

CITY OF KEIZER MISSION STATEMENT
*KEEP CITY GOVERNMENT COSTS AND SERVICES TO A MINIMUM BY PROVIDING CITY SERVICES TO THE
COMMUNITY IN A COORDINATED, EFFICIENT, AND LEAST COST FASHION*

AGENDA
KEIZER CITY COUNCIL
REGULAR SESSION
Monday, September 18, 2017
7:00 p.m.
Robert L. Simon Council Chambers
Keizer, Oregon

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **FLAG SALUTE**

4. **SPECIAL ORDERS OF BUSINESS**

5. **COMMITTEE REPORTS**

a. Volunteer of the Quarter Awards (Traci Moore, Jacki Wolf, and Joseph Haggard)

6. **PUBLIC TESTIMONY**

This time is provided for citizens to address the Council on any matters other than those on the agenda scheduled for public hearing.

7. **PUBLIC HEARINGS**

a. Minor Amendment to Keizer Station Area A Master Plan

8. **ADMINISTRATIVE ACTION**

a. **ORDINANCE** – Amending Keizer Development Code Regarding Section 2.309 (Site and Landscaping Design); Amending Ordinance No. 98-389

b. **ORDER** – In the Matter of the Application of the City of Keizer for Approval of an Amendment to the Keizer Station Master Plan (Area B – Keizer Station), Lot Line Adjustment, and Conditional Use Case No. 2010-10); Repeal of Order in the Application of the City of Keizer Adopted November 1, 2010

c. **RESOLUTION** – Authorization for Transfer of Appropriations – Police Radios
RESOLUTION – Authorizing the City Manager to Purchase Police Radio System from Silke Communications and Authorizing Disposition of Surplus Property

9. CONSENT CALENDAR

- a. **RESOLUTION** – Authorizing City Manager to Enter Into Lease Agreement with Ricoh USA Inc. for Police Department Copier
- b. **RESOLUTION** – Declaring the City's Intent to Initiate a Street Lighting Local Improvement District (Galina Court) and Directing the City Engineer to Make a Survey and File a Written Report with the City Recorder
- c. **RESOLUTION** – Declaring the City's Intent to Initiate a Street Lighting Local Improvement District (Pinecrest Addition) and Directing the City Engineer to Make a Survey and File a Written Report with the City Recorder
- d. **RESOLUTION** – Authorizing the City Manager to Enter Into an Agreement with Trench Line Excavation Inc. for Keizer Station PAD D Waterline Relocation
- e. **RESOLUTION** – Authorizing City Manager and Chief of Police to Sign Amendment 1 to DACMS Usage Intergovernmental Agreement
- f. Approval of August 21, 2017 Regular Session Minutes

10. COUNCIL LIAISON REPORTS

11. OTHER BUSINESS

This time is provided to allow the Mayor, City Council members, or staff an opportunity to bring new or old matters before the Council that are not on tonight's agenda.

12. WRITTEN COMMUNICATIONS

To inform the Council of significant written communications.

13. AGENDA INPUT

October 2, 2017

7:00 p.m. City Council Regular Session

October 9 2017

5:45 p.m. – City Council Work Session

October 16, 2017

7:00 p.m. City Council Regular Session

14. ADJOURNMENT

The City of Keizer is committed to providing equal access to all public meetings and information per the requirements of the ADA and Oregon Revised Statutes (ORS). The Keizer Civic Center is wheelchair accessible. If you require any service that furthers inclusivity to participate, please contact the Office of the City Recorder at least 48 business hours prior to the meeting by email at davist@keizer.org or phone at (503)390-3700 or (503)856-3412. Most regular City Council meetings are streamed live through the City's website and cable-cast on Comcast Channel 23 within the Keizer City limits. Thank you for your interest in the City of Keizer.

CITY COUNCIL MEETING:_____

AGENDA ITEM NUMBER:_____

TO: MAYOR CATHY CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: TRACY L. DAVIS, MMC
CITY RECORDER**

SUBJECT: VOLUNTEER OF THE QUARTER AWARD

ISSUE:

The Volunteer Coordinating Committee has selected Traci Moore, Jacki Wolf and Joseph Haggard as the recipients of the Volunteer of the Quarter award for the second quarter of 2017. They were nominated by Dorothy Diehl and Lance Inman of the Keizer Police Department. The nomination is attached.

The recipients have been invited to the meeting to accept their volunteer awards. Our thanks and congratulations to Mr. Haggard, Ms. Moore and Ms. Wolf for their contributions to our community.

City of Keizer
Volunteer of the Quarter Nomination

Each quarter, the City of Keizer recognizes an individual or group of individuals for their contributions to the Keizer community. This award is designed to recognize the achievement and to encourage actions that enhance the city of Keizer, the Keizer community, and the lives of our citizens.

Process for Award Nomination:

- A written nomination form is submitted to the Keizer City Recorder – P.O. Box 21000/930 Chemawa Road NE, Keizer, Oregon 97307 or submitted by clicking the submit button above.
- Additional letters of support, supplementary information such as pictures, news stories, biographical information, or other materials that show the project or contribution of the nominee may be included.
- The nomination will be reviewed and decided by the Volunteer Coordinating Committee. The nominator may be requested to attend a meeting of the Volunteer Coordinating Committee to answer questions or explain the nomination in further detail.
- The award will be then presented at a regular meeting of the Keizer City Council.

Name of Nominee(s): Joseph Haggard, Jacki Wolf, Traci Moore (Keizer Police Department Fleet Volunteers)

Address of Nominee (s): N/A

Nominee Phone Number or Contact Information: N/A

Please provide a brief description, including the dates or time period, of the nominees' contributions and the reason why you are nominating for this award:

Since September 2016, Jacki, Joseph, and Traci have contributed an incredible amount of time and effort toward meeting several important needs of the Keizer Police Department's fleet services program. They inspect, restock, and clean the vehicles inside and out, as well as troubleshoot mechanical issues, transport vehicles for services, respond to a wide array of requests, and participate in planning and decision-making discussions. They also provide periodic support to other areas of the department, including Support Services and Traffic Safety.

Explain the impacts these contributions have had on the city of Keizer or the Keizer community:

Without the work of these volunteers, the KPD would need to commit significantly more staff time and resources to inspect, clean, and transport cars, as well as deploy the radar trailers weekly, run errands, and manage fleet data and records. The work of the volunteers also helps ensure that police vehicles are safe and well-equipped with the tools officers need to serve the citizens of Keizer.

Nominator Information:

Your name: Dorothy Diehl, Community Service Officer, Keizer Police Department

Address: 930 Chemawa Rd. NE Keizer OR 97303

Phone Number – Contact Information 503-856-3472, diehld@keizer.org



KEIZER POLICE DEPARTMENT

930 Chemawa Rd NE • PO Box 21000 • Keizer OR 97307
www.keizer.org • Phone 503-390-3713 • Fax 503-390-8295

July 11th, 2017

To: Volunteer Coordinating Committee

Re: Volunteer of the Quarter nomination

I support Community Service Officer Dorothy Diehl's nomination of Traci Moore, Jacki Wolf and Joseph Haggard for the Volunteer of the Quarter award.

Traci, Jacki and Joseph assist the police department by performing maintenance checks, conducting inventories, cleaning and shuttling patrol vehicles to various service shops. They help maintain our fleet of 13 marked police cars.

Joseph Haggard is a retired medical equipment field service engineer. He lives in Keizer and owns his own mobile canning business Crossroads Canning (<http://www.crossroadscanning.com/>).

Traci Moore is a 911 dispatcher for Clackamas County 911 and lives in West Salem. She actively volunteers in the community.

Jacki Wolf lives in Keizer and recently retired from the Oregon School for the Deaf, after a 32-year teaching career. She is fluent in American Sign Language and actively volunteers in the community.

Each is a testament to what the City was founded on: Pride, Spirit and Volunteerism. I also nominate each for Volunteer of the Quarter.

Respectfully submitted,

Lt. Lance Inman
Support Services Division

MAK CLEANS UP SALEM HOME

Posted by [Admin](#) | Dec 31, 2016 | [Community](#), [People](#), [Top Stories](#) | 0 |



Joseph Haggard (from left), Clay Rushton, Sgt. Lance Inman and Bob Shackelford volunteer to clear out the former home of a Korean War vet widow. (KEIZERTIMES/Lyndon A. Zaitz)

Men in Action for Keizer (MAK), the Keizer Chamber of Commerce's volunteer group of men, jumped into action earlier this month when they were called by representatives of the Oregon Department of Veteran Affairs to help clear out the former home of a veteran's widow.

A small group of MAK volunteers, led by Bob Shackelford, were joined by three Keizer Police Department employees at the manufactured home in northeast Salem that was the residence of Carmel Westover for decades. Westover, in her 70s, had relocated to a foster home earlier in the year.

The large, three-bedroom home, was filled with the artifacts of a life that Westover shared with her husband Marvin, a Korean War Naval vet, who had passed away. The clear-out team filled a large trash container and a recycling container, donated by Pacific Sanitation Service. Items in the home were divided into categories: trash, recyclables, personal documents and things that will be sold.

Men in Action for Keizer, which has a roster of about 50 members, was created several years ago as a counter to the chamber's Keizer Network of Women (KNOW), assists in every way for those in need—individuals, businesses, civic projects and more. Shackelford, a real estate broker, leads the group, which is constantly seeking projects to which they can lend their manpower.

Jordan Killian, property manager for the Department of Veteran Affairs (ODVA), contacted Sgt. Lance Inman at Keizer Police, who connected him with Shackelford and MAK. Overseeing the project was Helen Ireland, conservatorship manager with ODVA.

Along with Shackelford, the volunteers from Men in Action for Keizer at the home clean-up were Bob Parsons, Clay Rushton and **Joseph Haggard**. Joining Inman from the police department were **Traci Moore and Jacki Wolfe**.

COUNCIL MEETING: September 18, 2017
AGENDA ITEM NUMBER: _____

TO: **MAYOR CLARK AND CITY COUNCIL MEMBERS**

THROUGH: **CHRIS EPPLEY**
 CITY MANAGER

FROM: **NATE BROWN**
 COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: **MINOR AMENDMENT TO KEIZER STATION AREA A MASTER PLAN**

ATTACHMENTS:

1. Proposed site plan for area affected: dated August 14, 2017
2. Applicant's written statement
3. Materials/Color samples
4. Trip Generation Comparison Memo (Scott Mansur, P.E., PTOE, DKS Associates)
5. Comments received from Keizer Public Works Department
6. Comments received from Keizer Police Department

BACKGROUND:

The proposed amendment to the adopted Area A master plan is to modify the site plan and allow the construction of a new 16,788 square foot dental office building, which will be a companion to the existing 20,132 square foot medical office building (Kaiser Permanente). This total of 36,920 square feet for the existing medical and proposed dental office is much less than the 100,000 square foot office building previously approved by the original Keizer Station Area A Master Plan. This amendment is necessary to modify the site plan in order to allow two separate buildings instead of one single large building.

The new office building's design, materials, landscaping and signage will be consistent with the existing adjacent Kaiser Permanente medical office building. The applicant submitted a material/color sample which is consistent with the established design of the adjacent medical office building, as well as the other buildings within Area A. This sample is intended to be included with the original materials/colors. According to the applicant, the proposed building will create a "cluster of synergistic medical uses, which provide high quality employment and desired service for the community." Area A Village Center is designated as a Special Planning Area on the Comprehensive Plan Map and is zoned Employment General. The proposed amendment is consistent with both the Comprehensive Plan and zoning designations. The area also is within the Interchange Area Management Plan Overlay area, and the request will reduce the vehicle trip generation from the original proposal.

Since this action is a simple amendment to the previous decision, all other aspects of the previous Area A masterplan approval, including the required conditions of approval, will remain unchanged.

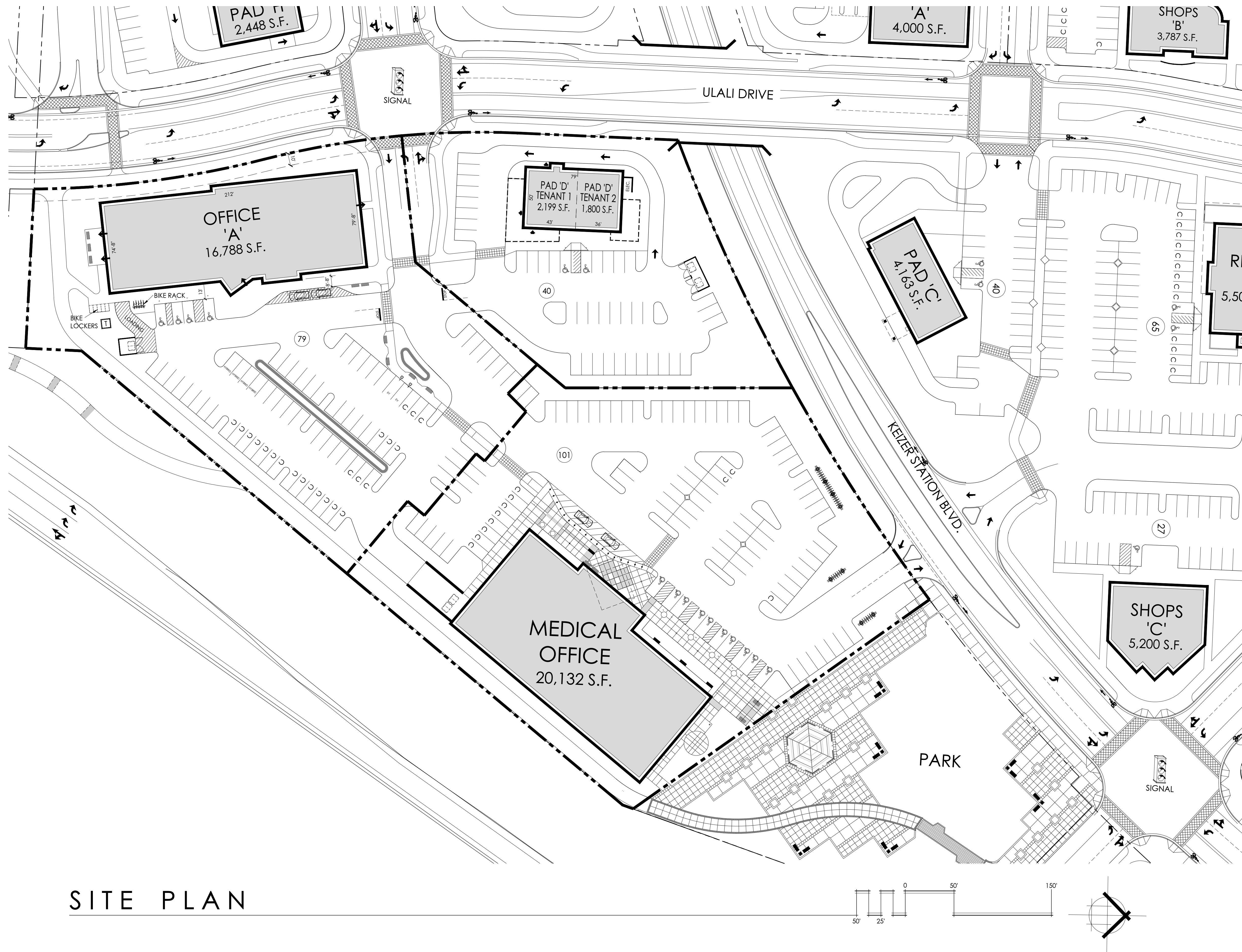
REQUEST FOR COMMENTS:

Request for comments were mailed to surrounding properties and affected agencies. The following comments specifically regarding the proposed revisions have been received:

- The Public Works Department submitted comments requiring all previous conditions of the approved Master Plan for this area of Keizer Station Area A, Village Center to remain in effect.
- The Keizer Police Department submitted that they have reviewed the proposal and have no comments.

RECOMMENDATION:

Staff recommends that council open the public hearing, receive any additional testimony, close the public hearing, deliberate, and: **Direct Staff to prepare an order adopting the proposed amendments to the Area A Master Plan Approval.**



SITE PLAN

OFFICE SITE DATA		
SITE AREA :	87,518 S.F. (2.01 ACRES)	SITE COVERAGE : 19.1%
BUILDING	PARKING REQUIREMENT	AREA
OFFICE 'A' :	(1/350)	16,728 S.F.
TOTAL BUILDING AREA :		16,728 S.F.
MINIMUM PARKING REQUIRED :		48 SPACES
MAXIMUM PARKING ALLOWED :		72 SPACES
STANDARD PARKING PROVIDED :		52 SPACES
COMPACT PARKING PROVIDED :		23 SPACES (29.1%)
HANDICAP PARKING PROVIDED :		4 SPACES
TOTAL PARKING PROVIDED :		79 SPACES
PARKING RATIO :		4.72 SPACES/1,000 S.F.

RPS Development
Company, Inc.
Developer
2653 High Heaven Road
McMinnville, OR 97128
Phone: 503 435 4907
Fax: 503 435 4909

Aspen Capital
9400 SW Beaverton-Hillsdale Hwy,
Suite 131
Beverton, OR 97005
Phone: (503) 295-5800
Fax: (503) 525-5849

Keizer Station Village Center

Keizer, Oregon

August 14, 2017

BENNER
STANGE
ASSOCIATES
ARCHITECTS, INC.
80 SE MADISON STREET
SUITE 430
PORTLAND, OR 97124
(503) 670-0234
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bsa@bsaarch.com

BSAA
ARCHITECTURE & PLANNING

BEFORE THE CITY COUNCIL
FOR THE CITY OF KEIZER, OREGON

In the Matter of a Request for a Master Plan Amendment for Keizer Station Master Plan – Area A.

NARRATIVE IN SUPPORT OF THE MASTER PLAN AMENDMENT APPLICATION

Executive Summary

The applicant owns property within Area A of the Keizer Station Master Plan. The originally approved master plan envisioned that the applicant’s property would be developed with a single 4 story, 120,000 square foot office building (sometimes referred to as “Office A”) located along Ulali Drive. That scale and type of office is not consistent with market demands. Instead, a 20,132 square foot medical office building occupied by Kaiser Permanente was constructed adjacent to the park. The applicant desires to construct a new 16,788 square foot¹ medical office building² along the Ulali Drive frontage, which will be a companion to the existing Kaiser Permanente building. The new medical office building’s design, materials, landscaping and signage will be comparable to the adjacent Kaiser Permanente medical office building. The proposed medical office building will create a cluster of synergistic medical uses, which provide high quality employment and desired service for the community. Another benefit is that combined, the two medical office buildings (with a total of 36,920 square feet) will generate less traffic than the originally approved 120,000 square foot general office building, but will continue to support the commercial uses of Keizer Station.

Prior to when the applicant can submit an application for Development Review or building permit for the new medical office building, the Keizer Station Master Plan must be amended to reflect the changed size and type of office. Therefore, the applicant proposes to amend Area A – Village Center of the Keizer Station Master Plan so that the approved 120,000 square foot

¹ The new medical office building is estimated to be 16,788 square feet, but that size may change during the design process. Therefore, the proposed building’s square footage and the total of 36,920 square feet of medical office use are general estimates, not mandatory size standards.

² The new building may be occupied by dental and/or other medical office practitioners. We use the general terms “medical office” here to describe the “health services (SIC 80), but excluding hospitals (SIC 806)” use allowed in the General Employment (EG) zone. KDC 2.119.06.J.10, KDC 2.119.03.H and KDC 2.108.02.V

general office building is reduced to 36,920 square feet of medical office use, spread across two buildings, as generally depicted on the attached site plan (the “Modified Plan”). No other changes to the master plan are proposed, and no alterations to existing lot lines are needed.

The Keizer Development Code (“KDC”) does not include approval criteria for amendments to an existing master plan. Therefore, the Modified Plan must comply with all of the Keizer Station Master Plan provisions in the KDC. Because of the very limited nature of the change proposed by the Modified Plan, many of the approval criteria are either not applicable, or will be applied during Development Review. The new building’s compliance with all development, design and utility standards, as well as with all applicable conditions of approval, will be demonstrated during the Development Review and building permit approval processes.

The only criteria that are relevant to the Modified Plan relate to the purposes and objectives of the Keizer Master Plan, limitations on commercial uses, transportation impacts, and parking standards. As detailed below, all applicable criteria are met. Criteria that are not applicable or will be complied with at the time of Development Review and building permit are also noted.

Keizer Station Master Plan Application Review Criteria

I. KDC 3.113.04.A.

The master plan shall meet the purpose and objectives identified in the Keizer Station Design Plan.

Applicant: The Modified Plan meets the purpose and objectives of the Keizer Station Design Plan and originally approved master plan. The purpose of Area A – Village Center of the Keizer Station Master Plan is to “provide the opportunity to establish a true economic activity center that will focus on offering a variety of industrial and commercial activities” by meeting the following objectives: providing a northern gateway to Keizer, developing a variety of employment opportunities, creating a focal point for commerce and community activities, establishing a place for multiple activities, providing a gateway to sports activities, and being a source of employment opportunities.

This proposal requests to change the approved 4 story, 120,000 square foot general office building to a combined 36,920 square feet of medical office use in two buildings. The Modified Plan changes only the size, configuration, quantity and type of allowed office use. As amended, Area A will continue to offer a variety of employment opportunities.

II. KDC 3.113.04.B.

The master plan shall meet the (i) design standards, (ii) transportation system standards, (iii) utility standards, (iv) parking standards, and (v) landscape standards identified in the Keizer Station Plan in addition to standards within applicable zones.

i. Keizer Station Plan - Design Standards

Following Master Plan approval, as described earlier, subsequent development within Area A – Village Center, shall satisfy the development standards of the underlying zone, Employment General (EG) – Section 2.119, along with the following design standards:

- A. **Development Standards:** KDC Section 2.315 Development Standards requires new development to apply for Development Review and to comply with standards identified in KDC Section 2.315.08 as part of the building permit approval process. These standards are intended to be objective and to serve as a guide to designers of developments. A building permit shall be issued when the proposal:
1. Is consistent with the Development Standards of KDC Section 2.315; and
 2. Is in substantial conformity to the approved Master Plan.

Applicant: The Modified Plan's compliance with KDC 2.315 Development Standards is addressed below. As for the rest of this criterion, the applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

- B. **Additional Design Standards:** Development throughout Area A – Village Center will also be controlled by a set of design standards aimed at establishing an environment that promotes a coordinated approach to developing the entire 95 acres. The intent is to establish design standards in addition to the standards identified in KDC Section 2.315 that will guide future development in a manner that will achieve the development objectives for Area A – Village Center. The following Design Standards shall also apply to new development in Area A – Village Center area as part of the Master Plan approval process:
1. **Gateway.** In order to achieve the objective of making Area A – Village a gateway to Keizer, a gateway feature visible from I-5 shall be provided.
 2. **Weather protection.** Weather protection for pedestrians, such as awnings, canopies and arcades, shall be provided at building entrance(s). Weather protection is encouraged along building frontages abutting a public sidewalk or a hard-surfaced expansion of a sidewalk, and along building frontages

between a building entrance and a public street or accessway.

Applicant: The City’s original approval of the existing master plan found that the Area A - Village Center Master Plan complied with this criterion because of landscaping on the perimeter of the site and the “Welcome to Keizer” monument sign near the Chemawa interchange. The Modified Plan will not affect the compliance of Area A - Village Center with this criterion because it will not alter the perimeter landscaping or the “Welcome to Keizer” sign. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

C. Development Standards of General Employment Zone - KDC 2.119.10

KDC 2.119.02 - Commercial and Industrial Use Limitations.

- A. To implement the KSP, the EG zone requires that a minimum of 25% of all the EG zone land area be devoted to listed industrial uses and allows a maximum of 75% of the EG zone land area to be developed with Commercial Uses. The specific industrial and Commercial uses are defined in this chapter[.]**

Applicant: Medical office is a listed industrial use. KDC 2.119.03.H and KDC 2.108.02.V. The Modified Plan does not affect Area A - Village Center’s compliance with this criterion. This approval criterion relates to the relative amount of “land area” devoted to commercial/industrial uses. Although the Modified Plan changes the square footages of the subject buildings, it does not change the use for which the “land area” they occupy are devoted, which will remain office. Thus, the Modified Plan leaves unchanged the total “land area” in Area A - Village Center that is devoted to industrial/commercial uses. The Modified Plan complies with this criterion.

KDC 2.119.11.B - Minimum Lot Dimension Requirements.

Within the acreage identified for commercial uses, at least eight percent (80%) of the lots must have a minimum lot area of 20,000 sq. ft., minimum average width of 100 ft. and minimum average depth of 100 feet. The remainder of the lots must have a minimum lot area of 10,000 sq. ft., minimum average width of 75 ft. and minimum average depth of 75 feet. Lots or tracts created only for the purposes of providing a right-of-way or dedicated utilities, public drainage facilities or open space are exempt from the lot size and shape standards of this section.

Applicant: The Modified Plan does not modify the dimensions of any lot in Area A – Village Center, so this criterion is not applicable.

KDC 2.119.12 Development Standards.

- A. Height, Setback, Coverage, and Landscaping Requirements. For commercial development, maximum building height is 100 feet, maximum lot coverage is 85%; there is a street-side setback for buildings of minimum 10 feet and 20 feet maximum; there are no side or rear setbacks required unless the lot abuts a**

residential zone, in which case those setbacks are 40 feet; landscaping must cover a minimum of 15% of the lot area.

Applicant: The applicant has submitted a site plan with this application that demonstrates that it is feasible for the buildings the Modified Plan proposes to comply with these standards. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

B. Design Standards. All development in the EG zone shall comply with applicable standards in Section 2.315 of the Keizer Development Code, in addition to the standards below:

Applicant: The applicant has submitted a site plan with this application that demonstrates that it is feasible for the buildings the Modified Plan proposes to comply with the standards in KDC 2.315, as set forth below. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

1. Exterior Display, Storage, and Work Activities.

- a. Exterior display and storage is allowed. Exterior display and storage shall not be located within required setbacks nor required landscaped areas. Exterior display and exterior storage areas shall not be located within 100 feet of any property line within 60 feet of a residential zone.**
- b. Exterior work activities are allowed in the areas identified for industrial development. Exterior work activities shall not be located within required setbacks nor required landscaped areas. Such exterior work activities shall not be located within 100 feet of any property line within 60 feet of a residential zone.**

Applicant: The medical office uses are not expected to have exterior display, storage or work activities, so these criteria do not apply.

2. All development must comply with the applicable standards identified in the Keizer Development Code including, but not limited to, the following:

**Section 2.125 Activity Overlay Zone
Section 2.3 General Development Standards
Section 2.301 General Provisions
Section 2.302 Street Standards
Section 2.303 Off-Street Parking and Loading
Section 2.305 Transit Facilities
Section 2.306 Storm Drainage**

Section 2.307 Utility Lines and Facilities
Section 2.308 Signs
Section 2.309 Site and Landscaping Design
Section 2.310 Development Standards for Land Divisions
Section 2.312 Yard and Lots Standards
Section 2.315 Development Standards
Section 2.4 Special Uses

KDC 2.125.04 - Activity Overlay Zone - General Development Standards.

All development within an Activity Center is subject to City review as provided in Chapter 3.101, and shall also include the following factors:

- A. Activity Center Design Plan. All new developments and expansions of existing developments shall comply with the adopted activity center design plan for each Activity Center.**

Applicant: The Keizer Station Plan is an “activity center design plan ... divided into four area (A through D).” See Keizer Station Plan at 1. The Modified Plan proposes a “new development” within Area A - Village Center that must comply with the generally applicable provisions, as well as the Area A - Village Center provisions, of the Keizer Station Plan. This narrative demonstrates that the Modified Plan complies with all applicable provisions of the Keizer Station Plan, as well as the KDC. The Modified Plan further complies, as this narrative demonstrates, with all applicable provisions of the EG special planning district that applies to Area A - Village Center.

- B. Site Master Plan. Developments in an activity center shall be required to submit a master plan for approval as part of the application process. The elements of such master plan shall include, but are not limited to, the following:**
- 1. A master plan map showing the location of land uses, open spaces, and pedestrian and vehicular circulation and a written explanation showing how these features achieve the purpose of the activity center design plan.**
 - 2. For any project for which the projected average daily traffic will exceed 250 vehicle trips per day, in accordance with the Institute of Traffic Generation Manual, a traffic impact analysis will be required and a written explanation how negative impacts will be mitigated.**

Applicant: There is an approved existing master plan for Area A - Village Center. The Modified Plan makes adjustments to one small part of that plan. Accordingly, the Modified Plan leaves mostly intact the existing master plan’s “site master plan” map, and the applicant has submitted a site plan with this application demonstrating the building size, quantity and location changes that the Modified Plan proposes. Furthermore, the applicant has provided a trip generation

memorandum from DKS Associates that demonstrates that the Modified Plan does not require a new traffic impact analysis because it reduces the number of trips (both total daily and peak hour) and overall traffic in Area A - Village Center from what the existing master plan contemplates. Therefore, the Modified Plan complies with this criterion.

KDC 2.125.05 - Activity Center Overlay Zone - Keizer Station Plan Development Standards - IBP Zone

Applicant: The Modified Plan does not include any land in the IBP zone. Therefore, this criterion does not apply to the Modified Plan.

KDC 2.125.06 - Activity Center Overlay Zone - Keizer Station Plan Prohibited Uses - IBP and EG Zones

The following uses are prohibited on properties within the Keizer Station Plan boundary, which are zoned IBP or EG:

- A. Manufacturing of grain mill products;
- B. Manufacturing of biological products, except diagnostic substances;
- C. Soaps, detergents, and cleaning preparations, perfumes, cosmetics, and other toilet preparations;
- D. Miscellaneous plastic products;
- E. Motor freight transportation and warehousing.

Applicant: The Modified Plan does not include any of the above uses. Therefore, this criterion does not apply to the Modified Plan.

KDC 2.301.03 - General Development Standards - Public Facility Improvement Requirements.

Standards for the provision and utilization of public facilities or services available within the City of Keizer shall apply to all land developments in accordance with the following table. No development permit, including building permit, shall be approved or issued unless the following improvements are provided prior to occupancy or operation, or unless future provision is assured in accordance with Subsection 2.310.05.D or 2.310.06.P as applicable. (11/09)

Public Facilities Improvement Requirements Table

LAND USE	FIRE HYDRANT	STREET IMPROVE- MENT	WATER HOOK-UP (PF-1)	SEWER HOOK-UP (PF-6)	STORM DRAIN (PF-7)	STREET LIGHTS (PF-8)
Single Family Dwelling /Duplex	No (unless required by U.F.C.)	PF-3	Yes	Yes	Yes	No
Multi- Family Dwellings	PF-2	Yes and PF -5	Yes	Yes	Yes	Yes
New Public, Commercial or Industrial	PF-2	Yes and PF -5	Yes	Yes	Yes	Yes
Public, Commercial or Industrial Expansion	PF-2	PF-5	Yes	Yes	Yes	Yes
Partition, Subdivision, PUD, MHP	PF-2	PF-4 and PF-5	Yes	Yes	Yes	Yes

Applicant: The applicant will demonstrate compliance with these standards, including the provisions of fire hydrants meeting the requirements of the Uniform Fire Code, street improvements, water hook-ups, sewer hookups, storm drains, and street lights in accordance with the table above, during the Development Review and building permit approval processes.

KDC 2.301.04 - General Development Standards - Traffic Impact Analysis (TIA).

A development application requires a TIA if it involves a change in “a plan amendment designation” or it will cause, based on field counts, site observation, traffic impact analysis or study, field measurements, crash history, ITE manual, and information and studies provided by the City of Keizer and/or ODOT: (1) an increase in site traffic volume generation by 250 Average Daily Trips (ADT) or more (or as required by the City Engineer); or (2) an increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or (3) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard; or (4) the location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or (5) a change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

Applicant: The Modified Plan does not require a TIA. The existing master plan authorizes a 4-story, 120,000 square foot office building. This proposal is for 36,920 square feet of medical office use. As detailed in DKS Associates’ trip generation memorandum, the Modified Plan will generate fewer total daily and peak hour trips than the existing master plan, thereby reducing the traffic impact on the site area compared to what the City has already approved. The Modified Plan will not result in additional use of adjacent streets by heavy vehicles. No new access

driveway is proposed. The Modified Plan will not change internal traffic patterns from what is approved under the existing plan, except to reduce such traffic.

KDC 2.302.03 - Street Standards - General Provisions.

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

Applicant: The existing master plan complies with this criterion. The Modified Plan will not affect compliance with this criterion because it does not modify the location, width or grade of streets.

- B. Continuation of Streets.** Development proposals, including subdivisions and partitions, shall provide for the continuation of, and connection to, 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 adjoining 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.

Applicant: The existing master plan complies with this criterion. The Modified Plan will not affect compliance with this criterion because the existing transportation network within Area A - Village Center already promotes traffic circulation and access. The Modified Plan will not affect that compliance.

- 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.

Applicant: The existing master plan complies with this criterion. The Modified Plan will not affect compliance with this criterion because the relevant streets within Area A - Village Center are already aligned as required. The Modified Plan does not realign existing streets, or affect them so as to necessitate realignment.

- 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 the Uniform Fire Code.

Applicant: This criterion does not apply to the Modified Plan, which does not propose a subdivision.

- 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.**

Applicant: The existing master plan complies with this criterion. The Modified Plan will not affect compliance with this criterion because it does not alter the layout of streets or intersections within Area A - Village Center.

- 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.**

Applicant: The existing master plan complies with this criterion. The Modified Plan will not affect compliance with this criterion because it does not alter the width of any public street within or adjacent to any tract, except as required to comply with street improvement the City may impose.

- G. Half-Streets. 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.**

Applicant: The Modified Plan does not propose half-streets. Therefore, this approval criterion does not apply to the Modified Plan.

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

Applicant: This criterion does not apply to the Modified Plan, which does not involve or propose cul-de-sacs.

I. Street Names. Street names and numbers shall conform to the established standards and procedures in the City.

Applicant: The Modified Plan does not involve naming streets. Therefore, this criterion does not apply to the Modified Plan.

J. Grades and Curves. 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.

Applicant: The existing master plan complies with this criterion. The Modified Plan does not alter or affect street grades or curves. Therefore, the Modified Plan complies with this approval criterion.

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.

Applicant: The Modified Plan does not propose frontage streets. Therefore, this criterion does not apply to the Modified Plan.

L. Alleys. 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.

Applicant: The Modified Plan does not propose or modify alleys. Therefore, this criterion does not apply to the Modified Plan.

M. Street Landscaping. Where required as part of the right-of-way design, planting strips shall conform with 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.**

Applicant: This criterion does not apply to the Modified Plan because it is not required to provide or design right-of-way.

N. Access Control Standards.

1. **The City may require a traffic study to determine access, circulation, and other transportation requirements.**

Applicant: The Modified Plan does not require a traffic study, as discussed above. The applicant has provided a trip generation comparison that demonstrates that the trips generated by the Modified Plan are less than those of the existing master plan. Therefore, this criterion does not apply to the Modified Plan.

2. **The City may require closing or consolidation of existing curb cuts or other vehicle access points, reciprocal access easements, development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system, and access to and from off-street parking cannot back onto a public street.**

Applicant: The applicant will comply with any requirements the City imposes under this criterion.

3. **Vehicle access to off-street parking must be provided via an existing or proposed alley or mid-block lane, a private street or driveway connected to an adjoining property that has direct access to a public street, or from a public street adjacent to the development parcel.**

Applicant: The applicant's site plan demonstrates that the Modified Plan complies with this criterion. The existing shared driveway between the existing medical office building and future medical office building will continue to provide shared access to off-street parking.

4. **Subdivisions fronting on arterial streets must meet certain standards.**

Applicant: The Modified Plan does not propose a land division. Therefore, this criterion does not apply to the Modified Plan.

5. **Lots fronting on two or more streets must take access from the street with the lowest classification.**

Applicant: The Modified Plan does not propose a new access point, so this criterion does not apply to the Modified Plan.

6. **The spacing of access points must meet certain requirements.**

Applicant: The Modified Plan does not add a new access point, so this criterion does not apply to the Modified Plan.

7. **The number of street access points for commercial development must be minimized to protect the function, safety and operation of the streets and sidewalks for all users.**

Applicant: The Modified Plan does not add a street access points for commercial development. Therefore, this criterion does not apply to the Modified Plan.

8. **The City will limit the number of driveway and private street intersections with public streets by requiring shared driveways where feasible. The City may require shared driveways as a condition of site design review.**

Applicant: The Modified Plan does not propose to increase the number of driveways and/or private street intersections with public streets. Therefore, this criterion does not apply to the Modified Plan.

9. **Land divisions and large site developments must produce complete blocks bound by a connecting network of public and/or private streets. The maximum block length must comply with KDC 2.310.04 Additional Design Standards for Subdivisions. Public and private streets must conform to KDC 2.302 Street Standards.**

Applicant: The Modified Plan does not include a land division and the existing street network is not altered by the Modified Plan, so this criterion is not applicable.

10. **Pedestrian/Bicycle accessways must be located to minimize out-of-direction travel by pedestrians.**

Applicant: The Modified Plan does not propose to alter the location of pedestrian or bicycle accessways from the existing master plan. Therefore, this criterion does not apply to the Modified Plan.

11. Street lights are required for public streets serving more than four dwelling units.

Applicant: The Modified Plan does not involve public streets serving more than four dwelling units. Therefore, this criterion does not apply to the Modified Plan.

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 45 feet in width shall be required to plant one streetscape tree. Lots measuring more than 45 feet in width shall be required to plant two streetscape trees.**
- 3. Streetscape trees shall be selected from a list of approved trees.**

Applicant: The applicant will comply with this criterion as necessary at the Development Review and building permit stages.

KDC 2.302.04 - Street Standards - General Right-of-Way and Improvement Widths.

Applicant: The Modified Plan does not involve construction of additional right-of-way, so this criterion does not apply.

KDC 2.302.06 - Street Standards - Construction Specifications.

Construction specifications for all public and private streets shall comply with the standards of the most recently adopted public works/street standards of the City of Keizer. Construction permits are required by the Public Works Department.

Applicant: The Modified Plan does not affect the construction specifications of any public or private street within Area A - Village Center, nor does it involve the construction of new public or private streets. Therefore, this criterion does not apply to the Modified Plan.

KDC 2.302.08 - Street Standards - Private Access Easements. KDC 2.302.08 sets forth the requirements for private access easements “created as the result of an approved partitioning or subdivision.”

Applicant: The Modified Plan does not affect the compliance of any private access easement existing within Area A – Village Center with this criterion, nor does it contemplate the creation of additional private access easements. Therefore, this criterion does not apply to the Modified Plan.

KDC 2.303.03 - Off-Street Parking and Loading - General Provisions.

- A. Owner Responsibility.** The provision and maintenance of off-street parking and loading space is a continuing obligation of the property owner. No building permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this Ordinance.

Applicant: The applicant will comply with this criterion at the building permit stage, and continue to do so thereafter.

- B. Additional Parking Required Prior to Occupancy.** Should the owner or occupant of any lot or building change the use to which the lot or building is used, thereby increasing off-street parking and loading requirements, it shall be unlawful and a violation of this ordinance to begin or maintain such altered use until such time as the increased off-street parking and loading requirements are observed.

Applicant: The Modified Plan does not propose a change of use to an existing building, so this criterion is not applicable.

- C. Interpretation by Administrator.** Requirements for types of buildings and uses not specifically listed herein shall be determined by the Zoning Administrator based upon the requirements of comparable uses listed and expectations of parking and loading need. The Zoning Administrator shall have the authority to make adjustments based on parking demand analysis prepared by an applicant.

Applicant: This is not an approval criterion.

- D. Combined Uses.** In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately, unless a reduction is approved for shared parking pursuant to Subsection 2.303.05.

Applicant: This is not an approval criterion.

- E. Use of Parking Spaces.** Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons or employees only, and shall not be used for storage of vehicles or materials including solid waste collection containers. Garages for single family and duplex dwelling units shall not be counted in determining required parking

spaces.

Applicant: The applicant will comply with this criterion.

- F. Drainage.** All new parking areas and expansion of existing parking areas shall provide a storm drainage system to dispose of runoff generated by the impervious surface. Provisions shall be made for the on-site collection, storage, conveyance, and treatment of drainage water, to prevent sheet flow of such water onto sidewalks, public rights of way, and abutting properties. The drainage system shall be approved by Keizer Public Works Department prior to construction and shall be constructed in accordance with the city's storm water management regulations.

Applicant: The stormwater drainage system under the existing master plan is sufficient to handle the needs of the Modified Plan. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

KDC 2.303.04 - Off-Street Parking and Loading - Location and Use Provisions.

- B. Non-residential Zone.** In any non-residential zone, the parking area may be located off the site of the use if it is within 500 feet of such site and a parking agreement is recorded. A copy of such recorded agreement shall be provided to the city.

Applicant: The Modified Plan provides all required parking on-site. Therefore, this criterion does not apply to the Modified Plan.

KDC 2.303.06 - Off-Street Parking and Loading - Off-Street Automobile Parking Requirements.

Applicant: The KDC includes minimum parking standards, with a 50% increase in parking allowed outright. Additional spaces may be allowed upon demonstration of parking demand. KDC 2.303.06. Further, multiple uses can share parking so that the sum of the combined total required parking is provided in a shared lot. KDC 3.303.06.D.

The segment of Area A that is amended by the Modified Plan is bordered by Ulaili Drive, Keizer Station Boulevard, and the I-5 off ramp, anchored by a pocket park to the north. This discrete area includes multiple uses that share a total of 220 parking spaces, which is less than the allowed maximum, as demonstrated by the table below.

Use	Maximum Allowed Parking
20,132 sf medical office	86
16,728 sf medical office	72
450 sf medical office outdoor	2

gathering/pergola park area	
3,999 sf "Pad A" eating and drinking establishment	48
1,042 sf Pad A Outdoor designated seating/dining area	13
1.25 acre pocket park	Parking standard as approved by City Council; we suggest 6 spaces
Total	227

The total parking count includes 14 handicapped spaces, four drop off spaces and four EV charging stations that are voluntarily provided as a site feature. When these spaces, which are not available to the general public for parking, are removed from the total parking count, 198 spaces are provided. The new medical office will also voluntarily provide 5 bike lockers.

