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KEIZER PLANNING COMMISSION

Wednesday, March 12, 2025, 6:00 PM

Robert L. Simon Council Chambers

1. CALL TO ORDER

2. APPROVAL OF MINUTES

a. January 2025

3. APPEARANCE OF INTERESTED PERSONS

This time is made available for those who wish to speak about an issue that is not on the agenda.

4. WALKABLE DESIGN STANDARDS: OAR 660-012-0330

a. Presentation and Discussion on Walkable Design Standards (OAR 660-012-0330)

5. NEW-OLD BUSINESS/STAFF REPORT

6. COUNCIL REPRESENTATIVE REPORT

7. COMMISSIONER REPORTING TO COUNCIL: LINDSEY KING ON MARCH 17TH - 6PM

8. NEXT MEETING: APRIL 9TH

9. ADJOURNMENT

"Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury."



MINUTES
KEIZER PLANNING COMMISSION
Wednesday, January 8, 2025
Robert L. Simon Council Chambers

- 1. CALL TO ORDER** **CALL TO ORDER:** Chair Matt Lawyer called the meeting to order at 6:00 pm.

Present:

Matt Lawyer, Chair
Jeremy Grenz, Vice Chair
Sara Hutches
Lindsey King
Fernando Lopez
Robb Witters

Absent:

Frank Hostler

Council Liaison Present:

Councilor Juran

Youth Liaison Present:

Open Position

Staff Present:

Shane Witham, Planning Director
Dina Horner, Assistant Planner
Joseph Lindsay, City Attorney
Dawn Wilson, Deputy City Recorder

2. APPROVAL OF MINUTES

- a. November 2024** Commissioner Grenz moved for approval of the November 2024 Minutes as presented. Commissioner Lopez seconded. Motion passed unanimously as follows: Lawyer, King, Grenz, Hutches, Witters, and Lopez in favor with Hostler absent.

3. APPEARANCE OF INTERESTED PERSONS

Rhonda Rich, President of West Keizer Neighborhood Association (WKNA), commented on the ordinance relating to the Planning Commission. The WKNA had a meeting and discussed the ordinance. They asked to weigh in on a few things. They agree with having no more than one voting member who shall be engaged in the same kind of occupation, business, trade, or profession.

On the section where one member shall be a nonresident of the city, WKNA feels strongly that the member should be a resident of Keizer and not just a property or business owner who lives outside of Keizer. WKNA thought three-years was sufficient and wanted to be consistent with Traffic Safety, Bikeways and Pedestrian Committee and the Parks Recreation and Advisory Board. They feel that three consecutive terms would be appropriate.

Tammy Kunz, President of the Greater Northeast Keizer Neighborhood Association (GNEKNA), and the GNEKNA agreed what Ms. Rich spoke about. The GNEKNA has discussed the ordinance and are for the three-year term limit and consecutive up to nine years. They prefer that members are Keizer residents.

4. NEW-OLD BUSINESS/STAFF REPORT

a. Discuss Ordinance: Three- year terms vs. four-year terms and residency requirements

Planning Director Shane Witham reminded the Commission of previous discussions on the Planning Commission Ordinance. He shared that the terms were discussed at a Council meeting and were referred back to the Planning Commission for input on the three-year and four-year term, term limits, and as residency requirements. The Council felt that three- to four-terms were appropriate. He noted that the Planning Commission was still allowed to make a recommendation.

Discussion ensued on the nonresident requirement for members, along with the property and business owners. City Attorney Joseph Lindsay shared that the Council wanted a rational nexus connection. A possible future area that could be impacted, such as the Urban Growth Boundary was discussed for when there would be zoning designations and comprehensive plan changes.

There was a consensus that the members agreed to have one non-Keizer resident and to allow Keizer property or business ownership and not allow a business employee.

Discussion ensued on the term amounts and limits. It was noted that the longer commissioner longevity on the board was tremendously helpful because they would have more institutional knowledge, which was really helpful. The members favored the three-year terms with a limit to serve four times on the Planning Commission.

Commissioner Witters moved for a motion under Section 2-123(b) to be changed to read no more than one member shall be a nonresident of the city and the member is a property owner or business owner of the city, that subsection (c) to keep it as three-years and the last sentence to be no appointive members shall serve more than four consecutive terms for a total of twelve years, and Section 2-124(c) to be as written. Commissioner King seconded. Motion passed unanimously as follows: Lawyer, King, Grenz, Hutches, Witters, and Lopez in favor with Hostler absent.

b. Planning Commission Rules

Planning Director Shane Witham summarized the November discussion by the Planning Commission and the changes they wanted in the Resolution. He explained that the Resolution reflects the Planning Commission's

previous recommended changes. The Council's concurred with the changes, so the Resolution simply needs to be adopted.

Commissioner Grenz moved to adopt Resolution R2025- in the matter of adopting "Rules of the Commission"; Repeal of Resolutions 83-1, 83-2, and R98-2. Commissioner Hutches seconded. Motion passed unanimously as follows: Lawyer, King, Grenz, Hutches, Witters, and Lopez in favor with Hostler absent.

**c. Planning
Commission Work
Plan 2025**

Planning Director Shane Witham provided background information and upcoming work by the Planning Commission that was listed on their 2025 work plan, and he asked the Commissioners for their input.

The Commissioners were fine with the work plan. Mr. Witham commented that the work plan was informational and invited the members to contact him or Assistant Planner Dina Horner if they wanted to see any other work done.

**5. COUNCIL
REPRESENTATIVE
REPORT**

Councilor Juran shared that several Council Members were sworn into office. Council President Shaney Starr would be Council President for another two years.

**6. COMMISSIONER
REPORTING TO
COUNCIL on
Tuesday, January
21st at 6pm:
Fernando Lopez**

Commissioner Fernando Lopez would report to the January 21st City Council meeting.

**7. NEXT MEETING:
February 12th**

Chair Lawyer shared that the Gold Star Memorial Monumental group received approval by Council for the monument to be added to the PFC Ryan J. Hill Memorial Park.

8. ADJOURNMENT

Meeting adjourned: 7:54 p.m.

Minutes approved: _____

"Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury."



To: Planning Commission
From: Shane Witham, Planning Director
Subject: Walkable Design Standards

Proposed Motion

none

I. Summary

Staff will be providing an update to Planning Commission on the Climate-Friendly and Equitable Communities (CFEC) Walkable Design Standards (OAR 660-012-0330) project. Our Consultant from MIG will present an overview and information regarding the code audit and code concepts that are being developed. MIG has provided a "Code Audit and Concepts Memo" which is attached for your reference.

II. Background

- A. The City is obligated to comply with the CFEC rules, and this project is concerned with "Walkable Design Standards" in accordance with OAR 660-012-0330.
- B. The City received consultant services support to perform a code audit, develop code concepts, and ultimately adopt necessary code changes identified to comply with the provisions of the CFEC rules (OAR 660-012-0330).
- C. Our Consultant has performed the code audit and has started working toward developing code concepts.
- D. We (Staff and consultant) conducted stakeholder interviews and presentations to a small group of Keizer Neighborhood Association board members on February 6th, as well as to the Traffic Safety/Bikeways/Pedestrian Committee (TSBP) on February 20th. These engagement efforts provided an opportunity to share an overview on the project as well as obtain input from both groups.

III. Current Situation

- A. Our consultant will present an overview and information on the project to the Planning Commission in preparation for future meetings and public hearings. We will be able to answer any questions the Planning Commission has and will obtain input from the Planning Commission on the project. Specifically, staff is looking for input on the code concepts that are being developed, in order to guide our future work in drafting necessary changes to the development code.

