



KEIZER PLANNING COMMISSION MINUTES
Wednesday, October 8, 2003 @ 7:00 p.m.
Keizer City Hall – Council Chambers

1. CALL TO ORDER

Chair Anderson called the meeting to order at 7:05 p.m.

2. ROLL CALL

Present:

Bruce Anderson, Chair
Stan Compton, Commissioner
Mike Hart, Commissioner
Ross Day, Commissioner
Judy Smith, Council Liaison

Absent:

Holly Braun, Commissioner

(Two Positions Vacant)

Staff Present:

Nate Brown, Community Development Director
Shannon Johnson, City Attorney
Debbie Lockhart, Recording Secretary

3. APPROVAL OF MINUTES

Commissioner Hart moved to approve the September 10, 2003, Minutes as written.
Commissioner Compton seconded.

The motion passed unanimously as follows:

AYES: Anderson, Compton, Hart and Day (4)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Braun (1)

Commissioner Hart moved to approve the September 17, 2003, Minutes as written.
Commissioner Day seconded.

Chair Bruce Anderson noted that the absent commissioners were not listed in the Minutes and requested that they be added and the approval of the Minutes be placed on the agenda for the November 12 meeting.

City Attorney Shannon Johnson reported that because members who were not at a given meeting were not allowed to vote on approval of the Minutes for that meeting,

there were not enough members present to approve either set of Minutes so both should be placed on the agenda for the November meeting. He continued that the terms of Commissioners Moore and Smith had expired so they had elected not to attend the meeting.

4. APPEARANCE OF INTERESTED CITIZENS

None

5. STAFF UPDATE

Community Development Director, Nate Brown, reported regarding the vacancies on the Commission. He stated a Press Release had been sent out (attached) and one interested citizen had responded. He also noted that Frank Moore had expressed a willingness to serve an additional term. He is now residing outside the City, but rules allow one member of the Commission to reside outside the City of Keizer, so he would be able to serve another term. The Volunteer Committee must recommend to the Council the proposed nomination, but that Committee does not meet until November. There is a possibility that an individual polling might be done to facilitate restoring the full commission.

City Attorney, Shannon Johnson, reported that the Keizer Station Plan LUBA case has been appealed by the same group to the Court of Appeals. The brief was filed late last week and Keizer's brief is due late next week. They are pursuing two assignments of error at the Court of Appeals, one having to do with a Regional Analysis; and the other with zoning. Oral argument is scheduled for November 10. In response to questioning about fees, Counselor Johnson stated that each party pays their own fees regardless of who wins.

6. UNFINISHED BUSINESS

✓ Development Standards

Referring to the staff report (attached) Nate Brown addressed the commission working through various aspects of the Standards. He noted that all aspects of the revisions on the Standards had been completed leaving only the ones noted in the report requiring resolution by the commission. In summary, staff developed definitions, clarified language, removed exempt status of schools and changed some numbering.

Mr. Brown then gave a Power Point presentation on standard color choices. He explained quantifiable factors and demonstrated the use of the computer to make objective choices using a variety of hue, saturation level and luminosity measurement combinations. He continued stating that there is a device available for purchase (approx. \$300) which can be used to quantify any color and would be beneficial to the City, allowing total objectivity with any paint sample presented.

Commission discussed the Standards at length.

Chair Anderson inquired about covered walkways in the Development Standards and Mr. Brown responded that staff recommendation is that the language remain unchanged.

Commissioner Ross Day made a motion to adopt the Development Standards presented to the Planning Commission by Staff at the September 10, 2003, meeting, as Amended by the October 8, 2003, Staff Memorandum. Commissioner Compton seconded.

The motion passed unanimously as follows:

AYES: Anderson, Compton, Hart and Day (4)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Braun (1)

7. NEW BUSINESS

✓ Transportation System Plan

Mr. Brown informed the Planning Commission that City Council has asked them to review the TSP and bring any strong immediate concerns to the next Council meeting. Councilor Smith added that MWACT, in cooperation with ODOT, is looking for projects for the next STIP (Statewide Transportation Improvement Project) and that if Planning Commission is aware of a possible immediate project, Council wants it brought to the next meeting.

Mr. Brown distributed the "Regional Transportation Systems Plan Planned Improvements in Kiezer" (attached) so that commissioners could identify the specific improvements in the RTSP and begin discussions from that point. It was not anticipated that comprehensive examination of the issue take place at this meeting, but that Commission would be introduced to and become familiar with the plan.

Chair Anderson noted that it has been a few years since the Transportation System Plan was adopted and there have been many changes since then. He pointed out that several changes and planned developments have changed or will change traffic patterns. Additionally, he noted that Commission should look at improving north/south and east/west traffic patterns as well as moving traffic in and out of the downtown core. He encouraged members to consider alternate routes and the effects of new schools.