KDC 2.303.08 - Off-Street Parking and Loading - Bicycle Parking.

KDC 2.303.08 requires a number of bicycle parking spaces equal to 1 space per 20 required vehicle parking spaces, plus an additional 1 space. Bicycle spaces must be a minimum of 6 feet long and 2 feet wide and be accessible by a minimum 4 foot aisle. They must be in a well-lit area, within 50 feet of a building entrance, and separated by a physical barrier or distance to prevent damage by automobiles. Bicycle racks must be designed to secure the bicycle frame and at least one wheel and accommodate a locking device; securely anchored to the ground or a structure or provided within a secured compound; and labeled as available for bicycle parking if it is not obvious that is their purpose. Finally, the applicant must provide access to a public right-of-way and pedestrian access from the bicycle parking area.

Applicant: The Applicant has submitted a site plan with this application that demonstrates that it is feasible to comply with these standards. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

KDC 2.303.09 - Off-Street Parking and Loading - Carpool and Vanpool Parking.

New office or industrial development with 100 or more parking spaces shall designate at least 5% of the parking spaces for carpool or vanpool parking. These designated spaces shall be the closest parking spaces to the building entrance normally used by employees, with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only" along with specific hours of use. Any other use establishing car and vanpool spaces may reduce the minimum parking requirement by 3 spaces for each carpool/vanpool space created.

Applicant: Following approval of the Modified Plan, the new medical office building will add 79 new parking spaces, so carpool and vanpool parking is not required.

KDC 2.303.10 - Off-Street Parking and Loading - Off-Street Loading Requirements.

Off-street loading space shall be provided as listed below:

- A. **Commercial Office.** Commercial office buildings shall require a minimum loading space size of 12 feet wide, 20 feet long and 14 feet high in the following amounts: for buildings over 5,000 square feet of gross floor area, 1 space; for each additional 40,000 square feet of gross floor area, or any portion thereof, 1 space.

Applicant: The applicant has submitted a site plan with this application that demonstrates that it is feasible for the buildings the Modified Plan proposes to comply with the loading standards. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

KDC 2.303.11 - Off-Street Parking and Loading - Parking and Loading Area Development Requirements.

All Parking and loading areas shall be developed and maintained as follows:

- A. **Surfacing.** All driveways, parking and loading areas shall have a durable, hard, dust free surface such as asphalt, concrete, or pavers (segmented bricks). Temporary or over-flow parking areas may be allowed on a case by case basis subject to Public Works and Community Development approval to be exempt from this requirement. Over-flow is defined as being on an infrequent or occasional basis and is in addition to parking that already exists on the site. Temporary is less than two years in duration.
- B. **Parking Spaces**
 - 1. **Dimensions.** Parking spaces shall be a minimum 9 feet wide and 18 feet in length.
 - 2. **Compact Spaces.** Compact parking spaces, at a reduced width of 8.5 feet, and 16 feet in length, shall be permitted on sites with more than five (5) parking spaces. No more than 30% of the required parking shall be compact spaces and each space must be identified as a "Compact Space."
- C. **Aisle.** Parking aisles must be 12 feet when one-way and 22 feet when two-way, and, when adjacent to parking, have a width contingent on the parking angle.

Applicant: The applicant will comply with these criteria during the building permit stage. The applicant's site plan shows it is feasible for the applicant to comply with this criterion.

- D. Screening.** When any parking or loading area abuts a residential zone, the parking or loading area shall be screened or buffered as is required in Section 2.309.05.

Applicant: The parking and loading areas that the KDC requires for the Modified Plan do not abut a residential zone. Therefore, this criterion does not apply to the Modified Plan.

- E. Lighting.** All lighting shall be directed entirely onto the loading or parking area and away from any residential use. The lighting shall not cast a glare or reflection onto the public rights-of-way.

Applicant: The applicant will comply with this requirement at the building permit stage.

- F. Landscaping.** A tree shall be planted for every eight lineal parking spaces not located adjacent to a building. Trees may be planted in clusters to screen or buffer the development if approved in the Landscaping plan. The planting space shall measure no less than 4 feet square and be surrounded by concrete curbing. The plant shall be of a species that the root system will not interfere with underground utilities or the parking surface, and, is capable of achieving a 15 foot radius. Trees may be planted within a storm drainage area subject to Public Works review and approval and provided that the selected tree species will not adversely impact the function of the storm drainage facility.

Applicant: The applicant has submitted a site plan with this application that demonstrates that it is feasible for the buildings the Modified Plan proposes to comply with these standards. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

- G. Traffic Flow.** Service drives to off-street parking areas shall be designed and constructed to allow flow of traffic, provide maximum safety of traffic access and egress and the maximum safety of pedestrians and vehicular traffic on the site.

Applicant: Access to and from the parking lots serving the buildings that the Modified Plan proposes is controlled and designed to provide suitably spaced street or driveway intersections. The Modified Plan will provide for safe and efficient traffic flow in the part of Area A - Village Center that the Modified Plan affects. The Modified Plan complies with this criterion.

- H. Entrance/Exits.** Service drive exits shall have a minimum vision clearance area of 15 feet from the intersection of the street and driveway.

Applicant: The Modified Plan does not alter existing driveways, so this criterion is not applicable.

- I. **Bumper Rails.** Parking spaces along the outer boundaries of a parking area shall be contained by a curb or a bumper rail to prevent a motor vehicle from extending over an adjacent property, a street, or a sidewalk. The bumper shall be at least 4" high and located a minimum of 3 feet from the property line.

Applicant: The Applicant will demonstrate compliance with this criterion at the building permit stage.

KDC 2.305.01 - Transit Facilities - Location Requirements.

KDC 2.305.02 - Transit Facilities - Design Requirements.

Applicant: The standards in KDC 2.305.01 and .02 are directed at the City when planning transit facilities, and do not apply to the Modified Plan.

KDC 2.306.03 - Storm Drainage - Preliminary Plan Required.

Preliminary site drainage and grading plans for subject area and adjoining area within 100' of the perimeter of the subject property are required to be submitted for commercial developments. Preliminary site drainage and grading plans shall consist of the following information.

- A. Flow lines of surface water onto and off the site.
- B. Estimates of existing runoff patterns from subject property onto adjacent properties, and estimates of existing runoff from adjacent properties onto subject property.
- C. Existing contours at 1-foot intervals.
- D. Existing and proposed drainage channels, including drainage swales, ditches, berms and proposed storm drains. Connections to existing system should be identified.
- E. Location of storm drain detention facilities.
- F. The City Engineer shall have the flexibility to make changes to the preliminary plan at the time of final detailed plan approval.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

KDC 2.306.04 - Storm Drainage - Plan for Storm Drainage and Erosion Control.

No construction of any facilities in a commercial development 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. This detailed plan shall contain the following information:

- A. Elevations. Proposed finished lot corner and finished street elevations.
- B. Proposed contours of finished grade in 1-foot intervals or less if required by the City Engineer.
- C. Run-off. The methods to be used to minimize the amount of runoff other than into an approved point of discharge, siltation, and pollution created from the development both during and after construction.
- D. Facilities. Plans for the construction of storm sewers, open drainage channels and other facilities which depict line sizes, profiles, construction specifications and other such information as is necessary for the City to review the adequacy of the storm drainage plans.
- E. Engineering Calculations. Calculations used by the engineer in sizing storm drainage facilities.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

KDC 2.306.05 - Storm Drainage - General Standards.

- A. Requirements. All development shall be planned, designed, constructed and maintained to:
 - 1. Protect and preserve existing natural drainage channels to the maximum practicable extent;
 - 2. Protect development from flood hazards;
 - 3. Provide a system by which water within the development will be controlled without causing damage or harm to the natural environment, or to property or persons within the drainage basin;
 - 4. Assure that waters drained from the development are substantially free of pollutants, through such construction and drainage techniques as sedimentation ponds, reseeding, phasing of grading;
 - 5. Assure that waters are drained from the development in such a manner that will not cause erosion to any greater extent than would occur in the absence of development;
 - 6. Provide dry wells, french drains, or similar methods, as necessary to supplement storm drainage systems;
 - 7. Avoid placement of surface detention or retention facilities in road rights-of-way.

Applicant: The existing master plan complies with this criterion. The Modified Plan does not affect the existing master plan's compliance with this criterion. The applicant will comply with this requirement during the Development Review and building permit approval processes.

KDC 2.306.06 - Storm Drainage - Drainage Requirements. All storm water runoff shall be conveyed to a public storm sewer or natural drainage channel. Receiving waters, including underground storm drainage systems, shall have adequate capacity to carry necessary flow without overflowing or causing damage to public property or welfare. The cost for the approved system shall be wholly borne by the developer, including any off site system that is required.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

KDC 2.306.07 - Storm Drainage - Design Criteria.

KDC 2.306.07 sets forth the design criteria applicable to stormwater detention facilities.

Applicant: The applicant will comply with all applicable storm drainage criteria during the Development Review and building permit approval processes.

KDC 2.307.02 - Utility Lines and Facilities - Standards.

- A. Impact.** The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site.
- B. Water.** All development that has a need for water service shall install water facilities and grant necessary easements pursuant to the requirements of the City.
- C. Private Utilities.** All development that has a need for electricity, gas and communications services shall install them pursuant to the requirements of the district or company serving the development. Except where otherwise prohibited by the utility district or company, all Such facilities shall be underground.
- D. Sanitary Sewers.** All development that has a need for public/private sanitary sewers shall install the facilities pursuant to the requirements of the city. Installation of such facilities shall be coordinated with the extension of necessary water services and storm drainage facilities.
- E. Street Lights.** When required, installation of street lights shall be pursuant to the requirements of the city and the company serving the development.

- F. Easements.** Easements shall be provided along property lines as deemed necessary by the City, special districts, and utility companies. Easements for special purpose uses shall be of a width deemed appropriate by the responsible agency. Such easements shall be designated on the final plat of all subdivisions, and on the final plat of all partitions.

Applicant: The applicant will comply with all applicable utility line and facility requirements during the Development Review and building permit approval processes.

KDC 2.308.03 - Signs - Review Procedures.

- E. Design, Construction, and Maintenance.** All signs shall be designed, constructed, and maintained according to the following standards:
- 1. Compliance with Building Codes.** All signs shall comply with the applicable provisions of Uniform Building Code in effect at the time of the sign permit application and all other applicable structural, electrical and other regulations. The issuance of a sign permit under these regulations does not relieve the applicant of complying with all other permit requirements.
 - 2. Materials.** Except for banners, flags, temporary signs, and window signs conforming in all respects with the requirements of these regulations, all signs shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or other structure by direct attachment to a rigid wall, frame, or structure.
 - 3. Maintenance.** All signs shall be maintained in a good structural condition and readable at all times.
 - 4. Owner Responsibility.** The owner shall be responsible for its erection and maintenance and its compliance with the provisions of these regulations or other laws or Ordinances regulating signs.
 - 5. Aesthetics.** All signs shall be professional in appearance, constructed in a workmanship like manner to professional standards.

KDC 2.308.08 - Signs - Commercial and Industrial Signs.

- B. Integrated Business Centers:**

- 1. Allowed area.** For wall, canopy and projecting signs on individual businesses within an integrated business center, one and one-half square feet of total allowed sign area for each lineal foot of building frontage for the individual business, up to a total maximum of 150 square feet per business. The sign area of a projecting sign shall be calculated as a freestanding sign. Individual businesses may not assign

their unused allowed area to other businesses in the integrated business center. Free standing signs are permitted only as set forth below and in Section 2.308.08.C.

2. On a Secondary Building Frontage, one wall sign shall be allowed, in addition to that listed above, at the rate of 0.75 sq ft per lineal foot of that portion of the building designated a Secondary Building Frontage, up to a maximum of 75 sq ft.
3. Free-standing Sign. For each integrated business center, 1 free-standing sign per street frontage not to exceed 100 square feet in area. Freestanding signs shall not exceed one sign on each frontage and shall be oriented to face the traffic flow on the street upon which they front.
4. Maximum sign height:
 - a. Wall and canopy signs shall not project above the parapet or roof eaves.
 - b. Free-standing signs: 20 feet.
5. Location:
 - a. Wall or projecting signs may be located on any face of the building, except as provided in 2.308.08.B.4.b, and may project up to 2 feet from the building.
 - b. Wall signage located on a Secondary Building Frontage shall be limited to only one sign, limited in size as provided in 2.308.08.A.2. In no case may any signage derived on the primary building frontage be located on the secondary building frontage.
 - c. Free-standing signs have no limitations except the signs shall not project over street right-of-way and shall comply with requirements for vision clearance areas and special street setbacks.

Applicant: The applicant will comply with the applicable sign process and standards during the Development Review and building permit approval processes

KDC 2.309.03 - Site and Landscaping Design - Minimum Area Requirements.

Landscaped areas may include landscaping around buildings; open spaces and outdoor recreation areas; islands and perimeter planting areas in parking and loading areas; and areas devoted to buffering and screening as required in this Section and elsewhere in this Ordinance. The minimum areas devoted to landscaping are established within the applicable zone district the property is located in. Expansions. For addition(s) onto an existing development including interior remodeling as specified in Section 3.15, and parking lots, the minimum new landscaped area shall be determined by: first calculating the percentage of the increase of total floor area or parking area; multiplying the gross site

area by this percentage of increase; multiplying the resulting area by the minimum percentage for the type of development, as noted above. This provision is not intended to include phase construction within a development. For commercial development, a minimum 15% of lot area must be landscaped.

KDC 2.309.05 - Site and Landscaping Design - Screening and Buffering.

- A. Screening and Buffering.** Screening and buffering shall be used to eliminate or reduce the impacts of the following uses:
- 1. Commercial and industrial uses when abutting residential uses.**
 - 2. Industrial uses when abutting commercial uses.**
 - 3. Service areas and facilities, including garbage and waste disposal containers, recycling bins, and loading areas.**
 - 4. Outdoor storage areas.**
 - 5. Parking areas for 20 or more vehicles for multi-family developments, or 30 or more vehicles for commercial or industrial uses.**
 - 6. At and above-grade electrical and mechanical equipment, such as transformers, heat pumps, and air conditioners.**
 - 7. Shall be used to mitigate adverse visual impacts, dust, noise, or pollution, and to provide for compatibility between dissimilar adjoining uses.**

Applicant: The Modified Plan involves parking areas for more than 30 vehicles. Therefore, the Modified Plan must implement screening and buffering measures in accordance with KDC 2.309.05.B. The applicant will comply with this requirement during the Development Review and building permit approval processes.

- B. Where screening or buffering is determined to be necessary, one of the following alternatives shall be employed:**
- 1. Width not less than 15 feet shall be planted with the following materials:**
 - a. At least one row of deciduous or evergreen trees staggered and spaced not more than 15 feet apart.**
 - b. At least one row of evergreen shrubs that will grow to form a continuous hedge at least five feet in height within one year of planting.**
 - c. Lawn, low-growing evergreen shrubs or evergreen ground cover covering the balance of the area.**
 - 2. Width not less than 10 feet shall be developed in accordance with the following standards:**

- a. Berm form should not slope more than 40 percent (1:2.5) on the side away from the area screened from view. The slope for the other side (screened area) may vary.
 - b. A dense evergreen hedge shall be located so as to most effectively buffer the proposed use.
 - c. The combined total height of the berm and hedge shall be not less than five feet.
3. Width must not be less than five feet shall be developed in accordance with the following standards:
- a. A masonry wall or sight-obscuring fence not including vinyl slatted chain link fences not less than six feet in height. In addition, a fence shall be maintained in a safe and attractive manner.
 - b. A mixture of lawn, low-growing evergreen shrubs, and evergreen ground cover covering the balance of the area.

Other alternative methods which produce an adequate screening or buffering, may be approved by the Zoning Administrator.

Applicant: The applicant will comply with the applicable standards during the Development Review and building permit approval processes.

KDC 2.309.06 - Site and Landscaping Design - Planting and Maintenance.

Applicant: The applicant will comply with the applicable standards during the Development Review and building permit approval processes.

KDC 2.310 - Development Standards for Land Divisions.

Applicant: The Modified Plan does not propose a land division. Therefore, these criteria do not apply to the Modified Plan.

KDC 2.312.04 - Yards and Lot Standards - Special Street Setbacks.

A special street setback applies to yards and setbacks adjacent to a street, measured at right angles to the centerline of the established right-of-way. Paved surfaces and structures cannot be located within the special setback. The special setback for structures and paved surfaces adjacent to a major arterial is 36 feet; a minor arterial and/or collector, 34 feet; a local street III, 24 feet; a local street II, 23 feet, and a local street I, 22 feet.

Applicant: The applicant has submitted a site plan with this application that demonstrates that it is feasible for the buildings the Modified Plan proposes to comply with setback from Ulali Drive.

The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

KDC 2.312.06 - Yards and Lot Standards - Front Yard Projections.

- A. Building Features.** Cornices, eaves, gutters and fire escapes when not prohibited by any other code or ordinance, may project into a required front yard not more than two feet.
- B. Architectural Features.** Chimneys, flues, belt courses, leaders, sills, pilasters, lintels and ornamental features, window projects and catilevered second story portion of a building may project not more than two feet into a required front yard.
- C. Decks and Patios.** Uncovered porches and covered but unenclosed porches, or awnings that are not more than one story high may extend ten feet into the front yard setback.

Applicant: The applicant will comply with the applicable standards during the Development Review and building permit approval processes.

KDC 2.312.07 - Yards and Lot Standards - Side Yard Projections.

- A. Building Features.** Cornices, eaves, gutters and fire escapes when not prohibited by any other code or ordinance, may project into a required side yard not more than one-third of the width of the side yard, nor more than four feet in any case.
- B. Architectural Features.** Chimneys, flues, belt courses, leaders, sills, pilasters, lintels and ornamental features may project not more than one and one-half feet into a required side yard, provided, however, chimneys and flues shall not exceed six feet in width.
- C. Decks and Patios.** Uncovered decks and patios attached to the main building when measured directly beneath the outside edge of the deck or patio may be extended to the side yard property line when they are three feet or less in height from ground level.

Applicant: The applicant will comply with the applicable standards during the Development Review and building permit approval processes.

KDC 2.312.08 - Yards and Lot Standards - Rear Yard Projections.

- A. Building Features.** A fire escape, outside stairway, cornice, eaves, gutters or

other unenclosed, unroofed projections may project not more than 5 feet into a required rear yard.

- B. **Architectural Features.** Chimneys, flues, belt courses, leaders, sills, pilasters, lintels, gutters, other ornamental features, window projection, and catileverd second story portion of the building, may project not more than two feet into a required rear yard, provided, however, chimneys and flues shall not exceed six feet in width.
- C. **Steps, Porches, Decks and Patios.** Planter boxes, steps, decks, patios, uncovered porches, and covered but unenclosed porches including covered patios, which are not more than 30 inches above grade, are exempt from the minimum rear yard depth requirements. These same features that are more than 30 inches above grade may encroach up to a maximum of ten feet into the rear yard setback area.

Applicant: The applicant will comply with the applicable standards during the Development Review and building permit approval processes.

KDC 2.312.10 - Yards and Lot Standards - Fences, Walls and Hedges

B. Commercial and Industrial Uses

- 1. **Height, location:** Fences, walls and hedges may be located in any required yard or along the edge of any yard, subject to the maintenance of clear-vision area. A fence or wall may not exceed 12 feet in height. A fence or wall over six feet in height will require a building permit.
- 2. **Construction material:** A conditional use shall be required for an electrical or barbed wire fence in the CM zone. Electric and barbed wire fencing shall be permitted in the IG, AI, and CG, zones provided that a proposed fence is not placed in the front yard (see definition Yard Front) along either a public or private street; is screened from adjacent residential zones; and, does not include any concertina wire. In no event shall barbed wire be placed lower than six (6) feet above finished ground level, except for fences constructed in connection with agricultural uses. Barbed wire fencing shall be angled inward.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

KDC 2.315.06 - Development Standards - Development Standards. All applicable development must meet the following standards:

- A. **Pedestrian Circulation.** As used herein “walkway” means a hard surfaced area intended and suitable for use by pedestrians, including both public and private sidewalks.
1. **Connection Required.** The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets and existing and planned (as adopted in the City Transportation System Plan) transit facilities within 600 feet of the site.
 2. **Walkway Location and Design.** Walkway(s) shall be located so that a pedestrian can conveniently walk between a transit street and the entrance(s) to a building(s). Except where it crosses a driveway, a walkways shall be separated by a raised curb or other physical barrier from the auto travel lane and parking. If a raised path is used the ends of the raised portions must be equipped with curb ramps which comply with Oregon State Building Code Requirements.
 3. **Additional Street Access.** A walkway from a building entrance to a public street shall be provided for every 300 feet of street frontage.

Applicant: The existing master plan complies with these critiera within the part of Area A - Village Center that the Modified Plan affects. The Modified Plan contemplates a building on the Ulali Drive street frontage, which enhances pedestrian connections between the street and buildings.

4. **Driveway Crossings.** Driveway crossings shall be a maximum of 36 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.

Applicant: The Modified Plan does not add a driveway crossing. Therefore, this criterion does not apply.

5. **Lighting.** Lighting shall be provided for all walkways. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

Applicant: The original master plan approval found that the existing master plan complies with this criterion because “The general lighting proposed for the site will provide appropriate illumination for the development.” The Modified Plan does not affect the existing master plan’s compliance with lighting for pedestrian walkways. Therefore, the Modified Plan complies with this criterion.

6. **Walkway Coverage.**

- a. Any portion of a walkway located within three feet of a building frontage shall be covered with awnings or building overhangs. The minimum vertical clearance shall be 9 feet for awnings and building overhangs. The maximum vertical clearance shall be 15 feet.
- b. In the EG zone, any portion of a walkway located within three feet of a building frontage shall be covered with awnings or building overhangs as provided in Subsection a, except for buildings, which have greater than 300 feet of lineal frontage, where this requirement shall apply to at least 33 percent of the building frontage. The maximum vertical clearance shall be 15 feet.

Applicant: The Modified Plan is in the EG zone. The applicant will comply with this requirement during the Development Review and building permit approval processes.

7. **Dimensions.** Walkways shall be at least five feet in paved unobstructed width. Walkways that serve multiple uses or tenants shall have a minimum unobstructed width of eight feet.
8. **Stairs or ramps** shall be in place where necessary to provide a direct route between the transit street and the building entrance. Walkways without stairs shall comply with the accessibility requirements of the Oregon State Building Code.
9. **Access to Adjacent Property.** If the proposed development has the potential of being a significant attractor or generator of pedestrian traffic, potential pedestrian connections between the proposed development and existing or future development on adjacent properties other than connections via the street system shall be identified.
10. **The building permit application or Development Standards Alternative application** shall designate walkways and pedestrian connections on the proposed site plan. If the applicant considers walkways are infeasible proposed findings shall be submitted demonstrating that the walkway or connection is infeasible. The findings will be evaluated in conjunction with the building permit or Development Standards Alternative process.

Applicant: To the extent necessary, the Applicant will comply with these criteria during the Development Review and at the building permit stage.

B. Building Design

1. Ground floor windows

- a. In the CM, CR, and MU zones, all street-facing elevations containing permitted uses as listed under Sections 2.110.02 F, G, H, I, J and K shall have no less than 50 percent of the ground floor wall area with windows, display areas or doorway openings.**

Applicant: The Modified Plan involves land exclusively within the EG zone. Therefore, this criterion is inapplicable to the Modified Plan.

- b. In the EG zone, one elevation of any building with more than 100,000 square feet of floor area, which contains permitted uses listed under Sections 2.119.05 F, G, H, I, J, and K, shall have no less than 33 percent of the ground floor wall area, defined from the ground to the height of the awning, with windows or window facsimiles or other architectural features that stimulate windows, display areas or doorway openings. The location of this elevation shall be determined as part of the required Site Master Plan review described in Chapter 2.125 of this Zoning Ordinance.**

Applicant: The Modified Plan does not involve any building with more than 100,000 square feet of floor area. Therefore, this criterion is inapplicable to the Modified Plan.

2. Building facades

- a. In the CM, CR, and MU zones, facades that face a public street shall extend no more than 30 feet without providing a variation in building materials, a building off-set of at least 2 feet, or a wall area that is entirely separated from other wall areas by a projection, such as a porch or a roof over a porch. No building façade shall extend for more than 300 feet without a pedestrian connection between or through the building, provided that there is a pedestrian purpose being served.**

Applicant: The Modified Plan involves land exclusively within the EG zone. Therefore, this criterion is inapplicable to the Modified Plan.

- b. In the EG zone, facades facing a public street shall extend no more than 60 feet without providing a variation of building materials for buildings over 20,000 square feet. In the EG zone, no building façade shall extend for more than 400 feet without a pedestrian connection between or through the building, provided that there is a pedestrian purpose being served.**

Applicant: The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

3. **Awnings – Awnings or canopies shall be provided along building storefronts abutting a public sidewalk. Awnings and canopies shall be constructed of canvass, acrylic fabric, laminated vinyl, metal or similar standard material. Awnings and canopies of corrugated fiberglass or polycarbonate roofing shall be prohibited. Awnings and canopies shall not be back lit.**

Applicant: To the extent the facades of the buildings the Modified Plan proposes are considered “storefronts,” the applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

4. Materials and Texture

a. Building Materials

- 1) **All buildings shall have wood, brick, stone, or stucco siding, or vinyl siding made to look like wood siding. Metal siding as described in this section shall be allowed. In the EG zone, all buildings shall have wood, brick, stone, architectural block, slump stone, architectural concrete or stucco siding, or vinyl siding made to look like wood siding.**
- 2) **Metal siding other than corrugated or reflective material are allowed except for residential buildings housing 3 or more dwellings and buildings within the EG zone metal siding is allowed with the exception of corrugated or reflective metal.**
- 3) **Plain concrete block, plain concrete, plywood and sheet press board may not be used as exterior finish materials.**

c. Trim Material. Building trim shall be wood, brick, stone, stucco, vinyl siding material made to look like wood, or metal.

d. Roofing Material. Any roofing material is allowed including metal roofs.

e. Foundation Material. Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than 3 feet.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

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.**
- 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.**

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

- 6. Roof Lines – Roof lines shall establish a distinctive “top” to a building. When flat roofs are proposed, a cornice a minimum 12 inches high projecting a minimum 6 inches from the wall at the top of the wall or parapet shall be provided.**
- 7. Roof-mounted equipment – In a CM, CR, CO, EG or MU zone, all roof mounted equipment, including satellite dishes and other communication equipment, must be screened from view from**

adjacent public streets. Solar heating panels are exempt from this standard.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

C. Accessory Structures

- 1. Accessory structures including buildings, sheds, trash receptacles, mechanical devices, and other structures outside the main building, shall either be screened from view by the public by either a hedge or fence: OR, with the exception of trash receptacles, accessory structures including buildings, sheds, mechanical devices, and other structures outside the main building must be screened by painting them the same color as the main color of the building.**
- 2. Trash enclosures shall be designed to be large enough to accommodate the projected amount of trash being generated at the development. The area must be able to fully contain all necessary trash and recycling containers.**

Applicant: The applicant has submitted a site plan with this application that demonstrates that it is feasible for the buildings the Modified Plan proposes comply with these standards. The applicant will demonstrate compliance with these standards during the Development Review and building permit approval processes.

D. Alternative Design Solutions

Depending upon the applicable review process identified in this code, the Planning Commission or City Council may approve design alternatives to the Standards in this chapter, or approve them with conditions, if it finds the alternative design can meet the purpose and intent of this ordinance and be successfully applied to a particular property.

Applicant: This is not an approval criterion.

E. Transit Facility Requirement

New retail, office and institutional buildings at, or within 600 feet of an existing or planned transit facility, as identified in the city TSP, shall provide either the transit facility on site or connection to a transit facility along a transit route when the transit operator requires such an improvement.

Applicant: To the extent necessary, the applicant will comply with this criterion during design and development review and at the building permit stage.

F. Transit Access

New retail, office and institutional buildings within 600 feet of a transit facility, as identified in the city TSP, shall provide for convenient pedestrian access to transit through the measures listed in Subsections 1 and 2 below.

1. Walkways shall be provided connecting building entrances and streets adjoining the site;
2. Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the onsite circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, access ways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;
3. In addition to Subsections 1 and 2 above, sites at transit facilities must provide the following:
 - a. Either locate buildings within 20 feet of the transit facility, a transit street, or an intersecting street or provide a pedestrian plaza at the transit facility or a street intersection;
 - b. A reasonably direct pedestrian connection between the transit facility and building entrances on the site;
 - c. A transit passenger landing pad accessible to disabled persons;
 - d. An easement or dedication for a passenger shelter if requested by the transit provider; and
 - e. Lighting at the transit facility.

Applicant: To the extent necessary, the applicant will comply with this criterion during design and Development Review and at the building permit stage.

- G. Multifamily Design.** Multifamily structures shall create a form and scale to provide a transition between the multifamily development and any adjacent single-family districts. When multifamily development abuts a single-family district, the following shall apply to multifamily structures within 50 feet of the common property line:

Applicant: The Modified Plan does not involve multifamily residential buildings of the kind that are the subject of these criteria. Therefore, these criteria do not apply to the Modified Plan.

ii. Keizer Station Plan Transportation System Standards.

The extension of Radiant Drive through Area A – Village is a key element, not only to the transportation system, but to the visual quality of the center. Accordingly, the following design features shall apply to Radiant Drive ...

Applicant: Area A of the Master Plan includes Keizer Station Boulevard, which is the former Radiant Drive. However, the Modified Plan does not alter Keizer Station Boulevard or buildings with frontage on that street. Therefore, these criteria do not apply.

iii. Keizer Station Plan Utility Standards.

In addition to the development standards of Utility Lines and Facilities – Section 2.307 the following standard shall apply to new utilities: A. All utilities located adjacent to Radiant Drive and connecting transportation facilities shall be located underground. B. All other new utility connections and lines shall be located underground where practicable.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

iv. Keizer Station Plan Parking Standards.

Parking standards for Area A – Village Center shall follow the standards located in the corresponding base zone as well as Off-Street parking and Loading – Section 2.302. In addition to these standards, the following shall also apply:

- A. Location of parking – If the building is located within 20 feet of the Radiant Drive right-of-way, there shall be no parking or maneuvering between the building and the right-of-way.**

Applicant: The Modified Plan does not propose any building within 20 feet of Keizer Station Boulevard (formerly the Radiant Drive right-of-way). Therefore, this criterion does not apply to the Modified Plan.

v. Keizer Station Plan Landscape Standards

In addition to the development standards of Site and Landscape Design – Section 2.309 the following standards shall apply:

- A. A coordinated landscape plan shall be provided for the frontage portion of the Village Center along I-5 with the request for master plan approval.**

Restriction on Tree Removal. From the date of adoption of this ordinance, no trees shall be removed from any property within Area A- Village Center without approval from the City. The City recognizes that factors such as disease and safety concerns or other practical

considerations may require the approval to remove such trees. The City otherwise may determine existing trees to remain on the property. Upon application for master plan approval, the applicant shall submit a tree inventory of all existing trees and trees removed since the date of this ordinance.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

III. KDC 3.113.04.C.

Development Strategies:

1. Pedestrian Access, Safety and Comfort (2/03)

- a. To ensure safe, direct, and convenient pedestrian circulation, development, shall provide a continuous pedestrian and/or multiuse path system.
- b. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas wherever possible.
- c. Pathways with developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and parking areas.
- d. For all developments subject to Master Plan review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.
- e. Recessed entries, canopies, and/or similar features shall be used at the entries to a building in order to create a pedestrian scale.
- f. For driveways that service more than 100 parking spaces, shall not have any parking within twenty-five feet of the driveway intersection. This area shall be landscaped in accordance with Section 2.309 of the Keizer Development Code.
- g. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

2. Crime Prevention and Security

Crime prevention shall be considered in the site design through application of all of the following guidelines:

- a. **Territoriality** – All proposed building entrances, parking areas pathways and other elements are defined with appropriate features that express ownership. For example, landscaping, fences, pavement treatments, art and signs are some physical ways to express ownership through design. Such features should not conflict with the need for natural surveillance, as described in b.; and
- b. **Natural Surveillance** – The proposed site layout, building and landscape design promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except as necessary for buffering between commercial uses and lower density residential districts, and then shall be minimized; and
- c. **Activity Support** – The proposed site layout and building design encourage legitimate activity in public spaces. For example, locating outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining; and
- d. **Access Control** – By properly siting and designing entrances and exits (i.e., in clear view from the store), and through the appropriate use of lighting, signs and/or other features, the proposed plan controls access in ways that discourage crime; and/or
- e. **The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.**

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

3. Reduced Parking

Reduce or waive minimum off-street parking standards. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; availability of transit service, and likelihood of car pool use; and adjacent on-street parking. The parking study is subject to review and approval or modification by the City.

Applicant: No parking reduction is requested.

4. Creating and Protecting Public Spaces

- a. **The development provides an appropriate amount of public space as determined by the City Council in addition to sidewalks and landscaping.**

- b. Public space may be a landscaped open space or plaza with pedestrian amenities, as approved by the City Council.**

Applicant: The Modified Plan does not affect public or open spaces, so these criteria do not apply.

5. Human Scaled Building Design

Building facades are designed to a human-scale, for aesthetic appeal, pedestrian comfort, and design character of a development. The City Council may determine architectural character, continuity of building sizes, roof forms, rhythm of window and door spaces and the general relationship of buildings to public spaces such as street, plazas, other open space and public parking.

Applicant: The applicant will comply with this requirement during the Development Review and building permit approval processes.

- 6. Request for Reallocation of Retail Square Footage Limit The Keizer Station Plan (as amended) allows an applicant to request a reallocation of the retail square footage limits in the context of a master plan or master plan amendment application. If an applicant is requesting such reallocation, the applicant shall comply with the following criteria: ...**

Applicant: The Modified Plan does not request relocation of retail square footage, so these criteria do not apply.



MEDICAL OFFICE & DENTAL OFFICE BUILDING

Keizer Station, Oregon
COLOR / MATERIAL SCHEDULE

August 16, 2017

Architect's Project No. 13-102.1, 17-123
80 SE Madison Street, Suite 400, Portland, Oregon 97214 Tel: (503) 670-0234 Fax: (503) 670-0235

COLOR

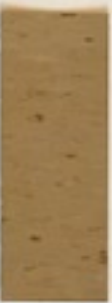
- A. SCOTT SYSTEM BRICK SUMMITVILLE
50% Blend of: 97 VALLEY FORGE
19 NEW AMSTERDAM



- B. SCOTT SYSTEM BRICK SUMMITVILLE
96 WILLIAMSTOWN



- C. MS METAL SALES METAL COATING
KYNAR 500 SANDSTONE (W51)



- D. GLIDDEN #A1790 SCROLL BBGE



- E. GLIDDEN #A1793 DAMASK SILK



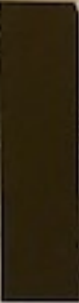
- F. ALUMINUM STOREFRONT CLEAR ANODIZED



- G. MS METAL SALES METAL COPING
KYNAR 500 TAUPE (74)



- H. MS METAL SALES METAL COPING
KYNAR 500 WEATHERED COPPER (W50)





117 Commercial Street NE
Suite 310
Salem, OR 97301
503.391.8773
www.dksassociates.com

MEMORANDUM

DATE: August 10, 2017
TO: Nate Brown, City of Keizer
CC: Steven Rosenberg, ACP I, LLC
FROM: Scott Mansur, P.E., PTOE, DKS Associates *Sm*
SUBJECT: Keizer Station Area A Trip Generation Comparison



P17137-000

This memorandum documents the trip generation estimates to convert the approved 120,000 square foot office building to a proposed 16,788 square-foot dental office building and the existing 20,132 square-foot Kaiser Permanente medical office building in Keizer, Oregon. The 120,000 square-foot office building was originally approved in the Keizer Station Master Plan¹. Both proposed buildings are located in Keizer Station Area A on Ulali Drive NE. The project vicinity map is shown in Figure 1.

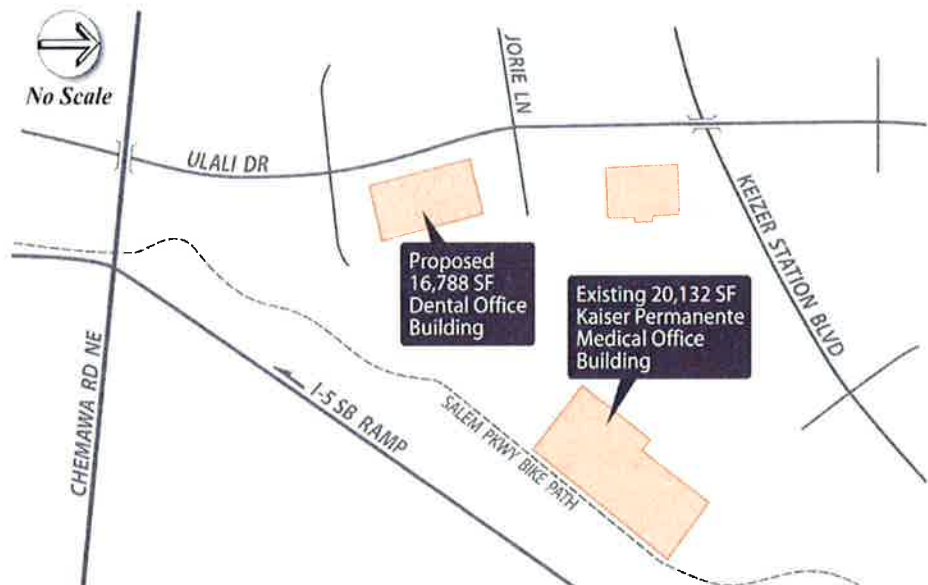


Figure 1: Project Vicinity Map

The purpose of this memorandum is to determine the estimated trip generation of the proposed Area A land use in comparison to the original Keizer Station Master Plan approval.

Trip Generation Comparison

The proposed office complex consists of a 16,788 square-foot dental office building and an existing 20,132 square-foot medical office building. The original Master Plan assumed 120,000 square feet of general office use. Trip rates provided by the Institute of Transportation Engineers (ITE)² were used to estimate the a.m. and p.m. peak hour trips and daily trips of the two development scenarios. Table 1 shows the estimated trip generation

¹ Keizer Station Mater Plan, Benner Stange Associates Architects, January 2010

² Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.



for the original 120,000 square-foot office building. Table 2 shows the estimated trip generation for the proposed medical office building and the originally approved 120,000 sf general office building.

Table 1: Original Keizer Station Master Plan Trip Generation

Land Use (ITE Code)	Building Area (KSF) ¹	AM Peak Hour Trips			PM Peak Hour Trips			Total Daily Trips
		In	Out	Total	In	Out	Total	
General Office Building (710)	120	194	27	221	36	177	213	1,508

¹KSF – 1,000 square feet

The a.m. peak hour, p.m. peak hour, and daily trips for Table 1 were calculated based on the ITE General Office Building Land Use Code 710. As shown, the original Keizer Station Master Plan's approved 120,000 square feet of general office space would generate 221 trips (194 in, 27 out) during the a.m. peak hour and 213 trips (36 in, 177 out) in the p.m. peak hour. The site would generate approximately 1,508 daily trips.

Table 2: Proposed Plan Trip Generation

Land Use (ITE Code)	Building Area (KSF) ¹	AM Peak Hour Trips			PM Peak Hour Trips			Total Daily Trips
		In	Out	Total	In	Out	Total	
Medical-Dental Office Building (720)	36.9	70	19	89	33	86	119	1,294

¹KSF – 1,000 square feet

The trip generation for the existing 20,132 square feet of medical office use and 16,788 square feet of medical/dental office space were calculated based on the ITE Medical/Dental Office Building Land Use Code 720. The proposed sites would generate 89 trips (70 in, 19 out) in the a.m. peak hour and 119 trips (33 in, 86 out) during the p.m. peak hour. The total daily trips for the proposed plan would be approximately 1,294 trips.

Therefore, the proposed plan is expected to generate approximately 132 fewer a.m. peak hour trips, 94 fewer p.m. peak hour trips, and 214 fewer daily trips than the original Keizer Station Master Plan's land use.

Keizer Development Code Requirements

Based on the Keizer Development Code Section 2.301.04, the proposed Keizer Station Area A modification from 120,000 square feet of office space to 36,900 square feet medical-dental office will not require a full transportation impact study since the proposed change will not:

- (1) Increase in site traffic volume generation by 250 Average Daily Trips (ADT); or
- (2) Increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or
- (3) Change the location of the access driveway in a manner that it does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or creates a safety hazard; or
- (4) Change the location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or



- (5) Change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

Please let us know if you have any questions or comments.

TO: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR
FROM: CITY OF KEIZER PUBLIC WORKS DEPARTMENT
SUBJECT: MASTER PLAN AMENDMENT CASE NO. 2017-17

APPLICANT – CITY OF KEIZER
ADDRESS – KEIZER STATION AREA A VILLAGE CENTER
ZONE – GENERAL EMPLOYMENT (EG) & GENERAL INDUSTRIAL (IG)

PUBLIC WORKS DEPARTMENT REQUIREMENTS

The application is a request to modify the existing approved plan by replacing a single structure with two smaller structures. The result will be a reduction of approximately 60,000 sq. ft. of previously approved office space.

All previous conditions of the approved Master Plan for this area of Keizer Station Area A, Village Center will be required to remain in effect.



REQUEST FOR COMMENTS

August 22, 2017

TO: City of Keizer Public Works
City of Keizer Police Dept
AKS Engineering
City of Salem Public Works
City of Salem Community Development
Oregon Dept Of Transportation
Keizer Fire District
Marion County Tax Assessors
Marion County Surveyor's Office
Marion County Community Development
Salem Keizer Transit

FROM: Nate Brown, Community Development Director

CASE: Master Plan Amendment Case 2017-17

RESPONSE DATE: September 1, 2017

APPLICATION: The applicant requests to construct a new 16,788 square foot dental office building, which will be a companion to an existing 20,132 square foot medical office building. This total of 36,920 sqft for the existing medical and proposed dental office is much less than the 100,000 square foot office building previously approved by the original Keizer Station Area A Master Plan. This amendment is to accommodate 2 buildings instead of one single large building.