IV. Analysis

- A. **Strategic Impact** - n/a
- B. **Financial** - n/a
- C. **Timing** - Staff felt this was an appropriate time to provide this information to the Planning Commission in order to obtain input for future work
- D. **Policy/Legal** - The City is obligated to comply with the CFEC rules.

V. Alternatives

- A. n/a

VI. Recommendation

No action is necessary

Attachments

- 1. Keizer CFEC 0330 Code Audit&Concepts 03.05.25 - PC

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CLIMATE-FRIENDLY AND EQUITABLE COMMUNITIES (CFEC) WALKABLE DESIGN STANDARDS (OAR 660-0120 0330)

City of Keizer Code Audit and Code Concepts

Prepared by Carrie Brennecke, AICP and Andrew Parish, AICP, MIG.

Introduction

The division of Oregon Administrative Rules (OAR) 660-012 are the Transportation Planning Rules. OAR 660-12-0330 establishes land use requirements which are intended to improve walkability. The overall requirement of these rules is stated in section (1).¹

660-012-0330(1) *Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.*

These requirements apply to all areas of a jurisdiction within the urban growth boundary – both within and outside of climate-friendly areas (CFAs). This includes all commercial and residential zone districts. However, cities are not required to update site design regulations in zones with a predominantly industrial or rural character.

The Code Audit tables on the following pages identify:

- The requirements of OAR 660-12-0330,
- Implementation concepts (concepts in **bold** are from DLCD's Climate-Friendly and Equitable Communities Walkable Design Standards Guidebook, October 16, 2024, Public Review Draft); those noted as "(BP)" are suggested best practices,
- MIG's initial assessment of the City's current regulations within the Keizer Development Code (KDC), and
- Recommendations for potential amendments to the KDC.

¹ These requirements apply to regions with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer)

The Code Audit report includes the following sections:

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Section 1: Keizer Development Code Audit

Summary of Key Considerations and Potential Amendments

Part 1: Neighborhood Connectivity

- The KDC contains standards that comply with OAR 660-12-0330(3), however several of the standards are discretionary particularly in the subdivision design process. Amending the code language to make the pedestrian connection standards clear and objective will make the KDC compliant with this rule.
- The block length requirements should be amended to be consistent with the Model Code as follows: 350' in Climate Friendly Areas (CFA)/Downtown/Main Street areas where site size is greater than 5.5 acres, and 500' elsewhere. Blocks greater than 350' must have a mid-block accessway.
- The creation of new cul-de-sacs should be discouraged; consider allowing them in some cases as part of a discretionary action. It may not be feasible to prohibit cul-de-sacs outright for infill development.

Part 2: Residential Neighborhoods

- To comply with OAR 660-12-0330(5), the KDC should be amended to add requirements for multi-family and mixed-use buildings to have their primary entrance face the street. Primary entrances are not addressed (outside of the River Chery Overlay District or RCOD) in the KDC. The practical application of the orientation of primary entrances for multiple buildings should be considered.
- Consider applying maximum driveway widths and minimum driveway separation on local streets. Consistency with Public Works Design Standards will also need to be addressed with any proposed amendments.

- Consider establishing maximum setbacks no greater than 20' for some residential/mixed use zones.

Part 3: Commercial or Mixed-use Districts

- Amend the KDC to add requirements for commercial and mixed-use buildings to have their primary entrance face the street and require walkways to connect the primary entrance to the street when greater than 20' from the street. Primary entrances are not addressed (outside of the RCOD) in the KDC.
- Consider applying maximum building setbacks in mixed use and commercial zones. The implementation concept suggests a maximum setback of 0'-10' depending on the district or use. Most streets in Keizer have a 10 foot PUE that will need to be considered in the application of maximum setback standards.
- Consider parking lot location requirements similar to those present in the CO zone for other zones.
- The KDC bicycle parking requirements should be updated to provide adequate parking to meet the increasing need for travel by bicycle. The KDC must be revised to comply with specific OAR 660-012-0630 requirements, such as increasing the multi-family and mixed-use minimum bicycle parking spaces requirement and adding requirements for covered bicycle parking.

Part 4: Auto Oriented land Uses

- Revise KDC to comprehensively address drive-through facilities by providing siting and design standards for drive-throughs and examining in which districts or areas that they are permitted.

Part 5: Applicability and Exemptions

- The KDC is in compliance with OAR 660-12-0330(2). No additional exemptions or exceptions are recommended.

Part 6: Definitions

- For compliance with OAR 660-012, the definitions in KDC 1.200.04 could be revised to add definitions for ‘accessible’, ‘accessway’, and ‘pedestrian facility’.

Part 7: Transportation Facilities

- In general, the KDC is consistent with the requirements of 0330(8). Revisions to the KDC could be made to require consistency with the Transportation System Plan (TSP) as criteria for a zone change or KDC text amendment.

Part 1: Neighborhood Connectivity

APPLICABILITY: At a minimum these requirements apply to neighborhood-scale development (land divisions which include new streets) in all land use districts. [NOTE: for brevity, OAR 660-12-0330 is hereafter referred to as “0330” or the “rule”].

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:		
a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts.	Max. block length of 350’ (up to 500’ with midblock path). Midblock path (accessway) design standards. Prohibit cul-de-sac and dead-end streets (unless future street is planned). Require rectilinear street grid system (with exceptions).	Relevant Code Sections: <u>KDC 2.310.04.A block length standards</u>, Blocks should not exceed 600 feet in length between street lines, except blocks adjacent to arterial streets, or unless the previous adjacent development pattern or topographical conditions justify a variation. <u>KDC 2.310.04.B. Traffic Circulation</u>, The proposed subdivision shall be laid out to provide safe and, convenient vehicle, bicycle and pedestrian access to nearby residential areas, transit stops, neighborhood activity centers such as schools and parks, commercial areas, and industrial areas; and to provide safe and convenient traffic circulation. At a minimum, "nearby" is interpreted to mean uses within 1/4 mile which can be reasonably expected to be used by pedestrians and uses within 1 mile of the subdivision boundary which can reasonably be expected to be accessed by bicyclists. <u>KDC 2.310.04.C.2 Mid-Block Ped/Bike Accessways</u>, States the Director may require - Pedestrian/Bicycle Accessways: Public accessways to provide a safe and efficient connection from a residential area to nearby residential areas, transit stops, neighborhood activity centers, including schools, parks, shopping centers, other

