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KEIZER PLANNING COMMISSION

Wednesday, June 11, 2025, 6:00 PM

Robert L. Simon Council Chambers

930 Chemawa Road NE

Keizer, Oregon

1. CALL TO ORDER

2. APPROVAL OF MINUTES

a. May 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. PUBLIC HEARING:

5. NEW-OLD BUSINESS/STAFF REPORT

a. Discussion on Walkable Design Standards (OAR 660-012-0330): Draft Code Language

6. COUNCIL REPRESENTATIVE REPORT

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

8. NEXT MEETING: JULY 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, May 21, 2025
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

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
Robb Witters

Council Liaison Present:
Councilor Juran

Youth Liaison Present:
Open Position

Absent:
Fernando Lopez
Frank Hostler
Lindsey King

Staff Present:
Shane Witham, Planning Director
Joseph Lindsay, City Attorney
Adam Brown, City Manager
Dawn Wilson, Deputy City Recorder

2. ANNUAL VOLUNTEER RECOGNITION ~ by Leslie Risewick Leslie Risewick, member of the Volunteer Coordinating Committee, recognized the Community Diversity Engagement Committee volunteers, acknowledged the proclamation, read a sentiment, and handed out City of Keizer lapel pins, cookies, and Certificates of Appreciation.

3. APPROVAL OF MINUTES

a. March 2025 Commissioner Grenz moved for approval of the March 2025 Minutes as presented. Commissioner Witters seconded. Motion passed unanimously as follows: Lawyer, Grenz, Hutches, and Witters in favor with Lopez, King, and Hostler absent.

4. APPEARANCE OF INTERESTED PERSONS The interested persons testified during the Public Hearings.

5. PUBLIC HEARING:

a. Text Amendment Case 2025-06: Amending Keizer Code Appendix A - Development Code Section 2.110 - Commercial Mixed Use (related to auto-oriented uses)

Chair Lawyer announced that the Planning Commission would consider a text amendment case 2025-06 amending Keizer code appendix A development code section 2.110 – Commercial Mixed Use related to auto-oriented uses.

Chair Matt Lawyer opened the floor for the Public Hearing at 6:03 p.m.

Planning Director Shane Witham shared that this was the first public hearing tonight was for a text amendment to modify the Commercial Mixed-Use zoning designation.

Mr. Witham summarized the Keizer Station Area B Zoning Discussion as follows:

Keizer Station was divided into four subareas (A, B, C, and D). Area B, located West of the train tracks and north of Lockhaven, includes the transit center and mostly City-owned land, except for a small parcel called the docks. The area was zoned Commercial Mixed-Use (CM) with longstanding use restrictions prohibiting drive-thrus and auto-oriented businesses, originally carried over from a different part of the City to manage traffic congestion.

Recently, a development group interested in purchasing City-owned land in Area B (including Raising Cane’s and Terra Firma LLC) requested the City to amend the zoning code to allow drive-thru restaurants and gasoline service stations as conditional uses instead of outright prohibiting them. This change would enable projects like Raising Cane’s drive-thru to move forward.

The staff report noted this request also involved cleaning up outdated zoning language leftover from the 2019 River Road revitalization plan, where similar restrictions were replaced by a new overlay district. The proposed amendment would clarify that drive-thrus and gas stations could be conditionally approved in Area B, subject to City-imposed conditions to address traffic, esthetics, and other concerns.

The Planning Commission was asked to consider whether allowing these uses as conditional was appropriate and if any additional specific conditions should be included. This text amendment was a City-initiated process, not a developer-driven land use application, which would come later if the zoning was changed.

The existing Master Plan for Area B currently envisions office, retail, and a movie theater but would need amending language to accommodate any new proposals. Future development applications would undergo public hearings and more detailed review by Planning Commission and City Council.

Chair Lawyer acknowledged receipt of written testimony from Emily Holden with a letter in support and from Kristofer Rash with a letter in opposition of the amendments.

Brittany Randall, Salem, owner and principal planner at Brand Land Use, expressed support for the City's proposed amendments and noted that she submitted information to the City. She acknowledged that additional reviews, including a transportation impact analysis, had already been completed and would occur before any development. She believed it was possible to accommodate multiple uses that serve all transportation modes while completing the development of the area in Keizer.

Robert Vann, Development Manager for Raising Canes, shared that his first location in Oregon has considerably less square footage than what Mr. Witham mentioned, and he was in support of the project and site.

Tasha Rash, Keizer and representative of the Greater Gubser Neighborhood Association, and Kim Peggels, Keizer. Ms. Rash opposed allowing a gas station in Area B, citing it as a threat to the livability and safety of the nearby Gubser neighborhood. She expressed concerns about increased noise, pollution, and constant traffic, especially at the McLeod entrance, which would lengthen, stress commutes, and disrupt the community's peaceful environment. She also said the change would reduce neighborhood attractiveness, lower home values, and damage community pride.

Ms. Peggles supported Raising Cane's but opposed the gas station at that location due to severe traffic congestion on McLeod, especially from Whiteaker traffic. She highlighted serious safety risks to students and pedestrians who walk along McLeod to local schools, noting the need for an updated traffic impact analysis, because the last one was done in 2017, due to recent housing growth. She also raised concerns about the impact on the neighborhood's charm and requested more public hearings to involve the community.

Mr. Witham clarified the current process was a general zoning amendment, not a specific development proposal with site plans or engineering studies yet. Any actual development would require a new or amended Master Plan, public hearings before the Planning Commission, detailed reviews including traffic and site design, and City Council approval. Tonight's hearing was about whether to allow drive-thrus and gas stations as conditional uses. Future hearings would address specific project details, allowing more focused community input.

Overall, safety concerns for students and residents due to increased traffic were emphasized as a key issue by opponents.

Alvin J (AJ) Nash, Aumsville, landscape and real eState broker, expressed

care for the Keizer Lights area and noted potential future developments like apartments with height considerations and three access points on McLeod traffic. Mr. Nash supports the text amendment to allow drive-thrus, believing it would help direct traffic to I-5 and ease side street congestion. He clarified the amendment addresses allowed uses, not specific projects. He spoke about current zoning permits for apartments and medical offices with traffic and height safeguards. The gas station would mainly serve local residents. He trusts the local developer's commitment and emphasized that future developments would face thorough reviews and community input.

Commissioner Grenz asked about the process for requiring updated Traffic Impact Analysis (TIAs) with Master Plan amendments or conditional use permits.

Mr. Witham explained that Master Plan amendments in Keizer Station Area B have limits—no increase in square footage or traffic was allowed without a full new Master Plan, which was costly and time-consuming. Existing TIAs define allowed uses and traffic levels, including restrictions like limited access points. For conditional use permits, applicants must demonstrate adequate transportation facilities and safety. While the existing code includes some gas station-specific provisions from past cases, any new traffic or safety concerns raised by the Planning Commission could prompt additional requirements or language changes.

Mr. Witham acknowledged the need for clearer code language to ensure thorough traffic scrutiny by relying on traffic engineers' expertise.

Commissioner Grenz summarized that amendments require traffic evaluations confirming no increased impact, typically via a memo, and Mr. Witham agreed.

Commissioner Hutches asked if drive-thru restaurants and gas stations must be considered together or separately. Mr. Witham said the Planning Commission could recommend separate language for each since they are a policy advisory body.

Commissioner Grenz inquired whether a new Master Plan for Area B would require a new TIA. Mr. Witham explained that a full new Master Plan would trigger a new TIA, while an amendment was limited by no increase in building size or traffic. He noted some uncertainty whether future proposals would be amendments or new Master Plans.

Commissioner Witters questioned how significantly different uses like a movie theater or doctor's office relate to current proposals since their size and impact differ. Mr. Witham clarified that the original Master Plan for Area B envisioned community-serving retail and medical uses would be consistent with the transit center's presence. The key test was whether new proposals

align with the area's purpose and objectives, which the applicant must justify and staff must evaluate.

On the question about traffic access on McLeod, Mr. Witham said that access points shown in the Master Plan could be reconsidered during amendments or new plans. He acknowledged traffic was a major community concern and that decisions rely heavily on expert traffic engineering analyses to ensure transportation systems can handle proposed development.

Chair Lawyer explained that the issue before the Commission was a text amendment to Section 2.110, the Commercial Mixed Use (CM) zone. While it feels like a "chicken and egg" situation—since it's hard to consider the text without thinking about potential projects—the focus was strictly on policy and permitted uses, not any specific development. He acknowledged significant traffic concerns in the area, noting past incidents and community sensitivity.

It was asked whether the CM zone applies only to Keizer Station or City-wide. Mr. Witham responded that the zoning generally applies City-wide unless superseded by overlay districts, such as River-Cherry Overlay District (RCOD). He noted Area B in Keizer Station was one of the last remaining CM zoned areas, since River Road properties were changed to a mixed zone overlay for flexibility. Thus, if new CM zones arise, this text amendment's rules would apply City-wide. Specifically, gas stations and drive-thru restaurants would be conditional uses in all CM zones.

It was noted that no State comments had been received on this amendment, despite it seeming contradictory to recent State-required amendments. Mr. Lindsay added that this amendment does not make uses outright permitted; it just changes them from not allowed to conditional, meaning proposals must come before the Commission for review.

Chair Lawyer addressed concerns from the Greater Gubser neighborhood, explaining that conditional uses require legal notification to adjacent property owners, and the City often provides notice beyond minimum requirements. He encouraged residents to stay engaged since this text amendment was one of the few remaining opportunities for community input on development, given recent State regulations limiting local control.

With no further testimony, Chair Lawyer closed the Public Hearing at 6:58 p.m.

Commissioner Grenz said the text amendment overall wasn't troubling but suggested the Commission discuss adding clear criteria for staff to evaluate conditional uses more closely.

Mr. Lindsay advised that any added standards should be clear and objective

because vague or subjective criteria were harder to enforce.

Chair Lawyer proposed a hypothetical motion to approve the amendment but retain certain conditions (C1 and C2) to clarify the intent.

Mr. Lindsay responded that such a motion would be preferable because clear, objective standards provide better guidance and prevent decisions based on emotions or unenforceable criteria.

Mr. Lindsay also emphasized that making a motion helps facilitate the Commission's discussion and amendments, and Commissioners could ask questions and comment before moving to a formal motion during the public hearing for the record.

Commissioner Grenz moved the Planning Commission recommend the proposed text amendments to City Council with the changes I'm going to discuss right now with keeping 2.110.04 (C) (5), (6) and (7). Hutches seconded.

Commissioner Grenz made a friendly amendment to clarify that the intent would be to impose the sub-conditions under gasoline service stations, Section C to also Section D. Hutches seconded.

Chair Lawyer further clarified that (C) (5), (6) and (7) to become (1), (2) and (3) D, adding (5), (6) and (7) to D, which would become D (1), (2) and (3).

Mr. Witham asked if Commissioners were comfortable letting City Attorney Lindsay add clarifying language introducing the criteria sections.

Mr. Lindsay proposed adding a sentence under section C (gasoline service stations) stating these uses in commercial mixed-use zones are subject to additional requirements. He also suggested a similar introductory sentence be added under section D to ensure consistency, with the same structure of numbered requirements. The Commissioners agreed.

Discussion ensued to possibly add lighting.

Motion passed unanimously as follows: Lawyer, Grenz, Hutches, and Witters in favor with Lopez, King, and Hostler absent.

Chair Lawyer encouraged the speakers from Greater Gubser Neighborhood Association to keep an eye on this and listen to this subject. He was confident that the City's consultant would make sure everyone had an opportunity to comment and be engaged.

**b. Text Amendment
Case 2025-05:
Keizer Code
Appendix A
(multiple
sections) -**

Chair Lawyer announced that the meeting was moving on to the second public hearing which was text amendment case 2025-05 Keizer Code appendix A multiple sections amending parking regulations to eliminate minim parking requirements.

Chair Matt Lawyer opened the floor for the Public Hearing at 7:16 p.m.

amending parking regulations to eliminate minimum parking requirements

Chair Lawyer began by thanking staff for their hard work on the text amendments, acknowledging the difficulty of the task. The amendment focused on eliminating minimum parking requirements Citywide, a State-mandated change that has been in progress for years but was delayed.

Mr. Witham explained that the State required these changes by the end of the previous year, despite extensions granted for other matters, and the City now faces a June deadline. Though the deadline likely won't be met, there were no penalties. The amendment would mainly remove minimum parking mandates, leaving some existing maximums, and serve as a compliance step with State rules. He noted the State pushed back on some aspects, especially parking lot landscaping standards for large lots, so further revisions would be necessary.

Mr. Witham shared that since the parking reform went into effect in late 2022, developments have continued to provide parking voluntarily—developers rely on market demand rather than minimum mandates. The goal of the changes were to reduce barriers that promote excessive automobile use.

Mr. Witham emphasized that while the amendments weren't about liking the changes, adopting them was necessary for State compliance. Failure to comply risked the loss of funding from ODOT and puts the City in a less favorable regulatory position.

Rhonda Rich, Keizer, President of the West Keizer Neighborhood Association, expressed concern about the removal of minimum parking requirements, which she finds disturbing for her neighborhood and others with large lots being subdivided. She acknowledged the State mandate but worried this change would increase street parking, reduce neighborhood livability, and create safety issues for pedestrians and bicyclists—especially since West Keizer lacks sidewalks.

Ms. Rich shared a comment from a neighbor who was very concerned about the parking reduction, fearing crowded streets and reduced bike safety. She also cited a local quadplex with insufficient parking, resulting in cars parking on neighborhood streets.

Ms. Rich asked about a specific code section (2.303.04, D.) related to parking plans for developments on private access streets and whether duplexes were required to provide parking. Mr. Witham explained that although older provisions required more parking, the State now limits requirements to one space per dwelling unit. Parking plans were required for subdivisions with private access to demonstrate how parking would be provided, but minimums have been reduced.

Regarding transit, Mr. Witham clarified that since December 2022, parking minimums cannot be required within half a mile of frequent transit service (roughly 15-minute intervals), which covers most of Keizer, except for a couple of areas. The State does not allow extensions on this rule, so the City must comply City-wide.

Ms. Rich acknowledged this was a difficult change to accept but appreciated the explanation.

Chair Lawyer agreed with Ms. Rich's concerns about increased on-street parking, emphasizing safety and environmental issues like oil leaks impacting stormwater. He noted how parked cars narrow sight lines, making it harder for drivers to see children playing, which raises safety risks. Chair Lawyer expressed concern about the State's approach to reducing car use, saying it doesn't fit well with their community's current economic realities. He thanked staff for their efforts to navigate a difficult State mandate.

Commissioner Witters asked about existing City rules on how long cars could stay parked on streets and whether cars can be parked on grass. Mr. Witham explained the City's parking code allows street parking for up to 72 hours in legal spots, but enforcement was challenging due to limited staff. He also noted parking on front yards was generally prohibited unless it's a driveway area, with enforcement being complaint-driven.

Commissioner Witters acknowledged there was some recourse for problem parking but recognized enforcement limits. Chair Lawyer agreed enforcement required high noise levels or major issues to prioritize and praised Code Compliance Officer Ben Crosby for his hard work despite being one person with many challenges.

Commissioner Grenz and Chair Lawyer noted the challenges with the State policy as inappropriate for communities like theirs outside Portland. Chair Lawyer recalled earlier local hopes to improve bike paths and transit that have been hampered by these regulations, calling the situation "handcuffed."

Overall, the group appreciated staff's efforts to manage an unfavorable situation while expressing concern about the negative impacts of reduced parking minimums on neighborhood safety, livability, and enforcement.

With no further testimony, Chair Lawyer closed the public hearing at 7:44 p.m.

Commissioner Grenz moved that we recommend not approving the proposed changes to City council.

Commissioner Grenz withdrew the motion.

Chair Lawyer expressed concern about the practical consequences if the City doesn't adopt the required code changes. Without adoption, the State's model code effectively applies, but there wasn't a specific model code for parking, which means the City couldn't require parking at all and any local protections would be lost.

Mr. Witham explained that the relevant State rules in Oregon Administrative Rule (OAR), Sections 660-12-0405 through 0455, require Cities to update their plans and codes by certain deadlines or apply provisions directly. Keizer had delayed adopting these changes, receiving some leniency initially, but now the State was pressing for compliance because it was in a previously agreed work program. He acknowledged that the City was currently out of compliance, which could risk losing transportation funds and grants.

Mr. Lindsay noted that even if parts of the City code were out of compliance, it was important to keep existing provisions that still have merit and benefit the community.

Chair Lawyer agreed, emphasizing that while some code provisions must be removed, others—such as those ensuring sidewalks, American with Disabilities Act (ADA) ramps, street widening, traffic management plans, or transportation studies—were still valuable and should be preserved. He stressed the duty to protect Keizer's interests, even if it was frustrating.

Commissioner Grenz moved the Planning Commission recommend approval of the proposed text amendments to City Council with no changes along with any other identified changes necessary to maintain consistency with Keizer code. Seconded by Commissioner Hutches. Motion passed unanimously as follows: Lawyer, Grenz, Hutches, and Witters in favor with Lopez, King, and Hostler absent.

**6. NEW-OLD
BUSINESS/STAFF
REPORT**

Mr. Witham reminded the Commissioners that this body would be the decision-maker at the public hearing for the properties on River Road by McNary Estates Drive and not to discuss this matter outside of the public hearing.

Mr. Lindsay added that the Commissioners should avoid conversations. Mr. Lindsay further commented that if Commissioners did have a conversation, they need to declare ex parte contact by presenting on record that there were conversations, site-visits, media interactions or anything that could be considered to be introduced as part of the record that would not otherwise occur as part of the public process that was relative to the case at the public hearing. Additionally, if an ex parte contact was declared, declaring ex parte contact must be declared at every step of the process.

Mr. Witham commented that they were moving forward with the Transportation System Plan, and the City has an online survey for the

Walkable Design Standards.

Tuesday, May 27th, from 6 - 8pm, there would be a Town Hall to talk and listen about the urban growth boundary and everyone was invited.

Mr. Lindsay reminded the Planning Commissioners not to deliberate, which means not to give an opinion or argue, because it turns a simple quorum into a serial or public meeting. Listening and asking questions were allowed. Moreover, the Planning Commissioners shouldn't participate in a way that deliberates because the urban growth boundary subject would eventually go before the Planning Commission.

Mr. Lindsay confirmed that the Commissioners could participate in the online survey.

**7. COUNCIL
REPRESENTATIVE
REPORT**

Councilor Juran reported that they completed the budget, which still needs to go to the Council. He encouraged everyone to attend the Town Hall to listen, and he shared about a fundraiser, called the Summer Getaway Benefit Concert, for the Gold Star Memorial on May 31st from 7:00 p.m. to 9:00 p.m.

Chair Lawyer shared that the City received the grant from the Oregon Parks and Recreation for the Gold Star Memorial and the past fundraisers have been very successful.

Coming up this Saturday would be the Soggy Day in the Park, and the Big Toy dedication and cleanup would be in June.

**8. COMMISSIONER
REPORTING TO
COUNCIL: Robb
Witters on
Monday, June
16th - 6pm**

Commissioner Witters would be reporting to Council on either June 2nd or June 16th.

**9. NEXT MEETING:
June 11th**

10. ADJOURNMENT

Meeting adjourned: 8:04 p.m.

Minutes approved: _____

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

Proposed Motion

none

I. Summary

Staff will be sharing proposed draft amendments with Planning Commission related to the Climate-Friendly and Equitable Communities (CFEC) Walkable Design Standards (OAR 660-012-0330) project. In March, our Consultant from MIG presented an overview and information regarding the code audit and code concepts and provided a presentation. A copy of the presentation and Code Audit and Concepts Memo from the March 12th meeting is attached for your reference. MIG will be attending to facilitate a discussion on the draft amendment language that has been created and will be asking Planning Commission for input and overall consensus, so that edits can be made in anticipation of bringing actual code amendments changes before the Planning Commission at a future meeting.

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. 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.
- D. Our Consultant shared the code audit results and code concepts memo with the Planning Commission at the March 12, 2025, meeting. At that meeting, it was determined that staff would come back to the Planning Commission with draft amendments to discuss the draft language with Planning Commission in a "work session" like setting.

III. Current Situation

A. Our consultant will present the information on the draft code language. We will be able to answer questions the Planning Commission has and desire to obtain input from the Planning Commission proposed language. Specifically, staff is looking for input in order to guide our future work in drafting a "public-hearing-ready" version for future consideration at a Planning Commission meeting.

IV. Analysis

A. Strategic Impact - n/a

B. Financial - n/a

C. Timing - The contract for consultant services ends at the end of June. Staff desires to get input from Plannig Commission so the consultant team can provide a final draft version for staff to use for the public hearing and adoption process.

D. Policy/Legal - The City is obligated to comply with the CFEC rules.

V. Alternatives

A. n/a

VI. Recommendation

No action is necessary. The purpose of this meeting is to discuss the proposed changes in a work session type setting.

Attachments

1. KDC Appendix_A_DRAFT Amendments - June 11 2025 PC Version
2. Presentation by Consultant on City of Keizer Development Audit and Amendments-3-12-mtg
3. Keizer CFEC 0330 Code Audit&Concepts 03.05.25 - PC

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Appendix A DEVELOPMENT CODE

Commentary:

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 draft code amendments that follow implement the concepts outlined in the March Climate-Friendly and Equitable Communities (CFEC) Walkable Design Standards.

The draft code amendments (Task 3.3 of the Project Scope of Work) are shown in track changes. Commentary boxes provide some background information.

Where sections of the KDC are not proposed to be amended, they are not included in this draft. The “gaps” are noted with three asterisks: ***

The [bracketed text] indicates that there is a range of options or numerical standards that the City could consider when tailoring the standard to reflect local conditions. In the next draft of the code amendments, these bracketed options will be replaced by the City’s selection (and the brackets deleted).

Text shaded in gray was previously deleted by Ord. 2024-878.

1.200. DEFINITIONS

Commentary:

The Code Audit suggested the following additions related to definitions:

- 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.
- A definition for ‘accessway’ could be added to KDC 1.200.04 Definitions.
- A definition for ‘pedestrian facility’ consistent with the ORS definition could be added to KDC 1.200.04 Definitions
- Update definition for ‘walkway’ consistent with the ORS definition, noting common location outside street right-of-way.

Upon further consideration, the draft amendments include the following refinements:

- Do not define “accessible” as suggested above since it is used in a more general way (e.g., “This zone is intended to be accessible to pedestrians and bicyclists, as well as people using automobiles”); instead clarify the code sections where necessary.
- Since the KDC already includes a general definition of “pedestrian facility” that is broader than the definition suggested in the Code Audit, to avoid conflicts, define and use the term “pedestrian connection.”

PLANNING COMMISSION DISCUSSION DRAFT (JUNE 2025)

- In addition, the definition of “primary building entrance” currently only applies to Section 2.130.10 Urban Design Standards in Centers. The proposed amendments would include it in the general definitions section, so that it could be used for other code sections.