The new office building's design, materials, landscaping and signage will be consistent with the adjacent Kaiser Permanente medical office building. The proposed building will create a "cluster of synergistic medical uses, which provide high quality employment and desired service for the community." Area A Village Center is designated as a Special Planning Area on the Comprehensive Plan Map and is zoned Employment General, both being consistent with the proposal. The area also is within the Interchange Area Management Plan Overlay area, with the request to greatly reduce the vehicle trip generation from the original proposal.

APPLICANT: City of Keizer
ADDRESS: Keizer Station Area A Village Center
ZONE: General Employment (EG) & General Industrial (IG)

The Community Development Department is soliciting comments from affected agencies on the above referenced land use application. These comments will be considered as part of the staff report. Please return your comments to our office by September 1, 2017 in order that we may process the application in a timely manner. Phone calls are acceptable if it is not possible to respond in writing by this date. If we receive no response, we will assume your agency has no concerns. You may use this response form, or, attach a separate letter. Please return your written responses to the Keizer Community Development Department, P.O. Box 21000, Keizer, Oregon 97307-1000. Questions regarding the application may be directed to Nate Brown, Community Development Director, at (503) 856-3437. Thank you for your assistance.

PLEASE CHECK THE APPROPRIATE ITEMS:

- ☒ Our agency reviewed the proposal and determined we have no comment.
- ☐ Our agency would like to receive a copy of the staff decision/report and notice of any public hearings in this case.
- ☐ Our comments are in the attached letter.
- ☐ Our Agency's comments are: (on following page)

Response Date: 08-23-2017 Person commenting: JEFFREY K. KUHNS
DEPUTY CHIEF

Attachments: Site plan

Note: Applicant's Statement is available at www.keizer.org or is also available in hard copy at City of Keizer City Hall. Please call Shane Witham @ 503.856.3439.

CITY COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER:_____

TO: MAYOR CLARK AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

SUBJECT: ORDINANCE AMENDING KEIZER DEVELOPMENT CODE

At the September 5, 2017 Council meeting, Council directed staff to prepare an Ordinance approving the Keizer Development Code text changes to revise the Code relating to the landscaping requirements. Such Ordinance is attached for your review.

RECOMMENDATION:

Adopt the attached Ordinance.

Please let me know if you have any questions. Thank you.

ESJ/tmh

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A BILL
FOR

ORDINANCE NO.
2017-_____

AN ORDINANCE

AMENDING KEIZER DEVELOPMENT CODE REGARDING
SECTION 2.309 (SITE AND LANDSCAPING DESIGN); **AMENDING
ORDINANCE 98-389**

WHEREAS, the Keizer Planning Commission has recommended to the Keizer
City Council amendments to the Keizer Development Code (Ordinance No. 98-389);
and

WHEREAS, the City Council held hearings on this matter on August 21, 2017
and September 5, 2017 and considered the testimony given and the recommendation
of the Keizer Planning Commission; and

WHEREAS, the Keizer City Council has determined that it is necessary and
appropriate to amend the Keizer Development Code as set forth herein; and

WHEREAS, the Keizer City Council has determined that such amendments
meet the criteria set forth in state law, the Keizer Comprehensive Plan, and the Keizer
Development Code;

NOW, THEREFORE,

The City of Keizer ordains as follows:

Section 1. FINDINGS. The City of Keizer adopts the Findings set forth in
Exhibit "A" attached hereto and by this reference incorporated herein.

1 Section 2. AMENDMENT TO THE KEIZER DEVELOPMENT CODE.

2 The Keizer Development Code (Ordinance No. 98-389) is hereby amended by the
3 adoption of the changes to Section 2.309 (Site and Landscaping Design) as set forth in
4 Exhibit "B" attached hereto, and by this reference incorporated herein.

5 Section 3. SEVERABILITY. If any section, subsection, sentence, clause,
6 phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional,
7 or is denied acknowledgment by any court or board of competent jurisdiction,
8 including, but not limited to the Land Use Board of Appeals, the Land Conservation
9 and Development Commission and the Department of Land Conservation and
10 Development, then such portion shall be deemed a separate, distinct, and independent
11 provision and such holding shall not affect the validity of the remaining portions
12 hereof.

13 Section 4. EFFECTIVE DATE. This Ordinance shall take effect thirty (30)
14 days after its passage.

15 PASSED this _____ day of _____, 2017.

16 SIGNED this _____ day of _____, 2017.

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Mayor

City Recorder

EXHIBIT “A”

Findings regarding the adoption of amendments to Section 2.309 (Site and Landscaping Design) of the Keizer Development Code (KDC).

The City of Keizer finds that:

1. General Findings.
The particulars of this case are found within Planning file Text Amendment 2017-11. Public hearings were held before the Planning Commission on July 5, 2017 and before the City Council on August 21, 2017 and September 5, 2017.
2. Criteria for approval are found in Section 3.111.04 of the Keizer Development Code. Amendments to the Comprehensive Plan or Development Code shall be approved if the evidence can substantiate the following. Amendments to the map shall be reviewed for compliance with each of the following, while text amendments shall only be reviewed for compliance with Section 3.111.04 B, C, and D. Given that this is a text amendment Section 3.111.04 A is not applicable.
3. **Section 3.111.04.B - A demonstrated need exists for the product of the proposed amendment -**

Findings: The proposed revisions to the zone code reflect a demonstrated need. The existing language in the Keizer Development Code (KDC) was unclear as to whether or not funds could be received in lieu of planting on-site replacement trees to mitigate the removal of significant trees. It has been found to be impractical in some situations for developers to accommodate the requirements for significant tree replacement on site, and therefore off-site mitigation has been allowed. Due to project timelines, immediate availability of appropriate locations, City staffing levels, and appropriate tree planting timeframes, it has proven necessary to allow developers to pay into a tree mitigation fund so that replacement trees can be placed within parks, public spaces, or other designated off-site locations as appropriate and desirable to the City. This amendment will clarify the ability for developers to pay into a tree replacement fund.

The proposed revisions will establish a threshold that landscaping requirements must be adhered to for all commercial, industrial, or multi-family interior remodeling projects exceeding \$100,000 in value. Whereas previously interior remodels have been exempt regardless of value. In addition, 1% of the total cost of any commercial or industrial development is to be devoted to providing amenities or art through the public art program, with an option to pay into the City public art fund in lieu of providing the amenities on site. These proposed changes will both clarify the landscaping standards and enhance the landscaping provided, which is consistent with the purpose of Section 2.309 of the KDC which in part states that “...landscaping serves to enhance the appearance of not only the subject property but also that of the City...”

Therefore this text amendment is found to be necessary to provide the appropriate level of clarity for landscaping requirements, and is also consistent with the purpose of Section 2.309 (Site and Landscaping Design). Therefore, this proposal complies with this review criterion.

4. **Section 3.111.04.C- The proposed amendment to the Keizer Development Code complies with statewide land use goals and related administrative rules**

FINDINGS: The proposed text amendments comply with the statewide land use planning goals as discussed below.

Goal 1 – Citizen Involvement: The adoption of this ordinance followed notice, a public process involving public hearings, deliberation, and ordinance adoption. Public notice was provided in the Keizertimes newspaper. Public hearings were held before the Planning Commission on July 5, 2017, and before the City Council on August 21, 2017 and September 5, 2017. Citizens were afforded the opportunity to participate in the public process. This process is consistent with the provision for providing an opportunity for citizens to be involved in all phases of this proposed planning process as is required by this goal and with implementing administrative rules within Oregon Administrative Rules.

Goal 2 – Land Use Planning: This ordinance amends the Keizer Development Code. The city has an adopted comprehensive plan acknowledged by the state. The adoption proceeding was conducted in a manner consistent with the Keizer Comprehensive Plan, Keizer Development Code, and applicable state law. The proposed revisions to the Keizer Development Code are consistent with this statewide planning goal and administrative rules.

Goal 3 – Farm Land: The purpose of this goal is to protect lands that are designated for agricultural uses. Within the city limits the Exclusive Farm Use (EFU), Special Agriculture (SA), Urban Transition (UT), and Public (P) allow commercial agricultural uses. However, only the city’s SA zone is a state recognized EFU qualifying zone. The amendments involve regulations affecting site design and landscaping and will not affect lands that are outside the city limits or any lawful uses occurring on those lands. The proposed amendments will comply with the Farm Land Goal and with implementing administrative rules.

Goal 4 – Forest Land: The intent of this goal is to protect lands designated for commercial forest uses. There are no zoning districts specifically designated within the city limits that will allow for commercial forestry. Also, there are no commercial forest lands near, or adjacent to the city limits of Keizer. The amendments to the KDC do not involve any land which is designated as forest land, nor will it impact the use of any forest lands. The proposed amendments will comply with this Goal and with implementing administrative rules.

Goal 5 – Natural Resources: The intent of the Natural Resources Goal is to protect various natural resources such as wetlands, waterways, big game habitat, etc. The city has a local wetland inventory of sites where wetland soils may be present. The city has an adopted Willamette River Greenway Overlay zone to protect resources along the Willamette River. There are no identified big game habitats within the city limits of Keizer. The city established a Resource Conservation overlay zone to maintain, preserve and protect the natural features adjacent to Claggett Creek. In addition, the city has been developing storm water regulations to protect water quality of the local water ways. The changes proposed will not affect or preclude any of the city's natural resources protection regulations nor the lawful use of any properties that are within this overlay zone. Therefore, the proposed text amendments will be consistent with this goal and with administrative rules which implement this goal.

Goal 6 – Air, Water and Land Quality: The intent of this goal is to protect the city's air, water and land qualities. The city provides its residents with city water from groundwater sources. The quality of the water is monitored to ensure that it complies with all state and federal water quality standards. New construction is required to be connected to the established sanitary sewer system thereby reducing the potential of groundwater contamination from failing on-site septic systems. The city has storm water regulations which are to maintain water quality in the Willamette River and local streams. Land quality is preserved through the city's erosion control regulations and through zone code development regulations. Air quality is preserved through the city's development code regulations which limit certain types of uses and are enforced by appropriate state agencies which govern air emission standards. The revisions to the city's standards regarding site and landscaping design will comply with this goal and with the administrative rules that implement this goal.

Goal 7 – Natural Hazards: The purpose of this goal is to protect life and property from hazards resulting from flooding, steep slopes or other natural occurrences. The city has floodplain regulations that govern the placement of structures within identified 100-year floodplains within the city limits. In Keizer, these are primarily located along the Willamette River and smaller streams such as Claggett Creek. The floodplains have been mapped by the federal government. The intent of the floodplain regulations is to minimize the loss of life and property damage by preventing development, elevating structures above the flood elevation, or flood proofing structures in the floodplain. While there are some steep slopes in the northwest quadrant of the city, there are no mapped areas of steep slopes in Keizer that might warrant any special engineering. The proposed text amendment will neither impact this goal nor any administrative rules.

Goal 8 – Recreation: This goal requires the city to identify and plan for the current and future recreation needs of the residents of the city. The city has an adopted Parks and Recreation Master Plan that inventories parks, playgrounds, and recreational opportunities within the city limits and plans for the city's future

park and recreation needs. The proposed amendments will have no impact on the recreational activities that occur on any park land within the city and will not impact either this goal or any administrative rules that implement it.

Goal 9 – Economic Development: The intent of this goal is to ensure that the city plans for its overall economic vitality. The City has an adopted Economic Opportunities Analysis which addresses projected job needs based on both regional growth patterns and desired targeted industries. The growth forecast calls for a total of 3,774 new jobs over the next 20 years. The adopted Economic Opportunities Analysis identifies a net need for commercial and institutional lands amounting to 63.3 gross acres above and beyond what the City’s remaining buildable employment lands can accommodate. The proposed text amendment will not have any adverse impact on the economic development activities or uses within the city. Therefore, the proposal is consistent with this goal.

Goal 10 – Housing: This goal requires the city to plan and provide for the housing needs of its residents. The adopted Housing Needs Analysis found that for the upcoming 20-year period that there will be a need for 4,513 new units to house the future population. The inventory of buildable residential lands contain a supply of 315.2 acres which are vacant, partially vacant or re-developable and can accommodate an estimated 2,422 units resulting in 2,090 units which must be accommodated beyond the City’s existing capacity. When this remaining land need is apportioned to Keizer’s residential zones, the HNA estimates a 20-year need of 267 gross acres of residential land. The revisions to the city’s standards regarding site and landscaping design will have no impact on this goal.

Goal 11- Public Facilities and Services: The intent of this goal is to develop a timely, orderly and efficient arrangement of public facilities and services necessary to serve the residents of Keizer. The city provides its residents with water, an established street system, administrative services and police services. Sanitary sewer service is provided by the city of Salem through an intergovernmental agreement. Fire protection services are provided by the Keizer Fire District or Marion County Fire District #1. There is sufficient capacity in the municipal water delivery system and also within the sanitary sewer treatment system to accommodate planned growth within the upcoming 20 year planning period. The proposed text amendments will not impact any of the city’s public facilities and services. Therefore, the revisions will comply with this goal and all administrative rules.

Goal 12 – Transportation: The city has an adopted Transportation System Plan that describes the city’s transportation systems. This system includes streets, transit, bike, and pedestrian systems. It inventories the existing systems and contains plans for improving these systems. The proposed text amendment will not affect any transportation facility within the city limits and so is consistent with Section 3.111.05 regarding Transportation Planning Rule compliance. The

proposed text amendment will have no adverse impact on the city's transportation systems and so will not affect this goal nor any implementing rules.

Goal 13 – Energy Conservation: This goal seeks to maximize the conservation of energy. All new construction requires compliance for review to applicable energy conservation standards. The proposed zone code text amendments will have no impact on this goal nor any of the implementing administrative rules.

Goal 14 – Urbanization: The intent of this goal to provide for an orderly and efficient transition from rural to urban land use. The city has an adopted Comprehensive Plan and zone code that complies with the goal. The proposed text amendments will affect only land that is within the city limits and will not impact the use of any land being transitioned from rural to urbanized uses and is therefore consistent with this goal.

Goal 15 – Willamette River: This goal seeks to protect, conserve, and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River. The revisions to the city's development code will have no impact on the ability of the city to regulate uses along the river or the Willamette River overlay zone regulations and so this goal is not applicable.

Goal 16 (Estuarine Resources), Goal 17 (Coastal Shorelands), Goal 18 (Beaches and Dunes), and Goal 19 (Ocean Resources) govern areas along the ocean. Since Keizer is not located along the coast these goals are not applicable.

In consideration of the above findings, the proposed zone code revisions comply with all applicable statewide land use goals and with all applicable administrative rules which implement the relevant goal.

5. **Section 3.111.04.D - The amendment is appropriate as measured by at least one of the following criteria:**

- a. It corrects identified error(s) in the previous plan.
- b. It represents a logical implementation of the plan.
- c. It is mandated by changes in federal, state, or local law.
- d. It is otherwise deemed by the council to be desirable, appropriate, and proper.

FINDINGS: The proposed text amendment will revise Section 2.309 (Site and Landscaping Design) of the Keizer Development Code. The proposed changes will: clarify general requirements and allowances for off-site tree mitigation; require landscaping be provided for commercial, industrial, and multi-family interior remodeling projects exceeding \$100,00 in value; and will require 1% of the total project cost for commercial and industrial development be devoted to providing amenities or art. While there are no specific Comprehensive Plan goals or policies that offer guidance, it is determined that the proposed amendment to

the zone code represents a logical implementation of the Keizer Comprehensive Plan. The City Council has, by this adoption, determined that the text revisions are desirable, appropriate, and proper. As such, the proposal complies with this criterion.

2.309 SITE AND LANDSCAPING DESIGN

2.309.01 Purpose

The purpose of the site and landscaping design requirements is to provide standards that can be used in the development of property. A development design that incorporates landscaping serves to enhance the appearance of not only the subject property but also that of the City; provides shade and windbreaks where appropriate to conserve energy in building and site design; provide public amenities, and provides for buffering and screening of ~~dissimilar~~conflicting land uses. (07/06)

2.309.02 Scope

- A. Landscaping Required. All new construction, as well as expansion ~~of~~, or redevelopment of structures including interior remodeling over \$100,000 in value as specified in Section 2.315, or any parking lots reconfiguration for commercial, multi-family, or industrial uses shall be subject to the ~~site and landscaping~~ requirements of this Section. (07/06)
- B. Landscape Plan Review. Landscaping plans shall be submitted for review subject to procedures of this Section and subject to Type 1-A review procedures set forth in section 3.2. (07/06)
- C. Tree Plan. A tree plan in accordance with section 2.309.04.B.7 is required with all Type II and III applications and the following Type I applications: Conditional Use and Partitioning. (5/98)

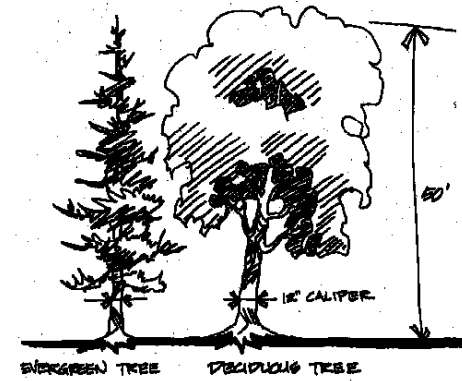
2.309.03 Minimum Area Requirements

Landscaped areas may include landscaping around buildings; open spaces and outdoor recreation areas; islands and perimeter planting areas in parking and loading areas; and areas devoted to buffering and screening as required in this Section and elsewhere in this Ordinance. The minimum areas devoted to landscaping are established within the applicable zone district the property ~~is~~ located. (07/06)

~~Expansions. For addition(s) onto an existing development including interior remodeling as specified in Section 3.15, and parking lots, the minimum new landscaped area shall be determined by: first calculating the percentage of the increase of total floor area or parking area; multiplying the gross site area by this percentage of increase; multiplying the resulting area by the minimum percentage for the type of development, as noted above. This provision is not intended to include phase construction within a development. (07/06)~~

2.309.04 General Provisions

- A. Landscaped Area. For purposes of satisfying the minimum requirements of this Ordinance, a "landscaped area" must be planted in a mixture of landscaping elements to include such things as lawn, ground cover plants, shrubs, annuals, perennials or trees, or desirable native vegetation, or be used for other landscape elements such as site furnishings, water features, artwork, or other similar features that provide aesthetic value and open space as defined in this Ordinance. Landscaping shall be designed, planted, and maintained in accordance with professional landscaping standards. Landscaping installed over asphalt shall be prohibited. (07/06)



- B. Submittal Requirements. A submitted landscaping plan shall include the following: (5/98)
1. Type, variety, scale and number of plants used; (5/98)
 2. Placement and spacing of plants; (5/98)
 3. Size and location of landscaped areas; (5/98)
 4. Contouring, shaping and preparation of landscaped areas; (5/98)
 5. Use and placement of non-plant elements within the landscaping used as accents. Such elements may only be used minimally and shall total no more than 25 percent of the total landscape area. (5/98)
 6. Method of irrigation. (5/98)
 7. Location, and identification of any trees, both existing and planned consistent with Section 2.309.04.C. (07/06)
 - a. On the Landscaping Plan, the existing significant trees identified by their common names, along with the size of such significant trees. Existing significant trees shall include any trees which were removed within the two-year period prior to the date the application was first submitted shall be shown on the landscape plan. (07/06)

- b. Which significant trees are proposed to be removed, or have been removed within the past two years. (07/06)
 - c. Which significant trees are to be left standing and what steps will be taken to protect and preserve those trees according to current best management practices. (5/98)
 - d. Location, size and type of replacement trees proposed to be added, if any. (5/98)
- C. Significant Trees. As used herein, “significant ~~trees~~’trees” are trees having a height of more than fifty (50) feet and/or having a trunk whose diameter is more than twelve (12) inches diameter at breast height(DBH) (5 feet above ground level). (07/06)
- a. The City recognizes that factors such as disease, safety concerns, and site development requirements may require removal of significant trees. Depending on these factors, the removal of significant trees may be appropriate and approved as part of the landscaping plan. Development of the property shall be in conformance with an approved landscaping site plan that is a condition of a land use approval or a building permit. ~~The City may require that s~~Significant trees ~~that are~~ removed (including trees removed within the two years prior to the application) must be replaced at the rate of ~~up to~~ two new trees for each significant tree removed or less if a large tree specimen ~~which will result in an increased tree~~ size is planted. Replacement trees ~~shall have a trunk, when measured at six (6) inches above ground level, of at least two (2) inches when planted, and~~ shall be a type that will be at least twelve (12) inches (DBH)~~in diameter at ground level~~ when fully mature. At the time of planting, replacement trees shall be planted in accordance with the standards of section 2.309.06. In lieu of an on-site tree replacement plan, an off-site tree mitigation plan ~~that is~~ consistent with requirements within this section shall be submitted to the Community Development Director for approval. Such off-site location shall be within the the public right of way, on public property, or on private property if qualifying as a streetscape tree, city limits or in a city park as and must be approved by the City~~Community Development Director~~. If no suitable off-site location is identified for the immediate installation of replacement trees, a contribution to the City’s landscape mitigation fund in the amount equal to the cost of a replacement tree (including installation) as determined by the City may be made for the City to install replacement trees at a later date, as determined appropriate. Such funds shall be used only for replacement tree planting. (07/07)

- b. The above provisions include and apply to all significant trees located on the subject property or on any adjacent public right-of-way. These requirements shall be applied to both public and private development.
- D. Existing Vegetation. The landscape design shall also incorporate as much of the existing desirable vegetation on the site as is possible. (07/06)
- E. One Percent for Public Amenities. One percent of the total cost of construction, reconstruction, refurbishment, remodeling, or alteration of any commercial or industrial building (not to include projects that are exclusively multi-family) shall be expended for the acquisition and installation of public amenities. Such amenities shall include such things as public-site furniture, water features, public art, or other features specifically intended to be available to the general public during the hours the business is open, even though they remain in private ownership. At the property owner's option, the owner may propose art for approval through the public art program. The value of the permanent art easement and artwork shall be credited against this requirement. In lieu of providing amenities, a property owner may choose, because of site constraints or minimal scope of a project, to pay into the City public art fund the amount so specified.

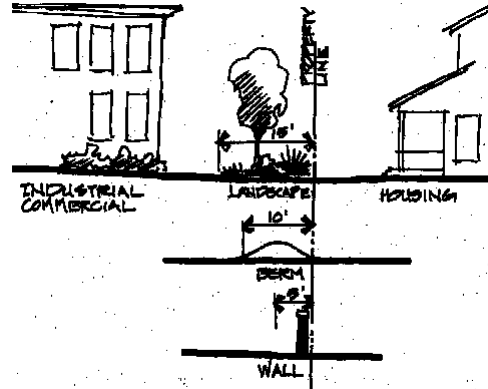
2.309.05 Screening and Buffering

- A. Screening and Buffering. Screening and Buffering shall be used to mitigate visual impacts, dust, or noise, and to provide for compatibility between dissimilar adjoining uses. Screening and buffering shall be used to eliminate or reduce the impacts of the following uses: (07/06)
 - 1. Commercial and industrial uses when abutting residential uses. (5/98)
 - 2. Industrial uses when abutting commercial uses if necessary due to site conditions. (5/98)
 - 3. Service areas and facilities, including garbage and waste disposal containers, recycling bins, and loading areas. (5/98)
 - 4. Outdoor storage areas. (5/98)
 - 5. Parking areas for 20 or more vehicles for multi-family developments, or 30 or more vehicles for commercial or industrial uses. (5/98)

6. At and above-grade electrical and mechanical equipment, such as transformers, heat pumps, and air conditioners. (5/98)
7. Multifamily developments when abutting lower density residential uses. Shall be used to mitigate adverse visual impacts, dust, noise, or pollution, and to provide for compatibility between dissimilar adjoining uses. (07/06)

B. Where screening or buffering is determined to be necessary, one of the following alternatives shall be employed: (07/06)

1. Width not less than 15 feet shall be planted with the following materials: (07/06)



Alternative Buffering Techniques

- a. At least one row of deciduous or evergreen trees staggered and spaced not more than 15 feet apart. (5/98)
 - b. At least one row of evergreen shrubs that will grow to form a continuous hedge at least five feet in height within one year of planting. (5/98)
 - c. Lawn, low-growing evergreen shrubs or evergreen ground cover covering the balance of the area. (5/98)
2. Width not less than 10 feet shall be developed in accordance with the following standards: (07/06)
 - a. Berm form should not slope more than 40 percent (1:2.5) on the side away from the area screened from view. The slope for the other side (screened area) may vary. (5/98)
 - b. A dense evergreen hedge shall be located so as to most effectively buffer the proposed use. (5/98)
 - c. The combined total height of the berm and hedge shall be not less than five feet. (5/98)
 3. Width must not be less than five feet shall be developed in accordance with the following standards: (07/06)

- a. A masonry wall or sight-obscuring fence not including vinyl slatted chain link fences not less than six feet in height. In addition, a fence shall be maintained in a safe and attractive manner. (07/06)
 - b. A mixture of lawn, low-growing evergreen shrubs, and evergreen ground cover covering the balance of the area. (07/06)
4. Other alternative methods which produce an adequate screening or ~~buffering~~buffering may be approved by the City. (07/06)

2.309.06 Planting and Maintenance

- A. Planting Height. No sight-obscuring plantings exceeding 30 inches in height shall be located within any required vision clearance area in accordance with Section 2.312.09 of this Ordinance. (5/98)
- B. Plant Materials. Plant materials shall not cause a hazard. Landscape plant materials over walkways, pedestrian paths and seating areas shall be pruned to a minimum height of eight feet and to a minimum height of ~~13~~5 feet over streets and vehicular traffic areas. (5/98)
- C. Utility Interference. Landscape plant materials shall be selected which do not generally interfere with utilities above or below ground. (5/98)
- D. Installation. Landscape plant materials shall be properly guyed and staked to current industry standards as necessary. Stakes and guy wires shall not interfere with vehicular or pedestrian traffic. (5/98)
- E. Suitability. Plant materials shall be suited to the conditions under which they will be growing. As an example, plants to be grown in exposed, windy areas that will not be irrigated should be sufficiently hardy to thrive under these conditions. Plants should have vigorous root systems, and be sound, healthy, free from defects, diseases, and infections. (5/98)
- F. Deciduous Trees. Deciduous trees shall have a minimum caliper of 2 inches (DBH), and a minimum height of 8 feet at the time of planting. (07/06)
- G. Evergreen Trees. Evergreen trees shall be a minimum of 8~~6~~ feet in height and fully branched at time of planting. (5/98)
- H. Shrubbery. Shrubs shall be supplied in a minimum 1 gallon containers or 8 inch burlap balls with a minimum spread of 12 to 15 inches. (5/98)

- I. Ground Cover. Ground cover plants shall be spaced in accordance with current nursery industry standards to achieve covering of the planting area. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container. (07/06)
- J. Irrigation. All developments are required to provide appropriate methods of irrigation for the landscaping. Sites with over 1,000 square feet of landscaped area shall be irrigated with automatic sprinkler systems to insure the continued health and attractiveness of the plant materials unless otherwise approved by the Zoning Administrator. Sprinkler heads shall not cause any hazard to the public. Irrigation shall not be required in wooded areas, wetlands, floodplains, or along natural drainage channels or stream banks. (07/06)
- K. Re-planting. Trees or shrubbery which die-off shall be replaced with a new plant of the same or similar type. Replacement is ~~ultimately~~ the responsibility of the property owner. (5/98)
- L. Maintenance. Landscaping shall be continually maintained. Appropriate methods of care and maintenance of landscaped plant material shall be provided by the owner of the property. This requirement applies to existing, as well as new development. (5/98)
- M. Plant Protection. Landscape plant material shall be protected from damage due to heavy foot traffic or vehicular traffic by protective tree grates, pavers or other suitable methods. (5/98)

CITY COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER:_____

TO: MAYOR CLARK AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

SUBJECT: MASTER PLAN APPLICATION - KEIZER STATION - AREA B

This matter came before Council for public hearing on July 17, 2017. At its August 21, 2017 meeting, Council reopened the record until August 31, 2017 to accept the revised Transportation Impact Analysis (TIA) and written comments regarding the TIA. Now that the additional comment period has concluded, staff has prepared an Order approving the Keizer Station Area B Master Plan/Lot Line Adjustment/Conditional Use application as directed by Council at its July 17, 2017 meeting. Such Order is attached for your review.

RECOMMENDATION:

Adopt the attached Order.

Please let me know if you have any questions. Thank you.

ESJ/tmh

1 CITY COUNCIL, CITY OF KEIZER, STATION OF OREGON

2
3 ORDER

4
5 **IN THE MATTER OF THE APPLICATION OF THE**
6 **CITY OF KEIZER FOR APPROVAL OF AN**
7 **AMENDMENT TO THE KEIZER STATION MASTER**
8 **PLAN (AREA B – KEIZER STATION), LOT LINE**
9 **ADJUSTMENT, AND CONDITIONAL USE (MASTER**
10 **PLAN/LOT LINE ADJUSTMENT/CONDITIONAL USE**
11 **CASE NO. 2010-10); REPEAL OF ORDER IN THE**
12 **APPLICATION OF THE CITY OF KEIZER ADOPTED**
13 **NOVEMBER 1, 2010**
14

15 The City of Keizer orders as follows:

16 Section 1. THE APPLICATION. This matter comes before the Keizer City
17 Council on the application of the City of Keizer for an amendment to the master plan, lot
18 line adjustment, and conditional use for the Keizer Station Plan – Area B, and the Salem-
19 Keizer Transit District requests approval for a conditional use permit to operate a transit
20 station within Area B.

21 Section 2. JURISDICTION. The land in question in this Order is within the city
22 limits of the City of Keizer. The City Council is the governing body for the City of
23 Keizer. As the governing body, the City Council has the authority to make final land
24 use decisions concerning land within the city limits of the City of Keizer.

1 Section 3. PUBLIC HEARING. A public hearing was held on this matter before
2 the Keizer City Council on July 17, 2017. The following persons either appeared at the
3 City Council hearing or provided written testimony on the application before the
4 Council:

- 5 1. Nate Brown, Community Development Director
- 6 2. Gerry Juster, Oregon Department of Transportation
- 7 3. Jeff Cowan, Keizer Fire District
- 8 4. Portland General Electric
- 9 5. Nadine Stoltz
- 10 6. Gladys Gooding
- 11 7. Nina and R. Treece
- 12 8. Joel and Cindy Taylor

13 The Keizer City Council reopened the record on August 21, 2017 and accepted
14 the revised Transportation Impact Analysis (TIA). The Keizer City Council left the
15 record open until 5:00 p.m. on August 31, 2017 to accept written comments regarding
16 the revised TIA. No further written testimony was received as a result of the reopening
17 of the record.

18 Section 4. EVIDENCE. Evidence before the City Council in this matter is
19 summarized in Exhibit "A" attached.

20 Section 5. OBJECTIONS. No formal objections have been raised as to notice,
21 jurisdiction, alleged conflicts of interest, evidence presented or testimony taken at the
22 hearing. Nadine Stoltz testified that she did not receive notice "Request for Comment"

1 sent out on June 22, 2017. Ms. Stoltz also testified that her neighbors also did not
2 receive the notice "Request for Comment". This issue is addressed in Exhibit "C"
3 (Facts).

4 Section 6. CRITERIA AND STANDARDS. The criteria and standards relevant
5 to the decision in this matter are set forth in Exhibit "B" attached.

6 Section 7. FACTS. The facts before the City Council in this matter are set forth
7 in Exhibit "C" attached.

8 Section 8. JUSTIFICATION. Justification for the City Council's decision in this
9 matter is explained in Exhibit "D" attached.

10 Section 9. ACTION. The decision of the City Council is set forth in Exhibit "E"
11 attached.

12 Section 10. FINAL DETERMINATION. This Order is the final determination in
13 this matter.

14 Section 11. EFFECTIVE DATE. This Order shall take effect immediately upon
15 its passage.

16 Section 12. CONDITIONAL REPEAL OF PREVIOUS MASTER PLAN
17 ORDER. The intent of the City Council is that this Order, when fully effective and final,
18 replace the previous Keizer Station Plan – Area B Master Plan Order. The following
19 Order shall be repealed in its entirety:

1 1. Order in the Matter of the Application of the City of Keizer for Approval
2 of the Keizer Station Master Plan (Area B – Keizer Station), Lot Line Adjustment, and
3 Conditional Use (Master Plan/Lot Line Adjustment/Conditional Use Case No. 2010-10)
4 dated November 1, 2010.

5
6 Note that the repeal of the above Order is conditioned on this Order being fully upheld
7 upon appeal, if any.

8 Section 13. APPEAL. A party aggrieved by the final determination in a
9 proceeding for a discretionary permit or a zone change may have it reviewed under ORS
10 197.830 to ORS 197.834.

11 PASSED this _____ day of _____, 2017.

12
13 SIGNED this _____ day of _____, 2017.

14
15
16 _____
17 Mayor

18
19 _____
20 City Recorder

EXHIBIT "A"

Evidence

Official notice has been taken of the Planning Department files and reports in this matter, including the application and exhibits contained therein.

The minutes of the City Council meeting of July 17, 2017 and August 21, 2017 are incorporated herein as if fully set forth.

EXHIBIT "B"

Criteria and Standards

The criteria and standards relevant to this application are found in the Keizer Development Code (KDC), the Keizer Station Plan, and the Uniform Fire Code. The specific criteria are set forth below:

1. KDC 2.101 (General Provisions).
2. KDC 2.102 (Single Family Residential).
3. KDC 2.110 (Commercial Mixed Use).
4. KDC 2.301 (General Development Standards).
5. KDC 2.302 (Street Standards).
6. KDC 2.303 (Off-Street Parking and Loading).
7. KDC 2.305 (Transit Facilities).
8. KDC 2.306 (Storm Drainage).
9. KDC 2.307 (Utility Lines and Facilities).
10. KDC 2.308 (Signs).
11. KDC 2.309 (Site and Landscaping Design).
12. KDC 2.312 (Yard and Lot Standards).
13. KDC 2.313 (Accessory Structures and Uses).
14. KDC 2.314 (Standards for Single Family Dwellings).
15. KDC 2.315 (Development Standards).
16. KDC 2.316 (Infill Development Standards).
17. KDC 2.404 (Zero Side Yard Dwelling Units).

18. KDC 2.429 (Transit Station).
19. KDC 3.103 (Conditional Use Permits).
20. KDC 3.106 (Lot Line Adjustment).
21. KDC 3.113 (Keizer Station Master Plan Review).
22. Uniform Fire Code, 1994 edition, Section 902.2.2.4.

No other specific criteria and standards were identified at the hearing.

EXHIBIT "C"

Facts

FINDINGS: GENERAL

1. The property within Area B is owned ~~owners of the following tax lots are by~~ the City of Keizer or the Urban Renewal Agency, except for Tax Lot 6100 which is owned by Radiology Properties and Tax Lot 1000 which is owned by Salem Area Mass Transit District ~~Northwest National, LLC~~:

Map and Tax Lot Number	Size (acres)
6 3W 36BC	
5500	0.01
5900	0.01
6000	2.98 <u>1.83</u>
6100	0.20
6200	0.64 <u>1.80</u>
6 3W 36BD	
1000	0.25 <u>2.71</u>
1100	0.89
1101	2.77 <u>0.30</u>
1200	0.74
1300	0.48
1400	1.45
1401	0.20 <u>0.27</u>
Total	10.6

2. The applicant for the 2010 request for a master plan, the two lot line adjustment applications and the conditional use for the small park ~~is was~~ the City of Keizer. The applicant for the conditional use permit to operate a transit station in Area B ~~is was~~ the Salem-Keizer Transit District. Those previous approvals remain intact, with the exception that the master plan approval is being modified to accommodate a 24,000 square foot building (Building B) on the west side of Keizer Station Boulevard. The proposed use for Building B is a movie theater, but this decision does not require such use. The applicant for the 2017 Master Plan Amendment is the City of Keizer. (Note: The area planned for Building B could be reconfigured into two or more buildings without amending the Master Plan; see Condition No. ____, Exhibit "E").

3. The subject property is bounded by Lockhaven Drive/Chemawa Road on its south perimeter, McLeod Lane on its west perimeter, the Portland & Western Railroad on the east perimeter, and the southern property line of homes along the south side of Dennis Ray Ave and a portion of Aldine Drive. It is also bisected by Keizer Station Boulevard. The Marion County Tax Assessor's office identifies the property as Township 6 South,

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Range 3 West, Section 36BC, Tax Lot # 5500, Tax Lot #5900, Tax Lot #6000, Tax Lot #6100, Tax Lot #6200, and Township 6 South, Range 3 West, Section 36BD, Tax Lot #1000, Tax Lot #1100, Tax Lot #1101, Tax Lot #1200, Tax Lot #1300, Tax Lot #1400, and Tax Lot #1401.

4. The subject property contains approximately 10.6 acres.

5. The subject property has street frontage on Lockhaven Drive, Keizer Station Boulevard, and McLeod Lane, which are all public streets. The site is bisected by Keizer Station Boulevard which provides access to and from Area A of Keizer Station. Keizer Station Boulevard is a fully improved street with a sidewalk along only one side of the street - on the north and west side. Lockhaven Drive is a fully improved street along the southern site boundary. McLeod Lane is a two-lane street with a sidewalk along the site frontage. Keizer Station Boulevard and McLeod Lane each form signalized intersections with Lockhaven Drive. Public bus transit is provided by Salem Area Transit. Public water and sanitary sewer are available to serve the subject site.

6. The subject property is designated Commercial and Low Density Residential on the Comprehensive Plan Map and is zoned Commercial Mixed Use (CM) with a small portion in the northwest quadrant zoned Residential Single Family (RS).

7. The subject property is bordered on the north by single family residential homes on Aldine Drive and Dennis Ray Avenue which are zoned Single Family Residential (RS). The properties across McLeod Lane to the west are single family residential homes which are zoned RS. The properties to the east, across the Burlington Northern Railroad, is Area 'A' of Keizer Station which is zoned Employment General (EG) and the properties to the south across Lockhaven Drive, are a number of single family homes on lands zoned Commercial Retail (CR) and Mixed Use (MU).

8. The Planning Commission held a public hearing on the proposed action on September 8, 2010. During the public hearing Gary Whalean and Jeanne Bond-Esser provided comments concerning the proposed small park over benefit to the public versus maintenance costs. [At the 2010 hearing](#), Steve Dickey on behalf of the Salem-Keizer Transit District provided testimony in support of the proposal to locate a transit station in Area B. At the close of the [2010](#) public hearing the Planning Commission unanimously recommended that the city council approved the proposal, although they did express concerns whether the park should be referred to as a park or open space area and over public access and use.

On November 1, 2010, the Keizer City Council adopted an order approving the master plan, lot line adjustments, and conditional use requests.

Master Plan Amendment Request (Case No. 2017-17): The Keizer City Council held a public hearing on July 17, 2017 to consider an amendment to allow for a 24,000 square foot building in lieu of two separate buildings totaling 24,000 square feet in Area B, west of Keizer Station Blvd. (Note: A lot line adjustment is being proposed as part of the 2017 plan, but is not a part of this decision.)

9. In 2010, the applicants are requested ing a master plan approval for Keizer Station – Area B, lot line adjustments, and conditional uses. The 2017 request is for an amendment to the previously approved master plan only, and has no effect on the previously approved lot line adjustment or conditional use permit.

10. The Public Works Department submitted a memorandum with extensive comments and recommendations regarding the proposal in 2010. An updated memo has been submitted in response to the 2017 master plan amendment request.

11. In 2010, ODOT submitted a written letter with comments regarding the traffic impact analysis. An email has been submitted in response to the 2017 master plan amendment request indicating they had no additional concerns.

12. The Marion County Surveyor's office submitted comments relating to the lot line adjustment and plat recording process in 2010.

13. In 2010, the Keizer Fire District provided verbal comments regarding fire flow requirements. The Keizer Fire District indicated they had no comments relating to the 2017 master plan amendment request.

14. In 2010, the Keizer Police Department and Salem-Keizer Transit District each responded they have reviewed the proposal and determined they have no comments.

15. Notice was provided for the 2010 request to property owners of land within Area B and to property owners within 250 feet of the area included as part of the master plan. Nadine Stoltz, 2027 Dennis Ray Avenue, provided written comments that a new transit station would result in increased crime similar to in downtown Salem. Richard Cummings, 2098 Aldine Dr NE, also provided written comments that indicated objection to the transit station and access onto McLeod Lane.

Notice was provided for the 2017 master plan amendment request to property owners of land within Area B and property owners within 250 feet of the area

included as part of the master plan. Portland General Electric commented that development code per current tariff and service requirements apply and that a 10' PUE is required on all front street lots. Nadine Stoltz, 2027 Dennis Ray Avenue, provided concerns regarding receiving notice, concerns with the proposed theater use, concerns with additional traffic and adequate turn around, and concerns with people using Dennis Ray as a cut-through. Gladys Gooding indicated that she had no concerns. Nina Treece & Ralph Treece commented that they support the project "Provided that you extend the existing wall..."; -(their property backs onto the proposed open space, and currently has only a low chain link fence).

Due to an addressing error, Nadine Stoltz did not receive Notice of Public Hearing or Request for Comments. However, Nate Brown did hand-deliver a notice and Ms. Stoltz did submit comments prior to the hearing.

FINDINGS: MASTER PLAN

16. The criteria for Master Plan approval are contained in Section 3.113.04 of the Keizer Development Code. The criteria and findings are listed below:

A. The master plan shall meet the purpose and objective identified in the Keizer Station Design Plan. KDC 3.113.05.A.

The purpose and objectives for Area 'B' – Retail Service Center, are identified beginning on page 22 of the Keizer Station Plan.

1. Purpose: Area 'B' – Retail Service Center (12.5 acres) is envisioned to offer community supporting retail services such as a food store, personal services and specialty retail. In addition, the plan proposes the completion of Dennis Ray Avenue to complete the residential neighborhood nearby. Key issues that will need to be considered as Area 'B' develops include:
 - Site access.
 - Buffering between adjacent residential areas; and
 - Traffic operations on Lockhaven.