Commissioner Compton noted that Verda Lane improvements should be considered as well as improving the movement of traffic towards the freeway. He continued that the bottom line is to consider what is best for the entire city. Commissioner Hart noted that the TSP does not give enough detail for an educated decision. In response, Councilor Smith asked commissioners to "think outside the box" and not just look at existing routes. She reported that even though the TSP was adopted in the year 2000, the information in the TSP is from the early 90s. Council is asking the

Planning Commission to identify things that are wrong or need updating along with the Traffic Safety Commission.

Chair Anderson noted that the area of Wheatland Road between River Road and Clearlake should be an area that is scrutinized. Commissioner Compton noted that another possibility would be to extend Perkins to connect with I-5. Councilor Smith pointed out that the Commission should review the high accident intersections which are: River Road/Chemawa, River Road/Manbrin; and River Road/Lockhaven.

7. ADJOURN

➤ *Next Regular Meeting ~ Wednesday, November 12, 2003*

Chair Anderson adjourned the meeting at 9:00 p.m.

CITY OF KEIZER
OFFICE OF THE
COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

MEMO TO: PLANNING COMMISSION

FROM: NATE BROWN
COMMUNITY DEVELOPMENT DIRECTOR

DATE: OCTOBER 8, 2003

SUBJECT: TEXT AMENDMENT CASE NO. 2003-02:
SECTION 2.315 DEVELOPMENT STANDARDS

BACKGROUND

At the last Planning Commission you continued to review the Development Standards of the Keizer Development Code ending with a few proposed changes to be presented by staff at tonight's meeting.

ISSUE

The following are proposed changes recommended by staff :

Section 2.315.02 Applicability, Section B. reads:

- B. Serial additions, alterations or expansions as defined in Section 1.2 of this code shall be limited so that the standards specified in Section 2.315.03.A and B are not exceeded in a 3-year period.

A definition of *serial additions, alterations or expansions* was requested. Staff recommends the following language change. Section 1.102 Definitions to

Definition:

Serial additions, alterations or expansions. Two or more additions, alterations or expansions to the existing building gross floor area and/or impervious surface area within a 3-year time period.

Text Amendment Case No. 2003-02

Section 2.315 Development Standards

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Section 2.315.03 Exemptions, Section G reads:

The following are exempt from the Standards:

G. A temporary business

A definition of *temporary business* was requested. Staff recommends the following language change to Section 1.102 *Definitions* to read

Temporary Business [Sign]: A business of a temporary nature authorized through a Temporary Business Permit issued by the City of Keizer.

Section 2.315.03 Exemptions, Section H reads:

The following are exempt from the Standards:

H. Schools

Staff recommends the removal of Schools from the list of exempt businesses.

Section 2.315.08 Development Standards, Section A.4 reads:

Driveway Crossings. Driveway crossings shall be minimized and in no case exceed 30 feet in width. Where the pedestrian system crosses driveways, parking areas and loading areas, the system must be clearly identifiable through the use of elevation changes, a different paving material, texture, or other similar method.

Staff recommends the following language change to Section 2.315.08.A.(4):

Driveway Crossings. Driveway crossings shall be a maximum of 36 feet in width. ~~minimized and in no case exceed 30 feet in width.~~ Where the pedestrian system crosses driveways, parking areas and loading areas, the system must be clearly identifiable through the use of elevation changes, a different paving material, texture, or other similar method.

Section 2.2.315.08 Development Standards Section B(5) reads:

5. Color

- a. Any portion of a building that is painted or stained may use as the main color, and roof color for all portions of the roof visible from the ground, the following colors found in the color wheel as adopted by the City which is available for view at the Community Development Department.
- b. For the purpose of this ordinance, "main color" is the principal color of the building which must be at least 75% of the surface of the building excluding windows; the trim colors of all buildings may be any color.
- c. In no case shall the main color or the trim color of any structure be "florescent", "day-glo", or any similar bright color.

Staff recommends the following language change:

5. Color

- a. Any portion of a building that is painted or stained may use as the main color, and roof color for all portions of the roof visible from the ground, any color which meets all of the following criteria:
 1. The Red-Green-Blue factors (also known as XYZ factors) shall not exceed a saturation level of 20%.
 2. Each component factor, as a percentage of the whole component value, shall equal or exceed 38%, with no greater than a 20% difference between any of the three values.
 3. Light Reflectance Value (LRV) of any color shall be between the values of 30 and 85.
 4. The finish shall be either matt or satin.

RECOMMENDATION

Staff recommends the Planning Commission continue deliberations regarding the requested items to be reviewed identified by the City Council. Staff recommends the Planning Commission conclude deliberations and formulate a recommendation to the City Council regarding the identified issues.