Sec. 1.200.04. Definitions.

The following words and phrases, when used in this ordinance, shall have the meanings ascribed to them in this section:

Accessory use. A use incidental and subordinate to the main use of the parcel, lot or building. (5/98)

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.

Adjacent. Near or close, but not necessarily abutting or contiguous. For example, a parcel next to or across the street from another parcel shall be considered adjacent. (5/98)

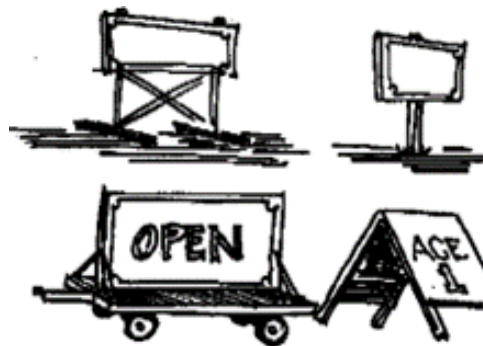
Pedestrian circulation system. Pedestrian connection(s) between building entrance(s) of the proposed development and adjacent street(s), the parking area, and the existing or future development on adjacent properties. (5/98)

Pedestrian facilities. Improvements which provide for public pedestrian foot traffic, including sidewalks, walkways, crosswalks and other improvements, such as lighting or benches, which provide safe, convenient and attractive walking conditions. (5/98)

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.

Pedestrian scale lighting. Light standards or placement no greater than 14 feet in height located along walkways. (5/98)

Portable sign (Signs). Any sign that is not originally designed to be permanently affixed to a building, structure, or the ground; a sign originally designed, regardless of its current modification, to be moved from place to place. These signs primarily include, but are not limited to, A-frame or sandwich board signs, signs attached to wood or metal frames and designed to be self-supporting and movable, and also including trailer reader boards. Portable signs are not to be considered temporary signs as defined and used in this chapter. (5/98)



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Primary building entrance. The main public entrance to the building. In the case where no public entrance exists, the “primary building entrance” is the main employee or resident entrance.

Primary Building Façade. Primary building façade means the side of a building that faces the street and has a main pedestrian entrance from the street. (01/02)

Wall sign (Signs). A sign attached to, erected against or painted on a wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the face of said wall and not projecting more than 12 inches. A sign painted on an awning in which the face of the sign is approximately parallel to and within 3.5 feet of the wall shall also be considered a wall sign. (5/98)



Walkway. A hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.

Warehouse. A place for the safekeeping of goods and materials for an industrial or commercial enterprise (also see *Mini-storage warehouse*). (5/98)

2.101. GENERAL PROVISIONS

Commentary:

No changes are proposed to: KDC 2.102. SINGLE-FAMILY RESIDENTIAL (RS) and KDC 2.103. LIMITED DENSITY RESIDENTIAL (RL)

2.104. MEDIUM DENSITY RESIDENTIAL (RM)

Commentary:

As recommended in the Code Audit, the draft amendments add a maximum setback of 20 feet for residential and non-residential development.

In addition, since the minimum front setback for non-residential development is 20 feet, to avoid having the minimum and maximum setback be the same (i.e., the applicant must build at that exact location), the minimum setback has been reduced to 10 feet.

PLANNING COMMISSION DISCUSSION DRAFT (JUNE 2025)

Sec. 2.104.05. Dimensional standards.

A. Minimum lot dimension and height requirements. (6/22)

<i>Dimension</i>	<i>Single-Family Detached & Duplex</i>	<i>Triplex</i>	<i>Quadplex & Cottage Cluster</i>	<i>Townhouse</i>	<i>Multifamily</i>	<i>Nonresidential</i>
Lot size	4,000 sq. ft.	5,000 sq. ft.	7,000 sq. ft.	1,500 sq. ft.	9,000 sq. ft. (1)	(2)
Average width	40 feet	40 feet	40 feet	20 feet (4)	50 feet	None
Average depth	70 feet	70 feet	70 feet	70 feet	80 feet	None
Maximum height	35 feet	35 feet	Quad: 35 ft.	35 feet	45 feet	(3)
			Cottages: 25 ft.			

- (1) Multifamily development must comply with the density standard in section 2.104.06.i. (5/98)
- (2) Parcel size shall be adequate to contain all structures within the required yard setbacks. (5/98)
- (3) 50 feet: Required setbacks shall increase one foot for every foot the height exceeds 35 feet. (5/98)
- (4) The width for townhouses must be a minimum of 20 feet instead of average 20 feet. (6/22)

B. Minimum and maximum yard setback requirements. (6/22)

<i>Setbacks</i>	<i>Single-Family, Duplex, Triplex, Quadplex, Cottage Cluster, and Townhouse</i>	<i>Multifamily</i>	<i>Nonresidential</i>
<i>Minimum yard setbacks</i>			
Front	10 feet (5)	10 feet	<u>20-10</u> feet
Side	5 feet (1)	10 feet	10 feet
Rear	(2)	(2)	20 feet
Street-side (3)	10 feet	10 feet	20 feet
Garage entrance (4)	20 feet (4)	20 feet (4)	20 feet (4)
<i>Maximum yard setbacks (6)</i>			
<u>Front</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>

- (1) Townhouses may have a zero-side yard setback for interior lot lines. (6/22)
- (2) The rear yard setback shall be as follows: 14 feet for a one-story building; 20 feet for a two-story building. The rear yard setback for cottage clusters shall be ten feet. (6/22)
- (3) 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. (5/98)

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(4) 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. (5/98)

(5) The minimum front setback from an access easement shall be ten feet. (10/15)

(6) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

C. Proposals to develop properties in RCOD are subject to dimensional standards in section 2.130. (12/19)

2.105. HIGH DENSITY RESIDENTIAL (RH)

Commentary:

As recommended in the Code Audit, the draft amendments add a maximum setback of 20 feet for residential and non-residential development.

In addition, since the minimum front setback for non-residential development is 20 feet, to avoid having the minimum and maximum setback be the same (i.e., the applicant must build at that exact location), the minimum setback has been reduced to 10 feet.

Sec. 2.105.05. Dimensional standards.

A. *Minimum lot dimension and height requirements.* (6/22)

<i>Dimension</i>	<i>Residential (except Quadplex, Cottage Clusters, and Townhouse)</i>	<i>Quadplex, Cottage Clusters</i>	<i>Townhouse</i>	<i>Nonresidential</i>
Lot size	6,000 sq. ft. (1)	7,000 sq. ft.	1,500 sq. ft.	(2)
Average width	50 feet	50 feet	20 feet (4)	None
Average depth	80 feet	80 feet	80 feet	None
Maximum height	(3)	(3)	(3)	(3)

(1) Multifamily development must comply with the density standard in section 2.105.06.I. (6/07)

(2) Parcel size shall be adequate to contain all structures within the required yard setbacks. (5/98)

(3) No limit except for cottage cluster (25 feet). Required setbacks shall increase one foot for every foot the height exceeds 50 feet. (6/22)

(4) The width for townhouses must be a minimum of 20 feet instead of average 20 feet. (6/22)

B. *Minimum and maximum yard setback requirements.* (6/22)

<i>Setbacks</i>	<i>Residential</i>	<i>Nonresidential</i>
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<u>Minimum yard setbacks</u>		
Front	10 feet	10 20 feet
Side	10 feet (1)	10 feet
Rear	(2)	20 feet
Street-side (3)	10 feet	20 feet
Garage entrance (4)	20 feet (4)	20 feet (4)
<u>Maximum yard setbacks (5)</u>		
Front	<u>20 feet</u>	<u>20 feet</u>

- (1) Townhouses may have zero-side yard setbacks for interior lot lines. (6/22)
- (2) The rear yard setback shall be as follows: 14 feet for a one-story building, and 20 feet for a two-story building. The rear yard setback for cottage clusters shall be ten feet. (6/22)
- (3) 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. (5/98)
- (4) 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. (5/98)
- (5) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

2.106. RESIDENTIAL COMMERCIAL (RC)

Commentary:

As recommended in the Code Audit, the draft amendments add a maximum setback of 20 feet for residential and non-residential development.

Sec. 2.106.04. Dimensional standards.

A. *Minimum lot dimension, building dimension and height requirements.*

Lot size	6,000 sq. ft. minimum; 20,000 sq. ft. maximum
Average width	50 feet minimum
Average depth	80 feet minimum
Building area	A maximum of 50% of the lot area
Building height	35 feet maximum (1)

B. *Minimum and maximum yard setback requirements.*

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<i>Setbacks</i>	<i>Single-Family or Duplex</i>	<i>Multifamily</i>	<i>Commercial</i>	<i>Industrial</i>
<u>Minimum yard setbacks</u>				
Front	5 feet	5 feet	5 feet	5 feet
Side	5 feet	10 feet	10 feet	10 feet
Rear	(1)	(1)	(1)	(1)
Street-side	5 feet	5 feet	5 feet	5 feet
Garage entrance (2)	20 feet	20 feet	20 feet	20 feet
<u>Maximum yard setbacks (3)</u>				
<u>Front</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>	<u>None</u>

(1) The rear yard setback shall be as follows: 14 feet for a one-story building and 20 feet for a two-story building. (6/07)

(2) 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. (5/98)

(3) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

2.107. MIXED USE (MU)

Commentary:

As recommended in the Code Audit, the draft amendments:

- Make drive-through facilities a conditional use where they are currently permitted outright. However, drive-through businesses within the master plan area would be exempt from obtaining a conditional use permit if they’ve previously been approved as part of a Master Plan.
- Add a maximum setback of 20 feet for residential and non-residential development.
- Add a requirement 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 or 24 feet, whichever is greater to allow for some vehicle access or parking on the side of narrow lots (i.e., lots that have less than 48 feet of street frontage).

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Sec. 2.107.02. Permitted uses.

The following uses, when developed under the applicable development standards in the zoning ordinance, are permitted in the MU zone:

- A. One or more buildings with one or more dwelling units or guest rooms on a lot. (5/98)
- B. One or more buildings with one or more dwelling units or guest rooms and one or more other uses allowed in this section on a lot. (5/98)
- C. Residential homes and facilities. (5/98)
- D. Day care facility for 17 or more children, consistent with state regulations, including family day care provider for 16 or fewer children, consistent with state regulations. (4/16)
- E. Public parks, playgrounds, community clubs, including swimming, tennis and similar recreational facilities, and other public and semi-public uses. (5/98)
- F. Public or private utility substation, but excluding electrical substation. (5/98)
- G. Landscape counseling and planning (078). (5/98)
- H. Transportation, utilities and communication. (5/98)
 - 1. Travel agency (4722). (5/98)
 - 2. Communication (48), but excluding communication services, not elsewhere classified (489). (5/98)
 - 3. Public utility structures and buildings. (5/98)
 - 4. Transit facilities (section 2.305). (5/09)
- I. Retail trade, **excluding drive-in or drive-through facilities**. Except as allowed under section 2.107.05.B, the following retail uses shall be limited to buildings of 10,000 square feet or less: (4/08)
 - 1. General merchandise stores (53). (4/08)
 - 2. Food stores (54). (4/08)
 - 3. Apparel and accessory stores (56). (4/08)
 - 4. Home furnishing, appliance and equipment stores (57). (4/08)
 - 5. Eating and drinking places (58). (4/08)
 - 6. Retail, (59) but excluding non-store retailers (596) and fuel and ice dealers (598). (4/08)
 - 7. Uses listed in 2.107.02.I.1 through 7, if developed in a vertical mixed use development, shall not be considered as a specified use in 2.107.05.E. (10/15)
- J. Business, professional and social services, **excluding drive-in or drive-through facilities**. The following business and professional and service-oriented uses are allowed:
 - 1. Finance, insurance and real estate (60, 61, 62, 63, 64, 65, 67). (5/98)
 - 2. Hotels, motels and lodging facilities (701). (5/98)
 - 3. Personal services (72), but excluding power laundries, family and commercial (7211), linen supply (7213), dry cleaning plants, except rug cleaning (7216), carpet and upholstery cleaning (7217), and industrial launderers (7218). (5/98)

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4. Business services (73), but excluding disinfecting and exterminating services (7342), building and cleaning services (7349), and equipment rental (735). (5/98)
 5. Watch, clock and jewelry repair (763). (5/98)
 6. Recreational or athletic clubs. (5/98)
 7. Health services (80), but excluding hospitals (806). (5/98)
 8. Legal services (81). (5/98)
 9. Miscellaneous services (89). (5/98)
 10. Community or neighborhood clubs. (5/98)
 11. Parking lots. (5/98)
 12. Pet grooming. (6/01)
 13. Veterinary services (section 2.414). (6/15)
- K. Public administration (91—97). (5/98)

Sec. 2.107.03. Special permitted uses.

The following uses, when developed under the applicable development standards in the ordinance and special development requirements, are permitted in the MU zone:

- A. Partitions, subject to the provisions in section 2.310. (5/98)
- B. Subdivision, subject to the provisions in section 2.310. (5/98)
- C. Planned unit development, subject to the provisions in section 2.311. (5/98)
- D. Accessory structures and uses prescribed in section 2.203.02. (5/98)
- E. The following special uses, subject to the applicable standards in section 2.4:
 1. Accessory dwelling unit (section 2.403). (6/23)
 2. Home occupations (section 2.407). (5/98)
 3. Bed and breakfast establishments (section 2.408). (5/98)
 4. Residential sales offices (section 2.409). (5/98)
 5. Public golf course (SIC 7992) or membership recreation club having golf course (SIC 7997) (section 2.410). (5/98)
 6. Boat and RV storage area (section 2.411). (5/98)
 7. House of worship (section 2.423). (5/98)
 8. Recreational vehicle storage space (section 2.413). (5/98)
 9. Electrical substations (section 2.426). (5/98)
 10. Wireless telecommunications facilities (section 2.427). (5/98)
 11. Cottage cluster development (section 2.432). (6/22)
 12. Mobile food vendor (section 2.434). (7/17)

Sec. 2.107.04. Conditional uses.

The following uses may be permitted, subject to obtaining a conditional use permit:

- A. Craft industries, subject to the provisions in section 2.421. (5/98)
- B. Transit station (section 2.429). (5/09)
- C. Drive-in or drive-through facilities in association with a permitted use (drive-in or drive-through businesses previously approved as part of a master plan do not require a conditional use permit).

Sec. 2.107.05. Use restrictions.

- A. The following uses are not permitted: (4/08)
 - 1. Farm use. (5/98)
 - 2. The rendering, processing, or cleaning of animals, fish, seafoods, fowl, poultry, fruits, vegetables, or dairy products for wholesale use. (5/98)
 - 3. Any outdoor display or storage of merchandise or materials unless consistent with section 2.107.05.B.7. (4/08)
 - 4. Camping or overnight in parking lots. (4/08)
 - 5. Hospitals, but not including surgicenters and day surgery facilities. (12/19)
- B. Retail uses as set forth in section 2.107.02(l) are limited to buildings not exceeding 10,000 square feet of gross leasable area except as provided herein. Such retail uses over 10,000 square feet may be permitted as allowed in an approved master plan, subject to meeting the following requirements: (4/08)
 - 1. In addition to the requirements in section 2.309 (site and landscaping design), provide increased screening and buffering when any portion of the building is located adjacent (as defined in section 1.200) to existing or planned residential areas so as to adequately screen the building. (4/08)
 - 2. In addition to the requirements in section 2.107.06(B), provide increased building setbacks when any portion of the building is located adjacent (as defined in section 1.200) to existing or planned residential areas. (4/08)
 - 3. In addition to the requirements in section 2.315.06, provide increased architectural features, such as the use of three differing materials, color, textures, on building façades that are visible from a public street so as to minimize the effect of large blank walls. The elevations of all buildings shall be varied in textures and material and shall incorporate human scale design elements. Elevations of all buildings shall incorporate no more than 15 feet between varied vertical elements such as materials, patterns and textures, architectural features such as columns, projections, and differing planes shall be used liberally with no greater than 22 feet between such features. Materials shall be varied at the same frequency as the architectural elements. These materials shall incorporate cultured stone, split face concrete mortar units (CMUs), as well as smooth faced CMU walls. (10/15)
 - 4. Include architectural features that reflect those of the remainder of the building around any outdoor garden/nursery area to include such things as hard walls, windows and awnings. (4/08)
 - 5. Limit any outdoor display or storage of merchandise to the area adjacent to the building. (4/08)
 - 6. Direct lighting to avoid causing glare onto adjacent properties and be generally low in height; light sources shall not be visible beyond development boundaries. (4/08)

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7. Provide mitigation measures that address adverse traffic and livability impacts in the surrounding neighborhood. This will include such things as enclosing all service equipment and service areas and any other issues identified in a master plan or traffic impact analysis. (4/08)
 8. Drive-through businesses shall have the drive-through oriented away from both existing and planned residential areas. (4/08)
- C. A retail building of the type described in section 2.107.02(I) is allowed to exceed the 10,000 square foot limit, subject to master plan approval and compliance with all requirements of this chapter. (4/08)
- D. Larger format stores.
1. Retail buildings of the type described in section 2.107.02(I) that exceed 10,000 square feet (larger format stores) require the development of non-retail/non-single-family home uses in the master plan area that have a total square footage of at least 25 percent of the gross leasable area of the larger format store. As used herein, "non-retail" shall mean uses other than those listed in section 2.107.02(I). (4/08)
 2. Larger format stores in excess of 80,000 square feet of the type described in section 2.107.02(I) shall meet the requirement set forth in subsection D(1) above. In addition to such requirement, for each square foot of vertical mixed use development in the master plan area, the larger format store can be increased above 80,000 square feet by an equivalent amount. The mixed use square footage requirements of subsection D(1) and this subsection cannot be combined. (4/08)
 3. The development required in subsections D(1) and D(2) above shall take place in the same master plan area. The approved master plan shall be conditioned to require such development to be constructed before or concurrently with the larger format store. (4/08)
- E. A limitation of the total floor area for specified uses applies to all of Area C, Keizer Station Center, of the Keizer Station Plan. A maximum total floor area shall apply to the uses identified in section 2.107.02(I). This maximum floor area is set forth in the Keizer station plan; however, this maximum floor area may change as part of an approved master plan. (9/18)
- F. Proposals to develop properties within Area C of the Keizer Station shall comply with master plan or master plan amendment requirements outlined in section 3.113 and also with requirements specified in 2.107.05.G.1 through 6 below. (9/18)
- G. Proposals to develop properties outside of Area C of the Keizer Station shall require approval of a master plan and compliance with the following: (4/08)
1. *Pedestrian access, safety and comfort.* (4/08)
 - a. To ensure safe, direct, and convenient pedestrian circulation, development shall provide a continuous pedestrian and/or multi-use path system. (4/08)
 - 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. (4/08)
 - c. Pathways with developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and parking areas. (4/08)
 - 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. (4/08)
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- e. Recessed entries, canopies, and/or similar features shall be used at the entries to a building in order to create a pedestrian scale. (4/08)
- f. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines. (4/08)
- 2. *Vehicular movement.* (4/08)
 - a. Encourage traffic to enter and exit the development at locations in a safe manner. (4/08)
- 3. *Crime prevention and security.* (4/08) Crime prevention shall be considered in the site design through application of all of the following guidelines: (4/08)
 - 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 (4/08)
 - 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 (4/08)
 - 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 (4/08)
 - 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 (4/08)
 - e. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines. (4/08)
- 4. *Reduced parking.* (4/08) 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 carpool use; and adjacent on-street parking. The parking study is subject to review and approval or modification by the city. (4/08)
- 5. *Creating and protecting public spaces.* (4/08)
 - a. The development provides an appropriate amount of public space as determined by the city council in addition to sidewalks and landscaping. (4/08)
 - b. Public space may be a landscaped open space or plaza with pedestrian amenities, as approved by the city council. (4/08)
- 6. *Human scaled building design.* (4/08)

Building façades 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

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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. (4/08)

The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines. (4/08)

In addition, the provisions within section 3.113 apply. (9/18)

H. Proposals to develop properties in RCOD are subject to use regulations in section 2.130. (12/19)

Sec. 2.107.06. Dimensional standards.

A. Minimum lot dimension and height requirements. (6/22)

<i>Dimension</i>	<i>Single-Family & Duplex</i>	<i>Triplex</i>	<i>Multifamily</i>	<i>Quadplex & Cottage Clusters</i>	<i>Townhouse</i>	<i>Commercial & Mixed Use</i>
Lot size	4,000 sq. ft.	5,000 sq. ft.	6,000 sq. ft. (1)	7,000 sq. ft.	1,500 sq. ft.	None (2)
Average width	40 feet	40 feet	40 feet	40 feet	20 feet (4)	None
Average depth	70 feet	70 feet	70 feet	70 feet	70 feet	None
Maximum height	35 feet	35 feet	50 feet	Quad: 35 ft.	35 feet	50 feet (3)
				Cottages: 25 ft.		

(1) Multifamily development must comply with the density standard in section 2.107.07.1. (6/07)

(2) Parcel size shall be adequate to contain all structures within the required yard setbacks. (6/07)

(3) Height of vertical mixed use development may exceed this limitation without a concurrent variance and maximum height will be determined during master plan process. (4/08)

(4) The width for townhouses must be a minimum of 20 feet instead of average 20 feet. (6/22)

B. Minimum and maximum yard setback requirements. (6/22)

<i>Setbacks (4)</i>	<i>Single-Family, Duplex, Triplex, Quadplex, Townhouse, or Cottage Cluster</i>	<i>Multifamily</i>	<i>Commercial</i>	<i>Mixed Use</i>
<u>Minimum yard setbacks</u>				
Front	10 feet (6)	10 feet	10 feet	10 feet
Side	5 feet (1)	10 feet	(3)	(3)
Rear	(2)	(2)	(3)	(3)
Street-side	10 feet	10 feet	10 feet	10 feet

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Garage entrance (5)	20 feet	20 feet	20 feet	20 feet
<u>Maximum yard setbacks (7)</u>				
<u>Front</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>

- (1) Townhouses may have zero-side yard setbacks for interior lot. (6/22)
- (2) The rear yard setback shall be as follows: 14 feet for a one-story single building; 20 feet for a two-story building. The rear yard setback for cottage clusters shall be ten feet. (6/22)
- (3) The rear and side yard setbacks adjacent to a residential zone shall be no less than the minimum rear yard setback of the zone on the adjacent property. In no case shall the setback be less than ten feet, except there is no required setback adjacent to a nonresidential zone. (5/98)
- (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. (5/98)
- (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. (5/98)
- (6) The minimum front setback from an access easement shall be ten feet. (10/15)
- (7) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

C. Proposals to develop properties in RCOD are subject to dimensional standards in section 2.130. (12/19)

Sec. 2.107.07. Development standards.