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.	○ Require new internal streets to connect to all existing or planned stubbed streets that abut the site. ○ Require street connections identified in the TSP. ○ See Part 5 for exceptions to street connectivity.	community services and other commercial and industrial areas when such connections are not available by streets and when a pedestrian must go at least one quarter of a mile out of his or her way to make that connection using the street system. ○ <u>KDC 2.310.04.C.1 Stub Streets</u>, the Director may require where the potential exists for additional residential development on adjacent property. ○ <u>KDC 2.302.3. General Provisions for the Development of Steets</u> ▪ Several standards requiring continuation of streets, bicycle path and/or pedestrian accessways 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. ▪ 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. ▪ 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. ▪ Exceptions for private streets in PUDs. ▪ Cul-de-sacs permitted with the maximum length shall be 800 feet. ○ <u>KDC 2.302.9 Street Connectivity and Formation of Blocks Required</u> ▪ Public and private streets shall also conform to Section 2.302 Street Standards in the City of Keizer Development Code (Table 4.1 Street Design Standards in the TSP) with an exception for mid-block pathways (2.210.04.C). ○ <u>KDC 2.302.9 Pedestrian/Bicycle Accessways</u>. Accessways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles. Assessment: ○ The KDC partially complies with the requirements of -0330(3). In subdivision code sections states that the Planning Director may require street and pedestrian connectivity in the subdivision design process. ○ The general provisions for the development of streets also contains discretion although several standards require connected streets, pedestrian facilities, and circulation to create a connected network. ○ Cul-de-sacs and dead end streets are permitted but accessways are suggested in cases where the street network is discontinuous.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
		○ The KDC recommends block lengths of no more than 600 feet. The Model Code lists maximums of 350' in CFA/Downtown/Main Street areas and when developments are greater than 5.5 acres in size, and 500' in other cases. If the block length exceeds 350', a mid-block pedestrian/bicycle accessway must be provided. ○ Cul-de-sacs are allowed for streets up to 800 feet. The Model Code prohibits cul-de-sacs unless the applicant seeks discretionary review and meets specific criteria. Recommendation: ○ Standards are present in the KDC to address aspects of 0330(3); however, they are discretionary, using language such as “should” and “may require.” Amending the language to make the standards clear and objective is needed to make the code compliant with this rule. ○ Amend block length requirements to be consistent with the Model Code: 350' in CFA/Downtown/Main Street areas where site size is greater than 5.5 acres, and 500' elsewhere. Blocks greater than 350' must have a mid-block pedestrian and bicycle accessway. ○ Prohibit new cul-de-sacs; consider allowing them in some cases as part of a discretionary action. However, it may not be feasible to prohibit cul-de-sacs outright for infill development.
b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360 ² via pedestrian facilities.	○ Require access to abutting sites: residential developments, undeveloped property, transit stations, parks or schools, neighborhood activity centers.	Relevant Code Sections: ○ <u>KDC 2.310.04.C.2 Mid-Block Ped/Bike Accessways</u>. States the Director may require - Pedestrian/Bicycle Accessways: Public accessways to provide a safe and efficient connection from a residential area to nearby residential areas, transit stops, neighborhood activity centers, including schools, parks, shopping centers, other community services and other commercial and industrial areas when such connections are not available by streets and when a pedestrian must go at least one quarter of a mile out of his or her way to make that connection using the street system. ○ <u>KDC 2.302.3. General Provisions for the Development of Steets</u> - Several standards requiring pedestrian accessways into a future subdivision, adjacent acreage or area

² Key Destinations per OAR 660-012-0360 are locations expected to attract a higher than average rate of pedestrian, bicycle, and transit trips. These may include but are not limited to Climate Friendly Areas, transit stations, child care facilities, schools, retail and service establishments, major employers, parks, and more.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
	○ Require on-site walkways to connect to walkways on abutting property.	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. ○ <u>KDC 2.315.06 Development Standards</u> – all development <u>Connections Required</u>. The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets and transit facilities (existing or planned). Also, access to ‘<u>Adjacent Property</u>’ is required. 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. Transit Access is required from new retail, office and institutional buildings within 600 feet of an existing or planned transit facility, as identified in the TSP, shall provide for convenient pedestrian access to transit through the measures. Assessment: ○ KDC mostly complies with this rule which requires pedestrian connections to Key Destinations listed in OAR 660-012-0360. KDC requires connections to adjacent properties with a significant attractor or generator of pedestrian traffic. The KDC also may require pedestrian access to nearby residential areas, transit stops, <u>neighborhood activity centers, including</u> schools, parks, shopping centers, other community services and other commercial and industrial areas. It does not address all listed destinations. Recommendation: ○ Minor updates to KDC 2.315.06 Development Standards (for all development) to require (non-discretionary) connections to neighborhood activity centers, climate friendly areas, and other key destinations listed in OAR 660-012-0360 using clear and objective language.
c) Cities and counties shall set block length and block perimeter standards at distances that will provide for	○ Max. block length of 350’ (up to 500’ with midblock path). ○ Unless precluded by barriers, blocks must include	Relevant Code Sections: ○ <u>KDC 2.310.04.A block length standards</u>, Blocks should not exceed 600 feet in length between street lines, except blocks adjacent to arterial streets, or unless the previous adjacent development pattern or topographical conditions justify a variation. ○ <u>KDC 2.310.04.C.2 Mid-Block Ped/Bike Accessways</u>, States the Director may require - Pedestrian/Bicycle Accessways: Public accessways to provide a safe and efficient connection from a residential area to nearby residential areas, transit stops,

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.	alleys (code should include design standards for alleys).	neighborhood activity centers, including schools, parks, shopping centers, other community services and other commercial and industrial areas when such connections are not available by streets and when a pedestrian must go at least one quarter of a mile out of his or her way to make that connection using the street system. ○ <u>KDC 2.302.9 Street Connectivity</u> Alleys shall be provided in commercial and industrial zones unless other permanent provisions for access to off-street parking and loading facilities are provided, no requirement for residential zones. Assessment: ○ The KDC sets block length on subdivisions. These maximums exceed those in the model code, though they have allowance for mid-block pedestrian accessways. Additional provisions could be provided to limit block length and require (vs. allow) connectivity in new subdivision design. ○ Allies are only required in commercial and industrial zones with exceptions. They are not required in other zones. Recommendation: ○ Amend block length requirements to be consistent with the Model Code: 350' in CFA/Downtown/Main Street areas where site size is greater than 5.5 acres, and 500' elsewhere. Blocks greater than 350' must have a mid-block pedestrian and bicycle accessway. ○ Prohibit new cul-de-sacs; consider allowing them in some cases as part of a discretionary action. ○ Consider amending KDC to address alleys in residential zones. The Fire District should be involved in code updates that affect alleys.
d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.	○ Require relatively straight accessways. ○ Apply 660-012-0405(4)C for new development that includes more than one-half acre of new off-street	Relevant Code Sections: ○ <u>2.315.06 Development Standards – all development</u> Connection Required. The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets and transit facilities (existing or planned). ▪ 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). ▪ Access to Adjacent Property. If the proposed development has the potential of being a significant attractor or generator of pedestrian traffic, potential

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
	surface parking on a lot or parcel: <i>Developments must provide pedestrian connections throughout the parking lot, connecting at minimum the following, except where not practical due to site-specific conditions:</i> <i>(A) building entrances;</i> <i>(B) existing or planned pedestrian facilities in the adjacent public rights-of-way;</i> <i>(C) transit stops;</i> <i>and</i> <i>(D) accessible parking spaces.</i>	pedestrian connections between the proposed development and existing or future development on adjacent properties other than connections via the street system shall be identified. ▪ Transit Access. New retail, office and institutional buildings within 600 feet of an existing or planned transit facility, as identified in the city TSP, shall provide for convenient pedestrian access to transit through the measures listed. ○ 2.303 Off-Street Parking and Loading Does not address pedestrian or bicycle network connections. Requires that Disabled Person Parking Spaces complies with the requirements of the building code and ODOT standards. Assessment: ○ The KDC provides standards for accessways and pedestrian connectivity in new developments. Some of these standards are not clear and objective (“Walkways shall be located so that a pedestrian can conveniently walk between a transit street and the entrance(s) to a building(s).” ○ While compliance with OAR 660-012-0405 is not the focus of this audit, KDC 2.303 could be updated to require pedestrian connections throughout those parking lots that are over one-half acre. Recommendation: ○ Remove or amend requirements that are not clear and objective. ○ Add requirements for parking lots greater than one-half acre in size.