FINDINGS: The Keizer Station Master Plan envisioned that Area B would develop in a manner that would complement Area A of the Keizer Station. It was planned to allow a variety of retail, offices and other type of commercial businesses that are permitted in the CM zone,

allowing it to become an integral part of the overall Keizer Station development. [The 2017 proposed amendment to modify the site plan to allow for the placement of a movie theater remains consistent with the purpose and objectives of Area B. See site plan attached as Exhibit E-2.](#)

The proposed master plan for Area 'B' indicates a combination of commercial retail, office, transit station, [movie theater](#), and an area for single family residential uses as envisioned in the Keizer Station Master Plan. The residential lots are proposed to be situated at the end of Dennis Ray Avenue, which will be consistent with the development pattern along Dennis Ray Ave. Access to the commercial developed portion of the site will be restricted to McLeod Lane, Lockhaven Drive and Keizer Station Boulevard. One of the commercial ingress and egresses will be limited to right-in, right-out turning maneuvers. This will minimize potential vehicle conflicts and one driveway is limited to right-in only. Only residential access would be permitted onto Dennis Ray Avenue thereby eliminating this street from becoming a cut-through for commercial traffic into or out of the commercially developed portion of the site.

The submitted master plan indicates that there will be a 20 foot wide landscaped buffer along the north property line of the site between Area B and the residential uses located to the north. This will mitigate a number of potential impacts between the two adjacent uses. Uses located to the west of McLeod Lane and to the south of Lockhaven Drive are both separated by street right of way and building setbacks and so are determined to not require any additional buffering between those uses and the proposed development of Area B.

As part of the planning and design of Area B a Traffic Impact Analysis [\(TIA\)](#) was conducted that included a number of assumptions on the possible development scenarios for Area B. The proposed site plan is consistent with the preliminary traffic assumptions. The city's traffic consultant, Kittelson and Associates has conducted an evaluation of the impact of this development on the transportation system. The analysis dated August 2010, identified the mitigation measures that are needed to assure that the street system is not adversely impacted by the development of Area B. [The proposed 2017 amendment to allow for a 24,000 square foot movie theater has been reviewed by Kittelson and Associates for consistency with the original TIA and overall traffic impacts of Area B. Kittelson and Associates provided an edited version of the TIA](#)

outlining the necessary mitigation measures and timelines for implementation. In summary, Kittelson & Associates feels a temporary impact regarding the construction of the new Signalized intersection for the Transit Facility would not be detrimental to the overall transportation system. They did not do a detailed study, but rather relied on the facts that the peak time of use for theaters is not impacting on the peak transportation counts, and the fact that any (if any) overlap in the project construction and the intersection construction is anticipated to be very short in duration, and that any disruption would more likely impact patrons of the theaters, not the overall transportation system.

Therefore it is determined that the master plan proposal satisfies this objective.

2. Objectives: Development in Area 'B' will be focused on achieving the following objectives:
- Complete residential neighborhood on Dennis Ray Avenue and provide a pedestrian and bicycle connection to nearby commercial activities;
 - Provide convenient retail opportunities for nearby residential areas;
 - Create a landscape buffer along the northern edge of the site; and
 - Protect traffic operations on Lockhaven Drive and McLeod Lane.

FINDINGS: The development of the objectives for the planning and eventual development of Area B take into consideration certain impacts that any development might have on nearby areas. The proposed concept site plan will allow for the future completion of the Dennis Ray Avenue as a single family residential neighborhood. At this time no residential development is planned. Pedestrian and bicycle connections throughout the development, as shown in the master site plan will be provided. This will include a connection between the development in Area B and the end of Dennis Ray Avenue. This connection will extend through the small park that will be constructed to the east of Dennis Ray Avenue. This pedestrian connection will restrict vehicles from using Dennis Ray Avenue as a means of ingress and egress but will allow pedestrians and bicycles to access the commercial development.

The development of Area B ~~envisionswill provide~~ a variety of commercial businesses including offices, the transit station, a movie theater, and retail businesses on the site. This will provide convenient access to the site as well as being convenient to the nearby residential area. This convenience will allow for increased opportunities to walk or bicycle from the surrounding neighborhoods to Area B businesses.

A 20-foot wide landscaped buffer will be provided along the entire northern boundary of the property. This will mitigate any potential impacts (noise, visual) associated with the development of the site. Currently, a significant portion of this northern property line has a 8 foot high sight obscuring masonry wall that screens and buffers much of the adjacent properties to the north. As a condition of approval a 8 foot high sight obscuring wall will be required to be placed along the rear property lines of homes along the south side of Dennis Ray Avenue. In addition, there will be a requirement that a 20 foot wide landscaped buffer be placed along the north property line of the Area B development. The combined effect of the landscaping and wall will provide adequate screening and buffering along the northern edge of the site.

As part of the submittal of the application for a master plan a traffic impact analysis was conducted by Kittleson and Associates. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the projected 2020 traffic flows. The result of this study determined that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station and/or adjacent development in Building "D" and Keizer Station Boulevard and widening of Keizer Station Boulevard to allow turn lanes at the new intersection, and an additional right turn lane approach at the Keizer Station Boulevard / Lockhaven Drive intersection; a deceleration lane and a new driveway that will be located between Keizer Station Boulevard and McLeod Lane. These will be needed as part of the development plans for different components within Area B. With there only being a single access point along McLeod Lane located as far from the intersection as possible will avoid having the development have an adverse impact on the operation of McLeod Lane. Other mitigation measures are less directly tied to specific developments within Area B but combined with overall regional growth, or the combined effects related to other nearby developments and will require certain levels of improvements. The TIA analyzed the

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project impacts of the development of not only Area B but also nearby Area C that it might have along the full length of Lockhaven Drive. Two intersections, Lockhaven Drive and 14th Ave and Lockhaven Drive and River Road were noted to need future improvements owing to both growth in general but also due to affects from development of Keizer Station. The City has developed~~is working on~~ a method to assess costs from these developments based on a proportional basis. ~~With T~~there is only one~~being a single~~ access point along McLeod Lane; it is located as far from the intersection as possible will avoid having the development have an adverse impact on the operation of McLeod Lane. The mitigation measures are all aimed at protecting traffic operation along Lockhaven Drive and McLeod Lane.

Kittelson and Associates provided an edited version of the TIA after reviewing the proposed 2017 master plan amendment, which indicates how traffic impacts can/should be addressed, along with recommended mitigations which have been placed as conditions of master plan approval. These mitigation will ensure transportation concerns are adequately addressed. As such the master plan proposal will be consistent with these objectives.

3. Base Zones: In order to achieve Area B Development Objectives, the Comprehensive Plan designation for property within the Area B shall be Low Density Residential for those properties zoned Single Family Residential and Commercial for the property zoned Commercial Mixed Use (CM). Property within Area B shall be zoned as follows:

Zoning	Acres
Commercial Mixed Use (CM)	11.4
Single Family Residential (RS)	1.1

FINDINGS: The proposed master plan for Area B will allow for uses that will be consistent with the underlying CM and RS zones. Any development within the respective zone districts will need to comply with the provisions within each of the underlying zones. Two developments are being immediately proposed in the CM portion of Area B. One is a medical office located near the intersection of Lockhaven Drive and McCLLeod Lane, and the other development is a transit station to be located in the area east of Keizer Station Boulevard. The doctor's office is a permitted use and its development will be subject to design review and building permit process. The development of a transit station

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will require approval of a conditional use permit, which is included as part of this review. Three future single family homes will be located in the RS zoned portion of the site at the end of Dennis Ray Avenue and so will satisfy this objective.

The 2017 amendment allows for a 24,000 square foot building in Area B West, which is intended to house a movie theater. It should be noted that a movie theater is an allowed use in the CM zone. The amendment also reflects the actual layout and final design of the Transit Center which has since been completed and is fully operational. As such the proposed amendment is consistent with the established base zones in Area B, and therefore satisfies this objective.

B. The master plan shall meet the following standards as identified in the Keizer Development Code. KDC 2.315.

1. Design Standards

A. Development Standards: KDC Section 2.315. Development Standards requires all new commercial and multi-family development to apply for Development Review and to comply with standards identified in KDC 2.315.08 as part of the building permit approval process.

FINDINGS: The intent of this provision is for new developments to be done in a manner that is consistent with the city's adopted design standards. These design standards are found within Section 2.315 of the KDC. As part of the building permit submittal process an administrative design review will be done to assure compliance with Section 2.315 of the KDC. These are addressed in more detail later. These requirements govern the design of new commercial buildings. Briefly, the development of Area B will consist of 5 buildings which will be used for office, retail, possible restaurant, a movie theater, and one building will be used as part of the operations of the transit station. The design of the buildings will take into consideration a variety of design features such as use of differing materials and textures to avoid barren building facades and will strive to make a human scale type of development. Pedestrian plazas will be scattered throughout the development to make it more pedestrian friendly. No multi-family development will be constructed in

Area B so these provisions are not applicable. With this placed as a condition of approval, it will ensure compliance with this objective.

- B. Other Design Standards: In addition, the Residential Single Family (RS) and Commercial Mixed Use (CM) zones provide design standards for new development.

FINDINGS: In addition to the design requirements outlined in KDC 2.315 there are provisions within KDC 2.102 (RS) and KDC 2.110 (CM) which also affect the design of new buildings either commercial or residential in Area B. No residential development is proposed at this time, however the requirements within KDC 2.102 will be applicable when future ~~time~~ single family residential development is proposed. In particular all commercial development within Area B will be required to comply with the provision within KDC 2.110.08 – Design Standards in addition to KDC 2.315 and any other special design standards which may be adopted as part of the master plan approval process.

2. Transportation System

Traffic operations on Lockhaven Drive are an important design issue as Area B develops. Careful consideration of the location of access points to Lockhaven Drive and McLeod to the site will need to occur. Based on initial traffic assessments for the Keizer Station Plan, the following traffic-related elements shall be a part of future development of Area B:

- A. Access to Lockhaven Drive. Access will be via a single access point forming the northern leg of the Lockhaven Drive and Chemawa Road intersection. Additional or alternative access will only be allowed when it is demonstrated to the approval of the City Traffic Engineer that it can be designed so as to have minimal impacts on the safe and efficient flow of traffic on Lockhaven Drive.

FINDINGS: The intent of this objective recognizes that traffic operations on Lockhaven Drive are an important design issue as Area B develops. No new public streets are proposed and only street frontage improvements are contemplated. Internal driveways will provide access within the commercial portions of the master plan area. To minimize traffic impacts on the surrounding public street system, driveway access is limited to right in-right out driveways on Lockhaven Drive; full

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service driveways on McLeod Lane and at Keizer Station Boulevard; and a right-in only along Lockhaven Drive.

A traffic impact analysis was prepared by Kittleson and Associates (dated August 2010) and is included as part of the proposal. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the projected 2020 traffic flows. The result of this study was to determine that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station and Keizer Station Boulevard; a deceleration lane along the frontage of the site between Keizer Station Boulevard and the new driveway that will be located between Keizer Station Boulevard and McLeod Lane. These improvements may be phased. For example, as the transit station or use in Building "D" is developed the requirements for the widening and turning lane at the new intersection, and an additional right turn lane approach at the Keizer Station Boulevard / Lockhaven Drive intersection and new signal at the intersection of the access serving the transit station and Keizer Station Boulevard will be required as it is directly related to the operation of the transit station and/or the development of Building "D". The right-in only ingress east of Keizer Station Boulevard is related to the development of Building "D". The deceleration lane serving the new driveway mid-way between McLeod Lane and Keizer Station Boulevard is related to the operation of new buildings located at the west end of this portion of Area B. Certain other improvements are linked less directly to the development of Area B alone, but instead to the development of both Area B and Area C as well as with general projected growth within the city (Lockhaven Drive / 14th intersection and Lockhaven Drive / River Road). These two intersection improvements are also identified in the city's Transportation System Plan and will require additional turn lane improvements. The City ~~has developed~~^{is working on} a method to assess costs from these developments based on a proportional basis. With the TIA's improvement recommendation made as a condition of approval will assure that the development of Area B does not adversely impact the operation of Lockhaven Drive and Chemawa Road.

[The proposed 2017 amendment has been reviewed by Kittelson and Associates, and an edited version of the TIA has been provided](#)

outlining necessary transportation mitigations along with appropriate timelines for completion.

Transit Considerations

Salem Area Mass Transit District (SAMTD) provides scheduled bus service to the area with a temporary bus transfer in Area A of the Keizer Station. The proposed site plan provides SAMTD the opportunity to establish a transit station in Area B. This is detailed further under the Conditional Use section. Briefly, the proposal will allow the construction of a transit station in the eastern portion of the site. This will provide service for not only Area B but also for the community and will provide an enhanced level of service from what is currently being provided by the Transit District. The transit station has since been developed, is fully operational and currently the traffic signal project at the intersection of Keizer Station Boulevard and the access point to the transit center is underway. The project is a partnership of SAMTD and the City of Keizer and is expected to be completed by October 2018.

IAMP

To better plan for the future improvement needs of the I-5 / Chemawa Road interchange an Interchange Area Management Plan (IAMP) is in the process of being developed. This plan involves Keizer, Salem, Marion County and ODOT jointly planning for the projected traffic needs. The project leader for this planning study has reviewed the proposal. With the results of the traffic impact analysis the proposed master plan is consistent with the goal of the IAMP.

- B. Access to McLeod. Access may be provided via a single access point located as far north as possible. No automobile access shall be allowed to Dennis Ray Avenue. At the City Traffic Engineer's discretion, this driveway may be limited to right-in/right-out depending on anticipated traffic flows.

FINDINGS: A proposed driveway location is shown on the site plan located approximately 200 feet north of the McLeod Lane / Lockhaven Drive intersection. This driveway is located as far north from the intersection as is possible and still allow access into and out of the site. The traffic impact analysis conducted by Kittleson and Associates and the City Engineer have each recommended that this location is adequate to provide ingress and egress to Area B and will not impact the traffic

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flows along McLeod Lane. No additional improvements are necessary along McLeod Lane. No vehicle connection from Area B onto Dennis Ray Avenue is proposed. Therefore, the proposal is consistent with the criterion.

- C. Pedestrian Connectivity. A pedestrian/bicycle connection Area B shall be provided at Dennis Ray Avenue. The circulation system shall include provisions to provide pedestrian and bicycle connections to the overall Keizer Station Activity Center area from Area B and to Dennis Ray Avenue.

FINDINGS: A pedestrian connection is proposed connecting Keizer Station Boulevard and Dennis Ray Avenue. The pedestrian facility will meander through the small park that will be constructed at the end of Dennis Ray Avenue. The pedestrian walkway will be 10 feet wide and paved. This will also provide a link to the existing sidewalk and bicycle lanes leading to and from Keizer Station in Areas A and B and as such will meet with this objective of the master plan review criteria.

- D. Internal Circulation. This is provided to allow internal circulation and avoid the need to use Lockhaven Drive for vehicle trips within Area B.

FINDINGS: The intent of this provision is to reduce or avoid the need to use Lockhaven Drive as a means to travel between businesses in Area B. The site plan shows that there will be a access point into the site in the area between Keizer Station Boulevard and McLeod Lane. A new signalized intersection on Keizer Station Boulevard will provide ingress and egress to the transit station and also for the future building planned to be located adjacent to the transit station (Building "D"). This intersection will also provide access to the west side of Keizer Station Boulevard. The design of the west side of Area B will make use of a travel aisle throughout the development thereby eliminating the need to exit and then re-enter the development. The development will allow for internal circulation of the site to the fullest extent possible, given the existing street system and associated access limitations and so will satisfy this objective.

- E. Pedestrian circulation:
1. The on-site pedestrian circulation system shall be continuous, connecting the ground-level entrances of primary structure(s) to the following:
 - a. Streets abutting the site;
 - b. Parking areas;
 - c. Abutting transit stops; and
 - d. Adjacent buildings.
 2. There shall be at least one pedestrian connection to an abutting street frontage for each 300 linear feet of street frontage.

FINDINGS: The focus of this objective is to facilitate pedestrian circulation throughout Area B. This is to both reduce the reliance on automobile travel and also to encourage pedestrian travel between the adjacent residential areas and Area B. A system of internal pedestrian walkways to buildings will be constructed thereby facilitating pedestrian linkages between buildings, parking areas, abutting streets, and to the transit center which will be constructed in the eastern portion of Area B. These connections will include articulated building entrance plazas which will vary in width and the outdoor plaza areas which will further enhance the pedestrian travel / shopping experience. The circulation system is shown in the master site plan.

The master site plan is intended to make the Lockhaven Drive and Keizer Station Boulevard intersection into a pedestrian area, which facilitates safe street crossing as well as it being a pleasant pedestrian environment. Plazas are proposed to offer outdoor use opportunities and easy connections to the buildings near the intersection. Amenities may potentially include seating, tables, pedestrian plazas, specialty lighting and more intense landscaping is planned for the development.

As demonstrated in the site plan, internal access is provided throughout the site for pedestrians and cyclists. In particular, the plan emphasizes convenient pedestrian access around the site and to the major intersections at McLeod / Lockhaven and Keizer Station Boulevard / Lockhaven. The master plan indicates that there will be sufficient pedestrian connections based on the frontage formula above. Further, the proposal to include a transit station located in the eastern portion of Area B will allow the master plan to comply with the provision for

providing a transit facility and so the master plan proposal will meet with this objective.

3. Utilities

In addition to the development standards of Utility Lines and Facilities – KDC 2.307 the following standard shall apply to new utilities: All new utility connections and lines shall be located underground.

FINDINGS: The intent of this provision is to eliminate all above ground utility poles from the proposed development and to have a development which is aesthetically pleasing. All utility connections will be located underground as required by the city and by the design standards of the Public Works Department. This is consistent not only with this provision but also with the developments within Area A of the Keizer Station. With this required as a condition of approval will ensure that this objective will be met.

4. Landscape

In addition to the development standards of Site and Landscape Design – KDC 2.309 the following standard shall apply:

- A. A coordinated landscape plan, including the use of trees, shall be provided for the frontage portion of Area B along Lockhaven Drive and McLeod with the request for master plan approval.
- B. Restriction on Tree Removal. From the date of adoption of this ordinance, no trees shall be removed from any property within Area B without approval from the City. The City recognizes that factors such as disease and safety concerns or other practical considerations may require the approval to remove such trees. The City otherwise may determine existing trees to remain on the property.
 - 1. Upon application for master plan approval, the applicant shall submit a tree inventory of all existing trees and trees removed since the date of this ordinance.

FINDINGS: Development and grading on the site will require removal of some of the trees on the site. The trees which are anticipated to be removed are primarily located around the existing home located on the

east side of Keizer Station Boulevard and also in a small cluster on the west side of the same street. Many of the trees located around the old Tiersma home site are larger trees which will need to be replaced consistent with the city's tree replacement requirements for significant trees at a two to one ratio. While there are a number of trees on the site there are only 21 trees on the site that would qualify as significant trees (trees that are greater than 12 inches wide or taller than 50 feet). Many of the trees on the site are smaller than that standard as well as numerous trees which appear to be diseased or otherwise unhealthy. Over 2/3 of the significant trees were cottonwoods, firs, and associated pines. The trees which are located in this area will also likely need to be removed as they all appear to be located in the proposed access way and parking area. The majority of Area B is devoid of trees. The development plans will encourage the retaining of identified significant trees. Unfortunately it appears that only two trees are situated to make them prime candidates for saving. These are two diadora cedar trees which are located in the eastern portion and will provide screening for the transit station. The number of replacement trees that will be planted throughout the site to be consistent with the city's 2 to 1 ratio will be 38 trees or provide compensation into the city's tree replacement program. The tree removal plan illustrates that the proposal will comply with this provision.

17. The master plan shall meet the following standards as identified in the Keizer Station Plan in addition to standards within applicable zones. KDC 3.113.04.B.

A. Design standards. KDC 3.113.04.B.1.

1. Residential

Because a small portion of the site plan is designated RS any development of single family homes within the RS designated portion of Area B shall comply with the design standards in KDC 2.314 as specified in KDC 2.102.06 which is the Development Standards of the RS zone chapter. At this time no residential development is being proposed for the area that is designated as RS. If in the future this type of development occurs it will be required to comply with these sections of the Development Code.

2. Commercial

A. Design Standards -All development in the CM Zone shall comply with the applicable building design standards. KDC 2.110.08.

Unless specifically modified by provisions in this Section, buildings located within the CM zone shall comply with the following standards:

1. Single family homes shall comply with the design standards in KDC 2.314.
2. Multi-family buildings and non-residential structures shall comply with the provisions in KDC 2.315 - Design Standards.

FINDINGS: No new residential uses are proposed within the CM designated portion of Area B so this provision is not applicable. As previously indicated no residential development, either single family or multiple family is being proposed at this time and so this provision is not applicable. All non-residential development will be required to be reviewed for compliance with the provisions within KDC 2.315. With this placed as a condition of approval, this criterion is met.

B. Building Design. KDC 2.315.08.B.

1. Ground floor windows. KDC 2.315.08.B (1)(a).

In the CM, CR, and MU zones, all street-facing elevations containing permitted uses as listed under KDCs 2.110.02 F, G, H, I, J and K shall have no less than 50 percent of the ground floor wall area with windows, display areas or doorway openings.

FINDINGS: The intent of this requirement is to avoid new developments from having stark building facades lacking any architectural or aesthetic features. Two of the buildings which are planned to be constructed first are the doctor's clinic and the transit station. The transit station is a 3,000 square foot building with a significant portion of the building façade facing Lockhaven Drive in the form of windows and doorway openings. Based on preliminary drawings the doctor's clinic appears to have more than 50% of the façade facing Lockhaven Drive in the form of windows and entryway. ~~a-And so~~ will meet ~~with~~ this provision. While the architectural design of all the buildings within the CM designated portion of Area B (the other two zones are not applicable) have not been fully developed

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compliance will be confirmed during permit review when building plans are submitted as part of the city's design review process. With this as a condition of approval will assure compliance with this requirement.

2. Building facades. KDC 3.15.08.B(2)(a).

In the CM, CR, and MU zones, facades that face a public street shall extend no more than 30 feet without providing a variation in building materials, a building off-set of at least 2 feet, or a wall area that is entirely separated from other wall areas by a projection, such as a porch or a roof over a porch. No building facade shall extend for more than 300 feet without a pedestrian connection between or through the building, provided that there is a pedestrian purpose being served.

FINDINGS: The architectural design of the buildings in Area B of the Keizer Station is of great importance and it is determined that the architectural design of the buildings of Area B be developed in a manner that is architectural compatible with Area A, but necessarily similar to the style which was selected in Area A. While the architectural design of all the buildings has not been developed, the doctor's office building and the building in the transit station have been preliminarily designed. The doctor's office has a design that makes use of a variety of building materials. The primary materials are proposed to be brick and grey CMU block. A window awning system also provides an offset to the building façade. In the mid-section of the building is an interesting awning shaped feature that will further add projection and sense of depth to the building facade. It is difficult to verify if the building will comply with the variation in materials every 30 feet requirement. This will be verified as part of design review. The master plan indicates that no building will have a façade that will be greater than 300 feet in length. For the buildings which have not been designed, compliance will be confirmed during permit review when building plans are submitted when a design review will be accomplished. With this as a condition of approval will assure compliance with this requirement.

3. Awnings. KDC 2.315.08.B(3).

Awnings or canopies, shall be provided along building storefronts abutting a public sidewalk. Awnings and canopies shall be constructed of canvass, acrylic fabric, laminated vinyl, metal or similar standard material. Awnings and canopies of corrugated fiberglass or polycarbonate roofing shall be prohibited. Awnings and canopies shall not be back lit.

FINDINGS: Given the fact that inclement weather is an all too often occurrence in the western part of Oregon it is important that awnings are provided not only for aesthetics purposes but also to protect pedestrians and enhance the shopping experience. The doctor's clinic will have an extended awning on the north side entrance to the building. The architectural design of all the buildings has not been developed, and compliance will need to be confirmed during permit review when building plans are submitted as part of the design review process that will be required. With this placed as a condition of approval will assure compliance with this requirement.

4. Materials and Texture. KDC 2.315.08.B(4).

A. Building Materials.

- a. All buildings shall have wood, brick, stone, or stucco siding, or vinyl siding made to look like wood siding. Metal siding as described in this section shall be allowed.
- b. Metal siding other than corrugated or reflective material are allowed except for residential buildings housing 3 or more dwellings and buildings within the EG zone metal siding is allowed with the exception of corrugated or reflective metal.
- c. Plain concrete block, plain concrete, plywood and sheet press board may not be used as exterior finish materials.

FINDINGS: Intent of this provision is to require a greater attention to the architectural materials that are used so as to result in a higher quality finished product. The two buildings that are planned to be constructed first each will make use of materials that will comply with this provision. The doctor's clinic is shown with brick and colored CMU block material. The architectural design of all the buildings has not been developed. Compliance will be confirmed during permit review when building plans are submitted for review by the city. Information of this requirement will be conveyed to any prospective developer within Area B. With this placed as condition of approval will assure compliance with this requirement.

B. Trim Material. Building trim shall be wood, brick, stone, stucco, vinyl siding material made to look like wood, or metal.

FINDINGS: The architectural design of all the buildings that will be constructed in Area B has not been developed at this time. Compliance will be confirmed during permit review when building plans are submitted for review. With this as condition will assure compliance with this requirement.

C. Roofing Material. Any roofing material is allowed including metal roofs.

FINDINGS: The architectural design of all the buildings has not been developed. Compliance will be confirmed during permit review when final building plans are submitted for review. With this as condition will assure compliance with this requirement.

D. Foundation Material. Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than 3 feet.

FINDINGS: The intent of this provision is to avoid having plain concrete be a predominate feature used as a foundation material. The architectural design of the buildings has not been developed, and compliance will be confirmed during permit review when building plans are submitted for review. With this as condition will assure compliance with this requirement.

18. Commercial Mixed Use (CM) KDC 2.110.

A. KDC 2.110.02 through KDC 2.110.05 identify the use requirements for the CM zone, including the permitted, special permitted, and use restrictions, which apply to the site. A maximum of 80,000 square feet of floor area may be devoted to specified retail uses identified in KDC 2.110.05 D.

FINDINGS: The development of Area B is proposed to include a two story ~~26,538~~28,000 square foot doctor's clinic (Building "A"); 3,000 square feet for a building associated with the transit operations; 10,000 square feet of office space adjacent to the transit station (Building "D"); and the allowance for a 24,000 square foot building ~~two buildings totaling 34,000 square feet~~ along the west side of Keizer Station Boulevard ~~that would be a mix of office and retail (Buildings "B" and "C")~~. proposed to be developed with a movie

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theater. However, the 24,000 square foot allocation could be split between two or more buildings without amending the master plan. All of this will be located on the portion of Area B that is zoned CM. The uses proposed under the commercial categories comply with the KDC requirements and is within the maximum cap allowance for Area B and so complies with this provision.

- B. Minimum Lot Dimension and Height Requirements. Commercial and mixed use development does not have any minimum dimensional requirements for lots and the maximum building height is 50 feet. KDC 2.110.06.A.

FINDINGS:

This provision seeks to ensure that buildings are not constructed that might violate the height limitation of the CM zone. The CM zone has no minimum lot size and no minimum lot dimension standards other than a maximum height restriction of 50 feet. All proposed buildings will result in structures being constructed that are less than 50 feet tall. The lot which will be developed with a doctor's office will be 1.8 acres in size, and the transit center will be constructed on a 2.7 acre parcel. Each will be of sufficient size and shape to accommodate the development of each lot with its proposed use. No other lots are proposed to be created at this time. Any change that will result in additional lots will need to be done through either the city's partition or subdivision process and will need to comply with the regulations in place for that process. All development within Area B will be limited to these restrictions which will assure compliance with this section.

- C. KDC 2.110.06 B. Minimum Yard Setback Requirements

SETBACKS	Single Family or Duplex	Multi-Family	Commercial	Mixed Use
Front	10 feet	10 feet	10 feet	10 feet
Side	5 feet (1)	(3)	(3)	(3)
Rear	(2)	(3)	(3)	(3)
Street-side (4)	10 feet	10 feet	10 feet	10 feet
Garage entrance (5)	20 feet (5)	20 feet (5)	20 feet (5)	20 feet (5)

- (1) *Zero side yard dwelling units are subject to the setback provisions in KDC 2.404.*
- (2) *The rear yard setback shall be as follows: 14 feet for a 1-story home, 20 feet for a 2-story home.*
- (3) *The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. For the CM zone, the rear yard setback is 0 feet.*
- (4) *Setbacks are measured from property lines, not easement lines. However, no structure shall be placed any closer than five feet from the edge of an access easement or 20 feet from the right-of-way of an arterial or collector street.*
- (5) *The garage entrance setback shall be measured from the property line or edge of private access easement to the entrance of the garage. The centerline of the driveway shall be measured if the driveway to the garage entrance is not perpendicular to the property line or private access easement. In no case shall a garage be set back less than the minimum front, side, and rear setbacks.*

FINDINGS: The intent of building setbacks is to ensure that new buildings are constructed so that there is an adequate separation between the new building and all property lines. This will result in the building not being located such that it is too close to any one property line. With the exception of the RS zoned portion of Area B all of the development will be commercial and so will be required to comply with the provisions within this section. As shown on the concept site plan, these setback requirements will be satisfied with each of the proposed building locations. Compliance will be verified through the building permit review process.

19. Development Standards. KDC 2.110.07.

All development in the CM Zone shall comply with the applicable provisions of this Ordinance. The following includes referenced items as well as additional development requirements. If a conflict exists with a specific standard found in this section and a standard found elsewhere in this Ordinance, the standard in this section shall govern. (5/98)

A. Off-street parking. KDC 2.110.07.A.

1. Parking shall be as specified in KDC 2.303. In the event that on-street parking is provided, on-street parking that abuts the property can be used to meet the standard.
2. No off-street parking is required for uses above the ground floor.
3. The off-street parking requirement for residential uses is one space per unit.
4. If mixed uses on the ground floor exhibit peak parking demand at different times, the resulting parking requirement is limited to the number of spaces generated at the highest combined peak demand at any one particular time. (For example, if there is a movie theater exhibiting peak parking demand between 7:00 and 10:00 PM with a total requirement of 100 spaces, and a pet store exhibiting peak demand between 1:00 and 5:00 PM with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.)

FINDINGS: The intent of this provision is to ensure that new development provides sufficient parking to avoid it becoming a burden on adjacent areas. The development of Area B will be required to provide sufficient parking on the site and not use any on-street parking along any of the three adjacent public streets. The transit station (Building E) ~~is was shown being~~ developed with 6853 parking spaces for patrons of the bus system who wish to drive to the transit station and then connect with the bus system. Adjacent to the transit facility is Building "D" which has 77 parking spaces near it. ~~Building "C" has 54 parking spaces to the east,~~ Building "B" has ~~46~~ 167 parking spaces ~~to the west and east of adjacent to~~ it, and Building "A" (the doctor's office) is shown with 102 parking spaces. The master plan shows a total of ~~346~~ 399 parking spaces provided throughout the whole site, which based upon proposed uses is adequate to provide on-site parking. ~~If the entire site were built out with retail/office uses it would require a minimum of 244 parking spaces.~~ As provided on the master site plan, the provided parking spaces will satisfy the standards for the ~~retail and office~~ uses proposed. Parking requirements will be regulated at the time of individual building permit approval. As a condition of master plan approval, parking must be provided as required by KDC section 2.303. Therefore, parking requirements are satisfied by this proposal.

B. Yards and Lots. KDC 2.110.07.C.

Yards and lots shall conform to the standards of KDC 2.312.

FINDINGS: The master plan illustrates that each of the proposed 5 buildings will conform ~~with to~~ the required building setbacks. Building “A” is shown 20 feet from the property lines along both McLeod Lane and Lockhaven Drive and far exceeds the setback to the north and east property lines. Building “B” is shown 20 feet from Lockhaven Drive and ~~almost 120 feet from~~ Keizer Station Boulevard, ~~and is almost 40 feet from the north property line.~~ Building “C” is ~~shown 20 feet from Keizer Station Boulevard and 100 feet from Lockhaven Drive, and more than 40 from the north property line.~~ Building “D” is 20 feet from Keizer Station Boulevard and Lockhaven Drive. Building “E” is more than 70 feet from the property line along Lockhaven Drive and almost 100 feet to the east property line and 250 feet from Keizer Station Boulevard to the north. As demonstrated herein, the minimum lot size and yard standards will be satisfied by the master plan.

C. Signs. KDC 2.110.07.D.

Signs shall conform to the requirements of KDC 2.308.

FINDINGS: The intent of this provision to ensure that all signs are placed and designed and in accordance with the city’s sign code regulations. There are currently two Keizer Station identity signs located at the intersection of Keizer Station Boulevard and Lockhaven Drive. Those two signs are to remain as they are an integral part of the entire Keizer Station and not specifically related to any development necessarily within Area B. Signage will be regulated by the requirements outlined in KDC 2.308 and will require a sign permit that will be reviewed to ensure compliance with this provision.

D. Accessory Structures. KDC 2.110.07.E.

Accessory structures shall conform to requirements in KDC 2.313.

FINDINGS: No accessory structures are proposed at this time. However if any are to be constructed they will be required to comply with the requirements within KDC 2.313 and with the requirements in KDC 2.315. This will be verified as part of the building permit review process and so will assure compliance with this provision.

E. Storage, Trash, and Service Functions. KDC 2.110.07.F.

Storage areas, trash, recycling, utilities and other service functions shall be located within the main structure if possible. If any of the above functions are located outside the main structure, the area containing the function must be screened with a solid, durable structure that is architecturally related to the building.

FINDINGS: The intent of this provision is to avoid having outdoor trash and other storage areas that are unsightly. From experience the majority of businesses will use some form of outdoor trash receptacles. The provisions within KDC 2.315 will prohibit merely having a garbage container outside that is not hidden from view. It has become common practice that the trash structures are constructed to compliment the building. All development in Area B will be required to comply with KDC 2.315. Storage and trash functions shall be designed and constructed so as to comply with this provision. This will be verified as part of the building permit review process.

F. Lot Coverage. KDC 2.110.07.I.

The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows:

	<u>Max.</u>	<u>Min</u>
Commercial development:	90%	50%
Mixed commercial and residential development:	85%	50%
Residential development:	80%	50%

FINDINGS: The purpose of this requirement is to establish minimum and maximum lot coverage standards. It is not in the city interest to allow new development to develop in either a manner that is too inefficient or is too over developed. As shown on the concept site plan, the standards are satisfied. The site plan indicates that approximately 80% of the commercial portion of Area B will be developed with buildings, parking areas and sidewalks will meet with this provision.

G. Density. KDC 2.110.07.J.

The maximum residential density shall be 24 units per acre and minimum residential density shall be 8 units per acre. Developments limited

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exclusively to residential uses and containing less than 8 dwelling units per acre are allowed if they comply with the [applicable KDC provisions].

FINDINGS: No residential uses are proposed on the CM zoned area so this provision is not applicable.

20. Transportation system standards. KDC 3.113.04.B.2.

Relevant sections within the KDC pertaining to transportation standards include the following:

A. General Requirements. KDC 2.302.A.

The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets.

FINDINGS: The proposed development of Area B will not include the development of any new streets. The existing city street system will serve Area B. McLeod Lane is a collector street and both Lockhaven Drive and Keizer Station Boulevard are designated as arterial streets. Keizer Station Boulevard has 66 feet of improved street within a 94 foot wide right of way. McLeod Lane has an improved street that ranges from 43 to 46 feet wide within a right of way that ranges from 55 to 60 feet wide in the area of the frontage of the site. Lockhaven Drive has an 84 foot wide street within a 120 foot wide right of way. The Traffic Impact Analysis done by Kittleson and Associates (dated August 2010) analyzed and addressed the impacts on the transportation system as a result of the development of Area B. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the projected 2020 traffic flows. The result of this study was to determine that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station or adjacent use in Building "D" and Keizer Station Boulevard. A deceleration lane along the frontage of the site between Keizer Station Boulevard and the new driveway that will be located between Keizer Station Boulevard and McLeod Lane which will serve businesses on the west side of Keizer Station Boulevard. This is in addition to the access which will be required along McLeod Lane to serve businesses on the west side of Keizer

Station Boulevard. A right-in only access which will serve Building “D”. These improvements are determined to be needed as part of certain phases of the development occur. For example, as the transit station is developed the requirements for the widening and turning lane and new signal at the intersection of the access serving the transit station and Keizer Station Boulevard will be required when the first use on the east side of Keizer Station Boulevard is developed. The deceleration lane serving the new driveway mid-way between McLeod Lane and Keizer Station Boulevard is related to the operation of new buildings located at the west end of this portion of Area B and will be needed when the first use is developed. Certain other improvements are linked less directly to the development of Area B alone, and more to the development of both Area B and Area C, as well as with general projected growth within the city (Lockhaven Drive / 14th intersection and Lockhaven Drive / River Road).

[An edited version of the TIA was provided by Kittelson and Associates in response to the proposed 2017 amendment, identifying the necessary transportation mitigations and timeframes associated with the installation of those mitigations.](#) With the requirements specified in the conditions of approval will assure compliance with this provision.

B. Continuation of Streets. KDC 2.302.B.

Development proposals, including subdivisions and partitions, shall provide for the continuation of, and connection to, 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 adjoining 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.

FINDINGS: The proposed development of Area B will not include the development of any new streets nor will it result in the continuation of any public street from this site onto any adjacent property. It will allow for the continuation of Dennis Ray Avenue, although at this time no continuation is planned. The continuation of the street will result in there being a turnaround provided at the end of the street. Therefore, this section is satisfied.

C. Alignment. KDC 2.302.C.

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 proposed master plan for Area B will not affect the alignment of the existing street system, nor will it result in the alteration of the two nearby intersections. Therefore, this provision is determined to be not applicable.

D. Future extension of streets. KDC 2.302.D.

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 development will not include the development of any new streets other than a short extension of the existing Dennis Ray Avenue. The extension will essentially be a turn-around to the street and will not result in the extension of this street either onto the commercially developed portion of Area B, or onto any other property, and so the proposal will comply with this provision. A pedestrian connection will be provided from the end of Dennis Ray Avenue through the small park and into Area B.

E. Intersection angles. KDC 2.302 D.

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

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have curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 20 feet.

FINDINGS: Other than the new intersection at the intersection of the driveway serving the transit station / building “D” and Keizer Station Boulevard no new street intersections are proposed. The development of Area B will utilize the existing city street system. The existing intersection at Keizer Station Boulevard / Lockhaven Drive, and the intersection at McLeod Lane and Lockhaven Drive both comply with this requirement.

F. Existing Streets. KDC 2.302.F.

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: Keizer Station Boulevard has a right of way width of 94 feet and has a paved street 68 feet wide. To serve the projected needs of the transit station a portion of Keizer Station Boulevard will need to be widened to provide a left turn lane for buses entering the transit station from the east; a right turn drive thru lane; right turn lane in the east bound lane; and there will also need to be an additional right turn only lane after this new intersection and the Keizer Station Boulevard / Lockhaven Drive intersection. This is determined to be sufficient to serve the proposed development of Area B. McLeod Lane has a right of way width of 60 feet and Public Works has commented that it is adequate and no additional right way will be needed along the frontage of the site with this street. Lockhaven Drive has a right of way width of that ranges from 100 feet along the west end of the site to 120 plus feet along the eastern side of the southern frontage. Public Works has commented that additional right way will be needed along the frontage of the site with this street to allow for the construction of a deceleration lane for vehicles entering into the new driveway located west of Keizer Station Boulevard. With the requirement for additional right of way dedication along Lockhaven Drive will assure that all streets along the property frontage will meet current city standards and so will satisfy this provision.

G. Half-Streets. KDC 2.302.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 by 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 streets are proposed so this provision is not applicable.

H. Cul-de-sacs. KDC 2.302.H.

The maximum length shall be 800 feet.

FINDINGS: While no new streets or street extensions are proposed it is planned that at some future point that Dennis Ray Avenue will be provided with a turnaround. With the eventual turn around the length of the street will comply with the maximum length provision, so this provision will be satisfied.

I. Street Names. KDC 2.302.I.

Street names and numbers shall conform to the established standards and procedures in the City.

FINDINGS: No new streets will be created as part of this application, so this provision is not applicable.

J. Grades and Curves. KDC 2.302.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: No new streets will be created as part of this application and the existing streets will be used. Both McLeod Lane and Lockhaven Drive are flat and straight along the frontage of the site. Keizer Station Boulevard is a curved street dropping in elevation from west to east so that the street can pass under the rail road bridge. This street was designed as part of the development of Area A and accepted as part of the city's street system and no changes are proposed that would alter the current grade. Therefore, this provision is satisfied.

K. Frontage Streets. KDC 2.302.K.

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: No frontage streets are proposed, so this section is not applicable.

L. Alleys. KDC 2.302.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: No alleys are proposed. The site provides adequate access to off-street parking and loading facilities so this section will not be applicable.

M. Street Landscaping. KDC 2.302.M.

Where required as part of the right-of-way design, planting strips shall conform with 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 conceptual landscaping plan proposes that street trees shall be planted with appropriate spacing consistent with the requirement listed above. Street trees have already been planted along Keizer Station Boulevard and along the north side of Lockhaven Drive. As it will be necessary to provide additional street improvements along Lockhaven Drive it will be necessary that the existing trees be dug up and relocated or that new trees be planted. If new trees are planted then they will be required to be a minimum caliper of 2 inches will be planted. This is consistent with the trees which were planted in Area A and also with the city's Development Code. The vision of the Keizer Station plan is that there be an abundance of trees so as to provide both shade during the summer months but to also provide a natural aesthetic sense to the shopping experience. Therefore, this provision will be met.

21. Utility standards. KDC 3.113.04.B.3.

Relevant sections of the KDC pertaining to utility standards include the following:

A. Impact. KDC 2.307.02.A.

The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site.

FINDINGS: The purpose of this provision is to avoid having runoff into any nearby stream or other soils disturbances as result of the new development. It is a development requirement that the development of any portion of Area B that all utility lines and facilities be designed and installed with the minimum feasible disturbance to soil and site. In particular to Area B there is an existing pile of soil that was relocated from Area A as part of the development of Area A. This will need to be included as part of the development of Area B. This will be verified by Public Works staff to assure compliance with this provision.