All development in the MU zone shall comply with the applicable provisions of this ordinance. The following includes referenced items as well as additional development requirements:

- A. *Off-street parking.*
 - 1. Parking shall be as specified in section 2.303. (5/98)
 - 2. 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 or 24 feet of the street frontage whichever is greater.
- B. *Design standards.* Unless specifically modified by provisions in this section, buildings located within the MU zone shall comply with the following standards: (5/98)
 - 1. Single-family detached dwellings, duplexes, triplexes, quadplexes, townhouses, and cottage cluster developments shall comply with the design standards in section 2.314. (6/22)
 - 2. Residential structures with five or more attached dwelling units and nonresidential structures shall comply with the provisions in section 2.315, development standards. (6/22)
 - 3. For MU zoned property fronting Cherry Avenue south of Manbrin Drive, residential use shall occupy no less than 35 percent and no more than 65 percent of the building floor area on any property. (5/98)

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- C. *Subdivisions and partitions.* Land divisions shall be reviewed in accordance with the provisions of section 2.310. (5/98)
- D. *Yards and lots.* Yards and lots shall conform to the standards of section 2.312. (5/98)
- E. *Signs.* Signs shall conform to the requirements of section 2.308. (5/98)
- F. *Accessory structures.* Accessory structures shall conform to requirements in section 2.313. (5/98)
- G. *Landscaping.* All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in section 2.309. The minimum landscaped area requirements shall be as follows: (5/98)
 - Commercial development: 15 percent.
 - Mixed commercial and residential development: 20 percent.
 - Residential development: 25 percent.
- H. *Lot coverage.* The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows: (5/98)
 - Commercial development: 85 percent.
 - Mixed commercial and residential development: 80 percent.
 - Residential development (except cottage clusters) (6/22): 75 percent.
- I. *Density.* For property zoned MU as identified in the Keizer Station Plan, the minimum density for subdivisions, partitions, multifamily or any residential development shall be a minimum eight units per acre and a maximum 24 units per acre for single-family detached and 25 units per acre for townhouses, except there shall be no maximum density for duplexes, triplexes, quadplexes, and cottage clusters, and there shall be no minimum residential density requirement for multifamily development within a mixed use building. (6/22)
- J. Proposals to develop properties in RCOD are subject to development standards in section 2.130. (12/19)

2.108. COMMERCIAL OFFICE (CO)

Commentary:

As recommended in the Code Audit, the draft amendments:

- Make drive-through facilities a conditional use where they are currently permitted outright.
- Add a maximum setback of 20 feet for residential and non-residential development.
- Parking is currently required to be located to the side or rear of newly constructed buildings in the Commercial Office Zone, so the only proposed change is to include an allowance for parking on 24 feet of frontage. This will allow for some vehicle access or parking on the side of narrow lots (i.e., lots that have less than 48 feet of street frontage).

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Sec. 2.108.02. Permitted uses.

The following uses, when developed under the applicable development standards in this zoning ordinance, are permitted in the CO zone:

- A. One or more buildings with one or more dwelling units or guest rooms on a lot except as provided in (44)(b). (5/98)
- B. Rooming and boarding houses (SIC 702). (5/98)
- C. Organization hotels and lodging houses on membership basis (SIC 704). (5/98)
- D. Landscape counseling and planning (SIC 0781). (5/98)
- E. Travel agency (SIC 4722). (5/98)
- F. Telephone/telegraph communication and radio and television broadcasting (SIC 481, 482, 483). (5/98)
- G. Water supply (SIC 494). (5/98)
- H. News dealers and newsstands (SIC 5994). (5/98)
- I. Finance, insurance and real estate, excluding drive-in or drive-through facilities (SIC 60, 61, 62, 63, 64, 65, 66, 67). (5/98)
- J. Beauty and barber shops (SIC 723, 724). (5/98)
- K. Consumer credit reporting agencies, mercantile reporting agencies and adjustment and collection agencies (SIC 732). (5/98)
- L. Direct mail advertising services (SIC 7331). (5/98)
- M. Stenographic services and reproduction services not elsewhere classified (SIC 7339). (5/98)
- O. News syndicates (SIC 735). (5/98)
- P. Personnel supply services (SIC 736). (5/98)
- Q. Computer and data processing services (SIC 737). (5/98)
- R. Management, consulting and public relations (SIC 7392). (5/98)
- S. Detective agencies and protective services (SIC 7393). (5/98)
- T. Commercial testing laboratories (SIC 7397). (5/98)
- U. Parking lots (SIC 7523). (5/98)
- V. Health services (SIC 80), except hospitals (SIC 806) and nursing and personal care facilities (SIC 805). (5/98)
- W. Legal services (SIC 81). (5/98)
- X. Correspondence schools and vocational schools (SIC 824). (5/98)
- Z. Schools and educational services not elsewhere classified (SIC 829). (5/98)
- AA. Individual and family services (SIC 832). (5/98)
- BB. Social services, not elsewhere classified (SIC 839). (5/98)
- CC. Membership organizations (SIC 86). (5/98)
- DD. Miscellaneous services (SIC 89). (5/98)

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- EE. Executive offices (SIC 911). (5/98)
- FF. Executive and legislative combined (SIC 913). (5/98)
- GG. Finance, taxation, and monetary policy (SIC 93). (5/98)
- HH. Administration of human resources programs (SIC 94). (5/98)
- II. Administration of environmental quality and housing programs (SIC 95). (5/98)
- JJ. Administration of economic programs (SIC 96). (5/98)
- KK. National security and international affairs (SIC 97). (5/98)
- LL. Community or neighborhood clubs. (5/98)
- MM. Swimming pools open to the public free or for a fee. (5/98)
- NN. Public parks, playgrounds, and other public and semi-public uses. (5/98)
- OO. Public utility structures and buildings. (5/98)
- PP. Residential home care for five or fewer persons and adult residential home care. (5/98)
- QQ. Family day care provider for 16 or fewer children, consistent with state regulations. (4/16)
- RR. Child foster home. (6/99)
- SS. Elementary and secondary schools (SIC 8211). (5/98)
- TT. Transit facilities (section 2.305). (5/09)

Sec. 2.108.03. Special permitted uses.

The following special uses, subject to the applicable standards in section 2.4:

- A. Funeral service and crematories (SIC 726). (5/98)
- B. Home occupations. (5/98)
- C. Day care facility for 17 or more children, consistent with state regulations. (4/16)
- D. Domiciliary care facility (SIC 836). (5/98)
- E. Bed and breakfast establishments. (5/98)
- F. Veterinary services (SIC 074). (5/98)
- G. Mixed-use buildings. (5/98)
- H. House of worship. (5/98)
- I. Wireless telecommunications facilities (section 2.421). (5/98)
- J. Medical marijuana facilities (section 2.433). (10/14)
- K. Marijuana retailer (section 2.433). (1/16)
- L. Mobile food vendors (section 2.434). (5/19)

Sec. 2.108.04. Conditional uses.

The following uses may be permitted, subject to obtaining a conditional use permit:

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A. Transit station (section 2.429). (5/09)

B. Drive-in or drive-through facilities in association with a permitted use.

Sec. 2.108.05. Dimensional standards.

A. *Minimum lot dimension and height requirements.* (6/22)

<i>Dimension</i>	<i>Single-Family</i>	<i>Duplex, Triplex, Quadplex or Multifamily</i>	<i>Commercial</i>	<i>Mixed Use</i>
Lot size	4,000 sq. ft. (1)	6,000 sq. ft. (2)	None (3)	None (3)
Average width	40 feet	50 feet	None	None
Average depth	70 feet	80 feet	None	None
Maximum height	35 feet	50 feet	50 feet	50 feet

(1) A single-family dwelling attached on one side has a minimum lot area of 3,500 square feet, and a single-family dwelling attached on both sides has a minimum lot area of 3,000 square feet. (5/98)

(2) Multifamily development must comply with the density standard in section 2.107.07. (5/98)

(3) Parcel size shall be adequate to contain all structures within the required yard setbacks and, where applicable, comply with residential density standards in section 2.108.05. (5/98)

B. *Minimum and maximum yard setback requirements.* (6/22)

<i>Setbacks</i>	<i>Single-Family or Duplex</i>	<i>Triplex, Quadplex or Multifamily</i>	<i>Commercial</i>	<i>Mixed Use</i>
<u><i>Minimum yard setbacks</i></u>				
Front	10 feet	10 feet	10 feet	10 feet
Side	5 feet	(2)	(2)	(2)
Rear	(1)	(2)	(2)	(2)
Street-side (4)	10 feet	10 feet	10 feet	10 feet
Garage entrance (5)	20 feet (4)	20 feet (4)	20 feet (4)	20 feet (4)
<u><i>Maximum yard setbacks (5)</i></u>				
<u>Front</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>

(1) The rear yard setback shall be as follows: 14 feet for a one-story home, 20 feet for a two-story home. (5/98)

(2) The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. (5/98)

(3) 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. (5/98)

(4) 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

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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. (5/98)

(5) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

Sec. 2.108.06. Development standards.

All development in the CO 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.*

1. Parking shall be as specified in section 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. (5/98)
2. 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 or 24 feet of the street frontage whichever is greater. (5/98)
3. No off-street parking is required for uses above the ground floor. (5/98)
4. The off-street parking requirement for residential uses is one space per unit. (5/98)
5. 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 p.m. with a total requirement of 100 spaces and a pet store exhibiting peak demand between 1:00 and 5:00 p.m. with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.). (5/98)

2.109. COMMERCIAL RETAIL (CR)

Commentary:

As recommended in the Code Audit, the draft amendments:

- Make drive-through facilities a conditional use where they are currently permitted outright.
- Add maximum setback. The Audit recommended a 10-foot max setback for commercial and mixed use buildings. However, the minimum setback is 10 feet, so the draft amendments propose a maximum setback of 20 feet to provide a developer some flexibility with regard to building placement.
- Add a requirement 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 or 24 feet whichever is greater to allow for some vehicle access or parking on the side of narrow lots (i.e., lots that have less than 48 feet of street frontage).

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Sec. 2.109.02. Permitted uses.

The following uses, when developed under the applicable development standards in this zoning ordinance, are permitted in the CR zone:

- A. One dwelling unit in conjunction with the commercial uses(s) of the lot. (5/98)
- B. Offices for any use listed in SIC Division C, Construction. (5/98)
- C. Post offices (43). (5/98)
- D. Building materials, hardware, retail nurseries, and garden supply (52), except mobile home dealers (527). (5/98)
- E. General merchandise stores (53). (5/98)
- F. Food stores (54). (5/98)
- G. Auto and home supply stores (553). (5/98)
- H. Eating and drinking places (58), excluding drive-in or drive-through facilities, and except as provided in section 2.109.05. (10/14)
- I. Miscellaneous retail (59), excluding drive-in or drive-through facilities, and except fuel and ice dealers (598), provided all display is within a building. (5/98)
- J. Vehicle sales and secondary repair except as provided in section 2.109.05. (10/14)
- K. Finance, insurance, and real estate, excluding drive-in or drive-through facilities (60, 61, 63, 64, 65, 66 and 67). (5/98)
- L. Hotels, motels, and tourist courts (701). (5/98)
- M. Membership organizations (86). (5/98)
- N. Public utility structures and buildings except as provided in section 2.109.05. (10/14)
- O. Uses prescribed in section 2.203 (4/12)
- P. Unlimited number of guest rooms, including rooming and boarding houses (702), organization hotels and lodging homes on membership basis (704). (5/98)
- Q. Signs (section 2.308). (4/12)
- R. Miscellaneous amusement and recreation services (799), except golf courses (7992) and amusement parks (7996). (5/98)
- S. Landscape counseling and planning (0781). (5/98)
- T. News dealers and newsstands (5994). (5/98)
- U. Commercial printing (275). (5/98)
- V. Communications (48). (5/98)
- W. Apparel and accessory stores (56). (5/98)
- X. Furniture, home furnishings, and equipment stores (57). (5/98)
- Y. Electrical and lighting shops and office machines and equipment stores. (5/98)
- Z. Personal services (72), except carpet and upholstery cleaning (7217) and industrial launderers (7218). (5/98)

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- AA. Business services (73), except disinfecting and exterminating services (7342) and research and development laboratories (7391). (5/98)
- BB. Automobile parking (752), except as provided in section 2.109.05. (10/14)
- CC. Watch, clock, and jewelry repair (763). (5/98)
- DD. Motion picture distribution and allied services (782). (5/98)
- EE. Motion picture theaters (783), except drive-ins (7838). (5/98)
- FF. Dance halls, studios, and schools (791). (5/98)
- GG. Theatrical producers (except motion pictures), bands, orchestras, and entertainers (792). (5/98)
- HH. Bowling alleys and billiard and pool establishments (793). (5/98)
- II. Health services (80), except hospitals (806). (5/98)
- JJ. Ambulance service. (5/98)
- KK. Legal services (81). (5/98)
- LL. Educational services (82). (5/98)
- MM. Social services (83). (5/98)
- NN. Museums, art galleries, botanical and zoological gardens (84). (5/98)
- OO. Miscellaneous services (89). (5/98)
- PP. Executive offices (911). (5/98)
- QQ. Executive and legislative combined (913). (5/98)
- RR. Finance, taxation, and monetary policy (93). (5/98)
- SS. Administration of human resources programs (94). (5/98)
- TT. Administration of environmental quality and housing programs (95). (5/98)
- UU. Administration of economic programs (96). (5/98)
- VV. National security and international affairs (97). (5/98)
- WW. Automotive dealers (55), but excluding gasoline service stations (554), except as provided in section 2.109.05. (10/14)
- XX. Residential home care and adult residential home care.
- YY. Printing and publishing. (4/12)
- ZZ. Child foster home for five or fewer children as a secondary use. (6/99)
- AAA. Pet grooming. (6/01)
- BBB. Transit facilities (section 2.305). (5/09)

Sec. 2.109.03. Special permitted uses. (10/14)

The following uses, when developed under the applicable development standards in the ordinance and special development requirements, are permitted in the CR zone:

- A. Partitions, subject to the provisions in section 2.310. (10/14)
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- B. Subdivision, subject to the provisions in section 2.310. (10/14)
- C. Planned unit development, subject to the provisions in section 2.311. (10/14)
- D. Gasoline service stations (554) (section 2.419), except as provided in section 2.109.05 below. (10/14)
- E. Used merchandise store (section 2.417), provided all display is within a building. (4/12)
- F. Religious organizations (section 2.423). (4/12)
- G. Veterinary services (074) (section 2.414). (4/12)
- H. Recreational vehicle parks (7033) (section 2.412), except as provided in section 2.109.05 below. (10/14)
- I. Bed and breakfast establishments (section 2.408). (4/12)
- J. Adult entertainment business (section 2.418). (4/12)
- K. Accessory commercial uses (section 2.416). (4/12)
- L. Medical marijuana facilities (section 2.433). (10/14)
- M. Marijuana retailer (section 2.433). (1/16)
- N. Mobile food vendor (section 2.434). (7/17).

Sec. 2.109.04. Conditional uses.

The following uses may be permitted, subject to obtaining a conditional use permit:

- A. Water supply (494). (5/98)
- B. Carpet and upholstery cleaning (7217). (5/98)
- C. Automotive rental and leasing, without drivers (751), except as provided in section 2.109.05 below. (4/12)
- D. Automotive repair shops (753), except as provided in section 2.109.05 below. (4/12)
- E. Automotive services, except repair (754), except as provided in section 2.109.05 below. (4/12)
- F. Electrical repair shops (762). (5/98)
- G. Reupholstery and furniture repair (764). (5/98)
- H. Professional sports clubs and promoters (7941). (5/98)
- I. Utilities; secondary truck parking and material storage yard except as provided in section 2.109.05. (10/14)
- J. Manufacture of jewelry, silverware, and plated ware (391). (5/98)
- K. Manufacture of costume jewelry, novelties, buttons, etc. (396). (5/98)
- L. Local and suburban passenger transportation (411). (5/98)
- M. Intercity and rural highway passenger transportation within 2,000 feet from the center point of an I-5 interchange and having direct access onto a major arterial (413). (4/12)
- N. Transit station (section 2.429). (5/09)
- O. Drive-in or drive-through facilities in association with a permitted use.

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Sec. 2.109.05. Prohibited uses.

The following uses are prohibited from the any property fronting on River Road or Chemawa Road in the following area; the west side of River Road between 5119 River Road on the north and Janet Avenue extended on the south; the east side of River Road between Claggett Street on the north and James Avenue on the south; and either side of Chemawa Road between Elizabeth Street on the west and Bailey Road on the east. This prohibition does not apply to any business facility, legally established as of the date of the adoption of this ordinance, which as of that date has drive-through window facilities. (5/98)

- A. Gasoline service stations (554) (section 2.419). (4/12)
- B. Drive-through windows or car service associated with eating and drinking places (58). (5/98)
- C. Vehicle sales and secondary repair. (5/98)
- D. Public utility structures and buildings. (5/98)
- E. Recreational vehicle parks (7033) (section 2.412). (4/12)
- F. Automobile parking not associated with an allowed use (752). (5/98)
- G. Automotive dealers (55). (5/98)
- H. Automotive rental and leasing, without drivers (751). (5/98)
- I. Automotive repair shops (753). (5/98)
- J. Automotive services, except repair (754). (5/98)
- K. Utilities; secondary truck parking and material storage yard. (4/12)

Sec. 2.109.06. Use restrictions.

A limitation of the total floor area of specified uses applies to all of Area C, Keizer Station Center, of the Keizer Station Plan. A maximum total floor area shall apply to the uses identified in sections 2.109.02 (D) through (M), (Z), (CC) through (EE), (CCC) and (DDD). This maximum floor area is set forth in the Keizer Station Plan; however, this maximum floor area may change as part of an approved master plan. (9/18)

Sec. 2.109.07. Dimensional standards.

- A. *Minimum lot dimension and height requirements.*

<i>Dimension</i>	<i>Commercial</i>	<i>Mixed Use</i>
Lot size	None (1)	None (1)
Average width	None	None
Average depth	None	None
Maximum height	50 feet	50 feet

(1) Parcel size shall be adequate to contain all structures within the required yard setbacks and, where applicable, comply with residential density standards in section 2.107.07. (5/98)

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B. *Minimum and maximum yard setback requirements.*

<i>Setbacks</i>	<i>Commercial</i>	<i>Mixed Use</i>
<u><i>Minimum yard setbacks</i></u>		
Front	10 feet	10 feet
Side	(1)	(1)
Rear	(1)	(1)
Street-side (2)	10 feet	10 feet
Garage entrance (3)	20 feet (3)	20 feet (3)
<u><i>Maximum yard setbacks (4)</i></u>		
Front	<u>20 feet</u>	<u>20 feet</u>

- (1) The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. (5/98)
- (2) 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. (5/98)
- (3) 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. (5/98)
- (4) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

Sec. 2.109.08. Development standards.

All development in the CR 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.*

- 1. Parking shall be as specified in section 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. (5/98)
- 2. No off-street parking is required for uses above the ground floor. (5/98)
- 3. The off-street parking requirement for residential uses is one space per unit. (5/98)
- 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 p.m. with a total requirement of 100 spaces and a pet store exhibiting peak demand between 1:00 and 5:00 p.m. with a requirement of 50 spaces, the total requirement for the building would be 100 spaces).

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5. 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 or 24 feet of the street frontage whichever is greater.

- B. *Subdivisions and partitions.* Land divisions shall be reviewed in accordance with the provisions of section 2.310. (5/98)
- C. *Yards and lots.* Yards and lots shall conform to the standards of section 2.312. (5/98)
- D. *Signs.* Signs shall conform to the requirements of section 2.308. (5/98)
- E. *Accessory structures.* Accessory structures shall conform to requirements in section 2.313. (5/98)
- F. *Storage, trash, and service functions.* 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. (5/98)
- G. *Landscaping, general.* All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in section 2.309. The minimum landscaped area is ten percent. (5/98)
- H. *Landscaping, parking lots.* 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. (5/98)
- I. *Lot coverage.* The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows: (5/98)

	Max	Min
Commercial development	90%	50%

2.110. COMMERCIAL MIXED USE (CM)

Commentary:

As recommended in the Code Audit, the draft amendments:

- Make drive-through facilities a conditional use where currently permitted outright.
- Add maximum setback. The Audit recommended a 10-foot max setback for commercial and mixed use buildings. However, the minimum setback is 10 feet, so the draft amendments propose a maximum setback of 20 feet in order to provide a developer some flexibility with regard to building placement.
- Add a requirement 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 or 24 feet whichever is greater to allow for some vehicle access or parking on the side of narrow lots (i.e., lots that have less than 48 feet of street frontage).

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Sec. 2.110.02. Permitted uses.

The following uses, when developed under the applicable development standards in the zoning ordinance, are permitted in the CM zone:

- A. One or more buildings with one or more dwelling units or guest rooms and/or one or more other uses allowed in this section on a lot. (5/98)
- B. Residential homes and facilities. (5/98)
- C. Day care facility for 17 or more children, consistent with state regulations, including family day care provider for 16 or fewer children, consistent with state regulations. (4/16)
- D. Public parks, playgrounds, community clubs, including swimming, tennis and similar recreational facilities, and other public and semi-public uses. (5/98)
- E. Landscape counseling and planning (0781). (5/98)
- F. Offices for any use listed in SIC Division C, Construction. (5/98)
- G. Commercial printing (275). (5/98)
- H. Transportation, communication and utilities. (5/98)
 - 1. Public utility structures and buildings. (5/98)
 - 2. Post office (43). (5/98)
 - 3. Travel agency (4722). (5/98)
 - 4. Communications (48). (5/98)
- I. Retail trade, excluding drive-in or drive-through facilities. (5/98)
 - 1. Building materials, hardware, retail nurseries, and garden supply (52), but excluding mobile home dealers (527). (5/98)
 - 2. General merchandise stores (53). (5/98)
 - 3. Food stores (54). (5/98)
 - 4. Automobile, recreational vehicle or trailer sales (55), but excluding gasoline service stations (554). (5/98)
 - 5. Apparel and accessory stores (56). (5/98)
 - 7. Furniture, home furnishings, and equipment stores (57). (5/98)
 - 8. Eating and drinking places (58), except as provided in section 2.110.05 below. (5/98)
 - 9. Miscellaneous retail (59), but excluding fuel and ice dealers (598). (5/98)
 - 10. Electrical and lighting shops and office machines and equipment stores. (5/98)
- J. Business, professional and social services. (5/98)
 - 1. Finance, insurance and real estate, excluding drive-in or drive-through facilities (60, 61, 62, 63, 64, 65, 67). (5/98)
 - 2. Hotels, motels and tourist courts (701). (5/98)
 - 3. Organization hotels and lodging houses on membership basis (704). (5/98)

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4. Personal services (72), but excluding industrial launderers (7218). (5/98)
5. Business services (73), but excluding disinfecting and exterminating services (7342). (5/98)
6. Parking lots (7523), except as provided in section 2.110.05 below. (5/98)
7. Miscellaneous repair services (76). (5/98)
8. Motion pictures (78), but excluding drive-ins (7838). (5/98)
9. Amusement and recreation (79), but excluding golf courses (7992) and amusement parks (7996). (5/98)
10. Health services (80), but excluding hospitals (806). (5/98)
11. Legal services (81). (5/98)
12. Elementary and secondary schools (8211). (5/98)
13. Correspondence schools and vocational schools (824). (5/98)
14. Schools and educational services not elsewhere classified (829). (5/98)
15. Social services (83). (5/98)
16. Museums, art galleries, botanical and zoological gardens (84). (5/98)
17. Membership organizations (86). (5/98)
18. Miscellaneous services (89). (5/98)
19. Pet grooming. (6/01)
- K. Public administration (91—97). (5/98)
- L. Child foster home for five or fewer children as a secondary use. (6/99)

Sec. 2.110.03. Special permitted uses.