Part 2: Residential Neighborhoods

APPLICABILITY: In Keizer these requirements apply to new construction in the following Residential and Mixed-Use zoning districts:

Residential Districts ○ RS – Single Family Residential District ○ RL – Limited Density Residential District ○ RM – Residential Medium Density District ○ RH – High Density Residential District The Urban Transition (UT) district is excluded from this analysis because it serves as a holding zone that is not intended for urban development. It may be applied on an interim basis until urban services become available.	Mixed-use Districts ○ RC – Residential Commercial District ○ MU –Mixed-use District ○ CO – Commercial Office ○ CM – Commercial Mixed Use ○ RCOD – River-Cherry Overlay District
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The requirements would apply to these development types:

- Detached single-dwelling
- Middle housing
- Multiple unit dwellings
- Residential portions of mixed-use development

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
(5) Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to:		
○ Setbacks	○ Maximum setbacks (20' or less depending on the district). ○ Garage entrance (less than 5' or more than 18'). ○ Require the garage entrance to be setback behind the front building frontage.	Relevant Code Sections: ○ KDC lists the residential district development standards, including setbacks, by zoning district in separate chapters for each zone. Minimum front setbacks for residential development are: ▪ RS, RL, RM: 10 feet min; no maximum setbacks ▪ RH: 10 feet ▪ RC: 5 feet ▪ MU, CO, CM: 10 feet ▪ RCOD: 5 feet in Centers for multi-family and 0/6 feet for mixed use (otherwise base district setbacks apply) Minimum Garage setbacks:

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
		▪ RS, RM, RH, RC, MU, CO, CM: 20 feet (In no case shall a garage be set back less than the minimum front, side, and rear setbacks) ▪ RCOD: Parking not permitted in front setbacks Maximum front setbacks: ▪ RS, RM, RH, RC, MU, CO, CM: No maximum front setbacks but development standards for middle and multi-family housing limit setbacks ▪ RCOD: variable, determined by design standards Assessment: ○ There are no specified maximum setback requirements in the City's residential and mixed-use districts that support pedestrian oriented development. Minimum setbacks in residential zones are fairly moderate, which also supports walkability. In all residential zones a garage or carport entrance is required to be set back at least 20 feet. ○ The KDC complies with this rule but could consider establishing maximum setbacks as laid out in the Model Code. Recommendation: ○ Consider establishing maximum setbacks no greater than 20' for some residential/mixed use zones.
○ Lot size and coverage	○ Standards should not overly limit lot coverage and frontage. ○ Do not require a minimum lot size or maximum lot coverage, particularly in more urban areas or those with a high number of potential infill lots. (BP)	Relevant Code Sections: ○ KDC lists the residential district development standards, including lot size and coverage by zoning district, in separate chapters for each zone. ○ Minimum lot sizes in each zone are based on the housing types. In the residential zones it ranges from 4,000 sf for single-dwelling units, 5,000 sf for Triplexes, 7,000 sf for quadplexes and cottage clusters. Multi-family minimums decrease by density of the zone, and 10,000 for multi-family in RS, 9,000 in RM and 6,000 sf in HR. In the mixed-use districts minimum lot sizes per housing type are the same as the residential districts but all have a minimum of 6,000 for multi-family and no minimum lot sizes for mixed use developments. ○ Maximum lot coverage ranges from 70% in RS to 75% in RM and RH in the residential districts. In the mixed use districts the maximum lot coverage is 80% in RC, and 75%-80% in MU and 80%-85% in CO and CM for residential and mixed use development. In the RCOD maximum lot coverage is 90% for residential and mixed use development in the Centers. For all development lot coverage includes buildings and structures as well

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
		as impervious surfaces such as driveways and parking areas. Cottage cluster development is exempt from the lot coverage requirements. Assessment: ○ Lot size and coverage standards provide uniform development patterns by housing type across zones. The KDC standards are not overly restrictive in terms of minimum lot size or maximum lot coverage. Therefore, the KDC complies with this rule. Recommendation: ○ No changes recommended for compliance with this rule. However, the City could consider removing lot size and coverage requirements in the City's "more urban" zones.
○ Building orientation	○ Require main entrance to face the street (or within 45 degrees) or face a courtyard. ○ Entrance within 25' of transit street.	Relevant Code Sections: ○ <u>KDC 2.315.06.E Development Standards for all development</u> Establishes that sites at transit facilities must provide the following: 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 and provide a reasonably direct pedestrian connection between the transit facility and building entrances on the site. ○ <u>KDC 2.314 Development Standards for single-family and middle housing</u> establishes building orientation standards for single-dwelling and middle housing development that are similar to the Draft Model Code standards. All single-family homes, duplexes, triplexes, quadplexes, and townhouses shall have at least one primary building façade or entrance oriented towards the front lot line or the street. ○ <u>KDC 2.130 RCOD</u>, all buildings shall have one primary entrance facing the street. Assessment: ○ The KDC provides design standards for most housing types to ensure building entrances are oriented to the street and/or that developments create a pedestrian friendly frontage. ○ Multi-family and mixed use development do not have specific standards requiring building entrances face the street except in the RCOD and on transit streets.

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		Recommendation: ○ Revisions to the code to add requirements for multi-family and mixed use buildings to have their primary entrance face the street would aid in complying with this rule. – Flexibility for sites with multiple buildings and for narrow lots should be considered in the application of this requirement. It could be a barrier to the redevelopment of areas in Keizer to greater densities.
○ Access	○ Ground floor entries. ○ Require connections from the main building entrance to the adjacent street. ○ Driveway separation on local streets. ○ Max driveway width. ○ Max garage width (50%; up to 75% if recessed).	Relevant Code Sections: ○ <u>2.315.06 Development Standards – all development</u> Connection Required. The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets and transit facilities (existing or planned). ○ <u>KDC 2.314 Development Standards for single-family and middle housing</u> establishes a maximum garage width of 50% of the dwelling façade that faces the street. ○ <u>KDC 2.302.03</u> Provides driveway separation on arterial but not local streets. Assessment: ○ The KDC contains various standards for development that require pedestrian connections from dwelling units or main entries to the adjacent street. ○ The KDC does not contain standards for minimum driveway spacing on local streets or maximum driveway widths. ○ Maximum garage width standards are provided to reduce the visual and safety impacts of driveways and garages on pedestrians. ○ The KDC mostly complies with this rule. Recommendation: ○ Consider amending the KDC to address maximum driveway widths and minimum driveway separation on local streets. Note that Public Works Design Standards will also need to be addressed with any KDC amendments to driveways.
Other standards supporting pedestrian-friendly / sociable	○ No parking between building and street; limit percentage of parking/ circulation along street frontage (50%).	Relevant Code Sections: ○ <u>KDC 2.303.04.D-E</u> Vehicles parked outdoors in a residential zone may be parked in a driveway and must be located only within the driveways located in the front yard. (For single family and middle housing, the driveway may only be 50% of the frontage).

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development patterns	○ Require pedestrian amenities on transit streets / more urban areas. ○ Screening of surface parking areas. ○ Minimum transparency. ○ Separation of ground floor residential uses (setback and raised ground floor). ○ Transitions to residential entrances.	○ <u>KDC 2.309.05</u> requires screening and buffering for parking areas for 20 or more vehicles for multi-family developments and screening of parking areas from adjacent residential development. ○ <u>KDC 2.432.E</u> requires screening for shared parking lots that face the street for cottage clusters. ○ <u>KDC 2.314 Development Standards for single-family and middle housing</u> provides street facing windows as an option of required design features and requires windows in garage doors. ○ <u>KDC 2.315 Development Standards</u> - 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. Assessment: ○ The standards listed above support pedestrian-friendly / sociable development patterns consistent with -0330(5). In addition, the KDC provides standards that regulate frontage design and articulation to create a more pedestrian-oriented development. Recommendation: ○ No changes recommended for compliance with this rule.

Part 3: Commercial / Mixed-use Site Design Standards for Commercial and Mixed-use Districts

APPLICABILITY: In Keizer these requirements apply to the following Commercial and Mixed-use zoning districts:

Commercial Districts ○ CR – Commercial Retail District ○ CG – Commercial General District ○ EG – General Employment District (Keizer Station Plan (KSP) Area A Village)	Mixed-use Districts ○ RC – Residential Commercial District ○ MU –Mixed-use District ○ CO – Commercial Office ○ CM – Commercial Mixed Use ○ RCOD – River-Cherry Overlay District
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Development Types:

- All development types in Commercial and Mixed-Use Districts.