B. Water. KDC 2.307.02.B.

All development that has a need for water service shall install water facilities and grant necessary easements pursuant to the requirements of the City.

FINDINGS: All new development in Area B will be required to connect to city water lines. These lines are nearby and can serve all future development of Area B. A 12 inch water service is located within the Keizer Station Boulevard

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street right of way and there is sufficient capacity in the system to be available to the site. A 12 inch water service is located within the Lockhaven Drive street right of way and there is sufficient capacity in the system to be available to the site. An 8 inch water service is located within the McLeod Lane street right of way and there is sufficient capacity in the system to be available to the site. Area B is subject to assessment as part of the construction for the water storage facility that was recently constructed as part of the development of the Keizer Station. A 7 ½ % payback agreement for the subject property is in place for reimbursement for costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately \$135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be made when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis.

A master water plan was submitted as part of the [2010](#) application. The Public Works Department reviewed the master water system plan and their comments are included in Exhibit C of this Order. Prior to submittal of final construction plans the applicant's engineer shall arrange for a pre-design conference to discuss water main sizing, meter sizing and locations, fire hydrant locations, fire sprinkler line locations and easement width for all public lines located outside of proposed right of ways. Final location of all meters to be approved by the Keizer Department of Public Works. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. It will be the responsibility of the developer to abandon all existing wells prior to site grading in accordance with the rules of the Oregon State Water Resources Department unless the City has determined that water rights are available in some cases that could be transferred to municipal use by the city. [With regard to the 2017 amendment, the master water system plan will need to be modified to reflect the change in location for Building "B" and must be reviewed and approved by the Public Works Department.](#)

Any system development charges for water system improvements will be those in place at the time of individual service connections. Final development plans shall be reviewed by the Keizer Fire Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer.

C. Private Utilities. KDC 2.307.02.C.

All development that has a need for electricity, gas and communications services shall install them pursuant to the requirements of the district or company serving the development. Except where otherwise prohibited by the utility district or company, all such facilities shall be underground.

FINDINGS: It is a development requirement that the electricity, gas, and communications services shall be installed pursuant to the requirements of the appropriate district or company serving the development. In addition it will be a requirement that all of these facilities are located underground and so will comply with this provision.

D. Sanitary Sewers. KDC 2.307.02.D.

All development that has a need for public/private sanitary sewers shall install the facilities pursuant to the requirements of the city. Installation of such facilities shall be coordinated with the extension of necessary water services and storm drainage facilities.

FINDINGS: As part of the [2010](#) application a master sanitary sewer plan was submitted for review. This plan shows the existing sanitary sewer lines that are either within Area B, or immediately adjacent to Area B and it shows the location of lines that will need to be constructed to serve the future development of Area B. The intent of this provision is to ensure that the new development will be served by sanitary sewer. With regard to the 2017 amendment, this master sanitary sewer plan will need to be modified to reflect the change in location for Building “B” and must be reviewed and approved by the Public Works Department.-The subject property is located within the original Keizer Sewer District and therefore an acreage fee is not required. There is a 8 inch sanitary sewer line located in Lockhaven Drive; and 8 inch sewer line located in the McLeod Lane right of way; and, a 10 inch sanitary sewer line located in Keizer Station Boulevard. Each of these lines has adequate size and depth to provide for additional capacity to serve Area B.

A review of the construction plans for the subject property will be required to assure that capacity of the master plan sewer trunk lines is not exceeded. The Public Works Department comments include specific conditions of approval related to sanitary sewers.

E. Street Lights. KDC 2.307.02.E.

When required, installation of street lights shall be pursuant to the requirements of the city and the company serving the development.

FINDINGS: The intent of this provision is to ensure that there is adequate lighting along the streets serving the new development. Currently, there are street lights along each of the three streets (Lockhaven Drive, McLeod Lane, Keizer Station Boulevard) along Area B. If it is determined that additional lights are needed they will be located pursuant to city specifications. With the potential for additional widening of Lockhaven Drive along a portion of the frontage of the site it may be necessary to relocate some or all of the street lights along the frontage of the site.

F. Easements. KDC 2.307.02.F.

Easements shall be provided along property lines as deemed necessary by the City, special districts, and utility companies. Easements for special purpose uses shall be of a width deemed appropriate by the responsible agency. Such easements shall be designated on the final plat of all subdivisions, and on the final plat of all partitions.

FINDINGS: All easements shall be located in the appropriate locations based on actual approved plans. There is a storm drainage easement located along the northern edge of the area. This line serves development within Area B and adjacent residential properties. There are existing sanitary sewer and water lines through a portion of Area B. The master utility plan indicates both the existing utilities and also where the proposed lines to serve the development will be located. No development may occur within the identified easement area. No final plat shall be approved prior to approval of construction plans including easement widths and locations.

G. General Standards. KDC 2.306.05.

All development shall be planned, designed, constructed and maintained to:

1. Protect and preserve existing natural drainage channels to the maximum practicable extent;

2. Protect development from flood hazards;
3. Provide a system by which water within the development will be controlled without causing damage or harm to the natural environment, or to property or persons within the drainage basin;
4. Assure that waters drained from the development are substantially free of pollutants, through such construction and drainage techniques as sedimentation ponds, reseeded, phasing of grading;
5. Assure that waters are drained from the development in such a manner that will not cause erosion to any greater extent than would occur in the absence of development;
6. Provide dry wells, french drains, or similar methods, as necessary to supplement storm drainage systems;
7. Avoid placement of surface detention or retention facilities in road rights-of-way.

FINDINGS: A major facet of the design for Area B will include utilizing techniques to avoid having the storm water runoff the site as has been the traditional practice of development. This will involve using inverted landscaped areas and having the storm water be directed to these areas where it can then be allowed to naturally infiltrate into the ground avoiding the need to have it enter into the city's system.

The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm will be allowed as development occurs. A Storm Drainage Master Plan is required for the areas west and east of Keizer Station Boulevard.

Storm water detention and low impact development design will be required for areas east and west of Keizer Station Boulevard. All storm water including roof drains are to be connected to an approved system designed to provide adequate drainage for proposed new driveways, parking lots and other impervious surfaces. Where on-site detention is planned, adequate covenant, conditions and restrictions (CCR) shall be recorded to alert future owners/developers that

detention and/or treatment shall be required to be constructed to the standards in effect at the time of building permit application.

A grading and drainage plan shall be developed for the subject property including proposed lot corner elevations. Details shall include adequate conveyance of storm water from adjacent property across the subject property. It is anticipated that on-site storm water detention/retention for this area can be achieved based on percolation tests results that were conducted in the spring of 2010. It appears that the area east of Dennis Ray Avenue will be used as a park and storm-water management area. Prior to any development of the area west of Keizer Station Boulevard a final storm water plan for the park shall be submitted for review and approval by the Department of Public Works.

A phasing plan shall be submitted to indicate how the storm water management will be developed to provide service to each area. The developer shall submit to the Department of Public Works a master plan for erosion control for the entire site prior to any site development. The plan shall be approved by the Department of Public Works. Prior to any development, including site grading, the applicant shall obtain an NPDES permit from the Oregon Department of Environmental Quality.

Easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast corner of the subject property. The existing line will provide for a storm drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNRR south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

The developer shall submit to the Department of Public Works a master plan for erosion control for the entire site. The master plan shall be approved by the Department of Public Works. Prior to any development, including site grading, the applicant shall obtain an NPDES permit from the Oregon Department of Environmental Quality.

22. Parking standards. KDC 3.113.04.B.4.

Relevant sections of the KDC pertaining to utility standards include the following:

A. Joint Use. KDC 2.303.05.

Parking area may be used for a loading area during those times when the parking area is not needed or used. Parking areas may be shared subject to Administrator approval for commercial and industrial uses where hours of operation or use are staggered such that peak demand periods do not occur simultaneously. Such joint use shall not be approved unless satisfactory legal evidence is presented which demonstrates the access and parking rights of parties.

FINDINGS: Where feasible in Area B the parking areas will be shared between adjoining uses. The total amount of parking spaces will support the individual use within Area B. This type of use is consistent with Area A in which a master parking plan was developed. The intent of the master parking plan is to allow the joint use of parking areas and to avoid requiring the development of excessive amounts of parking. It is anticipated that the option of a master parking plan will be developed for Area B and that cross access easements will be required between the various parcel owners to allow the joint use of parking spaces. The master plan indicates that approximately ~~346-399~~ parking spaces can be located on the site to accommodate the proposed level of development as shown in the master plan. This will assure compliance with this provision.

B. Off-Street Automobile Parking Requirements. KDC 2.303.06.

Off-street parking shall be provided in the amount not less than:

- Retail store: 1 per 300 square feet
- Bank, offices, medical clinic: 1 per 300 square feet
- ~~Eating and drinking establishment: 1 per 125 square feet~~
- Movie Theater: 1 per 4 seats

FINDINGS: The intent of this provision is to ensure that new developments provide sufficient parking to serve their needs. The parking provided on the concept site plan was calculated using the standards above. For example, the doctor's office, Building "A", is projected to have 28,000 square feet of area and will need to provide ~~8093~~ parking spaces to serve this facility and 102 parking spaces are shown. The Salem – Keizer Transit Center located in the eastern portion of Area B is developed shown providing ~~68-53~~ parking spaces. This number is intended to serve transit users who will drive to the site and park their car and then continue their travel by bus. It will also provide some parking for a potential commuter rail station. A building footprint accommodating 10,000

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square feet (Building “D”) adjacent to the transit station is shown with 77 parking spaces where 40 would be required. This use is projected to be office and the level of parking spaces is sufficient to accommodate this type of use. On the west side of Keizer Station Boulevard is a ~~14,000~~24,000 square foot building (Building “B”) ~~and a 10,000 square foot building (Building “C”)~~ footprint proposed to be developed with a movie theater. ~~that would be comprised with a combination of office and retail uses.~~ This type of use ~~would~~ requires 180 parking spaces for every 4 seats and the master plan indicates that ~~167~~99 parking spaces are shown. It is unknown at this time how many seats the movie theater will have, but parking will be required to be provided according to KDC section 2.303 which will be regulated through the building permit review and approval process. Additional users have not been identified but when they are they will need to comply with the specification within KDC 2.303. ~~The minimum parking requirements are met, and that there are a total of 346 parking spaces throughout the development are shown on the submitted site plan.~~ Therefore, the master plan complies with this requirement.

C. Standards for Disabled Person Parking Spaces. KDC 2.303.07.

Disabled Person Parking Spaces shall comply with the requirements of the Uniform Building Code and ODOT standards.

FINDINGS: This is to guarantee compliance with state and federal regulations governing disabled parking. ADA parking shall be provided in the final plan as appropriate and will be a condition of building permit review and will be verified as part of the final building inspection and so will assure compliance with this provision.

D. Bicycle Parking. KDC 2.303.08.A.

Bicycle Parking shall be required in all public and semi-public, commercial and industrial development as well as park-and-ride lots. Bicycle parking shall be provided in the following amounts:

- Retail store: 1 per 10 required vehicle parking spaces with a maximum of 6 required
- Bank, offices, medical clinic: 1 per 20 required vehicle parking spaces with a maximum of 6 required

FINDINGS: This provision specifies the amount of bicycle parking that is required based on different type of use. For example, the doctor’s office will be required to provide 4 bicycle parking spaces. Bike parking is proposed in

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areas near the building entrances and will be a condition of building permit review and will be verified as part of the final building inspection and so will comply with this provision.

E. Bicycle Parking Development Requirements. KDC 2.303.08.B.

1. Space Size. Each bicycle parking space shall be a minimum of six feet long and two feet wide and be accessible by a minimum four foot aisle.
2. Location. All bicycle parking areas shall be within 100 feet of a building entrance and located within a well-lit area.
3. Rack Design. Bicycle racks must be designed to secure the bicycle frame and at least one wheel, and, accommodate a locking device. Racks, lockers or other related facilities shall be securely anchored to the ground or to a structure. As an alternative, the bicycle spaces can be provided within a secured compound.
4. Access. Access to a public right-of-way and pedestrian access from the bicycle parking area to the building entrance must be provided.

FINDINGS: Specific designs for the parking of bicycles will ensure that this type of user to the new development will have adequate parking spaces for bicycles. This shall be provided as part of the final plans and will be verified as part of the final building inspection and will assure compliance with this provision.

F. Carpool and Vanpool Parking. KDC 2.303.09.

New office or industrial development with 100 or more parking spaces shall designate at least 5% of the parking spaces for carpool or vanpool parking. These designated spaces shall be the closest parking spaces to the building entrance normally used by employees, with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only" along with specific hours of use. Any other use establishing car and vanpool spaces may reduce the minimum parking requirement by 3 spaces for each carpool/vanpool space created.

FINDINGS: Building “A” is shown with 102 parking spaces around the building. If an office building has more than 100 parking spaces then appropriate carpool parking will be required to be identified as part of the final development plan and will be required as part of the building permit process will assure compliance with this provision. All other buildings in Area B are either not office/industrial uses, or are shown with parking areas that are less than the 100 spaces threshold which will mean that this provision is not applicable.

G. Off-Street Loading Requirements. KDC 2.303.10.

Commercial office buildings shall require a minimum loading space size of 12 feet wide, 20 feet long and 14 feet high in the following amounts: for buildings over 5,000 square feet of gross floor area, 1 space; for each additional 40,000 square feet of gross floor area, or any portion thereof, 1 space.

All other commercial or industrial buildings shall require a minimum loading space of 12 feet wide, 30 feet long, and 14 feet high in the following amount: for buildings containing over 5,000 square feet of gross floor area, 1 space; for each additional 40,000 square feet of gross floor area, or any portion thereof, 1 space.

FINDINGS: The intent of this requirement is to specify the loading dimension requirements so as to ensure that there are safe and adequate off-street loading facilities to serve the needs of each new business. Sufficient paved areas and designated loading areas will be required to be identified on building permit plans and verified as part of the final inspection to assure compliance with this provision.

H. Parking and Loading Area Development Requirements. KDC 2.303.11.

1. Surfacing. KDC 2.303.11.A.

All driveways, parking and loading areas shall have a durable, hard, dust free surface built to Department of Public Works standards.

FINDINGS: This is required to eliminate any unpaved parking areas from being used which might result in nuisance problems related to dust, drainage, and poor construction. The master plan indicates that the parking and loading areas will be paved. Pavement shall be required as part of the building permit

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process and will need to be consistent with city requirements and so will satisfy this provision.

2. Parking Spaces. KDC 2.303.11.B.

Dimensions. Parking spaces shall be a minimum 9 feet wide and 18 feet in length.

Compact Spaces. Compact parking spaces, at a reduced width of 8.5 feet, shall be permitted on sites with more than five (5) parking spaces. No more than 30% of the required parking shall be compact spaces and each space must be identified as a "Compact Space."

FINDINGS: The intent of this requirement is to specify the parking lot and space dimension requirements so as ensure that there are safe and adequate parking facilities to serve the public which will frequent the new businesses. The master plan illustrates that all parking spaces will measure 9 feet by 18 feet. The proposal meets these requirements, by providing all standard spaces. Parking space number and dimensions will be verified at the time of building permit submittal and also at final occupancy to assure compliance with this provision.

3. Aisle. KDC 2.303.11.C.

The following minimum aisle dimensions shall apply:

Without adjacent parking:

- a. One-way: 12 feet
- b. Two-way: 22 feet

With adjacent parking:

PARKING ANGLE	DRIVEWAY WIDTH
0 to 40	12 feet
41 to 45	13 feet
46 to 55	15 feet
56 to 70	18 feet
71 to 90	24 feet

FINDINGS: The intent of this requirement is to specify the parking lot and space dimension requirements so as ensure that there is safe and adequate parking facilities to serve the public. The proposal shows the parking lot aisles all of which are shown 24 feet wide. This meets these requirements as shown on the concept site plan. Field verification will be required as part of the final inspection to ensure compliance.

4. Screening. KDC 2.303.11.D.

When any public parking or loading area is within or abuts a residential zone along a side or rear lot line, the parking or loading area shall be separated from the lot line by a 20 foot landscaped yard, or shall be screened from the residential property with an ornamental fencing or wall of at least 4 feet in height.

FINDINGS: The intent of this provision is to minimize any impacts between parking and loading areas and adjacent residential uses. Residential zoning abuts the site to the north and is developed with residential single family homes. The required 20-foot landscaped buffer and ~~6-7~~ foot high masonry wall will provide an appropriate level of screening. In the area of the small park the buffer will effectively be increased to as much as 170 feet of landscaped buffer. In addition, there is an existing ~~8-7~~ foot high sight obscuring wall along a portion of the north property line and a ~~8-7~~ foot high sight obscuring will be placed along the south property lines of the homes along the south side of Dennis Ray Avenue. Additionally, a new sight obscuring fence will be placed adjacent to the property that currently has none adjacent to the park. This will further buffer the properties to the north from any development in this portion of Area B. While there are residential uses to the west across McLeod Lane and to the south of Lockhaven Drive in neither case will any parking lot abut any of these properties so this provision is determined to not apply to homes which are located to the south and west of Area B. There are no residential uses located to the east of Area B as it is part of the commercially ~~development~~ developed Area A of Keizer Station. This combination of landscaped buffer and sight obscuring wall satisfy this provision.

5. Lighting. KDC 2.303.11.E.

All lighting shall be directed entirely onto the loading or parking area and away from any residential use. The lighting shall not cast a glare or reflection onto the public rights-of-way.

FINDINGS: The purpose of this provision is to ensure that the site is adequately illuminated without the lighting becoming a nuisance to neighboring properties or a hazard to vehicles on the public streets. The exterior lighting will be designed so that it does not cast any light or glare toward these properties or onto any public right of way and so will comply with this provision. As a condition of building permit approval, exterior lighting must be constructed so that no adjoining property will be impacted with sight to any point source of light through shielding or by use of indirect lighting.

6. Landscaping. KDC 2.303.11.F.

A tree shall be planted for every eight lineal parking spaces not located adjacent to a building. The planting space shall measure no less than 4 feet square and be surrounded by concrete curbing. The plant shall be of a species that the root system will not interfere with underground utilities or the parking surface, and, is capable of achieving a 15 foot radius. The specific planting enclosure and appropriate tree selection will be provided by the City.

FINDINGS: The intent of this requirement is to create a parking area which has a landscaped feel to it. The allowance for a tree per every 8 parking spaces will result in a “greening” of the parking areas and avoid them from becoming an otherwise barren sea of asphalt. The planting of trees within the parking area will create shade which will help to reduce summer temperatures within the parking area. It will also help to increase the overall amount of landscaping within the development. The proposed concept site plan shows the appropriate landscaped areas for trees as required above. A minimum of approximately 50 trees are shown planted in the parking areas. The specific species will be approved during ~~final approval~~ building permit approval and will be verified during on-site field inspection. With this placed as a condition of approval will satisfy this requirement.

7. Traffic Flow. KDC 2.303.11.G.

Service drives to off-street parking areas shall be designed and constructed to allow flow of traffic, provide maximum safety of traffic access and egress and the maximum safety of pedestrians and vehicular traffic on the site.

FINDINGS: This provision is geared to safety of pedestrian and vehicles entering and exiting Area B. The access to and from the parking lots is

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controlled and designed to provide suitably spaced driveway intersections on Lockhaven Drive, Keizer Station Boulevard, and McLeod Lane. The design of the parking areas will comply with city standards for parking lot design and will provide for safe travel within the parking areas which will be constructed in Area B. This will include 24 foot wide travel aisles which will comply with minimum width requirements. With the construction of a separated pedestrian walkway connecting Dennis Ray Avenue and the development will minimize the need for pedestrians traveling through the development from using parking areas as pedestrian routes. This design will provide for safe and efficient traffic and pedestrian flow throughout the site and will meet the provisions of this section.

8. Entrance/Exits. KDC 2.303.11.H.

Service drive exits shall have a minimum vision clearance area of 15 feet from the intersection of the street and driveway.

FINDINGS: The intent of this provision is to assure that new developments construct driveway intersections that are safe and that the vision clearance area is free of plants, signs or other objects that might otherwise interfere with a driver's line of sight. The four entrances and one right in only entrance will provide access to developments within Area B and all will have safe and adequate vision clearance areas. The plants which will be selected for planting in these areas will not interfere with vision clearance at the intersection of the street and the access points. All signage will be required to be located outside this vision clearance area. This provision is not unique to the development of Area B but is a requirement of all new developments throughout the city. Compliance with this provision will assure a safe development proposal.

9. Bumper Rails. KDC 2.303.11.I.

Parking spaces along the outer boundaries of a parking area shall be contained by a curb or a bumper rail to prevent a motor vehicle from extending over an adjacent property, a street, or a sidewalk. The bumper shall be at least 4" high and located a minimum of 3 feet from the property line.

FINDINGS: This is a design detail, which is not shown in the submitted plans, and will be required to be provided as part of the building permit review.

23. Landscape standards. KDC 3.113.04.B.5.

Relevant sections of KDC pertaining to landscaping standards include the following:

A. Minimum Area Requirements. KDC 2.309.03.

Landscaped areas may include landscaping around buildings; in open spaces and outdoor recreation areas; in islands and perimeter planting areas in parking and loading areas; and in areas devoted to buffering and screening as required in this Section and elsewhere in this Ordinance. The following area requirements shall be the minimum areas devoted to landscaping: A minimum of 10% of the gross land area shall be devoted to landscaping in commercial developments.

FINDINGS: The purpose of this provision is to establish minimum landscaping requirements to ensure that an acceptable level of landscaping is provided. The city through its development code requirements has identified that 10% of a site that is proposed to be developed as the minimum necessary for new commercial developments. The master plan indicates that more than 20% of Area B will be set aside for landscaping. The landscaping includes a variety of trees, shrubs, and miscellaneous flowering plants and grasses. This will be located around the buildings, along the streets, within the parking areas and also within the small park. If the small park that is part of Area B is included as part of the landscaping calculations then the amount to landscaping is increased to about 2 ½ acres or nearly 25% of the overall area of Area B. By meeting the maximum lot coverage requirements sufficient landscaped area will be provided as noted herein and so meets with this provision.

B. Screening and Buffering. KDC 2.309.05.

1. Screening. Screening shall be used to eliminate or reduce the visual impacts of the following uses:
 - A. Commercial and industrial uses when abutting residential uses.
 - B. Industrial uses when abutting commercial uses.
 - C. Service areas and facilities, including garbage and waste disposal containers, recycling bins, and loading areas.

D. Outdoor storage areas.

E. Parking areas for 20 or more vehicles for multi-family developments, or 30 or more vehicles for commercial or industrial uses.

F. At and above-grade electrical and mechanical equipment, such as transformers, heat pumps, and air conditioners.

2. Screening Methods. Screening may be accomplished by the use of sight-obscuring plant materials (generally evergreens), earth berms, walls, fences, building parapets, building placement or other design techniques.

FINDINGS: The master plan shows that screening will be provided along the northern side of Area B utilizing a 20 foot wide landscaped buffer incorporating shrubs and trees, and a 87 foot high sight obscuring wall along a significant portion of the north property line. Properties to the north are residentially developed. There is an ~~This~~ existing 7 foot high masonry wall ~~that~~ was placed along the south side of a portion of the homes on Aldine at the time of the development of Area A of the Keizer Station. Comments were received from neighbors along Aldine requesting the masonry wall be extended for additional privacy. Staff discussed this concern with the neighboring property and it was determined a 7 foot tall sight obscuring fence would be adequate mitigate their concerns. A 8-7 foot high sight obscuring wall is planned to be located along the rear property lines of homes along the south side of Dennis Ray Avenue. The walls, along with the proposed fence, and landscaped areas will provide sufficient screening for the residents on the north side of the site. No industrial uses are planned for Area B; only commercial uses that are allowed in the CM zone.

Service areas within the development are proposed to be screened with vegetation and fencing. No outdoor storage areas are proposed. The plans are not sufficiently detailed to show electrical and mechanical equipment, but if any of these types of equipment are provided it will be a requirement that they are appropriately screened. Parking areas will all be surrounded by landscaping consisting of ground cover, shrubs, and trees. The specific screening details will need to be reviewed and approved during the building permit process. In consideration of this, the proposal will comply with this provision.

3. Buffering. Buffering shall be used to mitigate adverse visual impacts, dust, noise or pollution, and to provide for compatibility between dissimilar adjoining uses. Where buffering is determined to be necessary, one of the following buffering alternatives shall be employed:
- A. Planting Area: Width not less than 15 feet, planted with the following materials:
 - a. At least one row of deciduous or evergreen trees staggered and spaced not more than 15 feet apart.
 - b. At least one row of evergreen shrubs that will grow to form a continuous hedge at least five feet in height within one year of planting.
 - c. Lawn, low-growing evergreen shrubs or evergreen ground cover covering the balance of the area.
 - B. Berm Plus Planting Area: Width not less than 10 feet, developed in accordance with the following standards:
 - a. Berm form should not slope more than 40 percent (1:2.5) on the side away from the area screened from view. The slope for the other side (screened area) may vary.
 - b. A dense evergreen hedge shall be located so as to most effectively buffer the proposed use.
 - c. The combined total height of the berm and hedge shall be not less than five feet.
 - C. Wall Plus Planting Area: Width must not be less than five feet developed in accordance with the following standards:
 - a. A masonry wall or fence not less than five feet in height.

b. Lawn, low-growing evergreen shrubs, and evergreen ground cover covering the balance of the area.

D. Other methods which produce an adequate buffer considering the nature of the impacts to be mitigated, as approved by the City.

FINDINGS: As required, a 20-foot wide landscaped buffer will be provided between the development and the neighborhood to the north. This is indicated on the master plan. The landscaped buffer will entail a variety of tree species and assorted shrubs and will provide a buffer that will both offer vegetative screening and an aesthetic attribute to the development. Along a significant portion of the north property line there is an existing 8 foot sight obscuring wall. This feature will be provided along the rear property lines of homes that are located along the south side of Dennis Ray Avenue. The combination of vegetation, ~~and~~ sight obscuring masonry wall, and proposed sight obscuring fence will meet with this requirement and will provide ample buffering consistent with this provision of the code.

C. Planting Height. KDC 2.309.06.

No sight-obscuring plantings exceeding 30 inches in height shall be located within any required vision clearance area in accordance with KDC 2.312.09 of this Ordinance.

FINDINGS: The intent of this provision is to avoid having landscaping from becoming a vision hazard in the vision clearance triangle that is located at the intersection of driveways and streets. The types of plants which will be planted near driveway and street intersections will all be low growing species that will not attain a height of 30 inches. As such, the proposal will comply with the standard and not result in a vision clearance hazard and so will comply with this provision.

D. Plant Materials. KDC 2.309.06.

Plant materials shall not cause a hazard. Landscape plant materials over walks, pedestrian paths and seating areas shall be pruned to a minimum height of eight feet and to a minimum height of 15 feet over streets and vehicular traffic areas.

FINDINGS: The intent of this provision is to avoid plant material from becoming a hazard to pedestrians or to vehicles. Based upon the landscaped plan showing the potential plantings in the areas of the pedestrian paths this problem is not anticipated. Street trees which extend over sidewalks, streets, or paths and seating areas will be required to be pruned regularly and so will comply with this requirement. Therefore, this provision will be met.

E. Utility Interference. KDC 2.309.06.

Landscape plant materials shall be selected, which do not generally interfere with utilities above or below ground.

FINDINGS: This is to avoid having conflicts between landscaped material and utilities. Utilities will be placed underground so there will be no above ground utilities. No conflicts are foreseen between the preliminary landscaping plan and the placement of required utilities and so this section will be complied with.

F. Installation. KDC 2.309.06.

Landscape plant materials shall be properly guyed and staked to current industry standards as necessary. Stakes and guy wires shall not interfere with vehicular or pedestrian traffic.

FINDINGS: The intent of this provision is to avoid having landscaped material planted in a manner that is inconsistent with industry standards thereby increasing the likelihood of the material not surviving. Proper tree planting will be monitored as part of the building permit approval process to assure compliance with this requirement.

G. Suitability. KDC 2.309.06.

Plant materials shall be suited to the conditions under which they will be growing. As an example, plants to be grown in exposed, windy areas that will not be irrigated should be sufficiently hardy to thrive under these conditions. Plants should have vigorous root systems, and be sound, healthy, free from defects, diseases, and infections.

FINDINGS: The plants which will be required to be planted will be those that are appropriate for the conditions of the site and climate considerations. This will be inspected as part of the building permit review to assure compliance with this provision.

H. Deciduous Trees. KDC 2.309.06.

Deciduous trees should be fully branched, have a minimum caliper of 2 inches, and a minimum height of 8 feet at the time of planting.

FINDINGS: The intent of this provision is to avoid having trees that may be too small to be otherwise considered as a tree from being planted. Deciduous trees allow for planting that will have a fully branched canopy and avoid “stick” trees without any canopy. The majority of trees that will be planted throughout Area B will be deciduous trees. As noted above, the master plan calls for deciduous trees that will meet or exceed this 2 inch caliper size. This will be a requirement of the building permit process and will be verified during final inspection to ensure compliance.

I. Evergreen Trees. KDC 2.309.06.

Evergreen trees shall be a minimum of 6 feet in height, fully branched at time of planting.

FINDINGS: The intent of this provision is to avoid having evergreen trees planted that may be too small to be otherwise considered as a tree from being planted. Some evergreen trees may be planted for landscaping effect but deciduous trees will be the primary tree that is planted throughout the development. This standard will be met with the final landscaping and planting plan.

J. Shrubbery. KDC 2.309.06.

Shrubs shall be supplied in a minimum 1 gallon containers or 8 inch burlap balls with a minimum spread of 12 to 15 inches.

FINDINGS: The purpose of this provision is to specify the size of shrubbery that is determined to be a viable size for landscaping. This is considered to be an industry standard and will result in both healthy plants and plants which can grow to fill in landscaped areas. This standard will be met with the final landscaping and planting plan.

K. Ground Cover. KDC 2.309.06.

Ground cover plants shall be spaced in accordance with current nursery industry standards to achieve covering of the planting area. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container or a 2 1/4 inch container or equivalent if planted 18 inches on center.

FINDINGS: This standard seeks to avoid having bark dust or gravel from becoming a substitute for landscaping. Rather it seeks to incorporate ground cover into the landscaping to fill out the empty spots in the landscaped areas and provide depth and balance to the landscaping. This standard will be met with the final landscaping and planting plan and will be verified during final inspection and so will comply with this provision.

L. Irrigation. KDC 2.309.06.

All developments are required to provide appropriate methods of irrigation for the landscaping. Sites with over 1,000 square feet of landscaped area shall be irrigated with automatic sprinkler systems to insure the continued health and attractiveness of the plant materials. Sprinkler heads shall not cause any hazard to the public. Irrigation shall not be required in wooded areas, wetlands, floodplains, or along natural drainage channels or stream banks.

FINDINGS: The purpose of this provision is to avoid having plants not be watered and die during the summer months. By requiring that an irrigation system be included in the landscaped areas will increase the survivability of the landscaped material. An irrigation system is proposed to be included for the entire development. Irrigation plans will need to be reviewed and approved as part of the building permit review process and so will ensure compliance with this provision.

M. Re-planting. KDC 2.309.06.

Trees or shrubbery which die-off shall be replaced with a new plant of the same or similar type. Replacement is ultimately the responsibility of the property owner.

FINDINGS: This provision seeks to avoid having empty holes in the landscaping as plants die if they are not replaced. This will be done as necessary if any of the plants die and so will assure compliance with this provision.

N. Maintenance. KDC 2.309.06.

Landscaping shall be continually maintained. Appropriate methods of care and maintenance of landscaped plant material shall be provided by the owner of the property.

FINDINGS: The intent of this section is to avoid having the landscaped areas become an unmaintained weed infested area, but rather to have it be an area which is continually maintained and which adds aesthetic balance to the development. This shall be expected by the city and will be placed as condition of approval to ensure continual compliance.

O. Plant Protection. KDC 2.309.06.

Landscape plant material shall be protected from damage due to heavy foot traffic or vehicular traffic by protective tree grates, pavers or other suitable methods.

FINDINGS: The purpose is to avoid locating plants in areas that would result in their being damaged or destroyed. The master plan appears to have the landscaped areas well-protected from foot traffic or vehicle traffic. This will need to be confirmed when the final landscaping plans are submitted for approval as part of the building permit process.

P. Landscaping-General. KDC 2.110.07.

All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in KDC 2.309.

1. The minimum landscaped area requirements shall be as follows:

Commercial development:	10%
Mixed commercial and residential development:	15%
Residential development:	20%

2. Properties located within Area B as defined in the Keizer Station Plan shall have a 20-foot landscape buffer along all property lines

adjacent to any residential zone. Landscape and buffer requirements shall be met as defined in the Keizer Station Plan.

FINDINGS: The purpose of this provision is to ensure that there is both a sufficient buffer between the commercial uses and the adjacent non-commercial uses to the north so as to minimize potential conflicts from noise, visual, parking, etc and that there is an acceptable level of landscaping throughout the new development. The 20 foot wide landscaped buffer is shown in the master plan along the north property line. The inclusion of a small park along the end of Dennis Ray Avenue will further increase the buffer between the central portion of Area B and the future homes that may be built at the end of Dennis Ray Avenue. It will be improved with landscaping and a masonry wall as provided in the Keizer Station Plan. The combined effect of the buffer and additional landscaping adjacent to the buildings will result in approximately 2 acres, or about 20% of Area B being landscaped. This far exceeds the required minimum 10% landscaped area standard as shown on the concept site plan and so meets with this requirement.

Q. Landscaping-Parking Lots. KDC 2.110.07.

One tree shall be provided for every eight parking spaces in parking lots. The trees shall be dispersed throughout the parking lot in minimum four by four foot planters located between parking spaces.

FINDINGS: The intent of this requirement is to create a parking area which has a landscaped feel to it. The allowance for a tree per every 8 parking spaces will result in a “greening” of an otherwise barren sea of asphalt, thereby reducing summer temperatures and increasing the overall landscaping in the development. ~~As shown on the master plan, these standards are satisfied with each of the parking areas containing numerous landscaped islands for planting trees. In fact, over 50 trees are planned to be planted within the various parking areas throughout the development.~~ The proposed amendment shows a parking lot layout on the site plan which does not comply with this standard. However, In addition, this the final design and requirements for trees within the parking lot area will be a requirement of ~~the~~ building permits for any development within Area B of the Keizer Station development and so will comply with this provision.

24. Development Strategies. KDC 3.113.04.C.

Pedestrian Access, Safety and Comfort

- A. To ensure safe, direct, and convenient pedestrian circulation, development shall provide a continuous pedestrian and/or multi-use path system.
- B. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas wherever possible.
- C. Pathways with developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and parking areas.
- D. For all developments subject to Master Plan review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.
- E. Recessed entries, canopies, and/or similar features shall be used at the entries to a building in order to create a pedestrian scale.
- F. For driveways that service more than 100 parking spaces, shall not have any parking within twenty-five feet of the driveway intersection. This area shall be landscaped in accordance with KDC 2.309 of the Keizer Development Code.
- G. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.

FINDINGS: An integral component of the design of the master plan for Area B is that it will make use of sidewalks and walkways in a manner that will meet this provision. The site plan for Area B illustrates that there will be walkways and sidewalks that will connect each of the primary buildings with parking areas, streets, and other amenities that will be provided. Area B is planned to be a phased development with the eastern and the western portions developed in the first phase. Therefore, not all of the site will be developed with these pedestrian facilities at the same time but will be phased in as development within Area B occurs. With the transit station planned to be developed in the eastern portion of Area B means that a pedestrian walkway will be an important aspect of the development of the site. This will be accommodated by a pedestrian link between the site and the end of Dennis Ray Avenue through the

new small park that will be provided. The walkway will be a paved 10 foot wide pedestrian facility. This and other sidewalks will provide safe and direct connections within Area B. The parking area that will have greater than 100 spaces (Building “A”) appear to meet with this provision. The buildings will all be designed to make use of awnings, or recessed entries in order to create a pedestrian scale. For these reasons the proposal is determined to satisfy these development strategies provisions.

Additional sections of the KDC which pertain to pedestrian amenities include the following:

H. Pedestrian Circulation. KDC 2.315.08.A.

As used herein “walkway” means a hard surfaced area intended and suitable for use by pedestrians, including both public and private sidewalks.

1. Connection Required. The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets, and nearby transit stops.

FINDINGS: As indicated above, and shown on the master plan, this pedestrian transportation feature will be provided with the development of Area B. An integral part of the design of the Keizer Station Area A has been the inclusion of pedestrian amenities that facilitate walking, either to and from buildings, be continued in Area B. This system will include sidewalks that will connect from the public streets to all of the buildings within Area B and will also connect the various building throughout the development. It will also include a linkage from the end of Dennis Ray Avenue to the development. This walkway will be paved and 10 feet wide. This will allow people to be able to walk and bicycle from outside of the development into and through Area B. As such, the proposal will comply with this provision.

2. Walkway Location and Design. Walkway(s) shall be located so that a pedestrian can conveniently walk between a transit street and the entrance(s) to a building(s). Except where it crosses a driveway, a walkway shall be separated by a raised curb or other physical barrier from the auto travel lane and parking. If a raised path is used the ends of the raised portions must be equipped with curb ramps which comply with Oregon State Building Code Requirements.

FINDINGS: Transit service is provided along the three streets which front Area B. In addition, the development of a transit station in the eastern portion of Area B will greatly enhance the level of transit service and make the use of this transportation system more practical. Providing for the development of uses that are clustered near the streets, as provided in this plan, will facilitate transit use by creating easier pedestrian access. All walkways including ramps at curbs will be designed and constructed to comply with ADA requirements and this section will be complied with.

3. Additional Street Access. A walkway from a building entrance to a public street shall be provided for every 300 feet of street frontage.

FINDINGS: The frontage of Area B between the railroad tracks and Keizer Station Boulevard is approximately 550 feet in length will have 3 pedestrian connections with the longest distance between connections 220 feet in length. On the west side of Keizer Station Boulevard there is approximately 560 feet of frontage and there are 65 pedestrian connections ~~with the longest distance between connections being 190 feet.~~ Additional pedestrian connection may be required depending on final building design to promote a high standard of pedestrian orientation. As demonstrated in the master site plan, with additional review at time of building permit, this standard ~~is~~ will be satisfied.

4. Driveway Crossings. Driveway crossings shall be a maximum of 36 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.

FINDINGS: The driveways as shown on the master plan will all be no more than 36 feet in width and will all have clearly identifiable either through the use of different materials or textures, or will be scored, to delineate the point where the pedestrian system crosses driveways, parking areas or loading areas. The use of delineating driveways is consistent with the development pattern within Area A. Therefore, the master plan will meet with this provision.

5. Lighting. Lighting shall be provided for all walkways. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

FINDINGS: While the lighting that will be used throughout the development has not yet been identified, the lighting that will be used in Area B will provide

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appropriate illumination for the development and for all walkways and pedestrian sidewalks that are within or connected to the development, and so will meet this provision.

6. Walkway Coverage.

- a. Any portion of a walkway located within three feet of a building frontage shall be covered with awnings or building overhangs. The minimum vertical clearance shall be 9 feet for awnings and building overhangs. The maximum vertical clearance shall be 15 feet.

FINDINGS: The architectural details of the individual buildings have not been developed, but the final design can, and will meet this standard. This will be implemented through the design review process at the time of building permit review to assure compliance with this provision.

7. Dimensions. Walkways shall be at least five feet in paved unobstructed width. Walkways that serve multiple uses or tenants shall have a minimum unobstructed width of eight feet.

FINDINGS: The master plan demonstrates that all of the sidewalks will have a width of 5 feet and the walkway through the park connecting Dennis Ray Avenue and Area B will be 10 feet in width and so will comply with this standard.

8. Stairs or ramps shall be in place where necessary to provide a direct route between the transit street and the building entrance. Walkways without stairs shall comply with the accessibility requirements of the Oregon State Building Code.

FINDINGS: This site is relatively flat, and stairs or grades that exceed ADA standards are not anticipated as part of the design and development of Area B. All walkways will be designed and constructed to comply with all accessibility requirements of the state of Oregon and so will meet with this requirement.

9. Access to Adjacent Property. If the proposed development has the potential of being a significant attractor or generator of pedestrian traffic, potential pedestrian connections between the proposed development and existing or future development on adjacent properties other than connections via the street system shall be identified.

FINDINGS: As shown in the master plan the development of Area B will allow for a pedestrian connection to Area A, which is a significant attractor as it is developed with a variety of ~~retail~~ businesses. In addition, there will be a connection to the transit station which will be constructed in the eastern portion of Area B. A pedestrian connection will be provided through the park connecting Dennis Ray Avenue and adjacent residential areas with the development in Area B. There will also be pedestrian connections along Lockhaven Drive which will provide connections to the future development of Area C located on the south side of Lockhaven Drive. For these reasons the submitted master plan meets with this provision.

10. The building permit application or Development Standards Alternative-application shall designate walkways and pedestrian connections on the proposed site plan. If the applicant considers walkways are infeasible, proposed findings shall be submitted demonstrating that the walkway or connection is infeasible. The findings will be evaluated in conjunction with the building permit or Development Standards Alternative process.

FINDINGS: The walkways and other pedestrian connections that are shown on the master plan are considered to be not only feasible, but also desirable and necessary to the development of Area B. These facilities will form an integral component of the transportation infrastructure within Area B. This will be included as part of the building permit review.

25. Vehicular Movement. KDC 3.113.04.C. 2.

FINDINGS: The master plan for Area B is consistent with the approved and developed public street system in the area. No new streets within the development are proposed. The development will make use of the existing public streets. The site plan indicates that the development on the east side of Keizer Station Boulevard will share a common access and the developments on the west of Keizer Station Boulevard will all share three access points. Building "D" also makes use of a right-in only ingress. One driveway is shown on the east side of McLeod Lane another approximately mid-block between the McLeod Lane / Lockhaven Drive intersection and the Keizer Station Boulevard / Lockhaven Drive intersection, and with another driveway serving the project off the west side of Keizer Station Boulevard. Each of the new access points will be required to be designed and constructed to the city's standards with

regard to location, design and construction. The access points combined with the layout of Area B will allow for internal vehicle circulation which will minimize the need to exit and then re-enter the development. The traffic impact analysis done by Kittleson and Associates, dated August 2010, identifies the traffic flows that are projected to occur as a result of the development of Area B. The design of the Area B took into consideration this information, and the identified mitigation measures to achieve a development that will allow for a safe and efficient movement of vehicles not only within the development but also along the adjacent street system. The TIA identified the mitigation measures that are a direct result of the development of Area B and also those that are a result of the development of Area B and Area C and in addition to the regional increases over time. In addition, a methodology to assess proportionate costs ~~is being~~ has been developed and will be assessed for developments within Area B.