The following uses, when developed under the applicable development standards in the ordinance and special development requirements, are permitted in the CM zone:

- A. Partitions, subject to the provisions in section 2.310. (5/98)
- B. Subdivision, subject to the provisions in section 2.310. (5/98)
- C. Planned unit development, subject to the provisions in section 2.311. (5/98)
- D. Accessory structures and uses prescribed in section 2.203. (5/98)
- E. Transit facilities (section 2.305). (5/09)
- F. The following special uses, subject to the applicable standards in section 2.4: (6/22)
 1. Accessory dwelling unit (section 2.403). (6/23)
 2. Home occupations (section 2.407). (5/98)
 3. Bed and breakfast establishments (section 2.408). (5/98)
 4. Residential sales offices (section 2.409). (5/98)
 5. Public golf course (7992) or membership recreation club having golf course (7997) (section 2.410). (5/98)

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6. Boat and RV storage area (section 2.411), except as provided in section 2.110.05 below. (5/98)
7. House of worship (section 2.423). (5/98)
8. Recreational vehicle storage space (section 2.413), except as provided in section 2.110.05 below. (5/98)
9. Veterinary services (074) (section 2.414). (5/98)
10. Funeral service and crematories (726) (section 2.415). (5/98)
11. Used merchandise store (section 2.417).
12. Adult entertainment business (section 2.418). (5/98)
13. Service stations (554) (section 2.419), except as provided in section 2.110.05 below. (5/98)
14. Recreational vehicle parks (7033) (section 2.412), except as provided in section 2.110.05 below. (5/98)
15. Automobile services (75) (section 2.420), except as provided in section 2.110.05 below. (5/98)
16. Manufacturing and assembly facilities (section 2.421). (5/98)
17. Wireless telecommunications facilities (section 2.427). (5/98)
18. Medical marijuana facilities (section 2.433). (10/14)
19. Marijuana retailer (section 2.433). (1/16)
20. Mobile food vendor (section 2.434). (9/16)

Sec. 2.110.04. Conditional uses.

The following uses may be permitted, subject to obtaining a conditional use permit:

- A. Craft industries, subject to the provisions in section 2.421. (5/98)
 - B. Transit station (section 2.429). (5/09)
 - C. Gasoline service stations (554) located in the Chemawa/River Rd restriction area described in section 2.110.05.C, subject to the following requirements: (9/17)
 1. May only sell fuel-related products, such as gasoline and oil, and non-fuel-related products typically for sale in the primary food store use. The building containing the non-fuel-related sales shall not exceed a total of 900 square feet, and the sales floor area portion shall not exceed 450 square feet. No service or repair functions are allowed. (9/17)
 2. Subject to the provisions in section 2.419. (9/17)
 3. Must be accessory to a food store (54) use. The primary food store use must be a minimum of 15,000 square feet in area. (9/17)
 4. Must be set back more than 100 feet from adjacent public streets and must provide pedestrian-oriented amenities on the entire site. (9/17)
 5. Must provide screening and buffering to adjacent residential uses and must mitigate the aesthetic impacts of on-site stacking and queuing visible from any public right-of-way or adjacent properties. (9/17)
 6. Employ access management and control standards as appropriate to eliminate and/or reduce conflicts. (9/17)
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- 7. Comply with all applicable requirements and standards, including, but not limited to, KDC 2.301.04 (Traffic Impact Analysis) and all mitigations required by such section. Traffic analysis must address the operational needs of the Keizer Fire District. (9/17)

D. Drive-in or drive-through facilities in association with a permitted use except as provided in section 2.110.05 below.

Sec. 2.110.05. Use restrictions.

No permitted or special permitted use shall in any way involve any of the following:

- A. Farm use. (5/98)
- B. The rendering, processing, or cleaning of animals, fish, seafoods, fowl, poultry, fruits, vegetables, or dairy products for wholesale use. (5/98)
- C. The following uses are prohibited from any property fronting on River Road or Chemawa Road in the following area: the west side of River Road between 5119 River Road on the north and Janet Avenue extended on the south; the east side of River Road between Claggett Street on the north and James Avenue on the south; and either side of Chemawa Road between Elizabeth Street on the west and Bailey Road on the east; and (2) Any property contained within the Area B as described in the Keizer Station Plan. This prohibition does not apply to any business facility legally established as of the date of the adoption of this ordinance which, as of that date, has drive-through window facilities. (12/03)
 - 1. Gasoline service stations (554), except as provided in section 2.110.04.C. (9/17)
 - 2. Drive-through windows or car service associated with eating and drinking places (58). (5/98)
 - 3. Vehicle sales and secondary repair. (5/98)
 - 4. Public utility structures and buildings. (5/98)
 - 5. Recreational vehicle parks (7033). (5/98)
 - 6. Automobile parking not associated with an allowed use (752). (5/98)
 - 7. Automotive dealers (55). (5/98)
 - 8. Automotive rental and leasing, without drivers (751). (5/98)
 - 9. Automotive repair shops (753). (5/98)
 - 10. Automotive services, except repair (754). (5/98)
 - 11. Utilities; secondary truck parking and material storage yard. (5/98)
- D. A limitation of the total floor area of specified uses applies to all of Area B, Retail Service Center, of the Keizer Station Plan. A maximum total floor area shall apply to the uses identified in sections 2.110.02(I) and 2.110.03(E)(12)—(14). This maximum floor area is set forth in the Keizer Station Plan; however, this maximum floor area may change as part of an approved master plan. (9/18)

Sec. 2.110.06. Dimensional standards.

- A. *Minimum lot dimension and height requirements.* (6/22)

<i>Dimension</i>	<i>Single-Family</i>	<i>Duplex, Triplex, Quadplex or Multifamily</i>	<i>Commercial</i>	<i>Mixed Use</i>

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Lot size	4,000 sq. ft. (1)	6,000 sq. ft. (2)	None (3)	None (3)
Average width	40 feet	50 feet	None	None
Average depth	70 feet	80 feet	None	None
Maximum height	35 feet	50 feet	50 feet	50 feet

(1) A single-family dwelling attached on one side has a minimum lot area of 3,500 square feet, and a single-family dwelling attached on both sides has a minimum lot area of 3,000 square feet. (5/98)

(2) Multifamily development must comply with the density standard in section 2.110.07. (5/98)

(3) Parcel size shall be adequate to contain all structures within the required yard setbacks and, where applicable, comply with residential density standards in section 2.110.07. (5/98)

B. *Minimum yard and maximum setback requirements.* (6/22)

<i>Setbacks</i>	<i>Single-Family or Duplex</i>	<i>Triplex, Quadplex or Multifamily</i>	<i>Commercial</i>	<i>Mixed Use</i>
<i>Minimum yard setbacks</i>				
Front	10 feet	10 feet	10 feet	10 feet
Side	5 feet	(2)	(2)	(2)
Rear	(1)	(2)	(2)	(2)
Street-side (3)	10 feet	10 feet	10 feet	10 feet
Garage entrance (4)	20 feet (4)	20 feet (4)	20 feet (4)	20 feet (4)
<i>Maximum yard setbacks (5)</i>				
<u>Front</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>	<u>20 feet</u>

(1) The rear yard setback shall be as follows: 14 feet for a one-story home, 20 feet for a two-story home. (5/98)

(2) 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 zero feet. (5/98)

(3) 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. (5/98)

(4) 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. (5/98)

(5) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

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Sec. 2.110.07. Development standards.

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.*
 - 1. Parking shall be as specified in section 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. (5/98)
 - 2. No off-street parking is required for uses above the ground floor. (5/98)
 - 3. The off-street parking requirement for residential uses is one space per unit. (5/98)
 - 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 p.m. with a total requirement of 100 spaces and a pet store exhibiting peak demand between 1:00 and 5:00 p.m. with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.)
 - 5. 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 or 24 feet of the street frontage whichever is greater.
- B. *Subdivisions and partitions.* Land divisions shall be reviewed in accordance with the provisions of section 2.310. (5/98)
- C. *Yards and lots.* Yards and lots shall conform to the standards of section 2.312. (5/98)
- D. *Signs.* Signs shall conform to the requirements of section 2.308. (5/98)
- E. *Accessory structures.* Accessory structures shall conform to requirements in section 2.313. (5/98)
- F. *Storage, trash, and service functions.* 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. (5/98)
- G. *Landscaping, general.* All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in section 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. (12/03)

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- H. *Landscaping, parking lots.* 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. (5/98)
- I. *Lot coverage.* The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows: (5/98)

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

- J. *Density.* The maximum residential density shall be 24 units per acre and minimum residential density shall be eight units per acre. Developments limited exclusively to residential uses and containing less than eight dwelling units per acre are allowed if they comply with the following: (5/98)
 1. No more than 50 percent of the property shall be occupied. The occupied area shall include all buildings, accessory structures, driveways, parking and required landscaping. (5/98)
 2. The remaining undeveloped portion of the property shall be in one contiguous piece. Access to a public street, in conformance with ordinance requirements, shall be available. The undeveloped portion shall have sufficient width and depth to be developed for additional residential, or commercial, uses. (5/98)

2.112 COMMERCIAL GENERAL (CG)

Commentary:

As recommended in the Code Audit, the draft amendments:

- Make drive-through facilities a conditional use where currently permitted outright.
- Add maximum setback. The Audit recommended a 10-foot max setback for commercial and mixed use buildings. However, the minimum setback is 10 feet, so the draft amendments propose a maximum setback of 20 feet in order to provide a developer some flexibility with regard to building placement.
- Add a requirement 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 or 24 feet whichever is greater to allow for some vehicle access or parking on the side of narrow lots (i.e., lots that have less than 48 feet of street frontage).

Sec. 2.112.02. Permitted uses.

The following uses, when developed under the applicable development standards in this zoning ordinance, are permitted in the CG zone:

- A. One dwelling unit in conjunction with the commercial use(s) of the lot. (5/98)

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- B. Recycling depots. (5/98)
 - C. Auctions yards. (5/98)
 - D. Landscape and horticultural services (078). (5/98)
 - E. Construction contractors' offices and related outdoor storage (15, 16, 17). (5/98)
 - F. Printing and publishing (27). (5/98)
 - G. Transportation and utilities. (5/98)
 - 1. Transportation, communication, electric, gas, and sanitary services (40—49). (5/98)
 - 2. Utilities; secondary truck parking and material storage yard. (5/98)
 - 3. Public utility structures and buildings. (5/98)
 - H. Wholesale trade (50), except scrap and waste materials (5093). (5/98)
 - I. Retail trade, excluding drive-in or drive-through facilities. (5/98)
 - 1. Building materials, hardware, retail nurseries, and garden supply (52). (5/98)
 - 2. General merchandise stores (53). (5/98)
 - 3. Food stores (54). (5/98)
 - 4. Automobile, recreational vehicle or trailer sales and supply stores (55), but excluding gasoline service stations (554). (5/98)
 - 5. Apparel and accessory stores (56). (5/98)
 - 7. Furniture, home furnishings, and equipment stores (57). (5/98)
 - 8. Eating and drinking places (58). (5/98)
 - 9. Miscellaneous retail (59). (5/98)
 - 10. Electrical and lighting shops, office machines and equipment stores, and tractor and farm equipment shops. (5/98)
 - J. Business, professional and social services. (5/98)
 - 1. Finance, insurance, and real estate, excluding drive-in or drive-through facilities (60, 61, 62, 63, 64, 65, 67). (5/98)
 - 2. Personal services (72). (5/98)
 - 3. Business services (73). (5/98)
 - 4. Automotive repair services and garages (75). (5/98)
 - 5. Miscellaneous repair services (76). (5/98)
 - 6. Motion picture production and allied services (78), but excluding drive-ins (7832). (5/98)
 - 7. Amusement and recreation service (79), but excluding racing (7948). (5/98)
 - 8. Pet grooming. (6/01)
 - K. Public administration. (5/98)
 - 1. Fire protection (9224). (5/98)
 - L. Child foster home for five or fewer children as a secondary use. (6/99)
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Sec. 2.112.03. Special permitted uses.

The following uses, when developed under the applicable development standards in the ordinance and special development requirements, are permitted in the CG zone:

- A. Partitions, subject to the provisions in section 2.310. (5/98)
- B. Subdivision, subject to the provisions in section 2.310. (5/98)
- C. Planned unit development, subject to the provisions in section 2.311. (5/98)
- D. Accessory structures and uses prescribed in section 2.203.02. (5/98)
- E. The following special uses, subject to the applicable standards in section 2.4:
 - 1. Veterinary services (074) (section 2.414). (5/98)
 - 2. Funeral service and crematories (726) (section 2.415). (5/98)
 - 3. House of worship (section 2.423). (5/98)
 - 4. Used merchandise store (section 2.417). (5/98)
 - 5. Home occupations (section 2.407). (5/98)
 - 6. Adult entertainment business (section 2.418). (5/98)
 - 7. Service stations (554) (section 2.419). (5/98)
 - 8. Recreational vehicle storage space (section 2.413). (5/98)
 - 9. Wireless telecommunications facilities (section 2.427). (5/98)
 - 10. Medical marijuana facilities (section 2.433). (10/14)
 - 11. Marijuana retailer (section 2.433). (1/16)
 - 12. Mobile food vendor (section 2.434). (7/17)

Sec. 2.112.04. Conditional uses.

The following uses may be permitted, subject to obtaining a conditional use permit:

- A. Craft industries, subject to the provisions in section 2.421. (5/98)
- B. Drive-in or drive-through facilities in association with a permitted use.

Sec. 2.112.05. Dimensional standards.

- A. *Minimum lot dimension and height requirements.*

Lot size	The parcel size shall be adequate to contain all structures within the required yard setbacks
Structure height	50 feet, provided required setbacks shall be increased 1 foot for every foot the structure height exceeds 35 feet

- B. *Minimum and maximum yard setback requirements.* (6/22)
 Adjacent Property Use (6/22)

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<i>Setbacks</i>	<i>Single-Family or Duplex</i>	<i>Triplex, Quadplex or Multifamily</i>	<i>Commercial</i>	<i>Industrial</i>
<i>Minimum yard setbacks</i>				
Front	5 feet	5 feet	5 feet	5 feet
Side	(1)	(1)	(1)	(1)
Rear	(1)	(1)	(1)	(1)
Street-side (2)	5 feet	5 feet	5 feet	5 feet
Garage entrance (3)	20 feet	20 feet	20 feet	20 feet
<i>Maximum yard setbacks (4)</i>				
<u>Front</u>	<u>20 feet</u>	<u>20 feet</u>	<u>10 feet</u>	<u>None</u>

(1) The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. For the CG zone, the rear yard setback is zero feet. (5/98)

(2) 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. (5/98)

(3) 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. (5/98)

(4) At least one primary building entrance on the site shall be built no farther from the street right-of-way than the maximum setback; except that where a greater setback is required pursuant to Section 2.312.04 (special street setbacks), the maximum setback increases proportionately.

Sec. 2.112.06. Development standards.

All development in the CG zone shall comply with the applicable provisions of this ordinance. The following includes referenced items as well as additional development requirements:

A. *Off-street parking.*

1. Parking shall be as specified in section 2.303. (5/98)

2. 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 or 24 feet of the street frontage whichever is greater.

B. *Design standards.* Unless specifically modified by provisions in this section, buildings located within the CG zone shall comply with the development standards in section 2.315. A caretaker's dwelling shall comply with the design standards in section 2.314. (5/98)

C. *Subdivisions and partitions.* Land divisions shall be reviewed in accordance with the provisions of section 2.310. (5/98)

D. *Yards and lots.* Yards and lots shall conform to the standards of section 2.312. (5/98)

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- E. *Signs.* Signs shall conform to the requirements of section 2.308. (5/98)
- F. *Accessory structures.* Accessory structures shall conform to requirements in section 2.313. (5/98)
- G. *Landscaping.* A minimum of ten percent of the property shall be landscaped, including all required yards. Landscaped areas shall be landscaped as provided in section 2.309. (5/98)
- H. *Lot coverage.* The combined maximum building and parking area coverage shall not exceed 90 percent. (5/98)

Commentary:

No changes are proposed to:

2.113. INDUSTRIAL BUSINESS PARK (IBP) through 2.201 GENERAL STANDARDS

2.202. GENERAL EXCEPTIONS

Commentary:

Currently this section addresses minimum setbacks only. The draft amendments clarify that the current code provisions apply to minimum setbacks and establishes less restrictive standard for additions to structures that do not comply with maximum setbacks.

Sec. 2.202.03. Additions to existing structures.

Additions to structures which do not comply with yard setback requirements of the underlying zone shall be allowed, provided:

- A. Structures not in compliance with minimum yard setback requirements.
 - ~~1.~~ Setback reduction prohibited. The setback distance will not be decreased by the addition. (5/98)
 - ~~2.~~ Conformance required. The addition conforms to all other provisions of the zoning district. (5/98)
 - ~~3.~~ Area limitation. Combined additions shall not exceed 50 percent of the square footage on the ground level of the existing structure at the time of the first addition. (5/98)
- B. Structures not in compliance with maximum yard setback requirements. The addition will not increase the degree to which the structure does not conform with the maximum setback.

Commentary:

No changes are proposed to:

KDC 2.203. PERMITTED USES GENERALLY through KDC 2.301. GENERAL PROVISIONS

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2.302. STREET STANDARDS

Commentary:

As recommended in the Code Audit, the draft amendments:

- 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.
- Providing clear and objective standards for residential development.

In addition to the recommendations of the Code Audit, because the clear and objective standards may not work in every circumstance, the modification process in Section 2.302.05 has been expanded to provide flexibility for all of the street standards in Section 2.302. Because some staff discretion and professional judgement is needed to evaluate the modification requests, they would be subject to a Type I-B review.

Sec. 2.302.02. Scope.

The provisions of this section shall be applicable for the following: (5/98)

- A. *Land divisions.* The creation, dedication or construction of all new public or private streets in all subdivisions, partitions or other developments in the city. (05/98)
- B. *Street expansion.* The extension or widening of existing public or private streets or rights-of-way, easements, or street improvements, including those which may be proposed by an individual or the city, or which may be required by the city in association with other development approvals. (10/02)
- C. *Utility improvements.* The construction or modification of any utilities or sidewalks in public rights-of-way, existing private street, or private access easements. (10/02)
- D. *Street trees.* The planting of any street trees or other landscape materials in public rights-of-way. (5/98)
- E. *Exceptions.* Provisions of this section do not apply in existing developed areas of the city (i.e., where there is an established street system and no new streets are required). Improvements in these areas shall be based on standards adopted by the department of public works. (5/98)
- F. *Private streets.* Private streets and improvements on private streets are allowed only in the following situations:
 1. Improvements and/or widening of existing and allowed private streets.
 2. Creation of new private streets within an existing subdivision or PUD already containing approved private streets.
 3. Creation of new private streets in a proposed subdivision, PUD, or partition if the only access to the proposed subdivision, PUD, or partition is via existing and approved private streets. (10/02)

G. *Modifications.* The street standards in Section 2.302 may be modified pursuant to subsection 2.302.05.

Sec. 2.302.03. General provisions.

The following provisions shall apply to the dedication, construction, improvement or other development of all public streets in the City of Keizer: (5/98)

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- A. *General requirements.* 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. (5/98)

Commentary:

The continuation of streets (or not) is related to connectivity and the limit on cul-de-sacs. The draft code amendments make the existing standards clear and objective. Flexibility for sites constrained by physical obstructions and other practical considerations is provided by the modification process in Section 2.302.05.

- B. *Continuation of streets.* Development proposals, including subdivisions and partitions, shall provide for the continuation of, and connection to, existing and planned streets as follows.

~~1. 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 Except as specified in (a) through (d) below, streets, bicycle paths and/or pedestrian accessways and utilities shall be extended to property boundaries to allow the future extension of streets and infrastructure and to provide connectivity to area attractors(major transit stop, or neighborhood activity center). A temporary turnaround shall be constructed for stub streets in excess of 150 feet in length. (01/02)~~

No street or utility extensions are required when any of the following circumstances exist: (01/02)

- ~~1a. Less than three additional existing or future lots on adjoining parcels would gain access from the extension. For purposes of this criterion, the size of said future lots shall be no greater than two times the minimum lot size of the zone. (01/02)~~
- ~~2b. Parcel shape or size prevents new lots from meeting lot width or depth standards when a public street is proposed through the parcel. (10/15)~~
- ~~3c. Partial-width streets where adjoining development would provide a full-width public street does not eliminate the need for variances to lot depth or width requirements. (10/15)~~
- ~~4d. A modification has been approved pursuant to Section 2.302.05. Natural physical obstructions or barriers, such as parkland, floodplain, slopes, or significant trees, make access and connectivity unreasonable or impracticable. (01/02)~~
- ~~5. Providing access and connectivity to one or more adjoining parcel(s) would not be useful given that at least one of the following conditions exist: (01/02)~~
 - ~~a. A future street plan demonstrates that adequate access and connectivity is provided from the adjacent parcel(s). (01/02)~~
 - ~~b. The development potential of the adjoining parcel(s) is (are) limited due to physical or jurisdictional constraints to such a degree that connectivity is unreasonable or impracticable. (01/02)~~
2. Where streets will be extended in accordance with subsection 2.302.03.B.1, a temporary turnaround shall be constructed for stub streets in excess of 150 feet in length.
3. Where streets will not be extended in accordance with subsection 2.302.03.B.1, a permanent turnaround or cul-de-sac is required. Where permitted, the maximum cul-de-sac length shall be 800 feet.