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(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:		
a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space	○ Maximum setback (0'-10' depending on district / use type). ○ Require main entrance to face the street (or within 45 degrees) or face a courtyard. ○ Entrance within 25' of transit street. ○ Require pedestrian connections to adjacent properties where there is an existing or planned walkway. ○ Incentivize accessible	Relevant Code Sections: Setbacks: ○ Maximum setbacks in zones: ○ RC, MU, CO, CM, CR, CG - None ○ EG – 20 ft ○ RCOD – 10ft (in Centers) ○ <u>KDC 2.130 RCOD</u> requires all buildings have at least one primary entrance facing the street, where facing means positioned at an angle of 45 degrees or less in Centers. ○ <u>KDC 2.07 RC</u> District requires pathways with developments to provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and parking areas. ○ <u>KDC 2.315.06.E Development Standards for all development</u> Establishes that sites at transit facilities must provide the following: 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 and provide a reasonably direct pedestrian connection between the transit facility and building entrances on the site.

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must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.	entrances and universal design amenities.	○ <u>KDC 2.315.06.E Development Standards for all development</u> 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. Assessment: ○ The KDC provides standards to ensure primary pedestrian entrances are oriented to the street only in the RCOD in Centers. Most mixed-use zones do not have maximum setback standards. There is a standard for building location to be 20 ft from a transit street but does not specify the building entrance. The KDC partially comply with this rule. Recommendation: ○ Consider revising the KDC to address primary building entrances orientation to the street and address maximum setbacks in mixed use and commercial zones. The RCOD has examples to draw from.
b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and	○ Prohibit vehicle parking areas between the front façade and the public street. ○ Limit percentage of parking/ circulation along street frontage (50%).	Relevant Code Sections: ○ <u>KDC 2.303.04.E Yard Parking Restrictions.</u> No parking of vehicles, trailers, boats, or recreational vehicles shall be allowed in a front yard except on a driveway. ○ <u>KDC 1.200.04 Definition Yard, Front:</u> A yard extending across the full width of the lot, the depth of which is the minimum horizontal distance between the front lot line and a line parallel to the nearest point of the foundation of the main building. ○ <u>KDC 2.108.06 CO Zone</u> - Parking must be located to the side or rear of newly constructed buildings. If located on the side, parking is limited to 50 percent of the street frontage. Assessment: ○ The KDC provides standards that prohibit vehicle parking between a building and the street in the CO zone. These standards are not present in the MU, CM, or other similar zones. ○ Parking may be located to the side of a building in some zones but limited to 50% of the street frontage. ○ Bicycle parking is permitted.

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public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.		Recommendation: ○ Consider parking lot location requirements similar to those present in the CO zone for other zones.
c) On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.	○ Require all primary buildings within 40' feet of a street to have a walkway connecting one main entrance to the street. Connections cannot exceed 120% of straight-line distance. ○ Require on-site walkways to connect to walkways on abutting property.	Relevant Code Sections: ○ <u>KDC 2.315.06 Development Standards – all development</u> ○ Connection Required. The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets and transit facilities (existing or planned). ○ 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). ○ 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. ○ Transit Access. New retail, office and institutional buildings within 600 feet of an existing or planned transit facility, as identified in the city TSP, shall provide for convenient pedestrian access to transit through the measures listed. Assessment: ○ The KDC contains several standards that require on-site accessways to be provided and connected to the public pedestrian network and to key destinations. However, some aspects of these standards are discretionary (the use of the word “convenient” for example). Recommendation: ○ Replace discretionary standards with clear and objective standards, for example replacing the word “convenient” with the standard that connections cannot exceed 120% of straight-line distance.

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d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.	○ At least one main entrance must meet the standards. ○ Primary entrance unlocked during business hours.	Relevant Code Section: ○ <u>KDC 2.130 RCOD</u> requires all buildings have at least one primary entrance facing the street, where facing means positioned at an angle of 45 degrees or less in Centers. Assessment: ○ The KDC does not require a primary pedestrian entrance for mixed-use and commercial developments to be oriented to a street except in the Centers of the RCOD. No standards in the KDC reference the primary pedestrian entrances being open during business hours. Recommendation: ○ Keizer could consider revising the Code to require primary building entrance to face the street in mixed use and commercial zones. A definition for 'Primary Entrance' should be added to the KDC definitions. ○ Exception process should be established for master planned developments such as Keizer Station Plan.
e) Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.	○ Require walkway network to connect all main entrances >20' from the street, and provide connections to parking areas, bicycle parking, recreational areas, common outdoor areas, and pedestrian amenities. ○ Require walkways through large parking lots (>21,780 SF).	Relevant Code Sections: ○ <u>2.315.06 Development Standards – all development Connections Required.</u> The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets and transit facilities (existing or planned). ▪ '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. ▪ Transit Access is required from new retail, office and institutional buildings within 600 feet of an existing or planned transit facility, as identified in the city TSP, shall provide for convenient pedestrian access to transit through the measures. ▪ 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

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
	Require connections to the street every 250-300'. ○ Walkway material and width standards. Require differentiation for walkways crossing or parallel to vehicle areas. ○ Optional lighting and sustainability standards for walkways.	separated by a raised curb or other physical barrier from the auto travel lane and parking. ▪ Lighting. Lighting shall be provided for all walkways. Pedestrian walkways must be lit to a level where the system can be safely used at night by employees and customers. ▪ Dimensions. Walkways shall be at least five feet in paved unobstructed width. Walkways that serve multiple uses or tenants shall have a paved minimum unobstructed width of eight feet. ▪ 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. Assessment: ○ The KDC requires all developments to provide pedestrian facilities and a connected pedestrian network. Large parking areas are required to provide landscaping. The KDC generally complies with this CFEC requirement. ○ The description of “having the potential of being a significant attractor or generator of pedestrian traffic” is not defined in a clear and objective way. Recommendation: ○ The City could consider revisions to the KDC to require walkways connecting to the street when main entrances are more than 20’ from the street. ○ Revise requirements to use clear and objective language where needed.
f) Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must	○ Orient at least one main entrance within 25 feet of the highest transit classification street. ○ Require pedestrian amenity spaces where max building setback not met.	Relevant Code Sections: ○ KDC 2.315 requires new retail, office and institutional buildings within 600 feet of an existing or planned transit facility, as identified in the city TSP, to provide for convenient pedestrian access to transit. Sites at transit facilities are required to: ▪ Locate buildings within 20 feet of the transit facility, a transit street, or an intersecting street ▪ Provide a pedestrian plaza at the transit facility or a street intersection ▪ Provide a reasonably direct pedestrian connection between the transit facility and building entrances on the site ▪ Provide a transit passenger landing pad accessible to disabled persons

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.	○ Require additional transit facilities where evidence of projected transit ridership or other transit impacts is presented.	▪ Provide an easement or dedication for a passenger shelter if requested by the transit provider ▪ Lighting at the transit facility Assessment: ○ The KDC provides standards in commercial developments to account for transit stations in site design. The KDC complies with this requirement. ○ Requirements for a “reasonably direct pedestrian connection” and use of the word “convenient” are not clear and objective. Recommendation: ○ Revise requirements to use clear and objective language where needed.
g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630. ³	○ Apply in all zones. While OAR 660-012-0330 requires bicycle parking in Commercial and Mixed-use districts, OAR 660-012-0630	Relevant Code Sections ○ KDC 2.303.08 Bicycle Parking ▪ Bicycle parking is required in all public and semi-public commercial, multi-family, industrial and park-and-ride lots. The requirement is based on the automobile parking required; one space plus 5% of the auto spaces required rounded up to the next whole number. ▪ Bicycle parking requirements include: space size, location standards, rack design standards, access standards.