Kittelson and Associates has reviewed the proposed 2017 master plan amendment and provided an edited version of the TIA to the City identifying necessary traffic mitigations and appropriate timeframes for the installation of those mitigations. The driveway locations have been located to maximize the flow of traffic entering and exiting the development. Therefore, the master plan proposal meets the criteria above.

26. Crime Prevention and Security. KDC 3.113.04.C.3.

Crime prevention shall be considered in the site design through application of all of the following guidelines:

- A. Territoriality – All proposed building entrances, parking areas, pathways and other elements are defined with appropriate features that express ownership. For example, landscaping, fences, pavement treatments, art and signs are some physical ways to express ownership through design. Such features should not conflict with the need for natural surveillance, as described in b.; and
- B. Natural Surveillance – The proposed site layout, building and landscape design promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except as necessary for

buffering between commercial uses and lower density residential districts, and then shall be minimized; and

- C. Activity Support – The proposed site layout and building design encourage legitimate activity in public spaces. For example, locating outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining; and
- D. Access Control – By properly siting and designing entrances and exits (i.e., in clear view from the store), and through the appropriate use of lighting, signs and/or other features, the proposed plan controls access in ways that discourage crime; and/or
- E. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.

FINDINGS: The intent of the provision is to require that new development are designed in such a manner so that crime prevention and security issues are factored into the overall design so as to avoid the development from becoming a crime plagued problem. The site plan indicates that buildings will be located such that there will be one building near the intersection of McLeod Lane and Lockhaven Drive, another ~~two~~^{three} near the intersection of Keizer Station Boulevard and Lockhaven Drive (~~one~~ ~~two~~ buildings on the west side of Keizer Station Boulevard and one to the east of Keizer Station Boulevard), and a ~~fourth~~^{fifth} building at the transit station facility. The ~~54~~ buildings will be situated such that they will all be visible from the adjacent streets. The development will provide lighting throughout the development to provide ample opportunities for surveillance. The entrance to the buildings will be located such that they will help to discourage crime. While the site will be landscaped the level of landscaping and location of plantings will avoid creating areas that might become areas where surveillance might become an issue. An adjacent property owner commented that the transit station will result in increased crime. The difference between what is being proposed in Area B and the transit center in downtown Salem is scale of difference. The center in Salem is the main transit center for the entire metropolitan area and so it receives the major amount of transit ridership visits. The transit station that is being proposed will essentially be a satellite operation where buses serving Keizer and also Salem will meet at this location and transfers will be made. It is unlikely that this type of operation will attract large users as can be seen at the main transit center in Salem. Also, numerous people who use the transit center in Salem are attracted to it because of the downtown amenities which are clearly lacking in the Keizer Station. If the issue of crime associated with the operation

of the transit station were to become an issue it will be the responsibility of the Salem-Keizer Transit District to identify measures to reduce this issue as they have done by working with the Salem Police Department at their main center in Salem. The proposed master plan is designed to allow a development that will comply with these provisions.

27. Reduced Parking. KDC 3.113.04.C.4.

Reduce or waive minimum off-street parking standards. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; availability of transit service, and likelihood of car pool use; and adjacent on-street parking. The parking study is subject to review and approval or modification by the City.

FINDINGS: The intent of this is to make allowance for reduction of parking areas. At this time the proposed level of development in Area B will be done in a manner consistent with the parking space requirements with the city's development code and does not appear that it will necessitate the allowance which this section affords. However, if it is determined that this would be an appropriate action then a parking study will need to be submitted for review and approval. As such, the proposal will meet with the city's parking requirements.

28. Creating and Protecting Public Spaces. KDC 3.113.04.C. 5.

- A. The development provides an appropriate amount of public space as determined by the City Council in addition to sidewalks and landscaping.
- B. Public space may be a landscaped open space or plaza with pedestrian amenities, as approved by the City Council.

FINDINGS: The master plan for Area B makes allowance for public plazas and other areas which could be used for public art, or that may be used for open space, or for public gathering areas which will be in addition to the sidewalks and landscaped areas. ~~These are shown near the two buildings to the west and east of the intersection of Keizer Station Boulevard and Lockhaven Drive. These areas will be developed in a manner that is consistent with the plaza areas that are located in Area A and make use of colored concrete and alternative textures or patterns to create an inviting open area.~~ **Building B will be required to provide public space for public facilities which will be reviewed at time of building permit.** In addition, the small park will provide open space and

landscaped areas where people may choose to visit and so the master plan proposal will meet with this criterion.

29. Human Scaled Building Design. KDC 3.113.04.C.6.

Building facades are required to be designed to a human-scale, for aesthetic appeal, pedestrian comfort, and design character of a development. The City Council may determine architectural character, continuity of building sizes, roof forms, rhythm of window and door spaces and the general relationship of buildings to public spaces such as street, plazas, other open space and public parking.

FINDINGS: The intent of this provision is to avoid constructing buildings that have large building facades that are devoid of any aesthetic features and lose their human scale or have no aesthetic appeal. The master plan shows a variety of building footprints that will have both interesting design character and allowance for architectural features which will create a pleasing and aesthetic environment. The building to the west of Keizer Station Boulevard is shown with a number of jogs-variations in the façade that faces the two streets which will result in an aesthetically pleasing building design. The building at the corner of McLeod Lane and Lockhaven Drive also shows a number of offsets and will have an interesting building design. The ~~preliminary~~ design for the theater B building “A” ~~has been submitted and shows that the building will be required to~~ include a number of windows, architectural features, building textures and planes, and ~~glazed entryway in the design~~ which will help to convey a sense of rhythm in the presentation of the building. With the requirement that the buildings are designed to provide for features that contain human scaled building design will result in the development containing an interesting design character and will satisfy this requirement.

30. Transit Facilities. KDC 2.305.

A. Siting Requirements. KDC 2.305.01.

The location of transit facilities shall be based upon the size and trip generation potential of major new development adjacent to a transit street. KDC 2.305.02 outlines the maximum transit facilities that may be required by the City. Determination of specific requirements will be made on a case by case basis for each development by evaluation of the following factors:

1. Expected transit ridership generated by a development.

2. The level of existing or planned transit service adjacent to the development. Planned transit service is defined as service that is planned to be established within five years after the completion of development according to the latest officially adopted transit plan by the Transit District.
3. The location of existing facilities.
4. The proximity of other transit ridership generators.

FINDINGS: With the development of the eastern portion of Area B with a transit station it is determined that these requirements are not applicable since no new bus stops will be required to be located so close to the main transit station serving Keizer. Because the transit station will be located within Area B it is anticipated that new developments within not only Area B but also within the other areas of the Keizer Station will experience increased ridership of patrons using the enhanced bus system and so the proposal with the component for a transit station in Area B will satisfy the intent of this provision.

B. Design Requirements. KDC 2.305.02.

Retail /industrial/institutional peak hour traffic trips of more than 200 require a concrete boarding pad and transit turnout.

FINDINGS: The need for this will be determined by the city and the transit agency during final plan development. However, with the development of the eastern portion of Area B with a transit center it is determined that these requirements are not applicable since no new bus stops will be required to be located so close to the main transit center serving Keizer. Because the transit center will be located within Area B it is anticipated that new developments within not only Area B but also within the other areas of the Keizer Station will experience increased ridership of patrons using the enhanced bus system and so will satisfy with the intent of this provision.

Based on the compliance with the above discussed criteria the proposed master plan is determined to satisfy the master plan review criteria.

The following facts and findings address the proposed lot line adjustment.

FINDINGS: LOT LINE ADJUSTMENT (2010)

31. Lot Line Adjustment. KDC 3.106.

Map and Tax Lot Number	Size (acres)	Change	After LLA
6 3W 36BC			
5500	0.01	same	
5900	0.01	same	
6000	2.98	-1.16	1.82
6100	0.20	same	
6200	0.64	+1.16	1.8
6 3W 36BD			
1000	0.25	+2.46	2.71
1100	0.89	same	
1101	2.77	-2.46	0.31
1200	0.74	same	
1300	0.48	same	
1400	1.45	same	
1401	0.2	same	
Total	10.6		

- A. The adjustment of the lot lines results in no more parcels than originally existed. KDC 3.106.04.A.

FINDINGS: The lot line adjustments will only affect 4 of the lots in Area B. It adjusts the common property lines between existing and contiguous parcels and does not increase the number of parcels that originally existed. The result of the property line adjustment is that on the west side of Keizer Station Boulevard tax lot 0603W36BC6200 will be increased from 0.64 acres in area to 1.8 acres in size, and tax lot 0603W36BC6000 will be decreased from 2.98 acres in area to 1.82 acres in size. A second lot line adjustment proposal, on the east side of Keizer Station Boulevard tax lot 0603W36BD1000 will be increased from its current size of 0.25 acres to 2.71 acres and tax lot 0603W36BD1101 will be decreased from 2.77 acres to 0.31 acres. No new parcels will be created. Nor will any other parcels in Area B be affected. Therefore, this request satisfies this criterion.

- B. The proposed lot line adjustment results in parcels that meet all area and dimension standards of the Keizer Development Code. KDC 3.106.04. B.

FINDINGS: The properties that are involved in the lot line adjustment portion of the application are zoned CM (Commercial Mixed Use) and are subject to the standards outlined in Keizer Development Code Section 2.110.05

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Dimensional Standards. This section of the development code has no minimum lot size for commercial uses and no minimum lot width or minimum lot depth provisions. The lots are proposed to be 1.8 acres and 1.82 acres on the west side of Keizer Station Boulevard and 2.71 and 0.31 acres on the east side of Keizer Station Boulevard. Also, each parcel will be developed with commercial uses and will be consistent with the requirements within KDC 2.110. The lots are vacant and setback requirements will be regulated at the time of building permit approval for the development of any of the parcels involved in the adjustment of the common lot lines. As a condition of approval the Marion County Surveyor's Office requirements regarding the plat process shall be complied with. The plat shall show all area and dimensional standards of each of the lots. Therefore, this request satisfies this criterion.

- C. The proposed lot line adjustment does not locate lines in violation of the setback and height provisions of the Code relative to existing structures and improvements. KDC 3.106.04.C.

FINDINGS: The parcels are vacant so the issue of any current setback or building height violations is a moot issue. Setbacks to any proposed future structures will be regulated at the time of development through the building permit review and approval process and will be required to comply with the provision within the CM zone regarding building setbacks and building heights. Therefore, this request satisfies this criterion.

- D. The proposed lot line adjustment does not result in creating Infill parcels which previously did not meet the criteria for an Infill Development parcel as defined in KDC 2.316.03. KDC 3.106.04.D.

FINDINGS: The proposed lot line adjustments will not change the status of the lots as infill or non-infill parcels. Currently, the parcels are not subject to the criteria for infill development, since they are part of an area proposed for commercial development that was not subject to infill standards. Therefore, this request satisfies this criterion.

Based on the above findings the proposed lot line adjustment is determined to comply with the review criteria in Section 3.103 of the Keizer Development Code.

The following facts and findings address the proposal to locate a transit station in Area B.

FINDINGS: CONDITIONAL USE PERMIT – TRANSIT STATION [\(2010\)](#)

32. Transit Station.

A. The use is listed as a conditional use in the underlying district.

FINDINGS: The portion of Area B that is planned to be developed with a transit station is zoned Commercial Mixed Use (CM) and is subject to Section 2.110 of the KDC. A transit station is listed in KDC 2.110.04.B as a conditional use subject to the provisions outlined in KDC 2.429. Therefore, since the use is listed as a conditional use in the CM zone, staff finds this request satisfies this criterion.

B. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and location of improvements and natural features.

FINDINGS:

Size and Shape: The subject property that will be developed with the transit station will be approximately 2.71 acres in area after the lot line adjustment is complete and will be a regular shaped property. The Salem – Keizer Transit District proposes to develop a transit station with 10 bus bays and a parking area to accommodate patrons of the bus facility with 68 parking spaces provided and a small building to serve the transit drivers needs for break room, bathroom facilities, etc. While the development code does not explicitly define the number of parking spaces needed for this particular type of use, staff has worked with the Salem Keizer Transit District to determine what an appropriate level of parking spaces should be. Since the proposed use is a transit station where buses from routes in Keizer will converge so that patrons can then be able to transfer onto a bus traveling to Salem will mean that the majority of patrons to the site will likely arrive by bus and not by car. In consideration of this, this proposed number of parking spaces is acceptable and so will comply with the parking standards of the KDC. The site plan demonstrates the property is of sufficient size and shape to accommodate the proposed facility and parking and loading areas.

Location: The area to be developed with a transit station is located on the east side of Keizer Station Boulevard and also on the north side Lockhaven Drive. It is also along the west side of Burlington Northern rail road tracks. With a component of the site design for the transit station to incorporate the potential for a future commuter rail station the site is ideally located to be able to serve both the

needs of bus users and also provide a future link to the adjacent commuter rail system.

Topography: The site is relatively flat with no natural features that would preclude the establishment of the proposed use. As a condition of approval, a grading and drainage plan must be developed for the site and approved by the Public Works Department to ensure that adequate erosion control and conveyance of storm water from adjacent property across the subject property is provided. This drainage plan must be submitted and approved prior to the establishment of the use and parking area. The plan must demonstrate how the drainage will be addressed.

Location of Improvements: Sanitary sewer and water are both located nearby and are available for use in this section Area B to serve the proposed transit station. There is a 12 inch water and a 10 inch sanitary sewer line located along the northern portion of the transit station site. Each require new extensions to be able to serve the proposed project. Lockhaven Drive is adjacent to the south and is a fully developed arterial. Keizer Station Boulevard is along the northern frontage of the site and is an arterial street which will require some additional improvement as specified in the traffic impact analysis recently done by Kittleson and Associates and are addressed in greater detailed further in this section of the report.

Natural Features: The property is shown to be located within Zone X of the FEMA FIRM map 41047C0194G dated January 19, 2000 and is therefore not subject to floodplain development requirements. There are no steep slopes, wetlands, floodplains or other natural features that will be affected by this proposal.

With the above mentioned conditions of approval, the characteristics of the site are suitable for this proposed use and as such, this request satisfies this criterion.

- C. The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use.

FINDINGS: The KDC requires improvements for commercial development as outlined in KDC 2.301. Section 2.301 of the KDC prohibits development, including building permits, unless improvements are provided as outlined in the "Public Facilities Improvement Requirements Table" of the KDC. These include fire hydrants, street improvements, water, sewer, and storm drain facilities, and street lights.

Transportation System: The property is located on the east side of Keizer Station Boulevard and also on the north side of Lockhaven Drive and adjacent to the BN Rail Road Tracks. Keizer Station Boulevard is designated as an arterial street in the Keizer Transportation System Plan, and is improved to arterial street standards. However, this street will require some additional improvements as specified in the traffic impact analysis recently done by Kittleson and Associates (August 2010). This will include widening of Keizer Station Boulevard to facilitate adequate turning movements by the buses entering and exiting the site; a right turn lane on each approach to the new intersection; and a new signal be installed at the access with Keizer Station Boulevard and a new right turn lane approaching the Keizer Station Boulevard / Lockhaven Drive intersection. The TIA indicated that the improvements are directly related to the design and function of the transit station and /or the adjacent use in Building "D" and will be needed at the time either use is first developed. These improvements will enhance the transportation system and will allow the site to be developed with a transit center and not adversely impact the immediate street system. Lockhaven Drive is an improved arterial and will require no additional improvements along the frontage of the site to be developed with the transit station.

Public Facilities and Services: The property is not currently connected to public water or sewer, and is not served by an approved storm drainage system. A building permit or development as defined in the development code will require connection to public facilities and services including sanitary sewer, water, and the city's storm drainage system.

All new development including the development of a transit station in Area B will be required to connect to city water lines. These lines are nearby and can serve all future development of Area B. A 12 inch water service is located within the Keizer Station Boulevard street right of way and there is sufficient capacity in the system to be available to the site. A 12 inch water service is located within the Lockhaven Drive street right of way and there is sufficient capacity in the system to be available to the site. A 8 inch water service is located within the McLeod Lane street right of way and there is sufficient capacity in the system to be available to the site. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections. Final development plans shall be reviewed by the Keizer Fire Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer. The

issue of reimbursement for the water tower as previously discussed applies to the development of the site with a transit station.

All new development must be connected to the sanitary sewer system. The subject property is located within the original Keizer Sewer District and therefore an acreage fee is not required. There is a 8 inch sanitary sewer line located in Lockhaven Drive; an 8 inch sewer line located in the McLeod Lane right of way; and, a 10 inch sanitary sewer line located in Keizer Station Boulevard. Each of these lines has adequate size and depth to provide for additional capacity to serve Area B.

A review of the construction plans for the subject property will be required to assure that capacity of the master plan sewer trunk lines is not exceeded. The Public Works Department comments include specific conditions of approval related to sanitary sewers.

With the conditions required above, the proposal is timely. Furthermore, since development on the site will require additional improvements, this will ensure the development can be served by adequate transportation and public facilities and services. Therefore, this request can satisfy this criterion.

- D. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

FINDINGS: The purpose of the CM zone is to provide appropriate areas which are identified in KDC 2.110 as being either permitted, special uses, or uses that may be permitted with a conditional use. The area proposed to be used for a transit station is on the east portion of Area B within the Keizer Station. Currently, with the exception of the single family house which is vacant and scheduled to be removed, Area B is undeveloped. Area A, to the east across the railroad tracks is a developing shopping center with the area closest to the transit station developed with a variety of commercial businesses. Area C, across Lockhaven Drive to the south, is comprised of several single family homes and a number of vacant parcels. It is not currently developed with any retail businesses and prior to it being able to be developed with retail it will need to be granted master plan approval. To the southeast, Area D which has been previously granted master plan approval but is undeveloped. Properties to the north of Keizer Station Boulevard are developed with residential single family homes. The closest residence to the north of the proposed transit station are approximately 120 feet away and are separated by the Keizer Station Boulevard, a collector road. In addition, there is a 8 foot high sight

obscuring masonry wall along the rear (south) property lines of these same residences. This masonry wall was constructed as part of the development of Area A in part to mitigate any adverse impacts associated with the development of the Keizer Station, and presumably any developments within Area B. This proposal will not preclude the use of adjacent properties since the proposed facility will be located well within the property boundary; will satisfy all setback and development requirements; and will be buffered by an existing 8 foot high masonry wall. This proposal will not limit, impair, or preclude the use of the surrounding properties for the primary uses of the zone. For these reasons, this request complies with this criterion.

- E. The proposal satisfies any applicable goals and policies of the Comprehensive Plan which apply to the proposed use.

FINDINGS: The following goals and policies are found to be applicable:

- i. City of Keizer Transportation System Plan; Goal 6 – “Support a public transit system for all Keizer residents focusing on accessibility and mobility.” The intent of the proposal is to locate a transit station in Area B of the Keizer Station. Its development will enhance the accessibility of transit for transit users in Keizer. The development of a portion of Area B with a transit station will allow for greater access to the transit system by Keizer residents. The new transit station will incorporate recent route configurations in what is referred to as a “3C” design system. With the availability of on-site parking it will allow for residents to drive to the site to then board the bus system which make it easier for some transit users and so will comply with this goal.
- ii. City of Keizer Transportation System Plan; Goal 6, Objective 1, Policy 2 – “The City will work with the Transit District to assure continued high quality transit system responsive to local community needs.” The siting of the transit station in Area B was done after extensive public involvement period which allowed the Transit District to more accurately gauge the need for the community support for a transit station as well as the preferred location for a new facility.

A site selection process extended over a two year period. Public input was valuable and a significant factor in the site selection process. Public and business outreach included:

- Six public meetings and/or open houses in the Keizer area, hosted by SKT to share information about the project, the evaluation of various sites and encourage public input and feedback.

- Six SKT Board of Directors Meetings with public hearings, where the transit center siting study was discussed and public input was encouraged.
- Work sessions between the SKT Board of Directors, the Keizer City Council and Keizer Planning Commission.
- Staff outreach to residents and businesses in the areas that were being considered for the new transit center.

After extensive public comment, the study team added sites in the Keizer Station area and eliminated the sites in central Keizer. Following the July 2009 SKT Board Meeting that included a public hearing and significant public support for the preferred Keizer Station site, the SKT Board of Directors directed staff to move forward with a transit station located in the Keizer Station commercial area. With the recognition of the public process that was used to both determine the level of need and level of support for a site location satisfies this policy.

- iii. City of Keizer Transportation System Plan; Goal 6, Objective 2, Policy 1 - “Future development in Keizer Station in Area C may require the development of a commuter rail link and/or satellite transit connection.” The city has approved a recent text amendment that allowed for the commuter rail station to be shifted from Area C to Area B. The rationale for this relocation was based on the fact that it would be part of the design of the transit center and so would offer a fuller integrated transportation center and that it would eliminate the need for users of these two facilities to have to cross Lockhaven Drive, a busy arterial street. With the approval of the relocation of the commuter rail station from Area C to Area B it is determined that the proposal is consistent with this policy. With this request involving a proposal to construct a transit center in the eastern portion of Area B which was incorporated in its design for a commuter rail station it will meet with this policy.
- iv. City of Keizer Transportation System Plan; Goal 7, Objective 4, Policy 1 - “Support the development of a commuter rail station as shown in the Keizer Station Master Plan to be provided in Area C of Keizer Station. While no specific design or analysis has been done, this facility is to be either provided or an area set aside for its development within Area C, unless it can be shown that a better location can be provided that will satisfy the design specification for a commuter rail station, parking and associated facilities.” The city has approved a recent text amendment that allowed for the commuter rail station

to be shifted from Area C to Area B. The rationale for this relocation was based on the fact that it would be part of the design of the transit center and so would offer a fuller integrated transportation center and that it would eliminate the need for users of these two facilities to have to cross Lockhaven Drive, a busy arterial street. During the public hearing before the Planning Commission Steve Dickey, Operations Director for the Salem-Keizer Transit District testified that while there are no plans to construct a commuter rail station at this time that it could become feasible in perhaps 15 to 20 years depending on federal and state funding. He explained the likely role that the transit district could provide when the commuter rail becomes a reality by providing express bus linkages to other parts of the transit's service area. With the approval of the relocation of the commuter rail station from Area C to Area B it is determined that the proposal is consistent with the intent of this policy which is to support the development of a future commuter rail station in Keizer Station.

- v. City of Keizer Transportation System Plan; Goal 6, Objective 2, Policy 2 – “Establish a transit center to serve the needs of the community. The site should accommodate the proposed use and provide adequate buffering and screening to mitigate any impacts on adjacent properties.” As previously addressed the determination to construct a transit station in Area B was done only after a lengthy public process was used to determine both the level of need and the level of support for the new transit station. The design of the transit station indicates that it will be screened from parcels in Area A of the Keizer Station by the railroad tracks and the railroad overpass over Keizer Station Boulevard. A number of trees are shown on the master plan along a significant portion of the east, south, west and north property lines. While there currently is an existing single family home adjacent to the site this property was recently purchased by the city and is planned to be removed to allow for a commercial use as part of the development of Area B, although at this time no uses have been identified. While there are currently nearby residences across Lockhaven Drive to the south these are within an area that are designated as Area C of Keizer Station which is planned to be developed as part of the Keizer Station, although at this time it has not received master plan approval. The closest residences which are outside of the Keizer Station to the north are more than 120 feet away and are buffered by both this separation and an existing sight obscuring 6 foot tall masonry wall along the south property lines of these properties. This distance and screening is considered to be an adequate separation and buffering. The closest residences outside of Area C are approximately 700 feet to the southwest. This distance combined with the Lockhaven Drive right of way is considered

to be adequate and not warrant additional buffering. As such it is determined that the proposal meets with this policy.

- vi. City of Keizer Comprehensive Plan; Policy B(2)(b)(8) - “Use public facilities and services as a frame work for urban development.” The area selected for development with a transit station can be served by the full range of urban services and so will comply with this policy.
- vii. City of Keizer Comprehensive Plan; Policy E(4)(d)(2)(c)- “ Increase transit service to the Keizer Station.” The proposal to locate a new transit station in Area B of the Keizer Station will enhance the level of service that is currently provided to the Keizer Station. It will increase the opportunity for transit riders who wish to either shop at businesses in the Keizer Station or for employees who work at businesses in the Keizer Station and so satisfies this policy.
- viii. City of Keizer Comprehensive Plan; Policy E(4)(d)(2)(d)- “Ensure that major new developments provide transit facilities, and are designed in such a way to make transit service efficient and convenient.” The proposal to develop a transit station as part of the development of Area B of the Keizer Station will enhance the service that is already provided to the Keizer Station and at the same time will make it more convenient for patrons and employees of businesses in the Keizer Station by making the use of transit a viable transportation option. As such, it will be consistent with this policy.
- ix. City of Keizer Comprehensive Plan; Policy D(2)(h)(8) - “Establish the following objectives for the Keizer Station: (a) The primary uses are regional service center, light industry, hotel/motel and supporting facilities, convention facilities, and retail shopping facilities. (b) Improve access to the district and Lockhaven Drive. Coordinate transportation improvements with the industrial district to the north.” The proposal to locate a transit station in Area B will increase transportation options for patrons of the commercial businesses within the Keizer Station and so will be consistent with this policy.
- x. City of Keizer Comprehensive Plan; Policy E(4)(c)(4) – “Ensure that Lockhaven Drive from North River Road to the Chemawa Interchange is carefully studied to determine the need for future widening, noise buffering, and for pedestrian crossing and safety improvements near the Whiteaker Middle School. Require that existing and planned residential areas be protected from excessive noise levels resulting from an increase in traffic.”

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As part of this application a TIA was done by Kittleson and Associates, August 2010, which studied the impacts of the proposal not only on the roads within the Keizer Station but also the impacts that may be to Lockhaven Drive. The TIA identified several mitigation measures to assure that there will be no adverse impacts. These include the location of the ingress and egresses; need for additional widening along Keizer Station Boulevard for a right turn lane approaching the Keizer Station Boulevard / Lockhaven Drive intersection and right turn lane at the new intersection; new signal at the intersection of the driveway serving the transit station and Keizer Station Boulevard; and future improvement that will be needed along Lockhaven resulting from the combined effects of development in Areas B and C and general growth of the area. The City of Keizer has been an active participant in ODOT pending Chemawa interchange management planning process. The intent of the planning process is to identify future problems associated with the interchange and to develop strategies for mitigating those impacts. With this proposal being required to be consistent with the ongoing planning process will assure compliance with this policy.

- F. Where permitted as a conditional use, a Transit Station application, in addition to the requirements in KDC 3.103, shall meet the following criteria in KDC 2.429:
1. Justification of the amount of area required for the use shall be established.

FINDING: The area proposed to be developed with a transit station is comprised of approximately 2.7 acres. The site has been designed so that it will include boarding / parking bays for between 8 to 10 buses; pedestrian waiting platform; breakroom, restrooms, and area for customer service; security features; park and ride lot with approximately 70 parking spaces; area for potential future commuter rail station; driveway; and turning areas for buses; and landscaping along the perimeter and within the site. The site has been designed by professional land use planners making use of detailed information from engineers and other professionals. The area proposed to be with this facility is therefore determined to be of sufficient size to accommodate the proposed use and so meets with this provision.

2. Need for the facility at the proposed location shall be identified.

FINDING: The Environmental Assessment, December 2009, developed for the Salem –Keizer Transit District documented the need for the transit station. It indicated that transportation and land use planning efforts conducted at both the local and regional level in the Salem-Keizer area have called for additional investment in alternative forms of transportation including transit, bicycle and pedestrian facilities. The goal is to move toward a more balanced transportation system that offers alternatives to the continued growth in automobile trips in the Salem-Keizer urban area and larger Willamette Valley region.

Salem-Keizer Transit collaborated with the City of Keizer, the City of Salem, the Mid-Willamette Valley Council of Governments, Marion County and the Oregon Department of Transportation to advance the Salem-Keizer Transit System Redesign generally, and specifically to identify a site for a new transit station in the northern portion of the transit district. An early activity of the Keizer Transit Center Project study committee was the development and adoption of a Purpose and Need Statement. A draft purpose and need statement was prepared by the technical committee, reviewed with the SKT management team, Board of Directors and City of Keizer. It was also shared with the public at the early transit center siting study public meetings. Concurrent with this effort the committee also developed a set of siting objectives for the Keizer Transit Center Project. The process of developing both statements created a significant amount of dialogue that served to clarify the overall intent and expectations for implementing new transit facilities in the Salem-Keizer transit district.

The purpose and need statement for the Keizer Transit Center, as adopted by the SKT Board of Directors, is:

To construct a transit center in Keizer that consolidates local and regional interconnected transit services and other transportation functions at a single location, implements the “3C” concept as refined in the “Strategic Transit System Redesign” adopted by the SKT Board, and provides user-friendly transitions between public transit services, pedestrians, bicyclists and other transportation modes. It will serve as a gateway to Keizer for transit users and visitors, and be a catalyst for implementation of broader City of Keizer land-use and economic development goals.

The **need** for the Keizer Transit Center results from:

- The community desire to connect the range of local and regional transit and transit related services in Keizer in one location,
- The agency desire to accommodate the changing pattern of trips in the Salem- Keizer area, whereby residents are making more non-downtown Salem trips, by further implementing its “3C” operating concept,
- The projected population and employment growth in the Salem-Keizer metropolitan area,
- The increasing levels of traffic congestion and travel delay within Keizer resulting in continued deterioration of travel conditions for transportation modes within Keizer and traveling to downtown Salem,
- The demand for improved, more efficient, effective and easily understood transit services in the Keizer area,
- The agency desire to plan for possible future commuter rail service in Keizer, and,
- The adopted regional and local transportation and land-use plans that encourage a cost efficient, innovative and effective multi-modal transportation system.

As such, the request complies with the criterion and the need for the facility has been demonstrated.

3. If a park-and-ride facility is proposed, applicant shall justify the lot area, number of spaces and any accessory facilities.

FINDING: The Salem-Keizer Transit District has submitted a site plan which shows that there will be a park and ride parking area that will accommodate 68 vehicles. The parking area is designed to accommodate transit users who might wish to drive to the transit station and then make a bus connection. The transit station will also have a small office building associated with its design. This park and ride facility also supports the development of the future commuter rail station. With these considerations the proposal meets with this provision.

4. Traffic impact analysis shall be provided and proposed measure(s) to mitigate any impact(s) on surrounding properties and streets shall be identified.

FINDING: A traffic analysis was prepared by Kittleson and Associates for the Environmental Assessment dated December 2009 in order to quantify the potential traffic effects associated with development of the Keizer Transit

Center at the proposed site. The traffic analysis includes an evaluation of the impact of the KTC on p.m. peak hour intersection operations in the vicinity of the proposed transit center. The following signalized intersections were included in the traffic analysis: Intersections Managed by the City of Keizer are Lockhaven Drive NE/McLeod Lane NE and Lockhaven Drive NE /Keizer Station Boulevard NE. Intersections managed by the Oregon Department of Transportation are Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE, Chemawa Road NE /I-5 Southbound Ramp Terminal, and Chemawa Road NE /I-5 Northbound Ramp Terminal.

In addition, the traffic analysis evaluated the operational aspects of the proposed Keizer Transit Center access point on Keizer Station Boulevard NE, which is planned as a full-movement intersection (all turning movements would be allowed) located approximately 450 feet north of the Lockhaven Drive NE /Keizer Station Boulevard NE intersection.

Intersection level-of-service was calculated for each of these six study area intersections for the p.m. peak period for the following conditions:

- Existing conditions (2008)
- Opening year (2012)
- No-Build Alternative
- Keizer Transit Center Alternative
- Horizon year (2031)
- No-Build Alternative
- Keizer Transit Center Alternative

The City of Keizer and ODOT have developed an intergovernmental agreement (IGA) as part of the Keizer Station master planning process that outlines that a volume-to-capacity threshold of 0.87 plus/minus 2-percent will be used as the mobility standard for determining the acceptable or unacceptable operation of signalized intersections.

The Chemawa Road/I-5 NB Ramp Terminal does not satisfy the volume-to-capacity threshold standard of 0.87 as set forth under the intergovernmental agreement. This intersection also operates at a level-of-service “D” under existing conditions. All other intersections operate at level-of-service “C” or better and at a volume-to-capacity ratio of less than 0.87 under existing conditions.

Year 2012 No-Build Traffic Conditions

The year 2012 No-Build traffic volumes were developed by applying a 1.5 percent per year linear growth rate to the existing p.m. peak hour traffic volumes and by adding assumed trips generated by the continuing build-out of Keizer Station. No roadway or intersection modifications were assumed for the intersection operations analysis for the No-Build traffic conditions. Trip generation rates for the Keizer Station build-out were estimated based on observed trip generation rates for the development that has occurred at Keizer Station thus far. Applying the trip generation rates and the 1.5 percent per year growth rate generated traffic volume projections for the 2012 No-Build traffic conditions.

The following signalized intersections are forecast to operate at level-of service “D” or worse under year 2012 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE /Keizer Station Boulevard NE
- Chemawa Road NE /I-5 SB Ramp Terminal
- Chemawa Road NE /I-5 NB Ramp Terminal

These level-of-service deficiencies are the result of regional traffic growth through the year 2012 and the inclusion of assumed traffic volumes associated with continued build-out of Keizer Station. All other intersections are forecast to operate at a level-of-service “C” or better under year 2012 weekday p.m. peak hour No-Build traffic conditions.

The Chemawa Road NE /I-5 SB Ramp and Chemawa Road NE /I-5 NB Ramp terminals are forecast to exceed the volume-to-capacity threshold standard of 0.87 as set forth by the IGA under year 2012 weekday p.m. peak hour No-Build conditions. Although not assumed in the 2012 No-Build traffic analysis, the IGA between the City of Keizer and ODOT has identified several improvements at these ramp terminal intersections. While the Lockhaven Drive NE /Keizer Station Boulevard NE intersection performed at level-of service “D,” it does not exceed the volume-to-capacity threshold standard of 0.87 under year 2012 weekday p.m. peak hour No-Build conditions.

Year 2012 Keizer Transit Center Alternative Traffic Conditions

The KTC would include a new park-and-ride lot with approximately 70 spaces and a transit center with 10 bus bays. For purposes of this analysis, the Keizer TC is assumed to be fully constructed and open in the year 2012. Access to the proposed KTC is envisioned via a full-movement driveway (all turning movements would be allowed) located off of Keizer Station Boulevard NE. This

access would be located approximately 450 feet north of the Lockhaven Drive NE /Keizer Station Boulevard NE intersection. For the purposes of this analysis, it was initially assumed that the access would be unsignalized. Trip generation during the weekday p.m. peak hour for the proposed Keizer TC was estimated by performing a detailed examination of the bus routes that the transit district plans to serve the transit center and the expected demand for the park-and-ride and drop-off/pick-up facilities.

Trip generation rates were developed for the opening year (year 2012) analysis and the horizon year (year 2031) analysis. The expectation is that as Keizer Station continues to build out, the transit center would become more utilized due to the increased activity in the area of the KTC.

As in the 2012 No-Build traffic conditions, the Lockhaven Drive/Keizer Station Boulevard, Chemawa Road/I-5 SB Ramps, and Chemawa Road/I-5 NB Ramps are all forecast to operate at level-of-service “D” or worse under year 2012 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. The additional trips generated by the proposed KTC do not degrade the level-of-service beyond the 2012 No-Build traffic conditions with the exception of the KTC Access/Keizer Station Boulevard intersection.

The critical exiting movement at the KTC Access/Keizer Station Boulevard intersection is forecast to degrade to level-of-service “F” (but under capacity with a volume-to-capacity ratio of 0.43) as a result of the additional traffic generated by the KTC. Given the delays that would be experienced for buses and transit riders exiting the site driveway, the installation of a traffic signal may need to be considered. However, it is unlikely that a signal would be warranted outright based on forecast 2012 traffic volumes. It is suggested that the level of build-out in the Keizer Station commercial district be monitored in accordance with the Keizer TC build-out to determine when a traffic signal would be needed. Analysis found that the installation of a new traffic signal, which would be coordinated with the existing signalized Lockhaven Drive NE/Keizer Station Boulevard NE intersection, would mitigate the level-of-service “F”.

Year 2031 No-Build Traffic Conditions

Year 2031 No-Build weekday p.m. peak hour traffic conditions were developed using the Salem- Keizer Area Transportation Study (SKATS) regional travel demand model. The year 2031 weekday p.m. peak hour No-Build traffic conditions were estimated by assuming the lane configurations and traffic volumes from the SKATS model for each of the study intersections. Lastly,

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improvements at the I-5 ramp terminals that are included in the IGA between ODOT and the City of Keizer have been modeled. These improvements would be assumed to be implemented between 2012 and 2031, but not as a part of the Keizer TC development project.

The following signalized intersections are forecast to operate at level-of-service “D” or worse under year 2031 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE/Keizer Station Boulevard NE
- Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE
- Chemawa Road NE /I-5 SB Ramps
- Chemawa Road NE /I-5 NB Ramps

These level-of-service deficiencies occur as a result of regional traffic growth and continued development in the Keizer Station commercial district.

The following intersections are forecast to exceed the volume-to-capacity threshold standard of 0.87 as set forth by the intergovernmental agreement under year 2031 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE /McLeod Lane NE
- Lockhaven Drive NE / Keizer Station Boulevard NE
- Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE
- Chemawa Road NE /I-5 SB Ramps
- Chemawa Road NE /I-5 NB Ramps

In spite of the improvements included in the IGA between ODOT and the City of Keizer, the freeway ramp terminals are forecast to continue to operate over capacity. ODOT’s Chemawa Road Interchange Area Management Plan (IAMP), currently underway, would include solutions for the intersections that are failing. Long-term solutions would fix the 2031 No-Build conditions and would accommodate the incremental growth.

As in the 2031 No-Build traffic conditions, the Lockhaven Drive/Keizer Station Boulevard, Lockhaven Drive/Stadium Drive/Ulali Drive, Chemawa Road/I-5 SB Ramps, and Chemawa Road/I-5 NB Ramps are all forecast to operate at level-of-service “D” or worse under year 2031 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. The additional trips generated by the proposed KTC do not degrade the level-of-service beyond the 2031 No-Build traffic conditions with the exception of the Lockhaven Drive/Keizer Station Boulevard and KTC Access/Keizer Station Boulevard intersections. The critical exiting movement at the KTC Access/Keizer Station Boulevard

intersection is forecast to degrade to level-of-service “F” as a result of the additional traffic generated by the KTC. Based on the 2031 traffic volumes and given the volume-to-capacity ratio of 0.98 and level-of-service “F”, the KTC Access/Keizer Station Boulevard intersection would need to be signalized. The installation of a traffic signal that would be coordinated with the existing signalized Lockhaven Drive/Keizer Station Boulevard intersection would mitigate the level-of-service “F” conditions as shown in Table 3.1-7 of the Environmental Assessment.

The Lockhaven Drive/Keizer Station Boulevard intersection is forecast to degrade from level-of service “E” conditions under 2031 No-Build to level-of-service “F” under 2031 Keizer Transit Center Alternative traffic conditions. Implementation of a dual southbound left-turn would improve operations to level-of-service “D” conditions.

Year 2031 Queuing Analysis

In order to maintain reliable transit schedules, it is important for buses and other vehicles accessing the transit center or park-and-ride to be able to enter and exit the site with minimal delay. If the access to the proposed transit center and park-and-ride is blocked, delays to buses utilizing the transit center could reduce the attractiveness of the system to riders. A 95th percentile queuing analysis was performed under year 2031 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. This assesses how long vehicle queues resulting from intersection delays would be during the peak hour. The forecast queues at the northbound left-turn and westbound left-turn movements at the unsignalized KTC Access/Keizer Station Boulevard intersection are forecast to be one vehicle. The queue for the southbound left-turn movement at the Lockhaven Drive/Keizer Station Boulevard intersection is forecast to be 615-feet under year 2031 Keizer Transit Center Alternative traffic conditions, which is greater than the distance between this intersection and the KTC Access/Keizer Station Boulevard intersection. Implementing a second southbound left-turn lane at the Lockhaven Drive/Keizer Station Boulevard intersection would reduce the queue length to 250-feet.

As part of the submittal for the master plan a traffic impact analysis was conducted by Kittleson and Associates, August 2010, which was used to assess the impacts associated with the whole Area B. That report revealed that the widening of Keizer Station Boulevard to allow for additional right turn lanes and the new signal at the intersection of the driveway serving the transit station and Keizer Station Boulevard is warranted based on the development of the

transit station and will be required as part of the development of the transit station or the adjacent use in Building “D” whichever develops first.

With the mitigation measures as identified in the Executive Summary of the Kittleson and Associates TIA dated August 2010 placed as conditions of approval will assure the site is developed in a safe manner and not impact the nearby street system. Therefore, the proposal complies with this provision.

5. A Transit Station shall have direct access to a collector or arterial street.

FINDING: The intent of this provision is to avoid having a transit station developed with its direct access onto streets which may not be adequate to accommodate the bus and associated vehicle traffic. A collector or arterial street has been determined to be of sufficient width and pavement to accommodate the projected level of bus traffic. The transit station will have its direct access onto Keizer Station Boulevard which is designated in the Keizer Transportation System Plan as an arterial street and so meets with this provision.