- C. *Alignment.* All streets other than minor streets or culs-de-sac, ~~as far as practical,~~ shall be in alignment with existing streets by continuation of the existing centerlines. The staggering of street alignments

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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. (5/98)

~~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 fire code. (11/16)~~

ED. *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. (5/98)

EE. *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. (5/98)

EF. *Half-streets.* Half-streets may be approved through a modification pursuant to subsection 2.302.05 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 three-fourths-width street can reasonably be developed, as determined by the department of public works, a half-street will be constructed with an additional ten feet of pavement on the opposite side of the street from full improvement. (5/98)

~~H. *Culs-de-sac.* The maximum length shall be 800 feet. (5/98)~~

GI. *Street names.* Street names and numbers shall conform to the established standards and procedures in the city. (5/98)

JH. *Grades and curves.* Grades shall not exceed seven percent on arterials, ten 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. (5/98)

KL. *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. (5/98)

LJ. *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 ten feet. In all zones, alleys may be used to meet the block length and perimeter standards in Section 2.310.04. (5/98)

MK. *Street landscaping.* Where required as part of the right-of-way design, planting strips shall conform with the following standards: (5/98)

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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. (5/98)
2. Planting strips shall be planted and maintained in predominantly living ground cover 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. (5/98)

~~N.L.~~ *Access control standards.* The following access control standards apply to public, industrial, commercial and residential developments, including land divisions. Access shall be managed to maintain ~~an the adequate~~ level of service and ~~to maintain the~~ functional classification of roadways as required by the City of Keizer Transportation System Plan. ~~Major roadways, including arterials and collectors, serve as the primary system for moving people and goods within and through the city. Access management is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.~~ (10/15)

The regulations in this section further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land. (7/09)

1. Traffic impact analysis requirements. The city or other agency with access jurisdiction ~~may shall~~ require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. ~~(See also in accordance with the criteria in section 2.301.034~~ (traffic impact analysis). (7/09)
2. The city or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), 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. Access to and from off-street parking areas shall not permit backing onto a public street. (7/09)
3. Access options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of ten feet per lane is required; planned access shall be consistent with adopted public works standards for road construction). These methods are options to the developer/subdivider. (7/09)
 - ~~1~~a. *Option 1.* Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted. (7/09)
 - ~~2~~b. *Option 2.* Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., shared driveway). A public access easement covering the driveway shall be recorded in this case to ensure access to the closest public street for all users of the private street/drive. (7/09)
 - ~~3~~c. *Option 3.* Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection 6 below. (7/09)

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4. *Subdivisions fronting onto an arterial street.* New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes) with approval of a modification pursuant to section 2.302.05. (7/09)
5. *Double frontage lots.* When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. (7/09)
6. *Access spacing.* The following minimum access spacing standards apply to public streets and driveways on arterial streets: (7/09)

Arterial Access Spacing Standards

<i>Posted Speed (miles per hour)</i>	<i>Minimum Spacing (feet)</i>
25	150
30	150
35	150
40	185
45	230
50 or higher	275

7. *Number of access points.* For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for two-family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection 6, above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection 8 below, in order to maintain the required access spacing, and minimize the number of access points. (7/09)
8. *Shared driveways.* The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The city shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards: (7/09)
 - a. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential). (7/09)
 - b. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval. (7/09)

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- c. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future with approval of a modification pursuant to section 2.302.05. (7/09)
- 9. *Street connectivity and formation of blocks required.* In order to promote efficient vehicular and pedestrian circulation throughout the city, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards: (7/09)
 - Block length.* The maximum block length shall be consistent with 2.310.04 (additional design standards for subdivisions). (7/09)
 - Street standards.* 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). (7/09)
 - Exception.* Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of 2.310.04(C)(2) and with approval of a modification pursuant to section 2.302.05. (7/09)
- 10. *Pedestrian/bicycle accessways.* Accessways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles. (7/09)
- 11. *Streetlights.* Streetlights shall be required for public streets serving more than four dwelling units. Streetlights shall be located within a right-of-way or in utility easements. Streetlights are not required along private access easements. Streetlights shall be designed to direct the light down toward the street and sidewalk and as much as practicable away from adjoining homes. (10/15)
- EM. *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: (10/15)
 - 1. Streetscape trees shall be planted within the boundaries of each lot within ten feet of street improvements. (10/15)
 - 2. Lots measuring less than 60 feet in width shall be required to plant one streetscape tree. Lots measuring 60 feet or more in width shall be required to plant two streetscape trees. (5/20)
 - 3. Streetscape trees shall be selected from a list of approved trees. (10/15)

Commentary:

Currently the modification in 2.302.05 only applies to 2.302.04. The draft amendments would expand the modifications section to apply to the standards in 2.302.03 as well. This is helpful to provide applicants with an alternative to the clear and objective standards. The modification could be processed concurrently with the application for development.

Sec. 2.302.05. Modification of right-of-way and improvement width.

The city, pursuant to variance approval, may allow modification to the public street standards of ~~subsection 2.302.04~~ Section 2.302 (Street Standards), when the following criteria are satisfied: (5/98)

- A. Modification to Section 2.302.03 permitted. The modification is necessary to provide design flexibility where:

1. Existing development patterns and/or natural physical obstructions or barriers, such as parkland, floodplain, slopes, or significant trees, make meeting the access, connectivity or alley standards unreasonable or impracticable.
2. Providing access and connectivity to one or more adjoining parcel(s) would not be useful given that at least one of the following conditions exist:
 - a. A future street plan demonstrates that adequate access and connectivity is provided from the adjacent parcel(s).
 - b. The development potential of the adjoining parcel(s) is (are) limited due to physical or jurisdictional constraints to such a degree that connectivity is unreasonable or impracticable.

AB. *Modification to Section 2.302.04 permitted.* The modification is necessary to provide design flexibility where: (5/98)

1. Unusual topographic conditions require a reduced width or grade separation of improved surfaces; or
2. Parcel shape or configuration precludes accessing a proposed development with a street which meets the full standards of section 2.302.04; or
3. A modification is necessary to preserve trees or other natural features determined by the city to be significant to the aesthetic character of the area; or
4. The modification of street standards is necessary to provide greater privacy or aesthetic quality to the development. (5/98)

BC. *Vehicular access maintained.* Modification of the standards of section 2.302.04 shall only be approved if the city finds that the specific design proposed provides adequate vehicular access based on anticipated traffic volumes. (5/98)

2.303. OFF-STREET PARKING AND LOADING

Commentary:

As recommended in the Code Audit, the draft amendments:

- Update to meet the OAR requirement of one-half of a covered bicycle parking space per unit for multi-unit and mixed-use residential uses. The Transportation Planning Rule allows cities to exempt or reduce the minimum parking requirement for certain types of residential uses that are likely to have less future demand for bicycle parking. The draft amendments exempt Senior living facilities.
- Add clarification that bicycle parking spaces in dwelling units are not counted towards the required bicycle parking spaces. Should KDC provide exemption for small projects (e.g., 12 or fewer units)?

In addition, TPR "requirements for large parking lots" are addressed in Section 2.303.11.K.

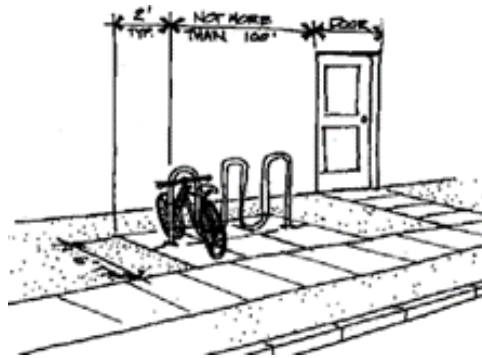
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Sec. 2.303.08. Bicycle parking.

- A *Bicycle parking required.* Bicycle parking shall be required in all public and semi-public, commercial, multifamily, and industrial development as well as park-and-ride lots. ~~Bicycle parking shall be based on the amount of automobile parking required. In addition to a required one bicycle parking space, bicycle parking spaces shall be calculated at five percent of the amount of the automobile parking spaces which are required provided at the amounts specified below and all fractions are shall be rounded up the next whole number. (12/15)~~

<u>Land Use Activity</u>	<u>Number of Bicycle Spaces Required</u>	<u>Percentage of Long-term Spaces Required</u>
<u>Multi-family and residential mixed use</u>	<u>1 / unit</u>	<u>100%</u>
<u>Hotel, motel, senior living facility, assisted living facility, nursing home, convalescent home, memory care, hospitals</u>	<u>1 / 20 rooms</u>	<u>50%</u>
<u>Recreation, outdoor (golf course, athletic fields and courts, parks)</u>	<u>2 / court, green or sports field</u>	<u>None</u>
<u>Recreation, indoor (bowling alley, skating rink, community center, recreation facility)</u>	<u>1 / 2,500 square feet</u>	<u>None</u>
<u>Retail, personal services, office, and eating and drinking</u>	<u>1 / 3,000 square feet</u>	<u>Office – 50%; Other uses - None</u>
<u>Schools and daycare</u>	<u>2 / classroom</u>	<u>None</u>
<u>Wholesale, industrial, warehousing, service repair center; retail store handling bulky merchandise</u>	<u>1 / 10,000 square feet</u>	<u>None</u>

- B. *Bicycle parking development requirements.*



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. (5/98)
2. *Location.*
 - a. All bicycle parking areas except long-term bicycle parking spaces shall be within 50 feet of a building entrance and located within a well-lit area. Bicycle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by automobiles. (12/15)
 - b. Long-term bicycle parking shall be provided in a secure, well-lit location sheltered from precipitation. A secure location is defined as one in which the bicycle parking is provided within:

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- i. A lockable room with racks complying with space standards at subsection 2.303.08.B.3;
- ii. A lockable bicycle enclosure;
- iii. A bicycle locker; or
- iv. For residential uses, a lockable room or garage serving only one dwelling unit. For multifamily and mixed-use residential developments with more than 12 dwelling units, bicycle parking spaces in dwelling units shall not count towards the required bicycle parking spaces.

- 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. Fixed objects which are intended to serve as bicycle parking facilities but which are not obviously designed for such purposes shall be clearly labeled as available for bicycle parking. (12/15)
- 4. *Access.* Access to a public right-of-way and pedestrian access from the bicycle parking area to the building entrance must be provided. (5/98)
- C. *Exemptions.* The following uses are exempt from the bicycle parking requirements: (5/98)
 - 1. Seasonal or temporary businesses. (5/98)
 - 2. Wireless telecommunication facilities, and other utilities. (12/15)

Sec. 2.303.11. Parking and loading area development requirements.

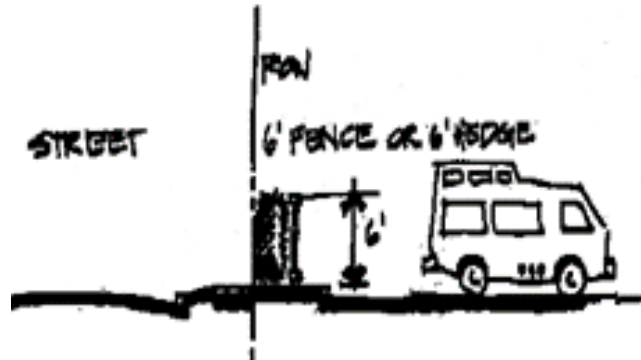
All parking and loading areas shall be developed and maintained as follows:

- 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 overflow 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. "Overflow" 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. (12/15)
- B. *Parking spaces.*
 - 1. *Dimensions.* Head-in parking spaces shall be a minimum nine feet wide and 18 feet in length. Parallel parking spaces shall be a minimum nine feet wide and 22 feet in length. (9/17)
 - 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 parking spaces. No more than 30 percent of the required parking shall be compact spaces and each space must be identified as a compact space. (12/15)
- C. *Aisle dimensions.* (9/17) The following minimum aisle dimensions shall apply: (5/98)
 - 1. Without adjacent parking (drive aisle): (9/17)
 - a. Single-family residence: 12 feet.
 - b. One-way: 12 feet.
 - c. Two-way: 22 feet.
 - 2. With adjacent parking: (9/17)

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Parking Angle	Aisle Width	
	One-Way	Two-Way
0 to 40	14 feet	24 feet
41 to 70	16 feet	24 feet
71 to 90	24 feet	24 feet

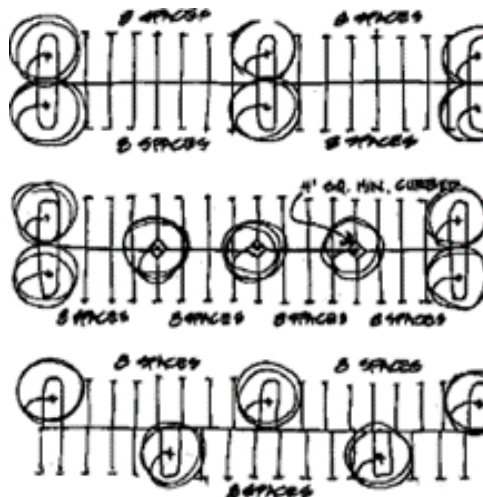
- D. Screening. When any parking or loading area abuts a residential zone, the parking or loading area shall be screened or buffered as is required in section 2.309.05. (7/06)



- 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 and shall provide appropriate shielding so the light source is not visible from any public right-of-way or adjacent residential property. (9/17)

- F. Landscaping.

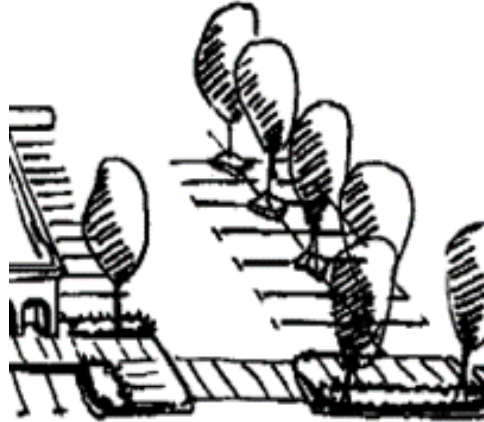
1. Parking lot landscaping should be designed to provide shade, reduce storm water runoff, and direct traffic. Incorporation of approved stormwater quality facilities in landscaped areas is encouraged. (9/17)



2. One tree shall be planted for every eight linear parking spaces. The planting space shall measure no less than four feet square and be contained by appropriate methods to ensure landscaping materials are kept in place, and vegetation is protected from vehicle maneuvering and parking

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areas. Trees may be planted in clusters to screen or buffer the development if approved in the landscaping plan. (9/17)



3. Trees shall be of a species that the root system will not interfere with underground utilities or the parking surface and must be capable of achieving a minimum 15-foot canopy radius. (9/17)
 4. All trees must be planted in proximity to proposed parking areas. At a minimum, one-third of the diameter of each proposed mature tree canopy shall provide shade and overlap the parking area. (9/17)
 5. Trees may be planted within a storm drainage area subject to public works review and approval, provided the selected tree species will not adversely impact the function of the storm drainage facility. (9/17)
 6. Trees shall be a minimum two inch caliper at the time of planting, of a suitable species, and be healthy with no visible damage. (9/17)
- 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. (5/98)
- H. Entrance/exits. Service drive exits shall have a minimum vision clearance area of 15 feet from the intersection of the street and driveway. (5/98)
- 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 four inches high and located a minimum of three feet from the property line. (5/98)
- J. Existing development may redevelop a portion of existing parking areas in order to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park-and-ride stations. The number of parking spaces may be reduced by up to ten percent of the minimum required parking spaces for that use. (7/09)

Commentary:

The intent of the new subsection K standards for large off-street parking lots is to mitigate the climate impacts of large areas of pavement, improve pedestrian connectivity and circulation within and across such areas, and maximize the survival and health of trees planted in large parking lots. The regulations implement the city's responsibilities under OAR 660-012-0405(4).

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K. Additional Requirements for Large Parking Areas. The following standards apply to new development that includes more than one-half acre of new off-street surface parking on a lot or parcel as provided below. The new surface parking area shall be measured based on the perimeter of all new off-street parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles.

1. Pedestrian Connections Required. Developments must provide pedestrian connections that meet the standards below.

a. Required connections The site shall have a continuous route for pedestrian travel that connects to the following locations: building entrances; existing or planned pedestrian facilities in the adjacent public rights-of-way; transit stops on or adjacent to the site; and, accessible parking spaces.

b. Connection design standards. The pedestrian connections shall be constructed to meet the following standards

i. Materials and Width. Walkways must be hard surfaced (paved) and at least 6 feet in unobstructed width. Walkway width must be increased to 8 feet if the walkway abuts perpendicular or angled parking spaces, unless the spaces are equipped with wheel stops.

ii. Crossings with Vehicle Areas. Where the walkway crosses driveways, drive aisles, parking areas, and loading areas, the walkway must be clearly identifiable through the use of elevation changes, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes for crossings must be at least 4 inches high.

iii. Walkways Adjacent to Vehicle Areas. Where the walkway is parallel and adjacent to a parking space, driveway, or drive aisle, the walkway must be a raised path or be separated from the vehicular space by a raised curb, bollards, landscaping, or other physical barrier. If a raised path is used, it must be at least 4 inches high. Bollard spacing must be no further apart than 5 feet on center.

2. Tree Canopy. Developments must provide for a tree canopy meeting either subsection 2.303.11.K.2.a or b. Trees planted to meet this standard must be planted and maintained in compliance with subsection 2.303.11.K.2.c.

a. Tree canopy over the parking area. On-site tree canopy area shall be provided covering at least 30 percent of new off-street parking areas in no more than 15 years.

b. Tree canopy along driveways. Tree canopy shall be provided along the driveways of the new parking area. The tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations. For purposes of this standard, driveways are vehicular routes through a parking lot that provide access to and from the surrounding streets, and connections through the site to buildings and parking lot drive aisles, and do not provide direct access to parking stalls, or provide access to a limited number of parking stalls.

c. Tree Planting and Maintenance. Trees shall be planted and maintained pursuant to the standards in section 2.309.06 [the American National Standards Institute (ANSI) A300 standards for planting [2021]]. The applicant shall provide documentation of compliance from a certified arborist prior to receiving a certificate of occupancy or other final approval to commence the proposed use of the site. The applicant must submit documentation that notice and opportunity for comment to the local electric utility has been provided of the

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applicant’s tree planting plan for the development, including the plans for pre-design, design, building and maintenance phases.

3. Climate Mitigation Measures. The development must provide at least one of the following climate mitigation actions. Multiple actions may be used in combination to meet the total amount of mitigation required. Developments required to comply with the Green Energy Technology in Public Building Construction Contracts per OAR 330-135-0010 are exempt from the requirements for climate mitigation measures.

- a. Tree Canopy. Increased on-site tree canopy area shall be provided covering at least 40 percent of new off-street parking area in no more than 15 years. Compliance with the standards in subsection 2.303.11.K.2.c is required for trees planted to meet this standard.
- b. Payment into Equitable Renewable Energy Fund. Tree Canopy. Payment of \$1,500 per new off-street parking space into a fund at the Oregon Department of Energy dedicated to equitable solar or wind energy development.
- c. Solar power generation. Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property.

Commentary:

No changes are proposed to:

KDC 2.305. TRANSIT FACILITIES through KDC 2.309. SITE AND LANDSCAPING DESIGN

2.310. DEVELOPMENT STANDARDS FOR LAND DIVISIONS

Commentary:

As recommended in the Code Audit, the draft amendments:

- Update block length & perimeter requirements consistent with the Walkable Design Standards Guidebook and 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.
- Ensure standards are clear and objective.

Sec. 2.310.02. Scope.

- A. *Application.* The provisions of this section shall apply to all subdivisions and partitions within the City of Keizer. (5/98)
- B. *Modification.* The design standards in this section may be modified through a discretionary review process, provided findings are established which indicate compliance with these standards is infeasible due to parcel shape, terrain, or location of existing structures. (5/98)

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Sec. 2.310.04. Additional design standards for subdivisions.

A. *Standards for blocks.*

1. Sizes. On development sites 2 acres or greater, street connections or pedestrian/bicycle accessways must be spaced no further than the maximum block length standards stated below. The maximum block length standard may be met with a full street connection or a pedestrian/bicycle accessway that conforms with section 2.310.04.D. In all cases except sites within an industrial zone, where a block exceeds 350 feet in length, a mid-block pedestrian/bicycle accessway is required.

<u>Location</u>	<u>Block Length</u>	<u>Block Perimeter</u>
<u>Sites over 5.5 acres within a Climate Friendly Area</u>	<u>350 feet</u>	<u>1,400 feet</u>
<u>Sites within an industrial zone</u>	<u>600 feet</u>	<u>None</u>
<u>All other sites</u>	<u>500 feet</u>	<u>2,000 feet</u>
<u>* The minimum distance between intersections on arterial streets is 1,800 feet, provided that blocks which exceed the block lengths noted above must have a mid-block pedestrian and bicycle accessway.</u>		

42. General requirement for non-residential subdivisions. The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated; consideration of needs for convenient access, circulation, control, and safety of street traffic; and recognition of limitations and opportunities of topography. (5/98)

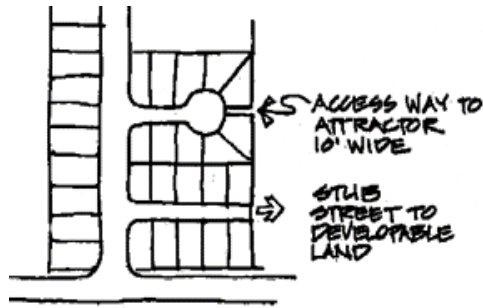
2. Sizes Exception. Blocks ~~should shall~~ not exceed ~~600 feet in length between street lines~~ the sizes specified above, except blocks adjacent to arterial streets, or unless ~~the previous adjacent development pattern or topographical conditions justify a variation~~ a modification is approved in accordance with section 2.310.02.B. ~~The recommended minimum distance between intersections on arterial streets is 1,800 feet.~~ (5/98)

- B. Traffic circulation. ~~The proposed subdivision shall be laid out to provide safe and, convenient vehicle, bicycle and pedestrian access to nearby residential areas, transit stops, neighborhood activity centers such as schools and parks, commercial areas, and industrial areas; and to provide safe and convenient traffic circulation. At a minimum, "nearby" is interpreted to mean uses within ¼ mile which can be reasonably expected to be used by pedestrians and uses within one mile of the subdivision boundary which can reasonably be expected to be accessed by bicyclists. (5/98)~~ Development must provide a system of streets and accessways that meets the block length standards in subsection A, as applicable, and provides access to the following:

1. Abutting residential developments;
2. Abutting undeveloped property;
3. Abutting transit station or major transit stop;
4. Abutting parks or schools; and
5. Abutting Neighborhood Activity Centers.

- C. Connectivity. ~~To achieve the objective in B above, the director may require the following: (5/98)~~ New internal streets within a development must connect to all existing or planned stubbed streets that abut the site. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets must be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer.

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1. ~~Stub streets. Where the potential exists for additional residential development on adjacent property. (5/98)~~
 2. ~~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. (5/98)~~
- D. Accessway Design standards. Pedestrian/bicycle accessways shall meet the following design standards: (5/98)
1. Minimum dedicated width: ten feet.
 2. Minimum improved width: ten feet.
 3. Maximum length: 250 feet. A clear line of vision for the entire length of the accessway shall be required. (5/98)
 4. 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. (5/98)
 5. The accessway shall be designed to prohibit vehicle traffic. (5/98)

Commentary:

No changes are proposed to: KDC 2.311. PLANNED UNIT DEVELOPMENT DESIGN STANDARDS

2.312. YARD AND LOT STANDARDS

Commentary:

The draft code amendments include some minor edits to 2.312.02 to avoid possible confusion between minimum and maximum yard requirements between max setback and special street setbacks.

