utilities are adequately sized to accommodate the additional housing units, with less maintenance burden on Public Works since much of the existing infrastructure is already in place.