6. A Transit Station shall be located on land that is of sufficient size to accommodate the proposed use.

FINDING: The intent of this provision is to ensure that the facility can be located on land that will accommodate all the proposed aspects of the transit station. The area proposed to be developed with a transit station is comprised of approximately 2.7 acres. The site has been designed so that it will include boarding / parking bays for between 8 to 10 buses; pedestrian waiting platform; break-room restrooms, and area for customer service; security features; park and ride lot with approximately 70 parking spaces; area for potential future commuter rail station; driveway; and turning areas for buses; and landscaping along the perimeter and within the site. The site has been designed by professional land use planners making use of detailed information from engineers and other professionals. The area proposed to be developed with this facility is determined to be of sufficient size to accommodate the proposed use and so meets with this provision.

7. As conditioned, the Transit Station will not unreasonably impact existing or planned uses in the neighborhood of the subject property.

FINDING: It is not anticipated that the development of this portion of Area B with a transit station will have any unreasonable impacts on the neighborhood. The immediate neighboring properties to the west are within Area B, a soon to be developing retail –office complex. This includes the vacant single family residence located adjacent to the transit station site. This dwelling is owned by the City and is planned to either be demolished, or relocated to allow for a future office use or possibly a restaurant. The development of the site with a transit station will not impact the use either this future use or any other in Area B. Lands to the east, across the railroad tracks are developed, or developing, as part of the commercial development known as Keizer Station Area A. Lands to the south, across Lockhaven Drive, are currently a mix of residential and vacant uses and is planned to be developed with a variety of commercial uses. Although at this time a master plan for Area C has not been approved. To the southeast is Area D of the Keizer Station, which is also at the present undeveloped but has an approved master plan to allow commercial development. Lands to the north are designated RS and developed with single family homes along Aldine Court. With the development of Area A an 8 foot high masonry wall was constructed along the south property line of these homes. This was intended to mitigate any impacts associated with the development of both Area A and Area B. With this fact it is anticipated that this area will be not adversely impacted by the development of a transit station. Overall, the development of a transit station should have a positive impact on properties within the Keizer Station as it will provide efficient transportation alternatives for people who may not chose to drive to the businesses that are and will be located in both Area B but also all other areas within the Keizer Station. Therefore, this request satisfies this criterion.

8. A transit station will be required to provide adequate buffering and screening to mitigate any impacts on adjacent properties.

FINDING: The design of the transit station indicates that it will be screened from parcels in Area A of the Keizer Station by the railroad tracks and the railroad overpass over Keizer Station Boulevard. A number of trees are shown on the site plan which will provide buffering. While there currently is an existing single family adjacent to the site this property is planned to be converted to a commercial use as part of the development of Area B. Likewise, while there are currently nearby residences across Lockhaven Drive to the south this is within an area designated as Area C of Keizer Station and is also planned to be developed as part of the Keizer Station. The closest residences which are

outside of the Keizer Station to the north are more than 120 feet away and are buffered by both this separation and the fact that there is an existing sight obscuring 8 foot tall masonry wall along the south property lines of these properties and this is considered to be adequate separation and buffering. The closest residences outside of Area C are approximately 700 feet to the southwest. This distance combined with the Lockhaven Drive right of way is considered to be adequate and not warrant additional buffering. As such it is determined that the proposal meets with this provision.

Based on the above discussion, the request for a transit station is consistent with the conditional use review criteria and with the special use requirements.

The following addresses the proposal to create a small park in Area B

FINDINGS: CONDITIONAL USE PERMIT – PARK [\(2010\)](#).

33. Conditional Use - Park.

A. The use is listed as a conditional use in the underlying district.

FINDINGS: The portion of Area B that is planned to be developed with a small park is zoned Residential Single Family (RS) and is subject to KDC 2.102 of the KDC. A public park is listed in KDC 2.102.04.B as a conditional use. Therefore, this request satisfies this criterion.

B. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and location of improvements and natural features.

FINDINGS:

Size and Shape: The area which is designated for park use is approximately ½ acre in size and is an undeveloped irregular shaped area. The site plan demonstrates the area is of sufficient size and shape to accommodate the proposed park and storm detention facility and also allow for limited passive recreation opportunities including seating areas, and a multiuse path meandering through the park providing a connection between Dennis Ray Avenue and Area B.

Location: The area to be developed with a small park is located in the northwest corner of the Area B. It is to the east of the terminus of Dennis Ray Avenue.

Topography: The site is relatively flat with no natural features that would preclude the establishment of the proposed use. A grading and drainage plan has been developed for the site to ensure that adequate erosion control and conveyance of storm water from adjacent property across the subject property is provided.

Location of Improvements: The park itself will require no necessary public facilities. However, a storm detention system will run through a portion of the area. Even though both sanitary sewer and potable water lines will be adjacent the park itself will not require any connection to either sanitary sewer or water lines other than a connection to provide landscaping irrigation. The area will have pedestrian and bicycle access off the end of Dennis Ray Avenue as well as though the development in Area B.

Natural Features: The property is shown to be located within Zone X of the FEMA FIRM map 41047C0194G dated January 19, 2000 and is therefore not subject to floodplain development requirements. There are no steep slopes, wetlands, floodplains or other natural features that will be affected by this proposal.

With the above mentioned conditions of approval, the characteristics of the site are suitable for this proposed use and as such, this request satisfies this criterion.

- C. The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use.

FINDINGS: The KDC requires improvements for development as outlined in KDC 2.301. Section 2.301 of the KDC prohibits development, including building permits, unless improvements are provided as outlined in the “Public Facilities Improvement Requirements Table” of the KDC. As indicated only storm drainage detention facilities, pedestrian path, and landscaping irrigation will be required in the new area to be dedicated as a park/open space.

Transportation System: The area in Area B where the park is proposed to be located is to the east of the terminus of Dennis Ray Avenue. Keizer Station Boulevard is designated as an arterial street in the Keizer Transportation System Plan, and is improved to arterial street standards. Dennis Ray Avenue is a local street. The small pocket will be a neighborhood pocket park and will not have large scale recreational amenities and so will not require extensive transportation

improvements or connections as it will not have any impact on the local street system.

Public Facilities and Services: The park area will not require any connection to public water or sewer other than for irrigation purposes. It will be served by an approved storm drainage system.

This proposal is timely. Furthermore, since development on the site will require very limited additional improvements will ensure the development can be served by adequate public facilities and services. During the public hearing Gary Whalan and Jeanne Bond-Esser provided comments concerning the proposed small park over benefit to the public versus maintenance costs. At the close of the public hearing the Planning Commission unanimously recommended that the city council approve the proposal, although they did express concerns whether the park should be referred to as a park or open space area and over public access and use. The intent of the park space is that it will offer low key passive opportunities for recreation and will not have amenities typically found in larger city parks. Because of this fact it should require limited maintenance and operational expenses. Therefore, this request can satisfy this criterion. In the alternative, the open space/park can be privately owned and maintained.

D. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

FINDINGS: The purpose of the RS zone is to provide appropriate areas for uses which are identified in KDC 2.101 as being either permitted, special uses, or uses that may be permitted with a conditional use. The area proposed to be used with a small park is on the west portion of Area B within the Keizer Station and east of Dennis Ray Avenue. Currently, it is undeveloped. Area A, to the east across the railroad tracks the Keizer Station is a developing shopping center with a variety of commercial businesses. Area C is across the Lockhaven Drive to the south and is comprised of several single family homes and vacant parcels. It is not currently developed with any retail businesses and prior to it being able to be developed will need to be granted master plan approval. To the southeast, Area D which has a master plan approval but is undeveloped. Properties to the north of Keizer Station Boulevard are residential single family. The RS portion of the Keizer Station has the potential for being developed with 3 single family lots. These are shown on the master plan as being located with two future lots along the south side of the short extension of Dennis Ray Avenue and 1 along the north side. This proposal for a small pocket park will not affect the ability of these adjacent properties to be

EXHIBIT "C"

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developed with allowed uses since the proposed park will be located within the property boundary and will satisfy all setback and development requirements including setback requirements. Each of the proposed future lots will be required to be of sufficient size to allow for single family development that meets with RS development standards. All other lots along Dennis Ray Avenue and also Aldine Court to the north are developed with single family homes so the allowance for the small park will not affect the development of these lots. Since the park area will be a small, basically undeveloped open space except for a storm detention facility and it will have no ball fields or other recreation amenities it will not attract large groups of people to the park and so will not limit, impair, or preclude the use of the surrounding properties. It will not alter the character of the surrounding area as it will allow for the continued use of surrounding properties as they are currently being used. If anything the park may have a positive affect in that it will provide for additional landscape buffer and open space area for the use of the immediate neighborhood. For these reasons, this request complies with this criterion.

- E. The proposal satisfies any applicable goals and policies of the Comprehensive Plan which apply to the proposed use.

FINDINGS: The following goals and policies are found to be applicable:

City of Keizer Comprehensive Plan, Objective 1(a)- “Provide a variety of recreational opportunities with the Keizer park system.” This small park will provide for an open space amenity and for a small neighborhood pocket park within the city’s park system. Many of the city’s parks are large park with opportunities for a full and diverse recreational palette while this park because of its size will afford limited recreation opportunities and therein lies its unique aspect. It will offer a quiet space for people who looking for a small area in which do a range of passive activities such as sitting and reading, quiet contemplation or small picnic. As such, it will be consistent with this objective.

City of Keizer Comprehensive Plan, Objective 1(b) – “Develop a park system with locations convenient to most residents in Keizer. Where feasible, provide a park within ½ mile walking distance of each resident.” The area to the north and west of the site selected for the small park is identified in the Master Park and Recreation Plan as an “opportunity zone” meaning that it is currently underdeveloped with a regard to parks. This park as it is aimed to specifically be geared to the immediate neighborhood but will also be available for occasional use by patrons or employees of businesses within Keizer Station. It will help to offset this deficit and satisfies this objective.

City of Keizer Comprehensive Plan; Policy B(2)(b)(8) - "Use public facilities and services as a frame work for urban development." The area selected for development of Area B with a transit station is served by the full range of urban services and so will comply with this policy.

City of Keizer Comprehensive Plan; Policy D(2)(h)(8) - "Establish the following objectives for the Keizer Station: (a) The primary uses are regional service center, light industry, hotel/motel and supporting facilities, convention facilities, and retail shopping facilities. (b) Improve access to the district and Lockhaven Drive. Coordinate transportation improvements with the industrial district to the north." The proposal to locate a small passive park in Area B will have no impact on this policy as the primary uses will continue to those identified in the policy. The park will be a small secondary use within the overall Keizer Station development and will provide a pedestrian / bicycle connection between the adjacent neighborhoods and the Keizer Station businesses and so will assure compliance with this policy.

- F. The alteration of the use or structure is necessary to comply with a lawful requirement, or, will not result in a greater adverse impact on the neighborhood.

FINDINGS: It is not anticipated that the development of this portion of Area B with a small park will have any adverse impacts on the neighborhood. The immediate neighboring properties to the south are within Area B, a soon to be developing retail –office complex. Lands to the east, across the railroad tracks are developed, or developing, as part of the commercial development known as Keizer Station. Lands further to the south, across Lockhaven Drive, are currently a mix of residential and vacant uses. However, this area is identified as being Area C of the Keizer Station and is planned to be developed with a variety of commercial uses. Although at this time a master plan for Area C has not been approved. To the southeast is Area D of the Keizer Station, which is also at the present undeveloped but has an approved master plan to allow commercial development. Lands to the north and to the west are designated RS and developed with single family homes along Aldine Court. The development of a small 1.2 acre park will result in no structures being built on the site. Since the park area will be a small, basically undeveloped open space except for a storm detention facility and it will have no ball fields or any other recreation amenities that might attract large groups of people the park will not limit, impair, or preclude the use of the surrounding properties for the primary uses of the zone. It will not alter the character of the surrounding area as it will allow for the continued use of

surrounding properties as they are currently being used. If anything it may have a positive affect in that it will provide for additional landscape buffer and open space area for the use of the immediate neighborhood. With this fact it is anticipated that this area will be not adversely impact by the development of a transit center. Therefore, with the above mentioned conditions, this request satisfies this criterion.

For the above reasons the proposed conditional use for a small park satisfies the review criteria.

Black = November 1, 2010 Master Plan Order

[Blue = September 18, 2017 Master Plan Order](#)

EXHIBIT "D"

Justification

The applicant has the burden of proving that the application meets relevant standards and criteria to be applied in the particular case.

In this case, the applicant is requesting approval of an amendment to the Master Plan, Lot Line Adjustment, and Conditional Use for Keizer Station – Area B.

The Keizer Station Design Plan was adopted in February 2003 for the area formerly known as the Chemawa Activity Center. The Keizer Station Plan (KSP) sets forth a detailed vision for the northwest and southwest quadrants of the I-5 interchange. This well-situated and strategic property has been planned for a mix of commercial and industrial uses with emphasis on pedestrian-friendly design and attractive, streetscape amenities.

The Keizer City Council originally approved a Master Plan /Lot Line Adjustment/Conditional Use for Keizer Station – Area B by Order dated November 1, 2010. This application results in a new decision and approval with most aspects being similar or identical to the previous approved plan. In fact, the specific modifications are related to the relocation of the buildings, change in building size, change in parking lot layout, and modification to timing of conditions. Therefore, the original Master Plan is null and void upon final and effective adoption of this Order.

Concerns were raised at the hearing regarding traffic through the neighborhood, lights, noise and whether the existing wall would be extended. These issues were discussed and reviewed.

The applicant has met its burden of showing compliance with all the applicable criteria. The Master Plan request includes the uses envisioned by the KSP. As properly conditioned, the Master Plan presents a vibrant and energetic vision for Area B. The KSP goals of a northern gateway to Keizer, a focal point for commerce, and a source of employment opportunities are enhanced and realized by this proposal. The criteria have been satisfied with the aid of appropriate conditions.

The applicant's previous requests for lot line adjustments, conditional use for a park, and a conditional use permit to operate a transit station within Area B are not being amended other than timing of the conditions. Council has not revisited these matters in this decision and the previous approval is incorporated herein.

The Master Plan application, along with the additional land use applications are approved.

EXHIBIT "E"

Action

The City of Keizer hereby ORDERS as follows:

The application for approval of the master plan, lot line adjustments, and conditional uses are hereby GRANTED subject to the following conditions and requirements:

CONDITIONS FOR MASTER PLAN:

Previous Land Use Action:

1. The previous Master Plan Order for Area B is repealed and replaced with this Master Plan of Area B.
2. This application is a new land use decision which replaces the previous master plan only at time of adoption. The new master plan contains many similar or identical elements of the previous approval. The previous master plan order is included as part of this record. These conditions of approval apply to all development within Area B.

Sanitary Sewers:

The subject property is located within the original Keizer Sewer District and therefore Transmission System Development Charges (acreage fees) are not required. Treatment Plant (City of Salem) System Development Charges are applicable. The Master Sewer Plan provides for a sewer trunk line to be constructed through the adjacent property (Area A) with adequate size and depth to provide for additional capacity for areas located within the original sewer district west of the BNSF railroad. A sanitary sewer trunk line has been constructed and is available for use by the subject property. Additionally, the following requirements shall be applied:

1. A Master Sewer Plan for the proposed development has been prepared which indicates that all proposed development in Area B will be connected to the existing public sanitary line constructed to provide service to the area.

2. City of Salem approval for local sewers is required. Permits from the City of Salem shall be issued prior to construction of private sewer lines. Prior to submitting plans to the City of Salem for approval, ~~the developer's engineer shall submit~~ plans shall be submitted to the City of Keizer for review and determination of compliance with the City's Master Sewer Plan for the area.

3. Connecting to existing sewers that serve the general area will be the responsibility of the developer of the property.

4. Prior to issuance of occupancy permits, aAppropriate easements will be required for any public or private sewer lines located within the subject property if located outside platted right of ways.

~~5. — It will be the responsibility of the developer's engineer to locate any existing wells (including those on adjacent property) in the vicinity of the proposed new sanitary sewer lines for the subject property. Any conflicts between existing wells and proposed sanitary sewers shall be addressed by the developer prior to issuance of public works construction permits.~~

56. Prior to issuance of occupancy permits, eEasements for any existing sanitary sewer lines located on the subject property will be required to be recorded in favor of the City of Keizer.

Water System:

67. A Master Water System Plan has been developed for the subject property showing proposed routes of public water mains, fire hydrants and individual services. ~~Prior to submittal of final construction plans the developer's engineer shall arrange for a pre-design conference to discuss water main sizing, meter sizing and locations, fire hydrant locations, fire sprinkler line locations and easement width for all public lines located outside of proposed right of ways.~~ Final location of all meters ~~and fire hydrants~~ to be approved by the City of Keizer Department of Public Works Department prior to issuance of Public Works Construction Permits. Prior to issuance of any Public Works Construction Permits, aAppropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections.

78. Final development plans shall be reviewed and approved by the Keizer Fire ~~District~~department and the City of Keizer ~~Department of~~ Public Works Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer.

~~9. It will be the responsibility of the developer to abandon all existing wells prior to site grading in accordance with the rules of the Oregon State Water Resources Department unless the City has determined that water rights are available in some cases that could be transferred to municipal use by the city.~~

~~810.~~ Area B is responsible for reimbursement for 7 ½% of the costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately \$135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be made when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis, based on the total gross square footage of each parcel. The residential area shall not be included. The area of the open space shall be allocated on a proportional basis to the commercial properties in Area B West.

Storm Drainage Improvements:

~~911.~~ The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm will be allowed as development occurs. A Storm Drainage Master Plan is required for the areas west and east of Keizer Station Boulevard.

~~1012.~~ Storm water detention and low impact development design will be required for areas east and west of Keizer Station Boulevard. All storm water including roof drains are to be connected to an approved system designed to provide adequate drainage for proposed new driveways, parking lots and other impervious surfaces. Where on-site detention is planned, either adequate covenant, conditions and restrictions (CCRs) or other adequate provisions shall be required as approved by the City Attorney.~~shall be recorded to alert future owners/developers that detention and/or treatment shall be required to be constructed to the standards in effect at the time of building permit application. Such CCRs or other provisions shall be provided prior to issuance of building permits.~~

~~1143.~~ A grading and drainage plan shall be developed for the subject property including proposed lot corner elevations prior to the issuance of Public Works Construction Permits. Details shall include adequate conveyance of storm water from adjacent property across the subject property. It is anticipated that on-site storm water detention/retention for this area can be achieved based on percolation tests results that were conducted in the spring of 2010. It appears that the area east of Dennis Ray Avenue will be used as an open space and storm-water management area. Prior to any development of the area west of Keizer Station Boulevard a final storm water plan for the open space/park shall be submitted for review and approval by the City of Keizer~~Department of~~ Public Works Department.

~~14. — A phasing plan shall be submitted to indicate how the storm water management will be developed to provide service to each area (Area B West and Area B East).~~

~~125. The developer shall submit to the Department of Public Works a master plan for erosion control for the entire site prior to any site development. The plan shall be approved by the Department of Public Works.~~ Prior to any development, including site grading, ~~the applicant shall obtain~~ an NPDES permit from the Oregon Department of Environmental Quality will be required.

~~136. Prior to issuance of occupancy permits,~~ ~~e~~Easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast corner of the subject property. This existing line will provide for a storm drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNRR south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

Parks:

~~147.~~ The submitted site plan indicates open space in Area B West for stormwater management and open space amenities. An overall development plan of the park/open space area shall be submitted to the Public Works ~~Department of Public Works~~ for review and approval prior to issuance of any Public Works Construction Permits. The open space shall be privately owned and maintained by one or more of the commercial owners of Area B West, but shall be open for general public use. The open space shall be substantially complete prior to the issuance of occupancy permit for the first building permitted infor Area B West.

EXHIBIT "E"

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Transportation:

158. The city public works staff review of the proposal indicates the development will generate in excess of 250 vehicles trips per day. A Traffic Impact Analysis (TIA) titled “Keizer Station Area B Master Plan, Keizer, Oregon, August 2010” has been prepared by Kittelson & Associates., Inc. Mitigation measures identified in the TIA shall be required as specified in the table in the Executive Summary [which was modified as a part of the 2017 amendment](#). A copy of such table is attached as Exhibit “E-1”.

169. The proposed Site Plan indicates the following transportation improvements shall be made:

- a. “Right-in only” access from Lockhaven Drive to Area B east of Keizer Station Boulevard;
- b. “Right-in-right-out” access to the area west of Keizer Station Boulevard with a west-bound deceleration lane;
- c. New signalized intersection on Keizer Station Boulevard which will provide for access to both areas east and west of Keizer Station Boulevard which will be synchronized with the existing intersection at Lockhaven Drive/Keizer Station Boulevard designed to City of Salem Standards;
- d. A driveway access from McLeod Lane to the western portion of Area B.

All new intersections shall be designed to the standards of the City of Keizer under the standard construction permit process. Appropriate right of way dedication for necessary construction of the above accesses will be determined when construction plans are completed. Exact area of dedication is dependent on whether an alternative Keizer Station Boulevard intersection is proposed (see below). Prior to any development of the Transit Station an intergovernmental agreement between the Salem/Keizer Transit District and the City of Keizer shall be in place if the District intends to construct private improvements within the old Chemawa Road right of way.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

~~1720.~~ The existing portion of Keizer Station Boulevard will require right of way dedication for any portions of the street that do not currently lie within street right of way. If necessary, such dedication shall be completed prior to issuance of any building permits.

~~1821.~~ Street construction improvement plans shall include evaluation of existing street lighting to determine if new lighting is necessary or ~~if~~ existing lighting is required to be relocated.

General:

~~1922.~~ Construction permits are required by the City of Keizer ~~Department of~~ Public Works Department prior to any facility construction or site grading, including preparation for development.

~~203.~~ A Pre-design meeting with the City of Keizer ~~Department of~~ 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.

~~214.~~ Street opening permits are required for any work within the City right of way that is not covered by a Construction Permit.

~~225.~~ If applicable, arrangements for reimbursing developers for providing additional capacity to serve future development must be approved by the City Council pursuant to local ordinance. Request to phase construction of facility infrastructure must be approved by the Public Works Director. Appropriate improvement agreements and/or bonding may be required.

~~236.~~ All easements to be located in the appropriate locations based on actual approved plans. No final plat shall be approved prior to approval of construction plans including easement widths and locations.

~~247.~~ An improvement agreement or other acceptable form of guarantee for all required construction shall be in place prior to Public Works Construction Permits being issued.

Design:

~~258.~~ Except as set forth below, buildings shall be located in substantially located conformance to the attached site plan, as shown on master plan, as determined by the Community Development Director. Buildings do not need to match the exact footprint, ~~shown on the master plan,~~ but shall not exceed the maximum square ~~footage~~feet listed. However, buildings in Area B West (except for the parcel on McLeod/Lockhaven) may be any number, size or location, provided that the total square footage shall not exceed 24,000 square feet, and shall meet all requirements set forth herein and all applicable regulations.

~~29.26.~~ All dimensional requirements for building heights, lots, and setbacks shall be met as specified in Section 2.110 and 2.102 KDC.

~~30.27.~~ Street trees shall be planted with 30-foot spacing using one or more of 13 identified varieties as outlined in City standards. A minimum caliper of 2 inches shall be used for street trees and ~~all for~~ other trees which are located in areas subject to damage near pathways, walkways and streets. A final street tree planting plan shall be approved by the Community Development Director prior to planting. All ~~the~~ other landscaping standards of the KDC shall be met. Street trees and landscaping adjacent to arterials shall be maintained by the City. Other street trees and landscaping shall be maintained by the adjacent property owner.

~~31.28.~~ Ground cover and shrubbery shall be planted in conformity with the KDC, ~~and~~ industry standards, and as approved by the Community Development Director, and shall reach full coverage by the third year of growth.

~~32.29.~~ Parking areas shall be provided and shall comply with design requirements outlined in Section 2.303 KDC. Verification shall be provided during building permit review.

~~33.30.~~ Bicycle parking shall be provided as required by Section 2.303.08 KDC. In addition, the bicycle rack design shall provide secure support for bicycles and the ability to lock bicycles securely. The bicycle rack design, installation, and locations shall be approved by the Community Development Director prior to installation.

~~34.31.~~ All driveway, loading, and parking areas shall be paved as required in Section 2.303 KDC.

35.32. A tree shall be planted for every eight lineal parking spaces in accordance with KDC standards.

36.33. A minimum of 10% of the gross land area of each parcel shall be devoted to landscaping. To provide for adequate vision clearance the landscaping material shall be selected to provide for the maintenance of adequate site distance as specified in Section 2.309.

37.34. Prior to issuance of any occupancy permits for Area B West, a 20-foot wide landscape buffering shall be provided along the northern edge of the project in a manner which is consistent with the proposed master plan, or as deemed satisfactory by the Community Development Director on a limited basis due to specific conditions of the site such as existing fencing, significant vegetation or isolated insignificant impacts. Electric and mechanical equipment shall be screened with vegetation and/or fencing.

38.35. Irrigation system plans shall be submitted for approval as part of the building permit review process. Approved irrigation systems shall be installed prior to issuance of an occupancy permit for each building.

39.36. Prior to issuance of any occupancy permits, a 10 foot wide paved pedestrian connection between the end of Dennis Ray Avenue and Area B shall be constructed~~provided as part of the initial development of Area B.~~

40.37. Driveway approaches shall be a maximum of 36 feet wide at the edge of the street. Pedestrian crossings shall make use of differing material or textures (eg. scored concrete) to clearly identify such crossings.

41.38. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

42.39. The proposed site lighting shall cast minimal light or glare toward the adjacent residential properties or onto adjacent streets. Light bulbs or other light sources shall not be directly visible from adjacent residential properties or public streets or sidewalks. Light features for pedestrian walkways shall be low in height.

43.40. Building design elements including ground floor windows, facades, awnings and materials shall satisfy Section 2.315.08 KDC.

~~44.41.~~ The elevations of all buildings shall be varied in texture, ~~building and building materials.~~ ~~The buildings and~~ shall create a ~~very~~ human scale in ~~blocking and incorporate human scale~~ their design elements. Elevations of all buildings shall incorporate no more than fifteen feet between varied vertical elements (such as ~~scoring materials~~, patterns and textures), punctuated frequently with various architectural features (such as columns, projections, and differing planes). A variety of materials, ~~varied at the same frequency as the architectural elements~~, shall be used with no single material being used more than 50% of the building facade. The colors used shall be in compliance with the Development Standards. The materials shall be consistent with those used in Keizer Station Area A.

~~45.42.~~ Final building designs for commercial uses shall conform with the design concepts ~~submitted with this application~~ outlined in this order, and shall be reviewed by the Community Development Director for compliance with applicable design standards in Section 2.315 KDC as part of the building permit review. Residential uses shall comply with the design Standards of Section 2.314.

~~46.43.~~ Maintenance of the storm drainage facilities and landscaping located on private property, and for the plazas shall be the responsibility of the property owners.

~~47.44.~~ Construction specifications (e.g., base rock, pavement thickness) for the separate pathway shall be subject to Public Works Department approval in accordance with Keizer City Standards.

~~48.45.~~ During construction, residential properties shall be protected from impacts of noise at unreasonable hours, unreasonable dust, and safety concerns, and shall conform to Keizer city requirements regulating such impacts.

~~49.46.~~ In addition to the development standards of Utility Lines and Facilities - Section 2.307 all new utility connections and lines shall be located underground.

~~50.47.~~ ~~Prior to issuance of any building permits i~~ In Area B West, a sight-obscuring wall shall be constructed of Concrete Masonry Units or equivalent between the residential properties along the south side of Dennis Ray Avenue and the northern border of Area B. Such wall shall be substantially similar to the existing wall. This wall shall be constructed with the adjacent individual buildings or parking areas as they are constructed. The properties which share a boundary with the open area whose street address is located Aldene Drive, shall be buffered with a sight obscuring fence,

if not currently existing. No occupancy permit shall be issued until the corresponding section of wall or fence is completed.

51.48. Thirty-eight trees shall be planted in Area B to replace the 19 trees ~~are proposed to be~~ that have previously been removed. These shall be in addition to the required street and parking lot trees. An alternative to planting can be to provide funding into the city's tree replacement program. Replacement trees or funding may be accomplished in phases depending on development timing in the location of removed trees.

CONDITIONS FOR LOT LINE ADJUSTMENT (2010):

4952. Completion, submittal and recording of the final plats shall comply with the requirements contained in the Keizer Development Code. The applicant will be required to comply with the Marion County Surveyor's Office requirements regarding the replat process. This is required in order to accomplish the lot line adjustment. The replat shall show all area and dimensional standards (including net area) of each of the lots.

5350 Unless otherwise required by this decision, development of the parcels shall comply with the applicable requirements of the Keizer Development Code and building requirements of the Marion County Building Inspection Division.

514. The result of the property line adjustment is that on the west side of Keizer Station Boulevard Tax Lot 0603W36BC6200 will be increased from 0.64 acres in area to 1.8 acres in size, and Tax Lot 0603W36BC6000 will be decreased from 2.98 acres in area to 1.82 acres in size. On the east side of Keizer Station Boulevard Tax Lot 0603W36BD1000 will be increased from its current size of 0.25 acres to 2.71 acres and Tax Lot 0603W36BD1101 will be decreased from 2.77 acres to 0.31 acres. No other tax lots will be affected by this decision.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR TRANSIT STATION (2010):

52. Locate new Transit Station as shown on master plan.

53. Pursuant to the master plan, new signal and widening of Keizer Station Boulevard to allow for additional right turn lanes at the new signalization intersection and also at the approach to the Keizer Station Boulevard/Lockhaven Drive intersection be completed prior to operation of Transit Station.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR PARK (2010):

5~~47~~. New park/open space shall be located as is shown on the master plan.

5~~58~~. Park/open space shall be constructed as part of phase 1 of the development of Area B.

5~~69~~. A 10 foot wide paved pedestrian walkway shall be provided connecting the end of Dennis Ray Avenue with Area B and shall be included as part of the development of the open space.

~~5760. The park/open space shall be owned and maintained by one or more of the commercial owners of Area B West. To assure maintenance, either adequate covenant, conditions and restrictions (CCRs) or other adequate provisions shall be required as approved by the City Attorney. Such CCRs or other provisions shall be provided prior to issuance of building permits, jointly or in an owner's association by the property owners of Area B West. Conditions, covenants and restrictions shall be approved in writing by the City prior to recording.~~

Black = November 1, 2010 Master Plan Order

Blue = September 18, 2017 Master Plan Order

Intersection / Road Segment	Recommendations	Implementation
Improvements Associated with Area "B"		
Chemawa Road corridor	Provide a right-in only driveway to serve Area "B" East.	The right-in only driveway will be constructed when the non transit center component of Area "B" East is constructed.
Keizer Station Boulevard corridor	- Provide a full access driveway located off of Keizer Station Boulevard that would provide access to Area "B" East and West. This access would be located approximately 450 feet north of the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection. Signalize the intersection and coordinate it with the downstream Keizer Station Boulevard/Lockhaven Drive intersection. - Widen Keizer Station Boulevard west of the railroad underpass to include two southwest bound through lanes (with one lane being a shared through-right lane) and a separate left-turn lane at the above driveway access. - Reconfigure the southbound Keizer Station Boulevard approach at the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection to include dual left-turn lanes and a separate through lane. In addition to the lane reconfigurations, widen the approach to include a separate southbound right-turn lane with 200' of storage.	- The Area "B" West driveway <u>connecting the parking area to Keizer Station Boulevard</u> will be constructed when the first development component of Area "B" west takes place. <u>The use of the driveway will be restricted until such time that the traffic signal serving the Keizer Transit Center is fully constructed /operational and all necessary signal modifications are in place. In the event that the Keizer Transit Center traffic signal construction is delayed, limited use of the driveway (such as right-in/right-out movements) may be allowed subject to City review and approval.</u> - The Area "B" East driveway and traffic signal will be constructed when the first development component in Area "B" East takes place. - The Keizer Station Boulevard widening will be constructed when the first development component in Area "B" East takes place.
Lockhaven Drive corridor	Provide a right-in/right-out driveway located off of Lockhaven Drive between the Keizer Station Boulevard and McLeod Lane intersections. This driveway would include a westbound right-turn deceleration lane.	The right-in/right-out driveway and deceleration lane will be constructed when the first development component in Area "B" West occurs.
McLeod Lane	Provide a full access driveway off of McLeod Lane to serve Area "B" West.	The full access driveway will be constructed when the first development component in Area "B" West occurs.
Intersection Improvements Needed to Specifically Mitigate the Traffic Impacts of Areas "B" and "C"		
Lockhaven Drive / 14 th Avenue	Add a westbound right-turn lane on Lockhaven Drive	The City of Keizer will construct the right-turn lane using fee-in-lieu-contributions from the proportionate share impacts of Areas "B" and "C" by the year 2014 <u>2020</u>.
Improvements Needed to Mitigate the Traffic Impacts of Regional Growth and Areas "B" and "C"		
Lockhaven Drive / River Road	- Modify the westbound approach to provide dual westbound left-turn lanes, a single through lane, and a single right-turn lane. - Modify the east-west signal phasing from split phasing to protected phasing	The City of Keizer will construct the improvements using, among others, an assessment of proportionate share contributions of Areas "B" and "C" by the year 2020.
Chemawa Road / I-5 NB ramp terminal	- Provide dual eastbound left-turn lanes (and the accompanying northbound on-ramp lane widening). - Add a separate westbound right-turn lane	The City of Keizer will collect proportionate share contributions from Areas "B" and "C" so that improvements can be constructed when full funding is available.

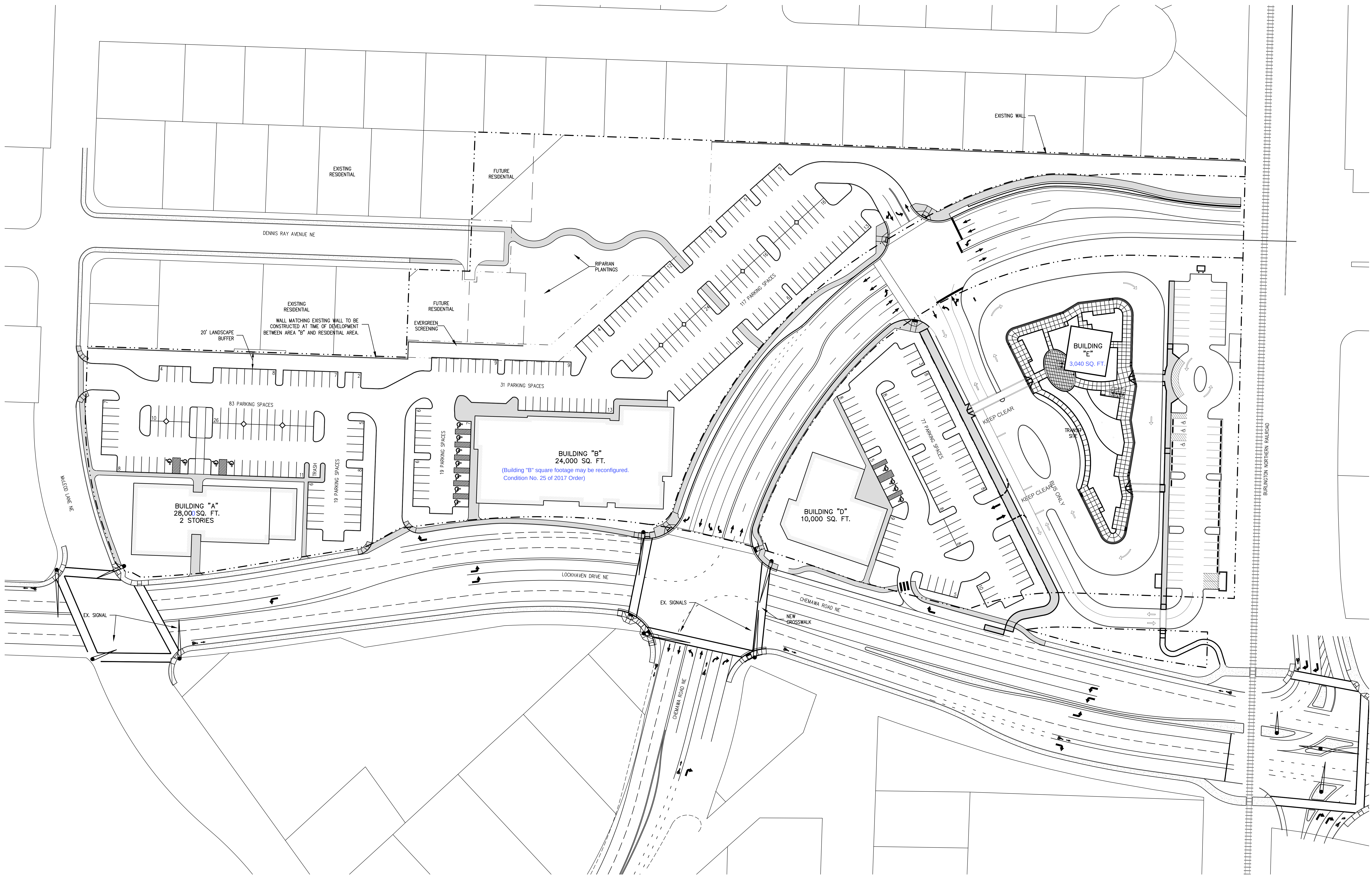


Exhibit "E-2"



AKS	
AKS ENGINEERING & DESIGN, LLC 1000 N. W. 10th Ave., Suite 100 Fort Lauderdale, FL 33304 P: 561.460.7722 F: 561.460.7723 WWW.AKS-FL.COM	
ENGINEERING, SURVEYING, NATURAL RESOURCES FORESTRY, PLANNING, LANDSCAPE ARCHITECTURE	
CITY OF KEIZER	
KEIZER STATION AREA 'B'	
DESIGNED BY:	INT
DRAWN BY:	INT
CHECKED BY:	INT
DATE:	SCALE
REVISIONS:	
REV	
REV	
REV	
JOB NUMBER	JOBN0
SHEET	1

CITY COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

THROUGH: CHRIS EPPLEY, CITY MANAGER

FROM: TIM WOOD, FINANCE DIRECTOR

SUBJECT: POLICE RADIO PURCHASE

BACKGROUND:

The City of Salem is upgrading the existing radio dispatch system during Fiscal Year 2017-18. Once the upgrade is completed the Keizer Police Department radio system will no longer be compatible with the surrounding jurisdictions. The upgraded radio system will provide the benefit of better and clearer reception throughout the City as well as continued cross-jurisdictional communication.

Staff researched pricing for the radios and determined procurement through the Oregon Cooperative Procurement Program (ORCPP) provided the best price to the City. Purchase of the radios will be from Silke Communications for a cost of \$315,604.50 which includes a trade in allowance of \$4,060 for the existing radios.

FISCAL IMPACT:

The 2017-18 Adopted Budget provides for \$100,000 in appropriations to lease police radios, the additional \$215,604.50 can be funded by a capital loan from the Park Improvement Fund and repaid by the end of Fiscal Year 2019-20. Interest on the capital loan would be at 1.45% per year, the current rate paid by the Oregon State Treasury. The Park Improvement Fund has adequate resources that will not be needed during the term of the loan.

RECOMMENDATION:

Staff recommends City Council adopt the attached Resolutions:

1. Resolution Authorization for Transfer of Appropriations – Police Radios;
2. Resolution Authorizing the City Manager to Purchase Police Radio System from Silke Communications and Authorizing Disposition of Surplus Property.

CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON
Resolution R2017-_____

AUTHORIZATION FOR TRANSFER OF APPROPRIATIONS - POLICE RADIOS

WHEREAS, the General Fund needs \$215,700 to purchase replacement radios for the Police Department Operations;
WHEREAS, the Park Improvement Fund has \$215,700 in appropriations available that the City does not anticipate spending until after June 30, 2020. ORS 294.468 provides for loans from one fund to another when made within compliance with state statutes;

WHEREAS, an appropriation transfer is needed from the Park Improvement fund to the General Fund for the additional expenditure as provided for in ORS 294.463;

NOW, THEREFORE, BE IT RESOLVED that the Council authorize an interfund loan to the General Fund for \$215,700 from the Park Improvement Fund.

BE IT FURTHER RESOLVED that all monies borrowed during the period authorized, be repaid by June 30, 2020 including interest at the established Oregon State Investment Pool interest rate for the applicable time period.

BE IT FURTHER RESOLVED by the City Council of the City of Keizer, that the following transfer of appropriations be made for fiscal year ending June 30, 2018:

	Adopted/ Amended Budget	Adjustment		Revised Budget
		Increase	Decrease	
Police Radios				
General Fund - Resources	11,869,300	215,700		12,085,000
General Fund - Police	6,828,800	215,700		7,044,500
Park Improvement Fund - Expenditures	981,800		215,700	766,100
Park Improvement Fund - Transfers Out	-	215,700		215,700
To transfer appropriations from the Park Improvement Fund to the General Fund - Police to provide for the purchase of radios through an interfund loan.				

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon the date of its passage.

PASSED this ____ day of _____, 2017

SIGNED this ____ day of _____, 2017

Mayor

City Recorder

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-____

4
5 AUTHORIZING THE CITY MANAGER TO PURCHASE POLICE
6 RADIO SYSTEM FROM SILKE COMMUNICATIONS AND
7 AUTHORIZING DISPOSITION OF SURPLUS PROPERTY
8

9 WHEREAS, the City of Salem is upgrading the existing radio dispatch system
10 during the 2017-2018 fiscal year;

11 WHEREAS, following the City of Salem's upgrade, the Keizer Police
12 Department radio system will no longer be compatible with the upgraded system;

13 WHEREAS, it is necessary to upgrade the Keizer Police Department radio system
14 to replace the current system that has provided many years of service to the Police
15 Department;

16 WHEREAS, the City has determined procurement through the Oregon
17 Cooperative Procurement Program (ORCPP) provided the best price of \$315,604.50
18 from Silke Communications;

19 WHEREAS, Silke Communications will provide a trade in allowance of
20 \$4,060.00 for existing radios;

21 WHEREAS, Ordinance No. 2008-579 allows for surplus property to be disposed
22 of;

23 WHEREAS, 21 of the P25 radios and 56 of the Non-P25 radios have been
24 identified as having a trade-in value of approximately \$4,060.00;

1 WHEREAS, Ordinance No. 2008-579 allows the disposal of City-owned surplus
2 property by several methods, including any method that in the City's discretion is in the
3 best interests of the City;

4 WHEREAS, staff has recommended the disposal of the existing radios as surplus
5 property because they are no longer useful or needed;

6 WHEREAS, the City Manager approves of the disposal of the existing radios as
7 surplus property;

8 WHEREAS, the City of Keizer budgeted \$100,000.00 in the 2017-2018 Police
9 fund budget to lease police radios;

10 WHEREAS, by authorization through a separate Resolution, the additional
11 \$215,604.50 can be funded by a capital loan from the Park Improvement Fund and
12 repaid by the end of the Fiscal Year 2019-20 including interest at the rate of 1.45% per
13 year, the current rate paid by the Oregon State Treasury;

14 NOW, THEREFORE,

15 BE IT RESOLVED by the City Council of the City of Keizer that the City
16 Manager is hereby authorized to purchase the police radio system as described in the
17 attached purchase order from Silke Communications for a net purchase price of
18 \$315,604.50 after trade-in credit described below.