³ 660-012-0630

Bicycle Parking

(1) Cities and counties shall require and plan for adequate parking to meet the increasing need for travel by bicycle and other small-scale mobility devices.

(2) Cities and counties shall require bicycle parking for the following uses:

(a) All new multi-unit development or mixed-use development of five residential units or more as provided in section (3); (b) All new retail development; (c) All new office and institutional developments; (d) All major transit stops, and any park-and-ride lots that require land use approval; and (e) Any land use where off-street motor vehicle parking is mandated.

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	requires it for a range of uses in all zones.	Assessment: ○ The KDC applies bicycle parking to all commercial and mixed-use zones and is generally consistent with OAR 660-012-0630, however, the multifamily and mixed use bicycle parking requirements do not meet the OAR requirement of one half covered bicycle space per unit, and overall the 5% of bicycle parking spaces per required auto parking spaces could be interpreted as not providing adequate parking to meet the increasing need for travel by bicycle. Recommendation: ○ The KDC bicycle parking requirements should be updated to provide adequate parking to meet the increasing need for travel by bicycle and add requirements for covered bicycle parking. ○ KDC should be updated to meet the OAR requirement of one-half of a covered bicycle parking space per unit for multi-unit and mixed-use residential uses. Clarify if covered bicycle parking spaces are allowed within dwelling units.
h) These site design land use regulations need not apply to districts with a predominantly industrial or	○ Do not apply these standards to industrial or agricultural land.	○ The City applies some of the pedestrian friendly standards to industrial land.

(3) Cities and counties shall require a minimum of one-half of a covered bicycle parking space per unit for multi-unit and mixed-use residential uses. Cities and counties may:

(a) Allow for reductions or exemptions to the minimum parking requirement based on development-specific considerations; and (b) Exempt or reduce the minimum parking requirement for certain types of residential uses that are likely to have less future demand for bicycle parking.

(4) Cities and counties shall adopt development regulations requiring all required bicycle parking provided must:

(a) Either allow ways to lock at least two points on a bicycle, or be within a lockable space only available to authorized users;

(b) Be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from stairs, other parked bicycles, walls, or other obstructions; (c) Be in a location that is convenient and well-lit; and

(d) Include bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles.

(5) Cities and counties shall provide for public bicycle parking and allow and provide for parking and ancillary facilities for shared bicycles or other small-scale mobility devices in climate-friendly areas, Metro Region 2040 centers, and near key destinations identified as provided in OAR 660-012-0360.

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agricultural character.		
Other standards supporting pedestrian-friendly / sociable development patterns	Ground floor of nonresidential and mixed-use buildings: ○ Min transparency (50-75%). ○ Weather protection along 50-75% of façade within 5' of ROW. ○ Driveway separation on local streets. ○ Max driveway width and max garage width. ○ Screening of surface parking areas.	Relevant Code Sections: ○ KDC 2.315.06.B requires in the CM, CR, and MU zones, all street-facing elevations shall have no less than 50 percent of the ground floor wall area with windows, display areas or doorway openings. ○ KDC 2.130.10 Urban Design Standards in Centers of the RCOD requires a minimum of 50% of the ground floor wall area of non-residential or mixed-use buildings shall contain windows, display areas, or doorway openings. ○ KDC 2.315.06 Development Standards for all development requires any portion of a walkway located within three feet of a building frontage shall be covered with awnings or building overhangs, in the EG zone buildings with over 300 ft of frontage are required to have 33% weather protection along the building frontage. ○ KDC 2.303 provides screening and landscape requirements for parking areas. Assessment: ○ <i>The KDC includes various other standards that are not required by CFEC which further promote pedestrian oriented design.</i> Recommendation: ○ No revisions to the KDC are required.

Part 4: Auto Oriented Land Uses

APPLICABILITY: These standards apply in all land use districts, although these uses are primarily found in commercial districts.

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(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements:		
a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle.	○ Require drive-through facilities to provide one walk-up service area or window. ○ Prohibit service areas and stacking lanes between the building and a street lot line. (Note: Vehicle Service Uses are exempt, as stated in the Guidebook) ○ Stacking lanes designed so that they do not prevent access to parking stalls. ○ Require driveway entrances and stacking lane entrances to be at least 50 feet from any street intersection.	Relevant Code Sections: ○ KDC 2.103 RCOD applies development standards to auto-oriented uses and developments on properties fronting River Road, Lockhaven Drive, Chemawa Road, and Cherry Avenue within Centers. Auto oriented uses require a Conditional Use Permit (CUP). ○ Drive-through facilities (new) are not allowed in CR, CO, CG or RC districts. ○ Drive-through facilities are allowed in the MU and limited parts of the CM districts. Assessment: ○ <i>The KDC does not allow drive-thru facilities in most of its commercial and mixed use zones and requires a Conditional Use permit for the use in the RCOD.</i> ○ <i>The KDC does not provide design standards for drive-through uses generally in the code.</i> ○ <i>Keizer Station Mater Plan in the EG zone addresses drive-through standards.</i> Recommendation: ○ The Code could be revised to address drive-through facilities and additional standards.

b) Outside of climate-friendly areas, cities and counties may provide for exemptions to this rule in cases where an auto-oriented land use cannot reasonably meet the standards of this rule. Standards developed in cases of an exemption must protect pedestrian facilities.	○ Provide exemptions outside of CFAs, provided pedestrian facilities are protected.	Relevant Code Section: ○ KDC 2.103 RCOD applies development standards to auto-oriented uses and develops on properties fronting River Road, Lockhaven Drive, Chemawa Road, and Cherry Avenue within Centers. Auto oriented uses require a CUP. ○ KDC 2.110.05.C <u>CM Zone</u> allows auto-oriented uses in the zone except they are prohibited from any property fronting certain specified sections of River Road or Chemawa Road and Area B of the Keizer Station Plan. Assessment: ○ The City is currently evaluating three potential Climate Friendly Areas: Lockhaven Center, Chemawa Center, and Cherry Center. Recommendation: ○ Additional exemptions are not needed given current zoning requirements, if the Climate Friendly Areas are consistent with the areas in the Centers in KDC 2.103 RCOD and the area described in KDC 2.110.05.C. of the Commercial Mixed Use district.
Other Standards.	○ Prohibit drive-through facilities in downtown and main street districts.	Relevant Code Section: ○ Drive-through facilities (new) are not allowed in CR, CO, CG or RC districts. ○ Drive-through facilities are allowed in the MU and limited parts of the CM districts. ○ KDC 2.103 RCOD applies development standards to auto-oriented uses and developments on properties fronting River Road, Lockhaven Drive, Chemawa Road, and Cherry Avenue within Centers. Auto oriented uses require a CUP. Assessment: ○ <i>The KDC allows drive-through facilities in some commercial and mixed use zones and requires a Conditional Use for the use in the RCOD (which can be considered the downtown and main street districts). The Keizer Station Mater Plan in the EG zone addresses drive-throughs in the master plan area.</i>

		Recommendation: Consider prohibiting new drive-through facilities in other districts as appropriate or at minimum requiring a CUP for drive-through facilities similar to the RCOD for auto oriented uses.
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Part 5: Applicability and Exemptions

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:		
	Allow exemptions if physical conditions or existing structures make compliance with the standard impractical. Conditions on a site include but are not limited to the conditions listed in OAR 660-012-0330(a-g).	Assessment <i>The KDC provides some exceptions to CFEC related requirements when existing conditions or circumstances make compliance with design requirements impractical.</i> Recommendation: - No additional exemptions or exceptions recommended.