To improve pedestrian amenities on collectors and arterials, five-foot planter strips are incorporated into the design standards. Additionally, use of transit is facilitated by construction of bus pullouts on Local Street III, collectors, and arterials.

G. Regional Transportation Systems Plan Planned Improvements in Keizer

This section is included for general information and coordination with future updates of the Regional Transportation Systems Plan (RTSP). It describes regionally significant streets identified in the RTSP for future improvements. Some streets and/or planned work require significant public input and engineering studies to refine the needs and develop the appropriate improvements. Since levels of service for these streets have been revised upwards, further work is even more important because some improvements may be unnecessary or can be deferred.

Lockhaven Drive

Lockhaven Drive is a Major Arterial street connecting I-5 to North River Road. Lockhaven Drive is currently three lanes from River Road to McLeod Lane, two lanes from McLeod Lane to Chemawa Road, and five lanes from Chemawa Road to I-5. Traffic volumes on Lockhaven Drive near the I-5 interchange are expected to increase from 22,000 (1993) vehicles per day to approximately 32,000 vehicles per day by 2015. Lockhaven Drive is projected to be LOS F between I-5 and Chemawa Road and LOS E from Chemawa Road to Kafir Drive by 2015. As part of Keizer's Chemawa Interchange Land Use and Transportation Study, the RTSP identifies changes that will reduce the number of conflicting traffic movements west of the Chemawa Interchange. Ridge Drive will be dead-ended, and access from Chemawa Road will be limited. Radiant Drive will be realigned to potential new interchange designs. A new road south from this intersection will access land south of Chemawa Road, between I-5 and the Burlington Northern Railroad tracks. Chemawa Road will have five lanes, with left turns at this intersection. The red flashing lights at the railroad crossing west of this intersection will be coordinated with the new signal. Intersection improvements are recommended where Chemawa intersects with Lockhaven Drive. Intersection improvements are also recommended where McLeod Lane intersects with Lockhaven Drive.

Verda Lane

Verda Lane is a two-lane Regional Minor Arterial street connecting the Salem Parkway with Chemawa Road. Traffic volumes on Verda Lane near the Parkway are expected to increase from 15,000 in 1996 to approximately 20,000 by 2020. One portion of Verda Lane between Claxter Drive and the Parkway is projected to be capacity deficient by 2015 and remain so through 2020.

Improvements recommended at the intersection of Verda Lane and the Parkway include dual left-turn lanes and one through-right lane for the southbound approach on Verda Lane. An additional northbound lane will be added.

North River Road

North River Road is the major commercial thoroughfare in the city of Keizer, as well as a through route for traffic entering/exiting the region. As development along North River Road intensifies and the population in the city of Keizer grows, North River Road will experience increases in traffic volumes and congestion. In 1996, North River Road carried approximately 26,000 vehicles per day; and traffic is projected to increase to 36,000 vehicles per day by 2020. North River Road is currently approaching capacity in the p.m. peak hour just north of Broadway Street and will be capacity deficient at this location by 2015.

In 1995, SKATS completed a North River Road Alternative Modal Opportunity Study for the city of Keizer that evaluated transportation and land use alternatives that would encourage more walking, bicycling, and transit use on River Road. One of the key components of this study is access management on River Road. It is recommended that the access management issues identified in this study be considered an outstanding issue and further review and evaluation occur. This study, along with the *City of Keizer River and Chemawa Center Specific Plan*, are being used to develop a long-range vision for the North River Road area.

H. Outstanding Issues

The following items arose during the TSP process. However, they are beyond the scope of the TSP tasking and require additional information before judgments can be made and decisions reached. The Finance chapter contains time frames for resolving the issues so they can eventually become part of an updated TSP.

- Northerly East-West Connector (Clear Lake area)
- Cherry Avenue and Greenwood Drive intersection improvements
- North River Road intersection improvements
- Comprehensive Traffic Modeling and associated recommendations

R.G.B. Values / Percentages

20% Saturation

147	107	145	58%	42%	57%
147	145	98	58%	57%	38%
98	147	114	38%	58%	45%
98	125	147	38%	49%	58%
138	98	147	54%	38%	58%

25% Saturation

152	101	92	60%	40%	36%
153	123	91	60%	48%	36%
152	148	92	60%	58%	36%
92	152	96	36%	60%	38%
92	152	133	36%	60%	52%
91	125	153	36%	49%	60%
91	96	153	36%	38%	60%
115	91	153	45%	36%	60%
153	91	153	60%	36%	60%
153	91	132	60%	36%	52%
153	91	101	60%	36%	40%

30% Saturation

163	100	82	64%	39%	32%
116	163	82	45%	64%	32%
82	163	136	32%	64%	53%
82	136	163	32%	53%	64%
113	82	163	44%	32%	64%
163	82	133	64%	32%	52%