19 BE IT FURTHER RESOLVED that the City Council of the City of Keizer
20 declares the existing radios as surplus property.

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BE IT FURTHER RESOLVED that the existing radios be disposed of by use as a trade-in against the new radio system with a value of \$4,060.00.

BE IT FURTHER RESOLVED that the City Manager is authorized to take any and all necessary acts to effectuate the purchase of the new radio system and the disposal of the surplus property.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon the date of its passage.

PASSED this _____ day of _____, 2017.

SIGNED this _____ day of _____, 2017.

Mayor

City Recorder



City of Keizer

P.O. Box 21000
Keizer, Oregon 97307-1000
Phone: 503-390-3700

Purchase Order
Number

Silke
Communications
PO Dated 9/19/17

TO
Silke Communications

200 Hawthorne Ave. SE, Suite D-420
Salem, OR 97301

SHIP TO/BILL TO
City of Keizer

930 Chemawa Rd NE
Keizer, OR 97303

PLEASE ENTER OUR ORDER FOR THE FOLLOWING:

THIS PURCHASE IS PLACED AGAINST THE NASPO VP MASTER AGREEMENT #06913. THE TERMS AND CONDITIONS OF THE PARTICIPATING ADDENDUM ENTERED INTO BY THE STATE OF OREGON, #5672 APPLY TO THIS LEASE OR PURCHASE AND SUPERSEDE ALL ADDITIONAL OR CONFLICTING TERMS AND CONDITIONS, EXPRESSED OR IMPLIED. THERE ARE NO UNDERSTANDINGS, AGREEMENTS OR REPRESENTATIONS, ORAL OR WRITTEN, NOT SPECIFIED HEREIN.

See items purchased in Silke Communications quote dated 8/16/17 to Keizer Police Department – exhibit B for a total of \$315,604.50.

Customer Contact: Lance Inman, 503-856-3475, inmanl@keizer.org

Christopher C Eppley

PURCHASING AGENT



Silke Communications

Crystal Deaderick, Acct. Representative
 200 Hawthorne Ave. SE, Suite D-420
 Salem, OR 97301
 (503) 779-5406

Keizer Police Department

Lt. Lance Inman
 930 Chemawa Rd. NE
 Keizer, OR 97303
 (503) 856-3475

Keizer Police Department - Radio Project

Date Quoted: 8/16/2017
 Quote Expiration: 9/29/2017

Portable Radios

Equipment/Feature Type	Cost/Unit	Qty.	Cost
VP900 Multiband Radio, Model II Partial Key	\$ 2,220.00	53	\$ 117,660.00
Smartnet/Smartzone	\$ 300.00	53	\$ 15,900.00
Viking LION Battery	N/C	53	N/C
Black Housing	N/C	53	N/C
Digital/P25 CAI AMBE+2	\$ 160.00	53	\$ 8,480.00
P25 TDMA Phase 2	\$ 700.00	53	\$ 37,100.00
Truevoice Noise Cancellation	N/C	53	N/C
AES Multikey Encryption	\$ 380.00	53	\$ 20,140.00
GPS	\$ 80.00	53	\$ 4,240.00
OTAP - Over The Air Programming	\$ 160.00	53	\$ 8,480.00
3-Year Warranty*	N/C	53	N/C

Portable TOTAL: \$ 212,000.00

Manufacture Instant Rebate	\$ (250.00)	53	\$ (13,250.00)
Dealer Promo Discount	\$ (250.00)	53	\$ (13,250.00)
Smartnet/Smartzone Promo Discount	\$ (300.00)	53	\$ (15,900.00)
September Disount TOTAL:			\$ (42,400.00)
New Portable TOTAL:			\$ 169,600.00

Portable Accesories

Single Battery Charger	\$ 100.00	53	\$ 5,300.00
Vehicular Charger	\$ 300.00	1	\$ 300.00
Bluetooth Adapter	\$ 184.00	53	\$ 9,752.00
Pryme Bluetooth Speaker Mic	\$ 160.00	53	\$ 8,480.00
Viking LION Battery (Spare)	\$ 164.00	53	\$ 8,692.00

Mobile Radios - Dash Mount

Equipment/Feature Type	Cost/Unit	Qty.	Total Cost
VM900 Multiband Radio	\$ 2,140.00	18	\$ 38,520.00
Viking Advanced Control Head + Mic	\$ 688.00	18	\$ 12,384.00
Smartnet/Smartzone	\$ 160.00	18	\$ 2,880.00
Digital/P25 CAI AMBE+2	\$ 280.00	18	\$ 5,040.00
P25 TDMA Phase 2	\$ 940.00	18	\$ 16,920.00
Truevoice Noise Cancellation	N/C	18	N/C
AES Multikey Encryption	\$ 380.00	18	\$ 6,840.00
GPS	\$ 160.00	0	\$ -
OTAP - Over The Air Programming	\$ 160.00	18	\$ 2,880.00
3-Year Warranty*	N/C	18	N/C

Dash Mount TOTAL:

\$ 85,464.00

Mobile Radios - Remote Motorcycle Mount

Equipment/Feature Type	Cost/Unit	Qty.	Total Cost
VM900 Multiband Radio	\$ 2,140.00	2	\$ 4,280.00
Viking Advanced Remote Control Head + Mic	\$ 1,056.00	2	\$ 2,112.00
Smartnet/Smartzone	\$ 160.00	2	\$ 320.00
Digital/P25 CAI AMBE+2	\$ 280.00	2	\$ 560.00
P25 TDMA Phase 2	\$ 940.00	2	\$ 1,880.00
Truevoice Noise Cancellation	N/C	2	N/C
AES Multikey Encryption	\$ 380.00	2	\$ 760.00
GPS	\$ 160.00	0	\$ -
OTAP - Over The Air Programming	\$ 160.00	2	\$ 320.00
3-Year Warranty*	N/C	2	N/C

Remote Mount TOTAL:

\$ 10,232.00

Mobile Accessories

Dual-Band Antenna	\$ 32.00	10	\$ 320.00
Duplexer for existng VHF anf 7/800 Antennas	\$ 105.00	20	\$ 2,100.00

Base Station Radio

VM900 Multiband Radio	\$ 2,140.00	1	\$ 2,140.00
Viking Advanced Control Head + Mic	\$ 688.00	1	\$ 688.00
Smarnet/Smartzone	\$ 160.00	1	\$ 160.00
Digital/P25 CAI AMBE+2	\$ 280.00	1	\$ 280.00
P25 TDMA Phase 2	\$ 940.00	1	\$ 940.00
Truevoice Noise Cancellation	N/C	1	N/C
AES Multikey Encryption	\$ 380.00	1	\$ 380.00
OTAP - Over The Air Programming	\$ 160.00	1	\$ 160.00
3-Year Warranty*	N/C	1	N/C
Power Supply with Battery Backup	\$ 330.00	1	\$ 330.00
Telex IP224	\$ 2,753.00	1	\$ 2,753.00
Telex P25 Interface Module	\$ 1,056.00	1	\$ 1,056.00
Telex IP2002 Desktop Remote	\$ 2,189.00	1	\$ 2,189.00
Polyphaser 125-1000 mhz	\$ 65.00	1	\$ 65.00

Dualband Antenna	\$ 1,262.00	1	\$ 1,262.00
Connector and Miscellaneous Parts	\$ 200.00	1	\$ 200.00
Line Sweep - Use existing lines	\$ 115.00	1	\$ 115.00
Levels Testing	\$ 456.00	1	\$ 456.00
Base Station Installation (estimated)	\$ 805.00	1	\$ 805.00

Base Station TOTAL:

\$ 13,979.00

Management Software

Armada Mobile/Portable Programming Cable	\$ 496.00	1	\$ 496.00
Armada Software Subscription (5 years)	\$ 400.00	1	\$ 400.00

Warranty Options

1-Year Extended Viking Radio Warranty	\$ 36.00	0	\$ -
2-Year Extended Viking Radio Warranty	\$ 76.00	74	\$ 5,624.00

Programming

System Profile and Template Creation	\$ 1,880.00	1	\$ 1,880.00
Radio Programming	\$ 75.00	74	\$ 5,550.00

Installations (Wire Works)

Dash-Mount Mobile Installation	\$ 205.00		\$ -
Remote-Mount Mobile Installation	\$ 300.00		\$ -

Silke Special Discounts/Offers

Preferred Customer Discount	\$ (116.50)	73	\$ (8,504.50)
Credit for Trade-In of P25 Radio	\$ (100.00)	21	\$ (2,100.00)
Credit for Trade-IN of Non-P25 Radio	\$ (35.00)	56	\$ (1,960.00)

Estimated Project TOTAL:

\$ 315,604.50

Freres Lumber Digital Plan

Itemized Costs/Unit

	Equipment Type	Cost	Total/Unit
Radio	NX-340	\$ 360.00	
Antenna	n/a - included	\$ -	
Battery	n/a - included	\$ -	
Charger	n/a - included	\$ -	
Total			\$ 360.00

Radio	NX-840HUK (mobiles)	\$ 405.00	
Hand Microphone	n/a - included	\$ -	
Antenna	MUF4503S	\$ 34.66	
Brass Mount	RFU-505-ST	\$ 4.04	
Bracket	n/a - included	\$ -	
DC Cable	n/a - included	\$ -	
Total			\$ 443.70

Radio	NX-840HUK (bases)	\$ 405.00	
Hand Microphone	n/a - included	\$ -	
Antenna	MBS450(2)	\$ 63.51	
Bracket	n/a - included	\$ -	
DC Cable	n/a - included	\$ -	
Power Supply	use existing	\$ -	
Ant Mount Bracket	MISC(2)	\$ 35.00	
Total			\$ 503.51

COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: TIM WOOD, FINANCE DIRECTOR

SUBJECT: Authorization to enter into a four year agreement with Ricoh for the lease of a photocopier machine.

BACKGROUND: The City entered into an agreement with Ricoh in 2013 for the lease of a photocopier machine. The agreement is set to expire in September 2017.

ISSUE: Upon expiration of the agreement the City can:

1. Continue to lease the existing photocopier machine on a month to month basis for \$280.43 per month,
2. Enter into an agreement to lease a new photocopier machine for \$271.66 per month using a state negotiated contract,
3. Purchase a new photocopier machine for approximately \$14,000.

If the City were to purchase a new photocopier machine, the overall expense in comparison to the monthly lease fee would be lower; however, the City would be responsible for additional charges to repair the machine if it were to break.

In addition, if the photocopier machine reached a point that it could not be repaired the City would be forced to purchase a new machine. However, if the City leased the machine, a new machine would be provided at no additional cost. In the past the City has had leased copier machines that needed to be replaced as they could no longer be repaired so the leasing option has been the most cost effective over the long term.

FISCAL IMPACT: The copier will cost \$271.66 a month or \$3,259.92 a year. This expense is covered by existing budget appropriation.

RECOMMENDATION: Staff recommends the City Council authorize the City Manager to enter into a four year agreement with Ricoh to lease a photocopier machine.

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-____

4
5
6 AUTHORIZING THE CITY MANAGER TO ENTER INTO LEASE
7 AGREEMENT WITH RICOH USA INC. FOR POLICE
8 DEPARTMENT COPIER
9

10
11 WHEREAS, the City of Keizer has been utilizing a leasing program for copier machines for
12 the last few years;

13 WHEREAS, the copier lease for the Police Department is at the end of its four-year
14 agreement with Ricoh USA Inc;

15 WHEREAS, the City has determined procurement through the Oregon Cooperative
16 Procurement Program (ORCPP) provided the price of \$271.66 per month from Ricoh USA Inc.;

17 WHEREAS, State of Oregon Contract No. 5566 authorizes ORCPP participants to use
18 Contract No. 3091 to lease copiers from Ricoh USA Inc. by issuance of a Purchase Order;

19 WHEREAS, the lease has been included in the approved 2017-2018 fiscal year budget and
20 will be included in upcoming fiscal year budgets until the termination date;

21 NOW, THEREFORE,

22 BE IT RESOLVED by the City Council of the City of Keizer that the City Manager is hereby
23 authorized to sign the Purchase Order for a four-year lease agreement with Ricoh USA Inc. as
24 outlined on the attached Purchase Order.
25
26

1 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon the
2 date of its passage.

3 PASSED this _____ day of _____, 2017.

4
5 SIGNED this _____ day of _____, 2017.

6
7
8 _____
9 Mayor

10
11 _____
12 City Recorder



City of Keizer

P.O. Box 21000
Keizer, Oregon 97307-1000
Phone: 503-390-3700

Purchase Order
Number

Ricoh 9-18-2017

TO
Ricoh USA

PO Box 100345

Pasadena, CA 91189-0345

SHIP TO/BILL TO
City of Keizer

930 Chemawa Rd NE

Keizer, OR 97303

PLEASE ENTER OUR ORDER FOR THE FOLLOWING:

THIS LEASE OR PURCHASE IS PLACED AGAINST THE NASPO VP MASTER AGREEMENT #3091. THE TERMS AND CONDITIONS OF THE PARTICIPATING ADDENDUM ENTERED INTO BY THE STATE OF OREGON, #5566 APPLY TO THIS LEASE OR PURCHASE AND SUPERSEDE ALL ADDITIONAL OR CONFLICTING TERMS AND CONDITIONS, EXPRESSED OR IMPLIED.

1. Master Lease Agreement and Schedule
2. Maintenance Agreement
3. Contract
 - Operating Lease 48 months
 - Monthly Lease Price: \$271.66
 - Cost per copy rate: \$0.0082 Black and \$0.05 Color
 - Itemized list of Hardware:
 - (1) Ricoh MPC6004
 - (2) Paper Feed Unit PB3160
 - (1) Finisher SR3210
 - (1) Punch Unit PU3050 NA
 - (1) Bridge Unit BU3070
 - (2) Fax Connection Unit Type M20
 - (3) ESP XG-PCS-15D (120 Volt, 15 Amp)
 - Pickup Ricoh Copier Ser # E183M710068

Customer Contact: Tim Wood, 503-856-3413, woodt@keizer.org

Christopher C Eppley

PURCHASING AGENT

COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: TRACY L. DAVIS, MMC
CITY RECORDER/EVENT CENTER MANAGER**

**SUBJECT: INITIATING GALINA COURT STREET LIGHTING LOCAL IMPROVEMENT
DISTRICT**

ISSUE:

Shall the City Council initiate Galina Court Street Lighting Local Improvement District?

DISCUSSION:

A petition was filed on September 5, 2017 by the developer of Galina Court to form a local improvement district for street lights in this area of Keizer. The petition contained the required signatures of the property owner as outlined by City of Keizer Ordinance 94-278.

RECOMMENDATION:

It is recommended that the City Council approve the Resolution Initiating Galina Court Street Lighting Local Improvement District and direct the City Engineer to prepare a survey of the area.

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**DECLARING THE CITY'S INTENT TO INITIATE A STREET LIGHTING
LOCAL IMPROVEMENT DISTRICT (GALINA COURT) AND DIRECTING THE CITY
ENGINEER TO MAKE A SURVEY AND FILE A WRITTEN REPORT WITH THE CITY
RECORDER**

WHEREAS, pursuant to City of Keizer Ordinance 94-278, the necessary signatures of land owner comprising two-thirds of the property to be included within Galina Court Street Lighting District have requested the formation of the district;

1. The City Council declares its intent to initiate Galina Court Street Lighting Local Improvement District;

3. The City Engineer is hereby directed to make a survey of the District;

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon
te of its passage.

SIGNED this ____ day of _____, 2017.

City Recorder

PETITION TO FORM LOCAL IMPROVEMENT DISTRICT FOR STREET LIGHTING

To the City Council for the City of Keizer:

The undersigned being the owner or contract purchaser of the described property hereinafter set opposite my or its name, hereby petition the Keizer City Council to form a STREET LIGHTING LOCAL IMPROVEMENT DISTRICT for:

1330 Clearlake Rd (now)
or (Galina ct. Keizer 97303) future

within the City of Keizer.

The legal description of the proposed district is:

Galina ct Keizer OR 97303

PLEASE ATTACH A MAP OF THE AREA

This petition to form this district is in conformity with the charter, ordinances and regulations of the City of Keizer.

PETITION SUBMITTED BY:

NAME: Gene MAKARENKO

ADDRESS: 8477 Valley way SE Turner 97392

PHONE NUMBER: 503-851-5276

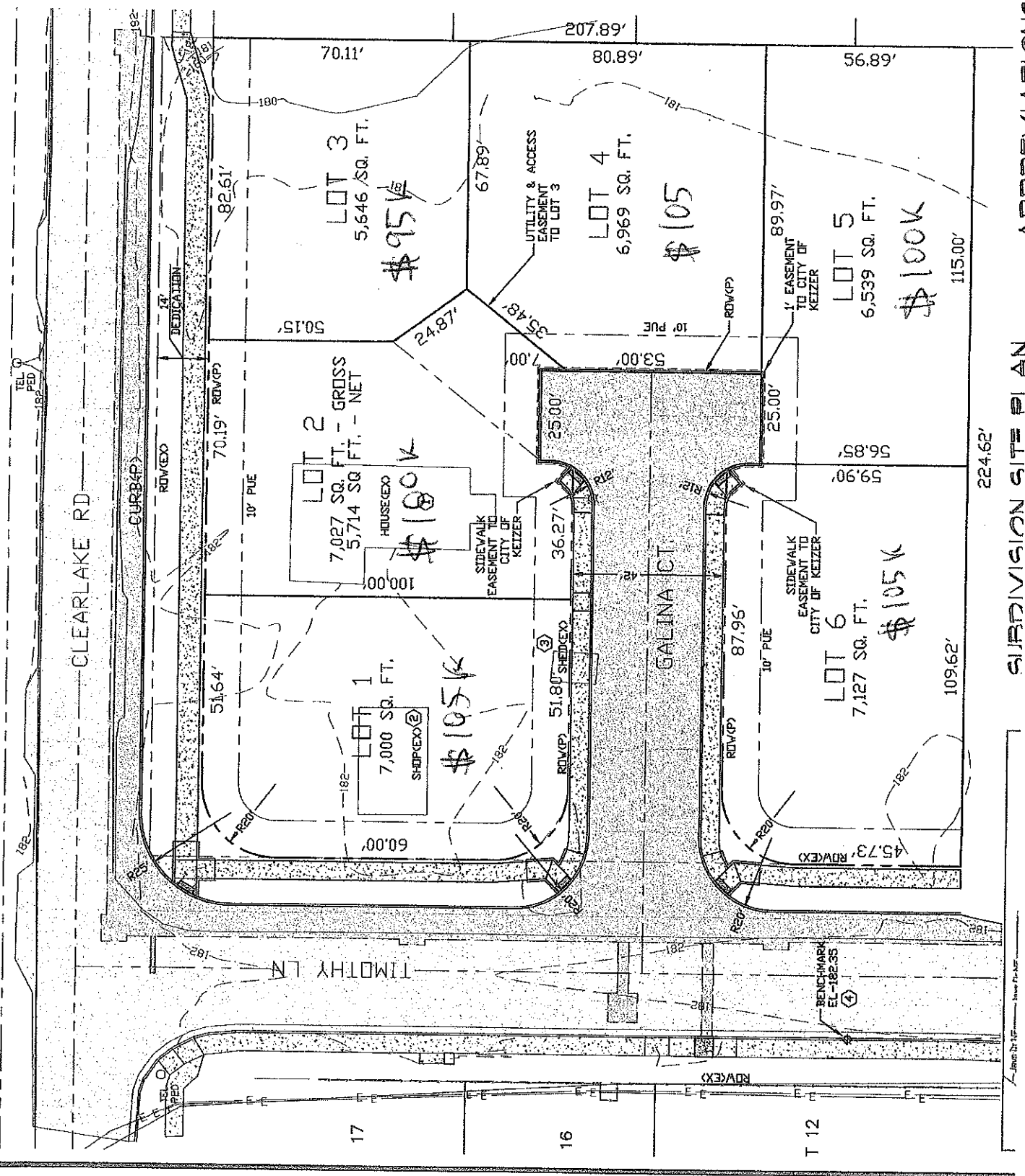
DATE	DEED HOLDER/CONTRACT BUYER	SIGNATURE	ADDRESS OF PROPERTY (IF VACANT - LOT NUMBER/SECTION)
9-5-17	Gene MAKARENKO		1330 Clearlake

will be 6 lots on Galina ct

GENE MAKARENKO
3477 VALLEY WAY SE
TURNER, OR 97306

SECTION - 23DB
TOWNSHIP -- 6 SOUTH
RANGE -- 3 WEST
TOTAL ACREAGE -- 1.07
EXISTING ZONING -- UT

LOTS - 6
AVERAGE SQ. FT. - 6,718
LOTS/ACRE - 5.61



COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: TRACY L. DAVIS, MMC
CITY RECORDER/EVENT CENTER MANAGER**

**SUBJECT: INITIATING PINECREST ADDITION STREET LIGHTING LOCAL
IMPROVEMENT DISTRICT**

ISSUE:

Shall the City Council initiate Pinecrest Addition Street Lighting Local Improvement District?

DISCUSSION:

A petition was filed on August 25, 2017 by the developer of Pinecrest Addition to form a local improvement district for street lights in this area of Keizer. The petition contained the required signatures of the property owner as outlined by City of Keizer Ordinance 94-278.

RECOMMENDATION:

It is recommended that the City Council approve the Resolution Initiating Pinecrest Addition Street Lighting Local Improvement District and direct the City Engineer to prepare a survey of the area.

1 **CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON**

2
3 **Resolution R2017-_____**

4
5 **DECLARING THE CITY'S INTENT TO INITIATE A STREET LIGHTING**
6 **LOCAL IMPROVEMENT DISTRICT (PINECREST ADDITION) AND DIRECTING THE CITY**
7 **ENGINEER TO MAKE A SURVEY AND FILE A WRITTEN REPORT WITH THE CITY**
8 **RECORDER**
9

10 WHEREAS, the City Council of the City of Keizer has received a petition from the
11 developer to initiate a street lighting district in the Pinecrest Addition development in the
12 City of Keizer, Oregon; and

13 WHEREAS, pursuant to City of Keizer Ordinance 94-278, the necessary signatures of
14 land owner comprising two-thirds of the property to be included within Pinecrest Addition
15 Street Lighting District have requested the formation of the district;

16 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Keizer that:

- 17 1. The City Council declares its intent to initiate Pinecrest Addition Street
18 Lighting Local Improvement District;
- 19 2. The map attached hereto, marked Exhibit "A", and by this reference
20 incorporated herein sets forth the proposed boundaries of the district;
- 21 3. The City Engineer is hereby directed to make a survey of the District;
- 22 4. The City Engineer shall file a written report with the City Recorder on or
23 before October 31, 2017

24 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon
25 the date of its passage.

26 PASSED this ____ day of _____, 2017.

27 SIGNED this ____ day of _____, 2017.

28
29 _____
30 Mayor

31 _____
32 City Recorder

PETITION TO FORM LOCAL IMPROVEMENT DISTRICT FOR STREET LIGHTING

To the City Council for the City of Keizer:

The undersigned being the owner or contract purchaser of the described property hereinafter set opposite my or its name, hereby petition the Keizer City Council to form a STREET LIGHTING LOCAL IMPROVEMENT DISTRICT for:

Pinecrest Addition - Subdivision No. 2016-26

within the City of Keizer.

The legal description of the proposed district is:

Township 6 South; Range 3 West; Section 35AC; Lot 05700

PLEASE ATTACH A MAP OF THE AREA

This petition to form this district is in conformity with the charter, ordinances and regulations of the City of Keizer.

PETITION SUBMITTED BY:

NAME: MC Northwest, Inc by Matthew P Holstege

ADDRESS: 1406 McDonald St NE Salem, OR 97301

PHONE NUMBER: 503-991-1366

DATE	DEED HOLDER/CONTRACT BUYER	SIGNATURE	ADDRESS OF PROPERTY (IF VACANT - LOT NUMBER/SECTION)
8/22/17	MC Northwest, Inc.	<i>Matthew P Holstege</i>	T6S, R3W, Section 35AC, Lot 05700

CITY COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: BILL LAWYER
PUBLIC WORKS DIRECTOR**

SUBJECT: WATER LINE LOWERING

DATE: September 12, 2017

BACKGROUND:

During a site inspection of a new restaurant being constructed in Keizer Station Area A staff discovered an existing water line was not deep enough to have protection from damage. Staff determined that after the initial installation of the water line material was removed from the site which made the water line too shallow.

The water line is a 16" diameter ductile iron pipe and is the backbone line to serve the development from the elevated storage tank. Due to the importance of this line staff believes the best course of action to lower the line is to have a contractor perform the work. The work involves installing one 16" butterfly valve and lowering approximately 200 feet of pipeline about 2 feet. Bids were solicited from multiple companies with three firms submitting a bid. The bids ranged from a high of \$53,500.00 to a low of \$46,880.00 with Trench Line Excavation Inc. submitting the lowest bid.

FISCAL IMPACT:

Funds for this project are included in the FY 2107/2018 Water Facility Replacement Fund line 22.

RECOMMENDATION:

Staff recommends the City Council adopt the attached resolution authorizing the City Manager to enter into a contract with Trench Line Excavation Inc. in the amount of \$46,880.00 for the lowering of the Keizer Station Pad D water line.

Please contact me with any questions or concerns.

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-____

4
5 AUTHORIZING THE CITY MANAGER TO ENTER INTO AN
6 AGREEMENT WITH TRENCH LINE EXCAVATION INC. FOR
7 KEIZER STATION PAD D WATERLINE RELOCATION
8

9 WHEREAS, approximately 200' of 16" ductile iron waterline at Keizer Station

10 Pad D needs to be lowered;

11 WHEREAS, the City solicited bids for the project;

12 WHEREAS, three bids for this project were received and opened. Trench Line
13 Excavation Inc. submitted the low bid for a total amount of \$46,880.00;

14 NOW, THEREFORE,

15 BE IT RESOLVED by the City Council of the City of Keizer that the City Manager
16 is hereby authorized to enter into an agreement with Trench Line Excavation Inc. for a
17 total of \$46,880.00 to lower approximately 200' of 16" ductile iron waterline at Keizer
18 Station Pad D. Funding for this project is from the Water Facility Replacement Fund.

19 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately
20 upon the date of its passage.

21 PASSED this _____ day of _____, 2017.

22 SIGNED this _____ day of _____, 2017.

23
24
25 _____
26 Mayor

27
28 _____
29 City Recorder

CITY COUNCIL MEETING: September 18, 2017

AGENDA ITEM NUMBER:_____

TO: MAYOR CLARK AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

SUBJECT: DACMS AGREEMENT

The City has an agreement with Marion County to access Marion County District Attorney's DACMS system which allows the Police Department access to portions of the DACMS database. Marion County has requested an amendment to change the term from five years to ten years. Without an amendment, the agreement will expire on October 10, 2017. Staff believes that access to this database will continue to be a benefit to the Police Department and desires to enter into the amendment to change the expiration date to October 10, 2022.

RECOMMENDATION:

Adopt the attached Resolution authorizing the City Manager and the Chief of Police to sign Amendment 1 to the DACMS Usage Intergovernmental Agreement.

Please contact me if you have any questions in this regard. Thank you.

ESJ/tmh

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-____

4
5
6 AUTHORIZING CITY MANAGER AND CHIEF OF POLICE
7 TO SIGN AMENDMENT 1 TO DACMS USAGE
8 INTERGOVERNMENTAL AGREEMENT
9

10
11 WHEREAS, ORS Chapter 190 provides for intergovernmental agreements;

12 WHEREAS, the City of Keizer and Marion County entered into that certain
13 DACMS Usage Agreement effective October 11, 2012;

14 WHEREAS, Marion County has requested that an amendment be entered into to
15 extend the expiration date of the DACMS Usage Agreement;

16 WHEREAS, the City of Keizer desires to enter into that certain Amendment 1 to
17 the DACMS Usage Intergovernmental Agreement;

18 WHEREAS, the City Council of the City of Keizer has considered this matter and
19 wishes to move forward with such amendment;

20 NOW, THEREFORE,

21 BE IT RESOLVED by the City Council of the City of Keizer that the City
22 Manager and Chief of Police are authorized to sign the attached Amendment 1 to the
23 DACMS Usage Intergovernmental Agreement.
24
25

1 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately
2 upon the date of its passage.

3 PASSED this _____ day of _____, 2017.

4

5 SIGNED this _____ day of _____, 2017.

6

7

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9

Mayor

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11

12

City Recorder



Keizer Legal Counsel



MINUTES
KEIZER CITY COUNCIL
Monday, August 21, 2017
Keizer Civic Center, Council Chambers
Keizer, Oregon

CALL TO ORDER

Mayor Clark called the meeting to order at 7:00 pm. Roll Call was taken as follows:

Present:

Cathy Clark, Mayor
Marlene Parsons, Councilor
Laura Reid, Councilor
Bruce Anderson, Councilor
Kim Freeman, Councilor
Amy Ryan, Councilor

Staff:

Chris Eppley, City Manager
Shannon Johnson, City Attorney
Nate Brown, Community Development
John Teague, Police Chief
Tim Wood, Finance Director
Tracy Davis, City Recorder

Absent:

Roland Herrera, Councilor

FLAG SALUTE

Mayor Clark led the pledge of allegiance.

**SPECIAL ORDERS
OF BUSINESS**

Councilor Parsons provided an update on events leading up to, during, and following the eclipse. She noted that Keizer Rapids Park was filled with amazing people from 9 or 10 different countries and all over the United States who were respectful, grateful, and took care of the park. She thanked sponsors and volunteers especially Allen Barker, David Loudon and Councilors Reid and Freeman. She also read some entries from the guest book that was passed around the park.

Councilor Reid also thanked the Parks Foundation, CERT, Keizer Chamber, El Patron, park neighbors and several individual volunteers.

Councilor Freeman echoed the appreciation expressed by Councilors Parsons and Reid and thanked others as well.

Mayor Clark explained that the Parks Foundation will tally the funds from the campsite rentals, pay expenses, and then donate the remainder to the City Parks Matching Grant Program to benefit parks. She reported that at the other end of town the Volcanoes Baseball Team was the very first sporting organization in the history of major league sports to have play suspended in order to watch an eclipse. She then read a list of countries, states and cities from which people had come.

COMMITTEE REPORTS

Matt Lawyer, Keizer, thanked the Parks Foundation for their efforts in making the eclipse weekend a success. He reported on recent Parks Board actions including public testimony received, discussion on signage recognizing the Schneider family and memorializing the work done by Michael Walsh at the volleyball court/covered structure, planning of the Council/Parks Board Parks Tour on September 11 and planning community outreach for input on prioritization of park improvements. Lengthy dialog followed regarding the community outreach and prioritization of park improvements.

PUBLIC TESTIMONY

Robert Dozler, Keizer, voiced concern regarding cars running red lights at controlled intersections and requested that more police officers be hired to apprehend offenders. City Manager Chris Eppley responded that with the new Police Fee there will be officers hired; two will be traffic officers.

PUBLIC HEARINGS

a. Casamigos Restaurant & Cantina Liquor License Application

Mr. Eppley reported that an application was submitted for a Liquor License for Casamigos Restaurant & Cantina, Keizer, Oregon. A background check was done and calls for service are within the City recommended standards. Staff recommends that Council review the application and forward a recommendation to the OLCC for approval.

With no further testimony, Mayor Clark closed the Public Hearing.

Councilor Parsons moved that the Keizer City Council approve the application for a Liquor License for Casamigos Restaurant & Cantina under the guidelines established by ORS 471.178 and the Ordinances of the City of Keizer and forward this recommendation to the Oregon Liquor Control Commission for final approval. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Reid, Freeman and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Herrera (1)

b. Keizer Development Code Text Amendment – Section 2.309 (Landscaping Requirements)

Mayor Clark opened the Public Hearing.

Community Development Director Nate Brown summarized his staff report noting that changes include lowering the threshold for compliance with landscaping requirements, clarification of significant tree replacement requirements and allowances, and addition of a requirement that 1% of project cost be dedicated to on-site public amenities or contribution to a City art fund. The Keizer Planning Commission has recommended that Council adopt the proposed amendment.

Discussion followed regarding examples of public amenities, oversight on selection of public art, inclusion of multi-family developments, expenditure of the funds, governance, and Public Art Commission participation in the

review and approval of art. Staff indicated that they would prefer further internal discussion on this matter. Councilor Anderson asked that staff consider finding a way to encourage businesses to do this voluntarily rather than making it a requirement.

Mayor Clark continued the Public Hearing to the next regular session on Tuesday, September 5.

- c. RESOLUTION – Adopting Updates to the City of Keizer Representation in the Marion County Multi-Jurisdictional Hazard Mitigation Plan**
- Mayor Clark opened the Public Hearing*
- Mr. Eppley provided background relevant to the Plan and its adoption noting that required updates are done on a scheduled basis by the County Emergency Management staff but that, in order to get FEMA approval, cities included in the plan must formally approve the updates. Discussion followed regarding outreach by the Stormwater Department and including SEDCOR and the Chamber as partners.

With no further testimony, Mayor Clark closed the Public Hearing.

Councilor Parsons moved that the Keizer City Council adopt a Resolution Adopting Updates to the City of Keizer Representation in the Marion County Multi-Jurisdictional Hazard Mitigation Plan. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Reid, Parsons, Ryan, Freeman and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Herrera (1)

ADMINISTRATIVE ACTION

- a. RESOLUTION – Authorizing City Manager to Enter Into Agreement for Management of Events Rental Room/Gazebo at Keizer Heritage Foundation**
- Mr. Eppley explained that this agreement was at the request of Keizer Heritage Board. He provided details of the agreement.
- Councilor Reid recused herself from discussion and vote because she is on the Keizer Heritage Board. Mayor Clark announced that she sits on the Board as a City representative and according to Mr. Johnson she can represent both interests and participate in the discussion and vote.
- Councilor Parsons moved that the Keizer City Council adopt a Resolution Authorizing City Manager to Enter into Agreement for Management of Events Rental Room/Gazebo at Keizer Heritage Foundation. Councilor Freeman seconded. Motion passed as follows:
- AYES: Clark, Parsons, Ryan, Freeman and Anderson (5)
- NAYS: None (0)
- ABSTENTIONS: Reid (1)
- ABSENT: Herrera (1)
- Mayor Clark noted that this would be reviewed in 6 months to make sure it is working for everybody.
- b. ORDINANCE – Amending**
- City Attorney Shannon Johnson reminded Council that they had asked staff to come back with this ordinance. It is being offered for their review and adoption.

**Keizer
Development
Code Regarding
Section 2.303
(Off Street
Parking and
Loading)
Amending
Ordinance 98-389**

Councilor Parsons moved that the Keizer City Council adopt a Bill for an Ordinance Amending Keizer Development Code Regarding Section 2.303 (Off Street Parking and Loading) Amending Ordinance 98-389. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Reid, Parsons, Ryan and Freeman (5)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Herrera with Anderson out of room at time of vote (2)

**c. Master Plan
Application –
Keizer Station
Area B**

Mr. Johnson reported that this matter came before Council for public hearing on July 17, 2017. Following the public hearing, it was discovered that the actual revised Traffic Impact Analysis (TIA) was not presented to Council. Staff recommends that the City Council reopen the record, accept the revised TIA, and keep the record open for written comments only until 5 p.m. on August 31.

Councilor Parsons moved to reopen the record on the Keizer Station Area B Master Plan Application, accept the revised Transportation Impact Analysis (TIA) into the record, and keep the record open for written comments regarding the TIA only until August 31, 2017 at 5:00 p.m. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Reid, Parsons, Ryan, Freeman and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Herrera (1)

**d. Keizer Station
Area A Master
Plan
Amendment to
Be Heard by
City Council**

Mr. Brown reported that ACP Holdings LLC has submitted an application for an amendment to the Keizer Station Area A Master Plan. He provided a brief history of the recent construction in the area and noted that the Keizer Development Code does not address amendments to an approved Keizer Station Master Plan. Staff is therefore recommending that Council review it for reasons explained in his staff report.

Councilor Parsons moved that the proposed Area A Master Plan Amendment be heard directly by the City Council. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Reid, Parsons, Ryan, Freeman and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Herrera (1)

**e. Surplus
Property
Report Fiscal
Year 2016-17**

Finance Director Tim Wood explained that this is a report required by City ordinance listing all items sold or otherwise disposed of over the course of the year. No action is required, it is for information only.

CONSENT CALENDAR

- A. RESOLUTION – Authorizing the City Manager to Enter Into An Agreement with Dreamland Skateparks LLC for Carlson Skate Park Repair
- B. Approval of July 10, 2017 Work Session Minutes
- C. Approval of July 17, 2017 Regular Session Minutes

Item A was pulled.

Councilor Parsons moved for approval of items B and C of the Consent Calendar. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Freeman, Reid, Ryan and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Herrera (1)

Councilor Ryan questioned if this would be a temporary fix. Mr. Eppley responded that this will fix some of the biggest issues until a permanent solution can be determined. The real fix will be to resurface it but these repairs will make the park safe until that can be done. Mr. Johnson added that Public Works Director Bill Lawyer had indicated that it may take over two years to figure out a long-term fix.

Councilor Parsons moved for approval of item A of the Consent Calendar. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Freeman, Reid, Ryan and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Herrera (1)

COUNCIL LIAISON REPORTS

Councilor Ryan reported on the Public Arts Commission story pole project and announced the Commission holiday greeting card contest.

Councilor Freeman reported on the Traffic/Bikeways/Pedestrian Committee reviewing Police Department grants and purchases of speed counters. She urged motorists to be cognizant of school children walking to school in the near future and announced that the West Keizer Neighborhood Association will begin meeting again in September.

Councilor Reid praised the success of the eclipse event and announced that one of her goals for the school year will be to recruit youth liaisons for all the committees. She urged interested students to contact her or check the city website.

Councilor Parsons announced that her life had been consumed by the eclipse event. It was a great event and worth it.

Councilor Anderson voiced appreciation for the hospitality of everyone during the eclipse and announced that he had been unable to attend the Keizer Chamber Board meeting but shared notes received regarding the meeting including the effort of the tribes towards a project at Keizer

Station. Blue Day was last Saturday; his son is playing McNary football; Lt. Copeland is a great coach.

Mayor Clark praised the community people who helped McKay High School in the completion of their turf field. She also reported on the Commissioner Breakfast and the John Knox Community Barbeque, announced upcoming Keizer Rotary Amphitheater free concerts, the State Fair and Teacher Appreciation Chamber Lunch, and urged everyone to be aware of upcoming changes with the fall: students walking to school, and start-up of neighborhood association meetings and sports activities.

OTHER BUSINESS

Chief Teague explained that the Police Department will be hiring two lateral motor officers between now and January; one is from the Police Fee the other is due to a December retirement. Mayor Clark relayed positive feedback she had received regarding officers giving instruction for safe driving rather than tickets.

WRITTEN COMMUNICATIONS None

AGENDA INPUT **September 5, 2017 (Tuesday)**
 7:00 p.m. – City Council Regular Session
September 11, 2017
 5:45 p.m. - City Council Work Session
 • Parks Tour
September 18, 2017
 7:00 p.m. City Council Regular Session

ADJOURNMENT Mayor Clark adjourned the meeting at 9:02 p.m.

MAYOR:

APPROVED:

Cathy Clark

Debbie Lockhart, Deputy City Recorder

COUNCIL MEMBERS

~ Absent ~

Councilor #1 – Laura Reid

Councilor #4 – Roland Herrera

Councilor #2 – Kim Freeman

Councilor #5 – Amy Ryan

Councilor #3 – Marlene Parsons

Councilor #6 – Bruce Anderson

Minutes approved: _____

Written Communications/Testimony and Submitted Documents

EXHIBIT "C"

Facts

FINDINGS: GENERAL

1. The property within Area B is owned owners of the following tax lots are by the City of Keizer or the Urban Renewal Agency, except for Tax Lot 6100 which is owned by Radiology Properties and Tax Lot 1000 which is owned by Salem Area Mass Transit District Northwest National, LLC:

Map and Tax Lot Number	Size (acres)
6 3W 36BC	
5500	0.01
5900	0.01
6000	2.981.83
6100	0.20
6200	0.641.80
6 3W 36BD	
1000	0.252.71
1100	0.89
1101	2.770.30
1200	0.74
1300	0.48
1400	1.45
1401	0.20.27
Total	10.6

2. The applicant for the 2010 request for a master plan, the two lot line adjustment applications and the conditional use for the small park is was the City of Keizer. The applicant for the conditional use permit to operate a transit station in Area B is was the Salem-Keizer Transit District. Those previous approvals remain intact, with the exception that the master plan approval is being modified to accommodate a 24,000 square foot building (Building B) on the west side of Keizer Station Boulevard. The proposed use for Building B is a movie theater, but this decision does not require such use. The applicant for the 2017 Master Plan Amendment is the City of Keizer. (Note: The area planned for Building B could be reconfigured into two or more buildings without amending the Master Plan; see Condition No. 25, Exhibit "E".)

3. The subject property is bounded by Lockhaven Drive/Chemawa Road on its south perimeter, McLeod Lane on its west perimeter, the Portland & Western Railroad on the east perimeter, and the southern property line of homes along the south side of Dennis Ray Ave and a portion of Aldine Drive. It is also bisected by Keizer Station Boulevard. The Marion County Tax Assessor's office identifies the property as Township 6 South,

EXHIBIT "C"