Part 6: Definitions

Definitions for OAR 660-012 are in 660-012-0005 and by reference in ORS 197.015, 197.303, and 197.627. Those noted in the table below are of particular relevance to the requirements of OAR 660-012-0330.

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660-012-0005 Definitions. For the purposes of this division, the definitions contained in ORS 197.015, 197.303, and 197.627 shall apply unless the context requires otherwise. In addition, the following definitions apply:		
(3) “Accessible” means complying with the applicable standards of ORS 447.210 through 447.280, and where applicable, with ORS 447.310.	[not used in model code]	Relevant Code Section: ○ KDC 1.200.04 Definitions does not have a definition of accessible and it is not defined in the code. Assessment: ○ Not addressed in KDC. Recommendation: ○ A definition for ‘accessible’ consistent with ORS 447.210 through 447.280, and where applicable, with ORS 447.310 could be added to KDC 1.200.04 Definitions.
(4) “Accessway” means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where	○ Accessway. Any off-street path or walkway designed and constructed for use by pedestrians and/or bicyclists where such routes are not otherwise provided by the street system.	Relevant Code Section: ○ KDC 2.310.05 provides standards for pedestrian and bicycle “accessways” ▪ Minimum dedicated width: 10 feet ▪ Minimum improved width: 10 feet ▪ Maximum length: 250 feet. A clear line of vision for the entire length of the accessway shall be required. ▪ Lighting shall be provided illuminating any walkway exceeding 150 feet in length to a level where the system can be used at night. Lighting shall be included in the lighting district(s) established for the subdivision. ▪ The accessway shall be designed to prohibit vehicle traffic.

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accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.		Assessment: ○ The KDC includes standards for accessways consistent with the definition with the CFEC definition of ‘accessway’. Recommendation: ○ A definition for ‘accessway’ could be added to KDC 1.200.04 Definitions.
(8) “At or near a major transit stop”: ⁴ “At” means a parcel or ownership that is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. “Near” generally means a parcel or ownership that is within 300 feet of a major transit stop. The term “generally” is intended to allow local governments through their plans and ordinances to adopt more specific definitions of these terms considering local needs and circumstances consistent with the overall objective and requirement to provide convenient pedestrian access to transit.	[not used in Model Code]	Assessment: ○ The terms ‘At’ or ‘near’ a major transit stop are not used in the KDC. Recommendation: ○ No changes needed.
(34) “Pedestrian facility” means a continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian facilities include but are not limited to sidewalk s, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian facilities are generally hard	[not used in Model Code]	Assessment: ○ The term “Pedestrian Facility” is not used in the KDC. Recommendation: ○ A definition for ‘pedestrian facility’ consistent with the ORS definition could be added to KDC 1.200.04 Definitions

⁴ Note: OAR 660-012-0330(4)(f) uses the phrase “sites adjacent to a transit stop or station,” rather than “at or near a major transit stop.”

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
surfaced. In parks and natural areas, pedestrian facilities may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian facilities may also include rights of way or easements for future pedestrian improvements.		
(65) “Walkway” means a hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.	○ Pedestrian Connection. A route between two points intended and suitable for pedestrian use. Pedestrian connections include, but are not limited to, accessways, sidewalks, walkways, stairways and pedestrian bridges. ○ Walkway. A transportation facility built for use by pedestrians, usually located outside a street right-of-way or tract.	Relevant Code Section: ○ KDC 2.315.06 defines “walkway” as a hard surfaced area intended and suitable for use by pedestrians, including both public and private sidewalks. Assessment: ○ Consistent definition provided in the KDC. Recommendation: ○ Update definition for ‘walkway’ consistent with the ORS definition, noting common location outside street right-of-way.

Part 7: Transportation Facilities

NOTE: The Model Code does not provide implementation concepts for these requirements.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
(8) Cities and counties must implement land use regulations to protect transportation facilities, corridors, and sites for their identified functions. These regulations must include, but are not limited to:		
(a) Access control actions consistent with the function of the transportation facility, including but not limited to driveway spacing, median control, and signal spacing;	○ Driveway spacing, median control, and signal spacing standards tied to functional classifications. (These may be in the Engineering Design Standards rather than development code).	Relevant Code Section: ○ <u>KDC 2.302.03.N</u> provides access control standards for streets including arterial access spacing standards. ○ Keizer Design Standards Chapter 3 - Streets– provides standards for driveway spacing, median control, bikeways, and signal spacing. ○ <u>KDC 2.302.9 Street Connectivity and Formation of Blocks Required</u> ○ Public and private streets shall also conform to Section 2.302 Street Standards in the City of Keizer Development Code (Table 4.1 Street Design Standards in the TSP). Assessment: ○ The KDC regulates driveway spacing based on the classification of the street, size, and location of the site (for arterials only). The City of Keizer Design Standards -Streets, complies with this CFEC requirement. Recommendation: ○ No updates recommended.
(b) Standards to protect future construction and operation of streets, transitways, paths, and other transportation facilities;	○ Require consistency with the TSP.	Relevant Code Section: ○ <u>KDC 2.302.9 Street Connectivity and Formation of Blocks Required</u> Public and private streets shall also conform to Section 2.302 Street Standards in the City of Keizer Development Code (Table 4.1 Street Design Standards in the TSP) ○ <u>KDC 2.302.03 Continuation of Streets.</u> 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
		<u>Future extension of streets.</u> 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. Assessment: ○ <i>The KDC contains standards to protect the future construction and operation of streets, paths, etc. and complies with this CFEC requirement.</i> Recommendation: ○ No revisions are recommended.
(c) Standards to protect public use airports as provided in OAR 660-013-0080;	○ Airport overlay district standards.	Relevant Code Section: ○ Not relevant to City of Keizer.
(d) Processes to make a coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;	○ Require Public Works / Engineering approval of plans. ○ Require a TIA if substantial impact to transportation facilities is expected.	Relevant Code Section: ○ KDC 2.301.04 requires a Traffic Impact Analysis to be submitted to the City with a development application if the development involves one more specific action. ○ KDC requires that for all land divisions and pre-applications that the Public Works Director shall determine that public facilities and transportation systems can adequately serve the site and comply with the adopted plans and standards. ○ KDC 3.110.04 requires all zone change applications demonstrate adequate transportation networks are in place or are planned to be provided concurrently with the development of the property. Assessment: ○ <i>The KDC contains standards to ensure that land use decision affecting transportation facilities must demonstrate adequate capacity and consistency with adopted plans.</i> Recommendation: ○ No revisions are recommended.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
(e) Processes to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites for all transportation modes;	Establish regulations for conditions of approval based on impacts to transportation facilities.	Relevant Code Section: - KDC 3.202.04 states the City may attach conditions of approval to land use decisions to ensure the proposal fulfills of the need for public service demands created by the proposed use. Assessment: <i>The KDC allows the City to require conditions of approval to a land use decision.</i> Recommendation: - No revisions are recommended.
(f) Regulations to provide notice to public agencies providing transportation facilities and services, railroads, Metropolitan Planning Organizations, the Oregon Department of Transportation, and the Oregon Department of Aviation of: (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications that affect private access to roads; and	Require notice to relevant transportation agencies for the applications listed in OAR 660-012-0330(f)(A-D).	Relevant Code Section: - KDC 3.202.04 requires notice to affected government agencies entitled to notice per intergovernmental agreements including notice of projects affecting state transportation facilities will be sent to ODOT. Assessment: <i>The KDC requires the City to contact ODOT or other relevant agencies when a state transportation facility is affected. Airport requirements are not applicable to Keizer.</i> Recommendation: - No revisions are recommended.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
(D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations. (g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.	Require amendments to the Zoning Code, Zoning Map, or Comprehensive Plan to be consistent with the TSP.	Relevant Code Section: - KDC 3.111 describes review criteria for development code amendments but does not specify consistency with the TSP. - KDC 3.110 describes review criteria for zoning map amendments. The amendment must demonstrate that adequate public facilities, services, and transportation networks are in place or are planned to be provided concurrently with the development of the property. Assessment: <i>Development code and zoning map amendments are required to consider the comprehensive plan and existing transportation facilities. However, consistency with the TSP is not specified.</i> Recommendation: - Revisions to the KDC could be made to require consistency with the “functions, capacities, and performance standards” of facilities in the TSP as criteria for a Zone change or KDC amendment.