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Sec. 2.312.02. Yards and yard area generally.

- A. *Yards apply only to one building.* No required **minimum** yard or other open space or required driveway provided around or for any building or structure for the purpose of complying with the provisions of this ordinance shall be considered as providing a yard or open space for any other building, nor shall any yard or other required space on an adjoining lot be considered as providing a yard or open space on the lot whereon the building is to be erected. (5/98)
- B. *Yards to be unobstructed.* A required **minimum** yard is the minimum required setback area between a structure or manufactured dwelling and a lot line, whether or not additional open space is actually provided between the structure and the lot line. Every required yard or setback area shall be open and unobstructed by buildings, or structures from the ground to the sky except for those exceptions permitted in this section. (7/06)

Sec. 2.312.04. Special street setbacks.

- A. *Purpose.* The special setbacks in this section are based upon the functional classification of streets and roads as described in the comprehensive plan. The purpose of these special setbacks is to allow for the expansion or improvement of streets and roads in order to safely accommodate vehicular or pedestrian traffic. The special setback shall be measured from the centerline of the street right-of-way as noted in 2.312.04(D). (7/06)
- B. *Setback requirements.* Required yards and setbacks adjacent to a street shall be in addition to the special setbacks required by this section. These setback distances shall be measured at right angles to the centerline of the established right-of-way. (5/98)
- C. *Special provisions.* Except as provided herein, structures and paved surfaces shall not be located within the special setbacks specified in 2.312.04(D) below. Any portion of a structure lawfully established within a special street setback prior to adoption of this ordinance shall be considered a nonconforming structure. (5/98)
- D. *Special setback requirements.* (5/98)

<i>Functional Classification</i>	<i>Special Setback <u>from Centerline</u></i>
Major arterial	36 feet
Minor arterial	34 feet
Collector	34 feet
Local street III*	24 feet
Local street II*	23 feet
Local street I*	22 feet
Cul-de-sac	See equivalent local street requirement

* See functional classification in section 2.302.04

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Commentary:

No changes are proposed to: KDC 2.313 ACCESSORY STRUCTURES AND USES

2.314 STANDARDS FOR SINGLE-FAMILY DWELLINGS, DUPLEXES, TRIPLEXES, QUADPLEXES, COTTAGE CLUSTERS, AND TOWNHOUSES

Commentary:

As recommended in the Code Audit, the draft amendments:

- 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.

The following standards will be applied to all single-family dwellings, duplexes, triplexes, quadplexes, cottage cluster developments, and townhouses whether modular or manufactured homes, or site-built homes, to be constructed or located in RS, RL, RM, MU or UT zones: (6/22)

- A. 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. Single-family homes, duplexes, triplexes, quadplexes, cottage cluster developments, and townhouses shall incorporate at least five of the following design features to provide visual relief along the front of the home: (6/22)
1. Dormers; (5/98)
 2. Gables; (5/98)
 3. Recessed entry; (10/15)
 4. Covered porch with front door entry facing the front lot line; (10/15)
 5. Cupolas; (5/98)
 6. Pillars or posts; (5/98)
 7. Bay or bow windows or window shutters; (10/15)
 8. Eaves (minimum six-inch projection); (5/98)
 9. Offsets on building face or roof (minimum 16 inches). (5/98)
 10. Window(s) facing the street or access easement have a minimum area of not less than 24 square feet. (10/15)
 11. A significant variation of three different building materials, the least of which shall be ten percent of the façade (stone, wood, siding, shakes, etc.). (10/15)

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B. Garages, and carports and parking areas. When garages, ~~and~~ carports and parking areas are provided, they shall meet the following: (10/15)

1. Garage doors and carport openings facing the street shall not account for more than 50 percent of the dwelling façade that faces the street. (10/15)
2. Garage doors on lots less than 8,000 square feet must be recessed from the front plane of the house at least five feet or mitigated with additional design features as set forth below. These are in addition to the features required in section 2.314(A) above: (10/15)
 - a. If garage door is even with or recessed less than five feet from the front building plane then one additional design feature from the design feature listed below is required. (10/15)
 - b. If garage door protrudes five feet or less from the front building plane then two additional design features from the design feature listed below is required. (10/15)
 - c. If garage door protrudes more than five feet from the front building plane, then three additional design features from the design feature listed below is required: (10/15)

Design Feature (Garages and Carports)

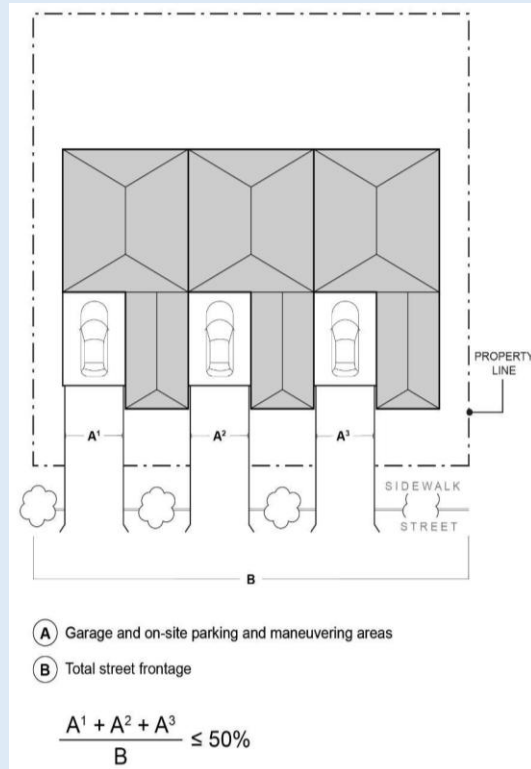
- Trellis in front of the garage. (10/15)
- Projections (such as pillars, posts, stonework, brick work) over, or at each side of the garage doors. Projections shall be a minimum of eight inches in depth. (10/15)
- Additional gables, including one above the garage. (10/15)
- Windows in garage door. (10/15)
- Decorative garage doors which incorporate architectural design elements such as stable doors etc. (10/15)
- Landscaping which includes a variety of trees and other planting materials to visually mitigate the garage, which is in addition to required landscaping. (10/15)
- Added architectural feature(s) using materials, textures, and/or design features in the plane of the garage. (10/15)
- Decorative hardscape features which may be either horizontal and/or vertical and include a variety of materials and textures, such as stamped concrete, pavers, bricks, columns, significant ornamental rocks, etc. (10/15)

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Commentary:

This figure illustrates how 50% of the street frontage would be calculated for a triplex. The draft amendments provide exceptions for garages or off-street parking areas that are separated from the street property line by a dwelling.

It also allows the 50% maximum to be exceeded on townhouse lots to allow each lot to have a driveway of at least 12 feet.



3. The following standards apply to new single-family homes, duplexes, triplexes, quadplexes, and townhouses. These standards do not apply to modifications to existing driveways or garages.

a. If garages or off-street parking and maneuvering areas are proposed to be located between a building and a public street (other than an alley), the combined width of all garage and off-street parking and maneuvering areas shall not exceed 50 percent of the total street frontage of the lot.

Exceptions. This standard does not apply to garages or off-street parking areas that are separated from the street property line by a dwelling. The width of a driveway on a townhouse lot may exceed 50 percent of the street frontage of the lot provided the provided the driveway is paired with a driveway on one abutting lot so that the two driveways share a single curb cut (i.e., a section of lowered curb) and each curb cut is separated by a minimum [18-24 feet] full-height curb.

b. The maximum width of an individual driveway is 24 feet. For lots with more than one driveway, the total width of all driveways shall not exceed 32 feet. Driveway width shall be measured lengthwise along the property line, and such measurement shall not include the width of wings connecting the top of the curb to the lowered curb or apron.

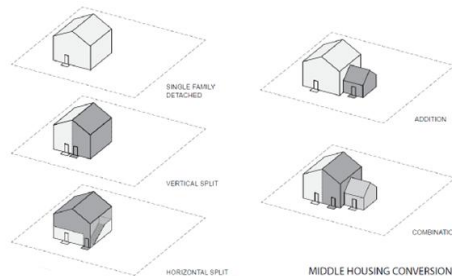
c. On local streets, driveways on the same lot shall be separated by a minimum [18-24 feet] full-height curb.

d. Driveway separation from intersections and all driveway separations on arterials and collectors is subject to the access control standards in section 2.302.03.

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C. Middle housing conversions. A conversion from a single-family home to a duplex, triplex, quadplex, or cottage cluster is allowed. The following requirements and standards apply: (6/22)

- 1A. The converted housing type is a permitted use in the underlying zone. (6/22)
- 2B. With the exception of minimum parking requirements, the conversion of the existing single-family home does not create or increase nonconformance with applicable development and design standards. (6/22)
- 3C. The conversion is exempt from additional design requirements and public facility improvements. (6/22)
- 4D. The conversion is subject to the city's building permit review and approval process. (6/22)



2.315. DEVELOPMENT STANDARDS

Commentary:

As recommended in the Code Audit, the draft amendments:

- KDC 2.315.06. 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.
- 2.315.06. 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/Keizer Station Master Plan.
- 2.315.06.E. Add requirements for multi-family and mixed-use buildings to have their primary entrance face the street.

Sec. 2.315.04. Administration of the development standards.

These standards are intended to be objective and to serve as a guide to designers of developments. The standards are applied in one of four ways: (1/04)

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- A. The standards embodied in this development code are administratively reviewed at the time of a building permit application. Compliance to the standards is a condition of building permit approval. (12/18)
- B. In instances where conformance to the standards is outside of the scope of a building permit, such as repainting a building, the owner shall be responsible for conformance with these standards. (12/18)
- C. The standards embodied in this development code are to be perpetually maintained on all properties. This particularly applies to color and façade materials, which may change without requiring a building permit. (12/18)
- D. In the event a development proposal or a change to an existing building does not conform to the standards due to an applicant wishing to propose alternatives, the applicant may choose to apply for approval of a development standards alternative application. A development standards alternative application shall be processed as a Type II-BC land use decision consistent with section 3.202. The initial decision shall be rendered by the planning commission, appealable to city council. For properties located within the Keizer Station, the initial decision shall be rendered by the city council. No building permit will be issued for a use requiring development standards alternative approval until the application is approved. (12/18)

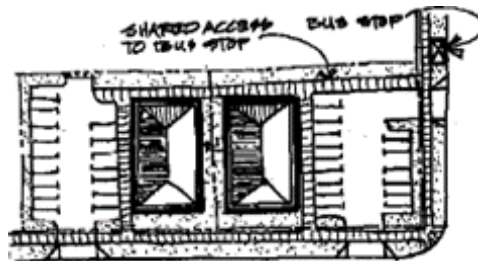
Sec. 2.315.05. Nonconforming buildings.

Any building that did not conform to the standards on May 18, 1998, is considered a legally nonconforming building as regulated within this code. (1/04)

Sec. 2.315.06. Development standards.

All applicable development must meet the following standards: (12/18)

- 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. (1/04)



1. Connection required. The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets, and abutting parks, schools, Neighborhood Activity Centers and transit facilities (existing or planned). (12/18)
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. For the purposes of this standard, "conveniently" means a distance not exceeding 150 percent of the straight-line distance. (12/18)

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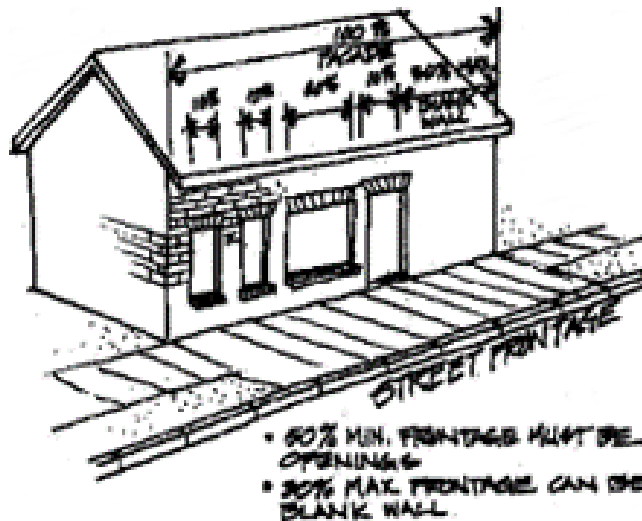
3. Additional street access. One walkway from a building to a public street shall be provided for every 300 feet of street frontage. (12/18)
 4. Driveway crossings. Driveway crossings shall be a maximum of 36 feet in width. Where the pedestrian system crosses driveways, parking areas and loading areas, the system must be clearly identifiable through the use of elevation changes, a different paving material, texture, or other similar method. (1/04)
 5. Lighting. Lighting shall be provided for all walkways. Pedestrian walkways must be lighted to a level where the system can be safely used at night by employees and customers. (12/18)
 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 nine feet for awnings and building overhangs. The maximum vertical clearance shall be 15 feet. (1/04)
 - 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 linear frontage, where this requirement shall apply to at least 33 percent of the building frontage. The maximum vertical clearance shall be 15 feet. (12/18)
 7. 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. (12/18)
 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. (1/04)
 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. (1/04)
 10. ~~Alternative application~~Designate on Proposed Site Plan. The building permit application or development standards shall designate walkways and pedestrian connections on the proposed site plan. ~~If the applicant considers walkways are infeasible, evidence and proposed findings shall be submitted demonstrating that the walkway or connection is infeasible. The evidence will be evaluated in conjunction with the building permit or development standards alternative process.~~ (12/18)
- 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. (5/98)
 - 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 simulate windows, display areas or doorway openings. The

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location of this elevation shall be determined as part of the required master plan review described in section 2.125. (12/18)

2. *Building façades.*

- a. In the CM, CR, and MU zones, façades that are visible from a public street shall extend no more than 30 feet horizontally without providing a variation in building materials, a building offset of at least two feet, or a wall area entirely separated from other wall areas by a projection, such as a porch or a roof over a porch or a roof over a porch and no more than 15 feet between vertical design elements such as columns, pilasters, or patterns. (12/18)



- b. In the EG zone, façades 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. (12/18)

3. *Awnings.* Awnings are a roof-like cover extending immediately in front of a doorway or window to provide protection from the sun or rain. Awnings shall be provided along building storefronts abutting a public sidewalk. Awnings are not allowed in locations not listed above. Awnings shall be constructed of canvas, acrylic fabric, laminated vinyl, metal or similar standard material. Awnings shall not be back lit. (12/18)

4. *Materials and texture.*

a. *Building materials.* (1/04)

- 1) All buildings shall have wood, brick, stone, architectural block, slump stone block, architectural concrete, stucco siding, or vinyl siding made to look like wood siding as the predominant building material. (12/18)
- 2) A minimum of two separate and distinct building materials must be used. (12/18)
- 3) Metal siding other than reflective material is allowed as part of a design to incorporate differing materials but shall not be the predominant material used. (6/22)
- 4) Plain concrete masonry block, plain concrete, plywood and sheet press board may not be used as exterior finish materials. (12/18)

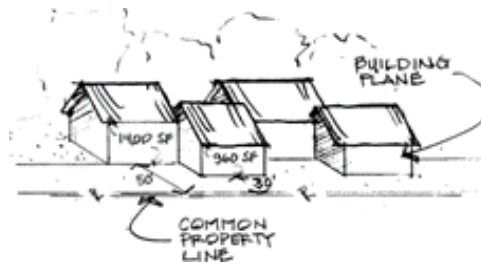
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- b. *Trim material.* (1/04) Building trim shall be wood, brick, stone, stucco, vinyl siding material made to look like wood, or metal. (1/04)
 - c. *Roofing material.* (1/04) Any roofing material is allowed, including metal roofs. (5/98)
 - d. *Foundation material.* (1/04) Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than three feet. (5/98)
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: (1/04)
 - 1. Exterior building colors shall be of low reflective, subtle, neutral or earth tone color. The use of high intensity colors such as black, neon, metallic or florescent colors for the façade of the building are prohibited except as may be approved for building trim. (12/18)
 - 2. Light reflectance value (LRV) of any color shall be between the values of 30 and 85. (12/18)
 - 3. The finish shall be either matte or satin. (12/18)
 - b. For the purpose of this section, "main color" is the principal color of the building which must be at least 75 percent of the surface of the building excluding windows; the trim colors of all buildings may be any color except as set forth below. (12/18)
 - c. In no case shall the main color or the trim color of any structure be "florescent," "day-glo," or any similar bright color. (1/04)
6. *Rooflines.* Rooflines shall establish a distinctive "top" to a building. When flat roofs are proposed, a cornice a minimum 12 inches high projecting a minimum six inches from the wall at the top of the wall or parapet shall be provided. (5/98)
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. (12/18)
8. *Building Entrances.* At least one main entrance for each building must comply with the following standards. Buildings which are more than 40 feet from a street lot line or which are located behind another building (in relation to the street lot line) are exempt from this standard.
- At least one main entrance for each building shall:
- a. Be within 8 feet of the longest street-facing wall of the building.
 - b. Be oriented to:
 - i. Face the street,
 - ii. Be at an angle of up to 45 degrees from the street;
 - iii. Face a common open space or courtyard that abuts the street and that is no less than 15 feet in width; or
 - iv. Open onto a covered porch or patio that is at least 25 square feet in area.
- C. *Commercial accessory structures.* (12/18)
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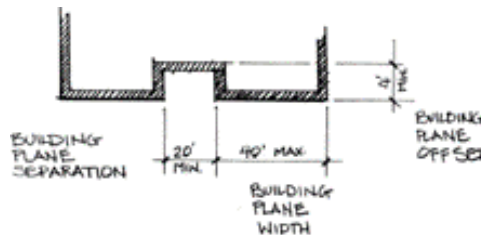
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1. Commercial accessory structures, including buildings, sheds, trash receptacles, mechanical devices, and other structures outside the main building, shall either be screened from view by the public by either a hedge or fence or, with the exception of trash receptacles, be screened by painting them the same color as the main color of the building. (12/18)
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. (9/10)
- D. *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. (7/09)
- E. *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 in subsections 1 and 2 below. (12/18)
 1. Walkways shall be provided connecting building entrances and streets adjoining the site; (7/09)
 2. Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on-site 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; (7/09)
 3. In addition to subsections 1 and 2 above, sites at transit facilities must provide the following: (7/09)
 - 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; (7/09)
 - b. A reasonably direct pedestrian connection between the transit facility and building entrances on the site; (7/09)
 - c. A transit passenger landing pad accessible to disabled persons; (7/09)
 - d. An easement or dedication for a passenger shelter if requested by the transit provider; and (7/09)
 - e. Lighting at the transit facility. (7/09)
- F. *Multifamily design.* Multifamily structures shall create a form and scale to provide interest and aesthetic appeal. (12/18)
 1. In addition to the requirements outlined in 2.315.06, all new multifamily buildings shall include a minimum of three significant different materials and textures in the design of the exterior building façade. (12/18)
 2. Building planes for multifamily dwellings facing property lines or the street shall be subject to the following standards: (12/18)
 - a. No building plane shall exceed 960 square feet within 30 feet of the property line. No building plane that faces the common property line shall exceed 1,400 square feet within 50 feet of the property line. (12/18)

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- b. No building plane shall have a greater dimension than 40 feet in length or 35 feet in height. (10/15)
- c. If more than one building plane faces a street or property line and the building planes align at a common distance from the line, the building planes shall be horizontally separated by at least 20 feet. For the purposes of this standard, "common distance" shall be defined within 12 feet. (12/18)
- d. When a structure along a wall juts out from the wall or is offset from an adjacent part less than four feet, the structure is considered part of the building plane of a wall behind it. If the structure protrudes greater than four feet, it represents a separate building plane. If a building plane is at an angle in relation to the property line, the midpoint of the wall shall provide the point at which the plane and related distance are measured. (12/18)



G. Drive-through facilities. The following standards apply to new developments with drive-through facilities, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility except in the EG zone/Keizer Station Master Plan.

1. Pedestrian Service Areas.

- a. Drive-through facilities must provide at least one walk-up service area. Examples of a walk-up service area include an indoor service area directly accessible from a public street or an outdoor walk-up service window. Walk-up service areas must be accessible by customers arriving on foot, using a mobility device, or by bicycle. Customers using a walk-up service area must have the same or better access to goods and services as customers using the drive-through. Vehicle-servicing uses are exempt from this standard.
- b. If the walk-up service area is limited to an outdoor service window, it must meet the following standards:
 - i. The walk-up service area must not also be used by vehicles. Walk-up service may be provided by facility staff or by automatic teller-style machines.
 - ii. The walk-up service area may abut or be connected to the street by a walkway or a pedestrian amenity space.

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iii. Service access for pedestrians and bicyclists must be connected to the street by a direct and convenient walkway that meets the standards of pedestrian walkway standards in Section XX.

2. Vehicle Service Areas and Stacking Lanes.

a. The location of all driveway entrances, including stacking lane entrances, must be approved by the Public Works director and shall be at least 50 feet from any street intersection.

b. Service areas and stacking lanes must not be located between the building and a street lot line. Vehicle-servicing uses are exempt from this standard.

c. Stacking lanes must be designed so that they do not prevent access to parking stalls, nor block the public right-of-way. The minimum length of stacking lanes must be follows:

i. Gasoline fuel pumps and electric vehicle chargers. A minimum of 30 feet of stacking lane is required between the stacking lane entrance and the nearest fuel pump or electric vehicle charger.

ii. Other drive-through facilities. A minimum of [150-160] feet for a single stacking lane or [75 – 80] feet per lane when there is more than one stacking lane, is required for all other drive-through facilities. A stacking lane is measured between the lane entrance and the service area.

Sec. 2.315.07. Determination of conformance to development standards as part of building permit review.

The zoning administrator, or designee, during the normal course of reviewing a building permit application, shall conduct a concurrent development review. As part of that review, a determination of the proposal's conformance with the provisions of this section shall be determined. Corrections may be noted on the plans, or required to be submitted as amended plans, to assure conformance to the standards or as a design alternative, which was approved by the planning commission or city council. Building plans shall not be approved unless there is conformance with the provisions of this section. (12/18)

Sec. 2.315.08. Criteria for development standard alternative approval.

The planning commission or city council (for properties within Keizer Station) may approve the proposed design alternatives or approve them with conditions through a development standards alternative application, if it finds the alternative design can meet the purpose and intent of this section and be successfully applied to a particular property. (12/18)

Commentary:

No changes are proposed to:

KDC 2.401. GENERAL PROVISIONS through KDC 2.434. MOBILE FOOD VENDORS

3.101. SUMMARY OF APPLICATION TYPES

There are four types of development permits and land use actions, each with its own procedures as found in chapter 3.2. (5/98)

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Sec. 3.101.01. Type I action—Summary.