Section 2: Code Concepts for Potential Code Amendments

Introduction

This section describes Code Concepts which address the findings of the Keizer Development Code (KDC) Audit found in Section 1. Code concepts are simplified and conceptual descriptions of potential development code provisions that could achieve a particular goal, along with potential locations of changes within the KDC. The intent is to get preliminary input and direction on the concepts from City staff and decision makers before drafting detailed code language.

Neighborhood Connectivity

Block Length & Block Perimeter Standards

Concept: Update block length & perimeter requirements consistent with the Walkable Design Standards Guidebook and Model Code

- Maximum block length
 - CFA/Downtown/Main Street areas: 350 foot block length and 1,200 feet perimeter
 - All other residential, commercial and mixed use zoned areas: 500 foot block length and 1,600 perimeter
- Apply standard only when development site size is greater than 5.5 acres – recognizing that there are few of these locations in Keizer today.
- Blocks whose length and perimeter exceed the maximum must provide accessway (see below) for pedestrian/bicycle connectivity.

Location(s) of Code amendment(s): KDC 2.310.04. Design Standards for Subdivisions-Block Length

Accessways

Concept: Provide clear and objective requirement that blocks that exceed the block length and perimeter standards above must have a mid-block accessway; provide design standards for accessways. Walkable Design Standards Guidebook and Model Code & other jurisdictions provide examples.

- Minimum 15-foot total width
- 8-foot asphalt or concrete path with a maximum slope of 5 percent
- Landscape plantings between the path and edge of the accessway, subject to landscaping standards
- Maximum length of 300 feet between streets
- Minimum and maximum lighting standards (e.g., 2-4 foot-candles)

Location(s) of Code amendment(s): KDC 2.310.04.C&D Mid-Block Ped/Bike Accessways and Design Standards

Cul-de-sacs

Concept: Prohibit new cul-de-sacs, except as part of a discretionary action when necessary to provide flexibility for in-fill development; establish approval criteria for discretionary action.

Location(s) of Code amendments: KDC 2.302.3. General Provisions for the Development of Steets

Residential Neighborhoods

Primary Building Entrances

Concept: Add requirements for multi-family and mixed-use buildings to have their primary entrance face the street.

- Require at least one main entry for multi-family building or mixed-use building to meet the entry orientation standards
- For multi-family developments with frontage on a local street, require at least [25%] of ground floor dwelling units with individual entries to have at least one main entrance that meets the standards.
- Provide exceptions for situations that make primary entrance orientation impractical, such as site dimensions, topographic constraints, etc.
- Entry orientation (from Model Code). All buildings within 40 feet of a street lot line must have at least one main entrance that meets one of the following standards:
 - The entrance must be within 8 feet of the longest street-facing façade of the building and must either face the street; be at an angle of up to 45 degrees from the street; or open onto a covered porch that must be at least 25 square feet in area.
 - The entrance must face a courtyard that abuts the street and must be no less than 15 feet in width.
- Add definition for 'primary entrance' to KDC consistent with the Model Code

Location of Code amendment(s) KDC 2.315.06.E Development Standards for all development; KDC Definitions 1.200

Maximum Driveway Widths and Minimum Driveway Separation for Local Streets

Concept: Add a maximum driveway width for all single-family and middle housing driveways of 24 feet, regardless of the garage size. Clarify that maximum widths apply only to new development, not to modification of an existing driveway. On local streets require separation between driveways for single-family and middle housing; Public Works Design Standards will also need to be addressed with this proposed amendment.

Location of Code Amendment; KDC 2.314 Development Standards for single-family and middle housing; Public Works Design Standards

Maximum Setbacks in Residential & Mixed Use Zones

Concept: Add a maximum setback of 20 feet for residential and non-residential development in higher density zones (RM, RH, RC, MU, CO, CM)

Location(s) of Code amendments: The maximum setback would be added to the yard setback requirements of the dimensional standard for the applicable zoning districts. Example KDC 2.105.05.B is the location of the Dimensional Standards for the High-Density Residential District.

Commercial and Mixed-use Districts

Primary Building Entrances

Concept: Add requirements for nonresidential development to have primary ground-floor entries oriented to the street and require walkways to connect the primary entrance to the street when greater than 20' from the street.

- Require primary structures to have their main entrance placed close to the streets, with a direct pedestrian connection to the sidewalk.
- Require the entrance to be emphasized with architectural features to distinguish it as the main entrance.
- Provide exceptions for situations where street orientation is impractical, such as site dimensions, topographic constraints, location in a Master Planned Development (i.e., Keizer Station) etc.

Location(s) of Code amendments: KDC 2.315.06 Development Standards – all development

Maximum Building Setbacks

Concept: Add maximum setback of 10' (same as for centers in ROCOD) to the commercial zones and a 10' maximum setback for commercial or mixed-use buildings in mixed-use zones.

Location(s) of Code amendments: The maximum setback would be added to the yard setback requirements of the dimensional standard for the applicable zoning districts. Example KDC 2.109.07.B is the location of the Dimensional Standards for the Commercial Retail (zone).

Parking Lot Locations

Concept: Add requirement for all commercial and mixed use zones that parking must be located to the side or rear of newly constructed buildings. If located on the side, parking is limited to 50 percent of the street frontage. This requirement is currently in effect for the KDC 2.108 Commercial Office Zone and is similar to the Model Code.

Location(s) of Code amendments: The parking lot location standard would be added to the off-street parking requirements of the development standards in the commercial and mixed-use zoning districts. For example, 2.106.08.A is the off-street parking requirements for the Commercial Retail Zone.

Bicycle Parking

Concept: Add requirement for multi-unit and mixed-use residential uses that one-half of the required bicycle parking space per unit must be covered. Add clarification that bicycle parking spaces in dwelling units are not counted towards the required bicycle parking spaces.

Location(s) of Code amendments: KDC 2.303.08 Bicycle Parking

Auto Oriented Land Uses

Drive-through Facilities

Concept: Make drive-through facilities Conditional Uses in all zones where currently permitted outright (exemption for EG zone/Keizer Station). This would apply to the MU and CU Zones. A CUP for drive-through facilities is required currently in the ROCOD in Centers.

Concept: Add development standards for drive-through facilities consistent with the Model Code

- Require walk-up service windows where drive-up service windows are proposed and provide standards for walk-up windows.
- Require pathways that cross drive-up lanes to be raised, marked, or otherwise differentiated from the drive-up stacking area.
- Require driveway entrances, including stacking lane entrances, to be at least 50 feet from any street intersection.
- Clarify that the drive-through facility development standards are not applicable in the EG zone/Kaiser Station Master Plan.

Location(s) of Code amendments: KDC2.110 Commercial Mixed Use; KDC 2.107 Mixed Use; KDC 2.315.06 Development Standards – all development

Definitions

Definitions

Concept: Add definitions for ‘accessible’, ‘accessway’, primary entrance’ and ‘pedestrian facility’, consistent with the OARs.

Location(s) of Code amendments: KDC Definitions 1.200