Type I actions are administrative reviews processed by the city staff according to the procedures found in section 3.202.01, 02 and 03. The review standards are generally clear and objective and allow little or no discretion. This process is further divided into four parts: (3/10)

- A. *Type I-A.* A ministerial action reviewed by staff based on clear and objective standards. Conditions may be placed on the decision and notice of the decision is sent only to the applicant. Appeal is to the hearings officer. The following actions are processed under the Type I-A procedure: (2/01)
 - 1. Signs (excluding variances or conditional uses). (5/98)
 - 2. Temporary use permit. (3/10)
- B. *Type I-B.* A ministerial action reviewed by staff based on generally clear and objective standards with some discretion afforded to staff. Conditions may be placed on the decision and notice is sent to the applicant and property owners within the required notice area. Appeal is to the hearings officer. The zoning administrator may refer any application to the hearings officer or the city council for public hearing and decision. The following actions are processed under the Type I-B procedure: (5/98)
 - 1. Variance (minor, ~~and~~ sign, ~~and street standards~~). (11/05)
 - 2. Property line adjustment. (6/16)
 - 3. Conditional use (except transit station). (5/09)
 - 4. Partitions. (5/98)
 - 5. Greenway development permit. (2/01)
 - 6. Floodplain development permit (including floodplain development permit variance). (3/10)
- C. *Type I-C.* A ministerial action reviewed by staff based on generally clear and objective standards with some discretion afforded to staff. Conditions may be placed on the decision and notice is sent to the applicant. Appeal is to the planning commission. Notice is sent to property owners within the required notice area for public hearing. The zoning administrator may refer any application to the planning commission or the city council for public hearing and decision. The following actions are processed under the Type I-C procedure: (2/01)
 - 1. Development review. (2/01)
 - 2. Alternative design review for detached accessory dwelling unit (front yard). (1/19)
- D. *Type I-D.* A ministerial action reviewed by staff based on generally clear and objective standards with some discretion afforded to staff. Conditions may be placed on the decision and notice is sent to the applicant and property owners within the required notice area. Appeal is to the planning commission. The zoning administrator may refer any application to the planning commission or city council for public hearing and decision. The following actions are processed under the Type I-D procedure: (7/03)
 - 1. Variance (major). (7/03)

Commentary:

No changes are proposed to:

KDC 3.102. ADMINISTRATIVE LAND USE PROCEDURES through KDC 3.103. CONDITIONAL USE PERMITS

3.105. VARIANCES—MINOR AND MAJOR

PLANNING COMMISSION DISCUSSION DRAFT (JUNE 2025)

Sec. 3.105.01. Purpose.

The development standards in this development code protect the public health, safety and welfare by establishing standard setbacks, maximum building heights and other development standards that apply to various uses. For lands or uses with unique characteristics the intent and purpose of the development standards may be maintained while allowing for a variance to quantifiable requirements only. (2/01)

A minor variance may be approved for those requests resulting in no more than a 20 percent change in a quantifiable standard. Otherwise, any change to a quantifiable standard greater than 20 percent will require a major variance. (2/01)

Sec. 3.105.02. Application and fee.

An application for a variance shall be filed with the city and accompanied by the appropriate fee. It shall be the applicant's responsibility to submit a complete application that addresses the review criteria of this section. (5/98)

Sec. 3.105.03. Applicability.

Under the following provisions, a property owner or his designate may propose a modification or variance from a standard or requirement of this ordinance, except when one or more of the following apply: (5/98)

- A. The proposed variance would allow a use that is not permitted in the district; (5/98)
- B. Another procedure and/or criteria is specified in the ordinance for modifying or waiving the particular requirement or standard; (5/98)
- C. Modification of the requirement or standard is prohibited within the district; or
- D. An exception from the requirement or standard is not allowed in the district. (5/98)

Sec. 3.105.04. Criteria—Minor variance.

Staff may grant a minor variance from a requirement or standard of this ordinance in accordance with the Type I-B review procedures, provided that the applicant provides evidence that the following circumstances substantially exist: (5/98)

- A. 1. The intent and purpose behind the specific provision sought to be varied is either clearly inapplicable under the circumstances of the particularly proposed development; or, (7/03)
 - 2. The variance requested is consistent with the intent and purpose of the provision being varied; or (7/03)
 - 3. The applicant in good faith is unable to comply with the standard without undue burden which is grossly disproportionate to the burden born by others affected by the specific provisions of the code sought to be varied; (7/03)
 - B. The impact of the development due specifically to the varied standards will not unreasonably impact adjacent existing or planned uses and development; and (7/03)
 - C. The minor variance does not expand or reduce a quantifiable standard by more than 20 percent and is the minimum necessary to achieve the purpose of the minor variance; and (5/98)
 - D. There has not been a previous land use action approved on the basis that a minor variance would not be allowed. (5/98)
-

PLANNING COMMISSION DISCUSSION DRAFT (JUNE 2025)

Sec. 3.105.05. Criteria—Major variance.

Staff may grant a major variance from a requirement or standard of this ordinance in accordance with the Type I-D review procedures, provided that the applicant provides evidence that the following circumstances substantially exist: (7/03)

- A. The degree of variance from the standard is the minimum necessary to permit development of the property for uses allowed in the applicable zone; and (5/98)
- B. The applicant in good faith is unable to comply with the standard without undue burden. The applicant must demonstrate that the burden is substantially greater than the potential adverse impacts caused by the proposed variance; and (7/03)
- C. The variance will not be unreasonably detrimental to property or improvements in the neighborhood of the subject property; and (5/98)
- D. There has not been a previous land use action approved on the basis that variances would not be allowed; and (5/98)
- E. The variance will not significantly affect the health or safety of persons working or residing in the vicinity; and (7/03)
- F. The variance will be consistent with the intent and purpose of the provision being varied. (7/03)

Sec. 3.105.06. Variance conditions.

Upon review of those criteria, the findings may be considered to impose specific conditions of approval. The effective date or duration of a variance may be limited. (2/01)

Sec. 3.105.07. Transfer of a variance.

Unless otherwise provided in the final decision granting this variance, any variance granted pursuant to this chapter shall run with the land and shall automatically transfer to any new owner or occupant, subject to all conditions of approval. (5/98)

Sec. 3.105.08. Other variance actions.

- A. *Sign.* Pursuant to section 2.308.10, modification of the sign standards requires a variance. The sign variance contains specific decision criteria which is found in section 2.308.10. A variance request for signs is subject to a Type I-B review process with appeals to the hearings officer. (2/01)
- B. *Floodplain.* Pursuant to section 2.122.03.D, modification of the floodplain standards requires a variance. The floodplain variance contains specific decision criteria which is found in section 2.122.03.D.1. A variance request is subject to a Type I-B review process with appeals to the hearings officer. (6/23)
- C. *Street standards.* Pursuant to section 2.302.05, modification of the street standards requires a variance. The street standards variance contains specific decision criteria which are found in section 2.302.05. A variance request is subject to a Type I-B review process with appeals to the hearings officer.

Commentary:

No changes are proposed to:

KDC 3.106. PROPERTY LINE ADJUSTMENT through KDC 3.210. PRE-APPLICATION CONFERENCE



DLCD



City of Keizer Development Code Audit & Amendments

Climate Friendly & Equitable Communities (CFEC) Walkable Design Standards

3/12/2025 Planning Commission Work Session



Climate Friendly and Equitable Communities (CFEC) Land Use Components

1. Climate Friendly Areas
2. Parking Reform
3. Land Use Regulations

The CFEC program applies to regions with populations over 50,000 people.



Walkable Design Standards

(aka “0330” compliance)

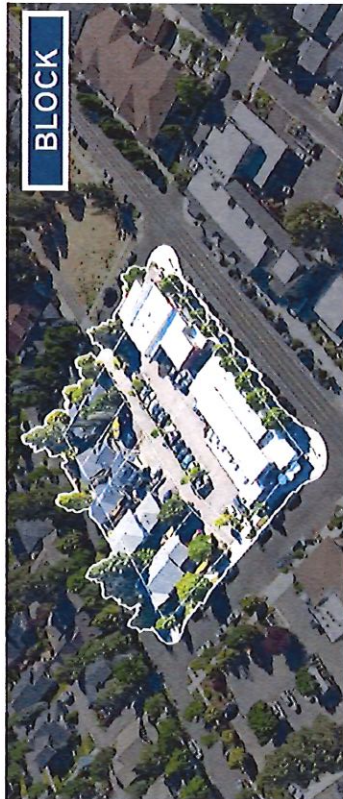
Purpose: Create more compact, pedestrian-friendly, mixed-use development patterns in urban areas.

- **Comfortable, direct, and convenient access** for pedestrians, cyclists, and transit riders equitably provided throughout areas; and reduced reliance on the automobile
- **Neighborhoods that are comfortable** for families (people young and old), inclusive, sociable, and offer safe, direct connections to surrounding destinations
- **Mixed-use districts that orient activity and entrances to pedestrian realm** (sidewalks); and are designed for climate resilience and better health outcomes



DLCDC





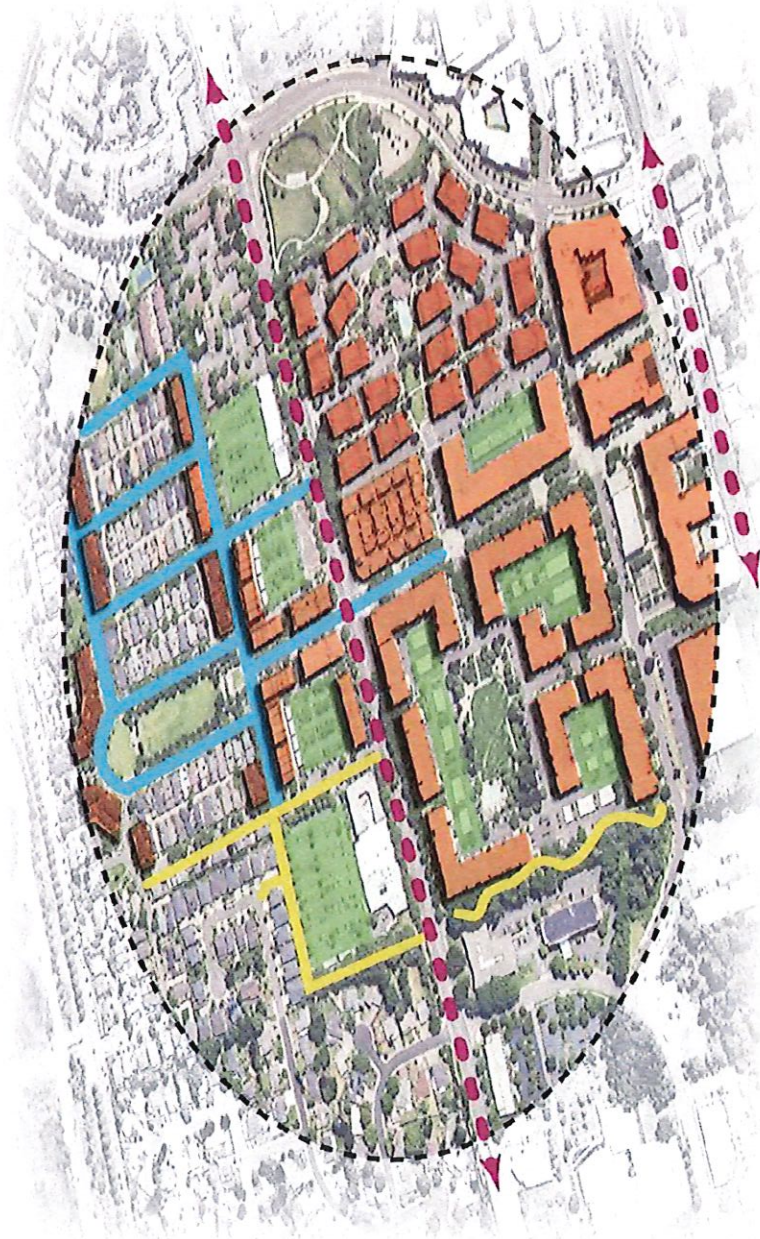
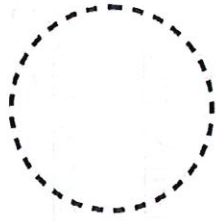
Communities that are more compact, walkable, and connected offer many benefits:

- reduced greenhouse gas pollution
- cleaner air
- better health outcomes
- more equitable access
- increased quality housing supply
- more transportation choices



WHAT DOES A WALKABLE COMMUNITY LOOK LIKE?

1/4 Mile Walk Radius



- Multi-Modal Connections
- Connected Street Grid
- Compact Development
- Parking Oriented Behind Buildings
- Public Transportation



Standards

District Types

	Suburban Commercial	Neighborhood Residential	Main Street	Downtown / Center/CFA	Industrial*	Agricultural*
1.1 Building Orientation and Frontage Design	●	●	●	●	○	○
1.2 Ground Floor Design for Non-Residential/Mixed-Use	●	◐	●	●	○	○
1.3 Ground Floor Design for Residential	●	◐	●	●	○	○
1.4 Driveways and Garages	◐	●	●	●	○	○
1.5 Drive-Throughs	●	◐	◐	◐	○	○
2.1 Street Connectivity, Blocks, and Accessways	●	◐	●	●	○	○
2.2 Pedestrian and Bicycle Circulation	●	◐	●	●	○	○
2.3 Transit Facilities	●	●	●	●	○	○

* OAR 660-012-0330 (4) (h)

“These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.”

Keizer Classifications:

Suburban Commercial:

CO, CR, CG

Neighborhood Residential:

RS, RL, RM

Main Street:

CM, RC

Downtown/CFA:

RH, CBD, MU, RCOD (Overlay)

Industrial:

IBP, IG, IA, EG

Legend

● Applies (all uses)

◐ Applies (most uses)

○ Not Applicable



DLCDC



Zoning Concepts

(Applicable to new development and significant renovations)

Pedestrian-Oriented Development

- Building Orientation and Frontage
- Ground Floor Design (Residential, Commercial, Mixed Use)
- Driveways and Garages
- Drive-Through Facilities

Connectivity and Access

- Street Connectivity, Blocks, and Accessways
- Pedestrian and Bicycle Circulation
- Transit Facilities

Compact Development

- Zoning standards for density, lotting pattern, etc.



Initial Audit Recommendations & Code Concepts

- **Neighborhood Connectivity**
- **Residential Areas**
- **Commercial & Mixed Use Areas**
- **Auto-Oriented Land Uses**
- **Definitions**

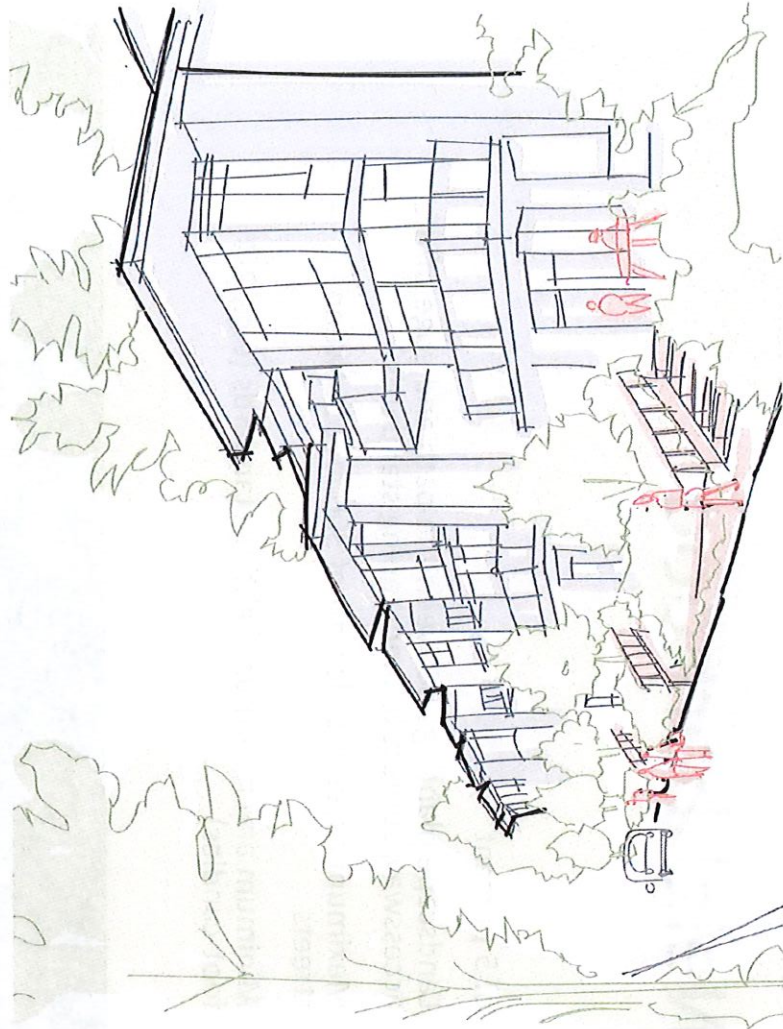


Initial Code Concepts: Neighborhood Connectivity

Block Length & Block Perimeter Standards

KDC 2.310.04 (Design Standards for Subdivisions-Block Length)

- Applies when development site is greater than 5.5 acres (few such lots exist today)
- Blocks whose length and perimeter exceed the maximum must provide accessway.



Initial Code Concepts: Neighborhood Connectivity

Accessways

KDC 2.310.04.C&D Mid-Block Ped/Bike Accessways and Design Standards

Blocks that exceed length/perimeter standards must provide accessways. Recommended standards:

- 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 accessway length of 300 feet between streets
- Minimum and maximum lighting standards (e.g., 2-4 foot-candles)



Initial Code Concepts: Neighborhood Connectivity

Cul-de-sacs

KDC 2.302.3 (General Provisions for the Development of Streets)

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.



Initial Code Concepts: Residential Neighborhoods

Primary Building Entrances

(KDC 2.315.06.E Development Standards for all development; KDC Definitions 1.200)

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/mixed use buildings to be oriented to the street
- For multifamily developments, require some (25%) of ground floor units with individual entries to meet orientation standards
- Provide exceptions
- Add definition for Primary Entrance to code

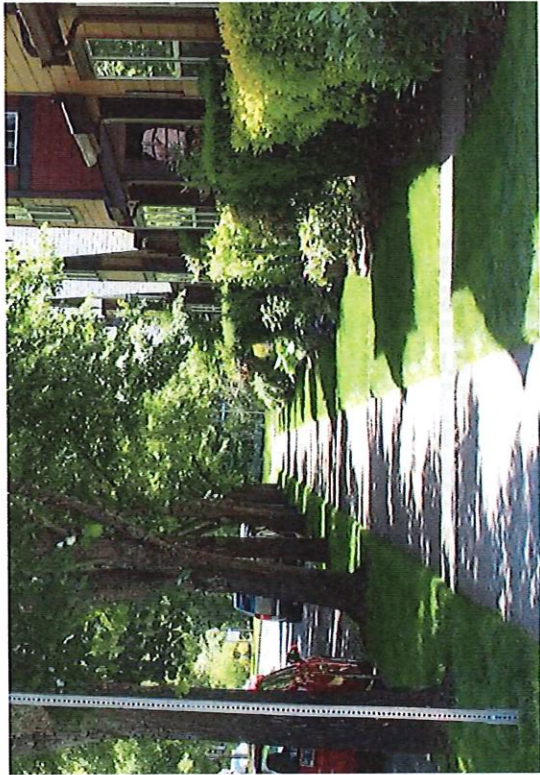
Entry Orientation (from Model Code)

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.



Initial Code Concepts: Residential Neighborhoods



Driveway Widths and Minimum Driveway Separation for Local Streets

(KDC 2.314 Development Standards for single-family and middle housing; Public Works Design Standards)

Add a maximum driveway width for all single-family and middle housing driveways of 24 feet, regardless of the garage size.

On local streets require separation between driveways for single-family and middle housing.

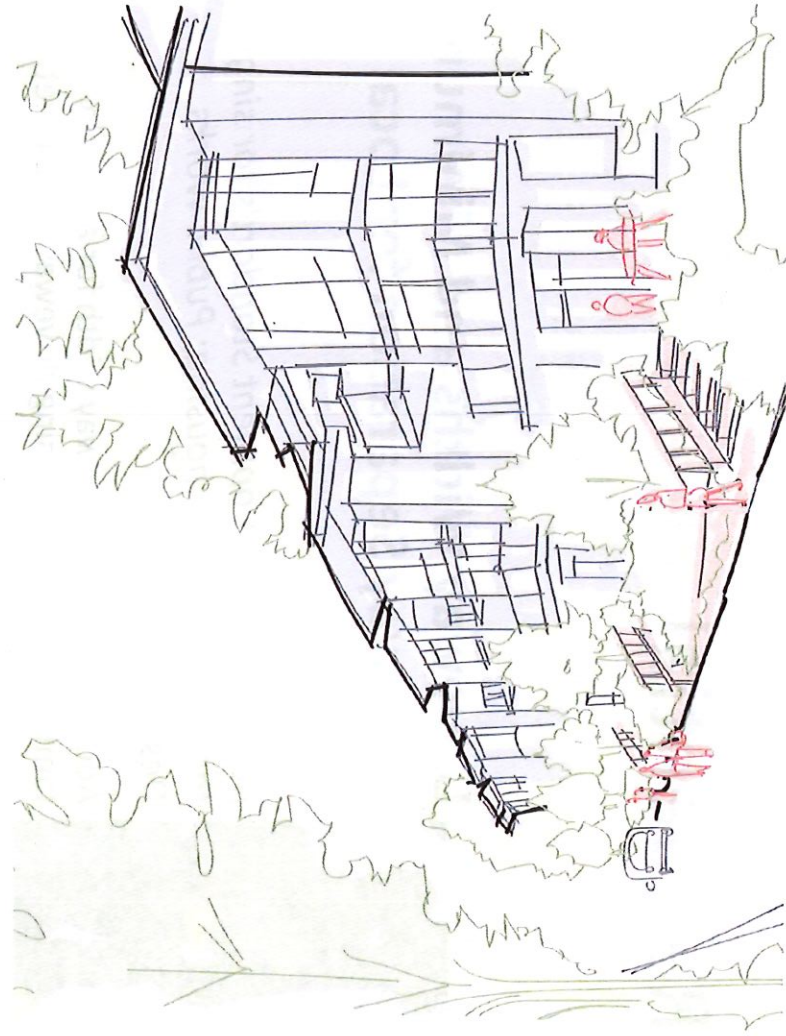


Initial Code Concepts: Residential Neighborhoods

Maximum Setbacks in Residential & Mixed Use Zones

(setback standards for each zone)

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



Initial Code Concepts: Commercial and Mixed Use Districts

Primary Building Entrances

(KDC 2.315.06 Development Standards – all development)

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.



Initial Code Concepts: Commercial and Mixed Use Districts

Maximum Building Setbacks

(dimensional standards for each zone)

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

Parking Lot Locations

(standards for each zone)

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.



Initial Code Concepts: Commercial and Mixed Use Districts

Bicycle Parking

(KDC 2.303.08 Bicycle Parking)

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.



DLCD



Initial Code Concepts: Auto Oriented Land Uses

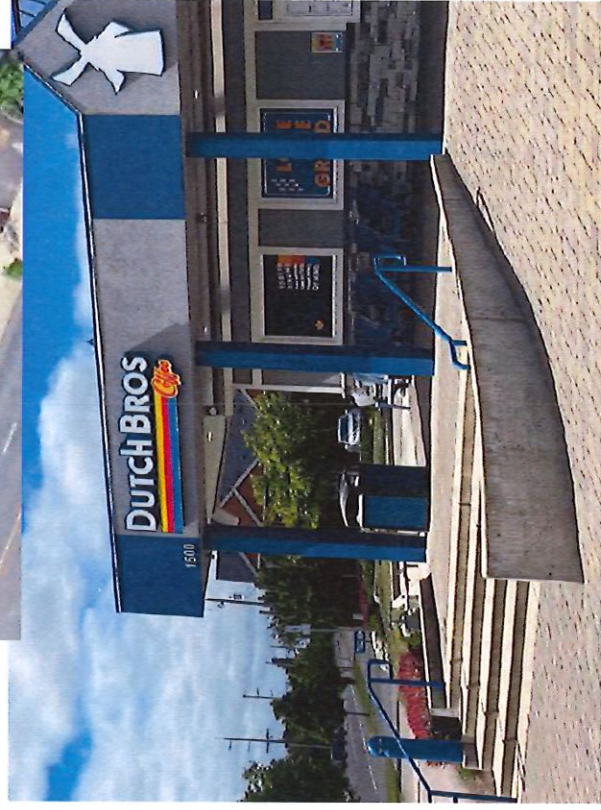
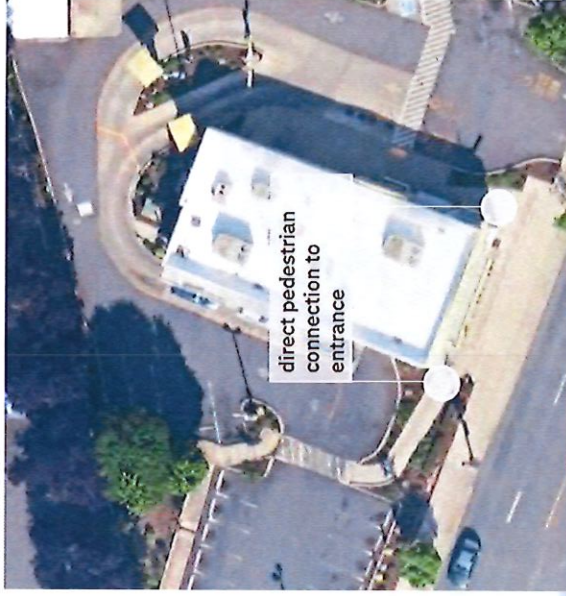
Drive-through Facilities

(KDC 2.110 Commercial Mixed Use; KDC 2.107 Mixed Use; KDC 2.315.06 Development Standards – all development)

Make drive-through facilities Conditional Uses in all zones where currently permitted outright.

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

- Require walk-up service windows
- Require pathways that cross drive-up lanes to be raised, marked, or otherwise differentiated
- Require driveway entrances, including stacking lane entrances, to be at least 50 feet from any street intersection.

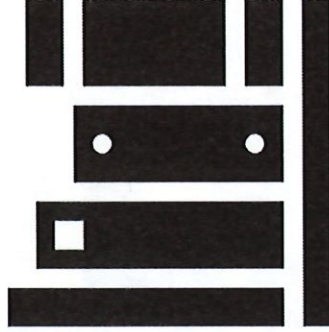


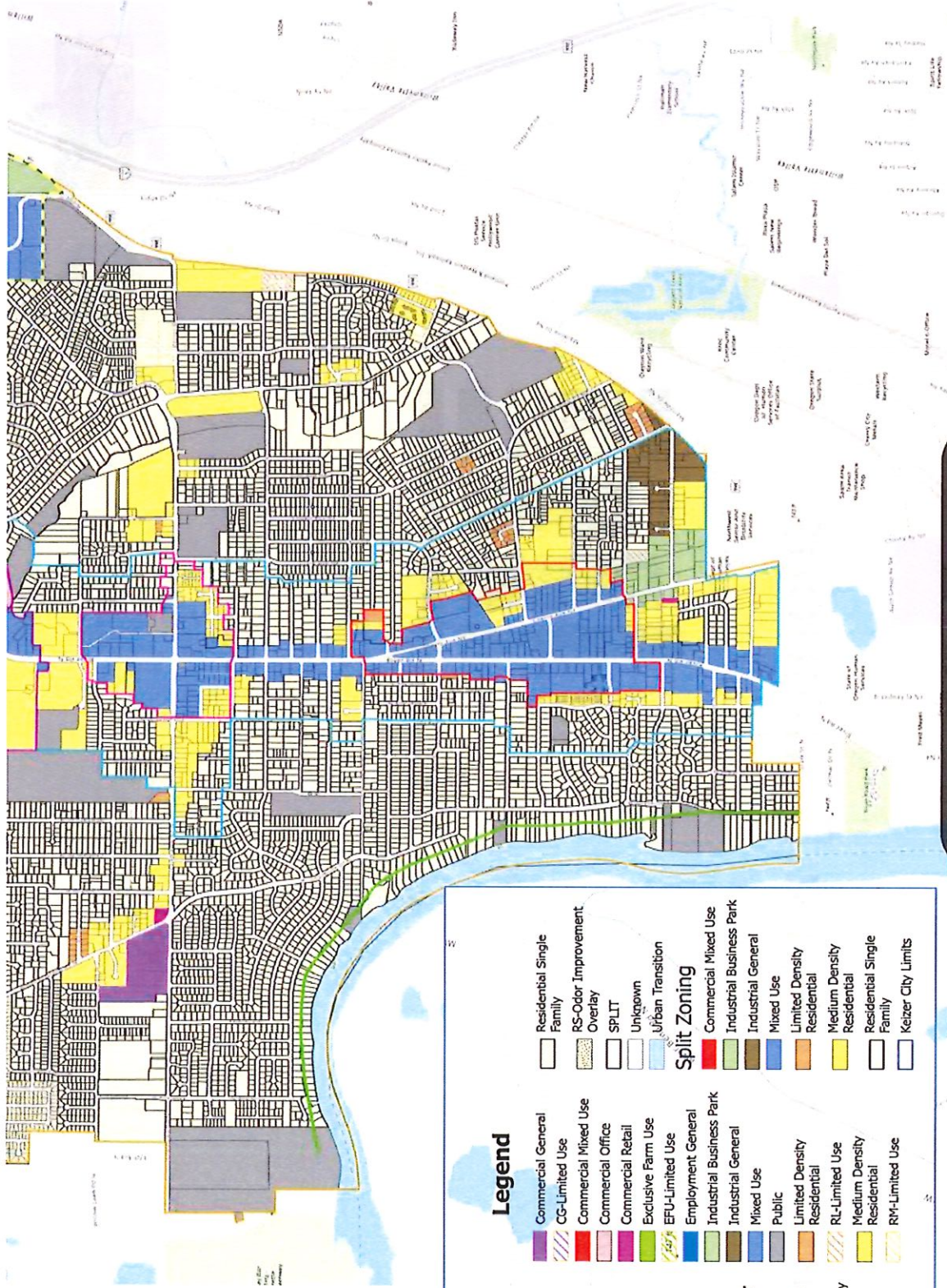
Initial Code Concepts: Definitions

Definitions

(KDC Definitions 1.200)

Add definitions for 'accessible', 'accessway', primary entrance' and 'pedestrian facility', consistent with the OARs.





Legend

<ul style="list-style-type: none"> Willamette Greenway River-Cherry Overlay District Chemawa Center Cherry Center Lockhaven Center River-Cherry Overlay District Chemawa Interchange-Keizer Station Overlay Chemawa Interchange Keizer Station Urban Growth Boundary Zoning Agricultural Industrial 	<ul style="list-style-type: none"> Commercial General CG-Limited Use Commercial Mixed Use Commercial Office Commercial Retail Exclusive Farm Use EFU-Limited Use Employment General Industrial Business Park Industrial General Mixed Use Public Limited Density Residential RL-Limited Use Medium Density Residential RM-Limited Use 	<ul style="list-style-type: none"> Residential Single Family RS-Odor Improvement Overlay SPLT UInlgrown Urban Transition Split Zoning Commercial Mixed Use Industrial Business Park Industrial General Mixed Use Limited Density Residential Medium Density Residential Residential Single Family Keizer City Limits
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Legend

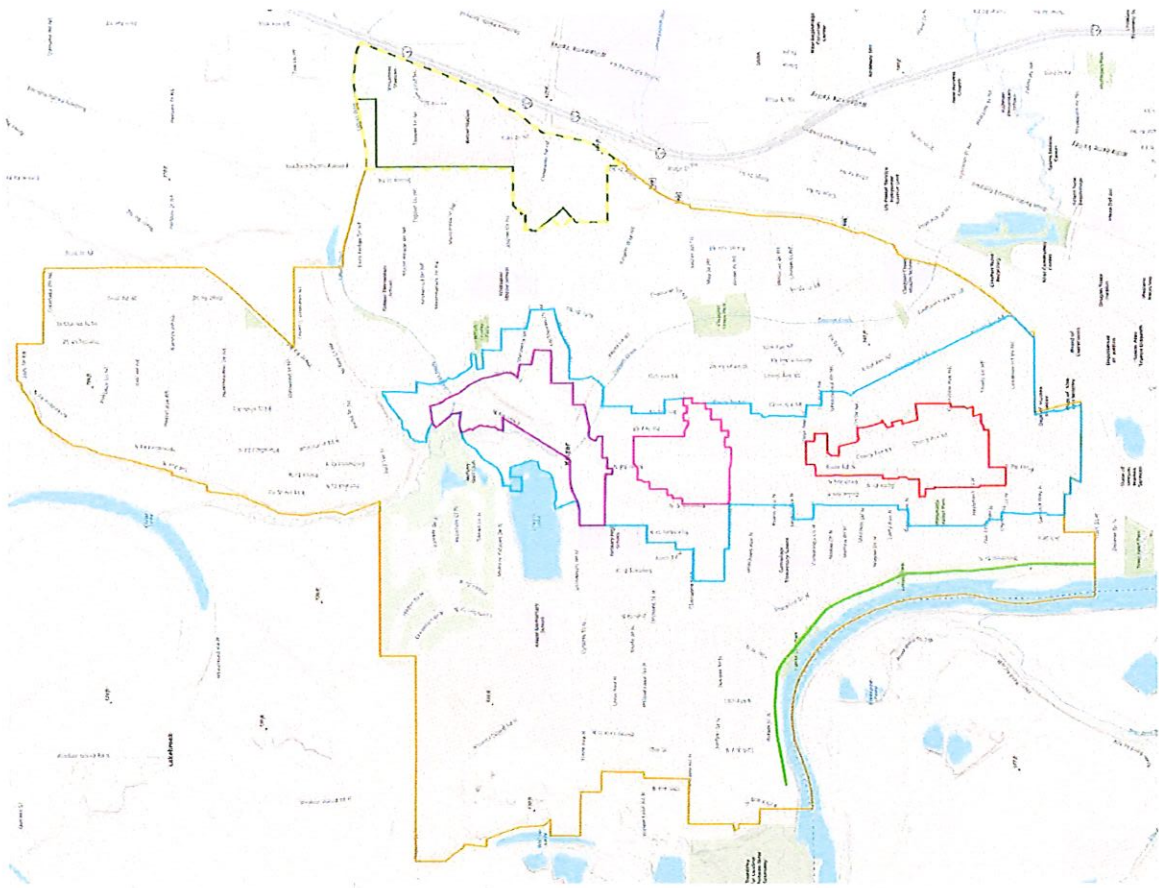
Willamette Greenway	Commercial General	Residential Single Family
River-Cherry Overlay District	CG-Limited Use	RS-Odor Improvement Overlay
Chemawa Center	Commercial Mixed Use	SPLT
Cherry Center	Commercial Office	Unknown
Lockhaven Center	Commercial Retail	Urban Transition
River-Cherry Overlay District	Exclusive Farm Use	
	EFU-Limited Use	Split Zoning
Chemawa Interchange	Employment General	Commercial Mixed Use
Keizer Station	Industrial Business Park	Industrial Business Park
Urban Growth Boundary	Industrial General	Industrial General
Agricultural Industrial	Mixed Use	Mixed Use
	Public	Limited Density Residential
	Limited Density Residential	Medium Density Residential
	RL-Limited Use	Residential Single Family
	Medium Density Residential	Keizer City Limits
	RM-Limited Use	





- Zoning**
- Agricultural Industrial
 - Commercial General
 - CG-Limited Use
 - Commercial Mixed Use
 - Commercial Office
 - Commercial Retail
 - Exclusive Farm Use
 - EFU-Limited Use
 - Employment General
 - Industrial Business Park
 - Industrial General
 - Mixed Use
 - Public
 - Limited Density Residential
 - RL-Limited Use
 - Medium Density Residential
 - RM-Limited Use
 - Residential Single Family
 - RS-Order Improvement Overlay
 - SPLIT
 - Unknown
 - Urban Transition
- Split Zoning**
- Commercial Mixed Use
 - Industrial Business Park
 - Industrial General
 - Mixed Use
 - Limited Density Residential
 - Medium Density Residential
 - Residential Single Family





Planning

Willamette Greenway



River-Cherry Overlay District

Chemawa Center



Cherry Center



Lockhaven Center



River-Cherry Overlay District



Chemawa Interchange-Keizer Station Overlay

Chemawa Interchange



Keizer Station



Urban Growth Boundary





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:

Introduction 1

Section 1: Keizer Development Code Audit 3

 Summary of Key Considerations and Potential Amendments 3

 Part 1: Neighborhood Connectivity 4

 Part 2: Residential Neighborhoods 10

 Part 3: Commercial / Mixed-use Site Design Standards for Commercial and Mixed-use Districts 15

 Part 4: Auto Oriented Land Uses 23

 Part 5: Applicability and Exemptions 25

 Part 6: Definitions 26

 Part 7: Transportation Facilities 29

Section 2: Code Concepts for Potential Code Amendments 33

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 Neighborhood Connectivity 33

 Residential Neighborhoods 34

 Commercial and Mixed-use Districts 35

 Auto Oriented Land Uses 35

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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.	<ul style="list-style-type: none"> ○ 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). 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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
<p>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.</p>	<ul style="list-style-type: none"> ○ 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. 	<p>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.</p> <ul style="list-style-type: none"> ○ <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> <ul style="list-style-type: none"> ▪ 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> <ul style="list-style-type: none"> ▪ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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
		<ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360² via pedestrian facilities.</p>	<ul style="list-style-type: none"> ○ Require access to abutting sites: residential developments, undeveloped property, transit stations, parks or schools, neighborhood activity centers. 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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
	<ul style="list-style-type: none"> ○ Require on-site walkways to connect to walkways on abutting property. 	<p>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.</p> <ul style="list-style-type: none"> ○ <u>KDC 2.315.06 Development Standards</u> – all development Connections Required. 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>c) Cities and counties shall set block length and block perimeter standards at distances that will provide for</p>	<ul style="list-style-type: none"> ○ Max. block length of 350’ (up to 500’ with midblock path). ○ Unless precluded by barriers, blocks must include 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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
<p>pedestrian network connectivity.</p> <p>Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.</p>	<p>alleys (code should include design standards for alleys).</p>	<p>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.</p> <ul style="list-style-type: none"> ○ <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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.</p>	<ul style="list-style-type: none"> ○ Require relatively straight accessways. ○ Apply 660-012-0405(4)C for new development that includes more than one-half acre of new off-street 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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). <ul style="list-style-type: none"> ▪ 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
	<p>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></p> <p><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></p>	<p>pedestrian connections between the proposed development and existing or future development on adjacent properties other than connections via the street system shall be identified.</p> <ul style="list-style-type: none"> ▪ 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. <p>○ 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.</p> <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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:

<p>Residential Districts</p> <ul style="list-style-type: none"> ○ RS – Single Family Residential District ○ RL – Limited Density Residential District ○ RM – Residential Medium Density District ○ RH – High Density Residential District <p>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.</p>	<p>Mixed-use Districts</p> <ul style="list-style-type: none"> ○ 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
<p>(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:</p>		
<ul style="list-style-type: none"> ○ Setbacks 	<ul style="list-style-type: none"> ○ 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. 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ▪ 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) <p>Minimum Garage setbacks:</p>

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		<ul style="list-style-type: none"> ▪ 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 <p>Maximum front setbacks:</p> <ul style="list-style-type: none"> ▪ 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 <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ Consider establishing maximum setbacks no greater than 20’ for some residential/mixed use zones.
<ul style="list-style-type: none"> ○ Lot size and coverage 	<ul style="list-style-type: none"> ○ 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) 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ 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
		<p>as impervious surfaces such as driveways and parking areas. Cottage cluster development is exempt from the lot coverage requirements.</p> <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<ul style="list-style-type: none"> ○ Building orientation 	<ul style="list-style-type: none"> ○ Require main entrance to face the street (or within 45 degrees) or face a courtyard. ○ Entrance within 25’ of transit street. 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
		<p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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 Kaiser to greater densities.
<ul style="list-style-type: none"> ○ Access 	<ul style="list-style-type: none"> ○ 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). 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>Other standards supporting pedestrian-friendly / sociable</p>	<ul style="list-style-type: none"> ○ No parking between building and street; limit percentage of parking/ circulation along street frontage (50%). 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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).

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
development patterns	<ul style="list-style-type: none"> ○ 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. 	<ul style="list-style-type: none"> ○ <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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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:

<p>Commercial Districts</p> <ul style="list-style-type: none"> ○ CR – Commercial Retail District ○ CG – Commercial General District ○ EG – General Employment District (Keizer Station Plan (KSP) Area A Village) 	<p>Mixed-use Districts</p> <ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
<p>(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:</p>		
<p>a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities.</p> <p>An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space</p>	<ul style="list-style-type: none"> ○ 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 	<p>Relevant Code Sections:</p> <p>Setbacks:</p> <ul style="list-style-type: none"> ○ Maximum setbacks in zones: <ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
<p>must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility.</p> <p>All pedestrian entrances must be designed to be barrier-free.</p>	<p>entrances and universal design amenities.</p>	<ul style="list-style-type: none"> ○ <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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings.</p> <p>Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and</p>	<ul style="list-style-type: none"> ○ Prohibit vehicle parking areas between the front façade and the public street. ○ Limit percentage of parking/ circulation along street frontage (50%). 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
<p>public pedestrian facilities on or along the primary facing street.</p> <p>Bicycle parking may be permitted.</p>		<p>Recommendation:</p> <ul style="list-style-type: none"> ○ Consider parking lot location requirements similar to those present in the CO zone for other zones.
<p>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.</p>	<ul style="list-style-type: none"> ○ 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. 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <u>KDC 2.315.06 Development Standards – all development</u> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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). <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
<p>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.</p>	<ul style="list-style-type: none"> ○ At least one main entrance must meet the standards. ○ Primary entrance unlocked during business hours. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ <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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>e) Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.</p>	<ul style="list-style-type: none"> ○ 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). 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ <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). <ul style="list-style-type: none"> ▪ ‘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
	<p>Require connections to the street every 250-300’.</p> <ul style="list-style-type: none"> ○ Walkway material and width standards. Require differentiation for walkways crossing or parallel to vehicle areas. ○ Optional lighting and sustainability standards for walkways. 	<p>separated by a raised curb or other physical barrier from the auto travel lane and parking.</p> <ul style="list-style-type: none"> ▪ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>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</p>	<ul style="list-style-type: none"> ○ 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. 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ▪ 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
<p>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.</p>	<ul style="list-style-type: none"> ○ Require additional transit facilities where evidence of projected transit ridership or other transit impacts is presented. 	<ul style="list-style-type: none"> ▪ Provide an easement or dedication for a passenger shelter if requested by the transit provider ▪ Lighting at the transit facility <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ Revise requirements to use clear and objective language where needed.
<p>g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.³</p>	<ul style="list-style-type: none"> ○ Apply in all zones. While OAR 660-012-0330 requires bicycle parking in Commercial and Mixed-use districts, OAR 660-012-0630 	<p>Relevant Code Sections</p> <ul style="list-style-type: none"> ○ KDC 2.303.08 Bicycle Parking <ul style="list-style-type: none"> ▪ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
	<p>requires it for a range of uses in all zones.</p>	<p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>h) These site design land use regulations need not apply to districts with a predominantly industrial or</p>	<ul style="list-style-type: none"> ○ Do not apply these standards to industrial or agricultural land. 	<ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
agricultural character.		
Other standards supporting pedestrian-friendly / sociable development patterns	<p>Ground floor of nonresidential and mixed-use buildings:</p> <ul style="list-style-type: none"> ○ 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. 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ <i>The KDC includes various other standards that are not required by CFEC which further promote pedestrian oriented design.</i> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
<p>(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:</p>		
<p>a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle.</p> <p>Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle.</p>	<ul style="list-style-type: none"> ○ 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. 	<p>Relevant Code Sections:</p> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ <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> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ The Code could be revised to address drive-through facilities and additional standards.

<p>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.</p> <p>Standards developed in cases of an exemption must protect pedestrian facilities.</p>	<ul style="list-style-type: none"> ○ Provide exemptions outside of CFAs, provided pedestrian facilities are protected. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ 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 Keiser Station Plan. <p>Assessment:</p> <ul style="list-style-type: none"> ○ The City is currently evaluating three potential Climate Friendly Areas: Lockhaven Center, Chemawa Center, and Cherry Center. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.
<p>Other Standards.</p>	<ul style="list-style-type: none"> ○ Prohibit drive-through facilities in downtown and main street districts. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ <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>

		<p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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
<p>(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:</p>		
	<ul style="list-style-type: none"> ○ 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). 	<p>Assessment</p> <ul style="list-style-type: none"> ○ <i>The KDC provides some exceptions to CFEC related requirements when existing conditions or circumstances make compliance with design requirements impractical.</i> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
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]	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ KDC 1.200.04 Definitions does not have a definition of accessible and it is not defined in the code. <p>Assessment:</p> <ul style="list-style-type: none"> ○ Not addressed in KDC. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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	<ul style="list-style-type: none"> ○ 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. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ KDC 2.310.05 provides standards for pedestrian and bicycle “accessways” <ul style="list-style-type: none"> ▪ 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
<p>accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.</p>		<p>Assessment:</p> <ul style="list-style-type: none"> ○ The KDC includes standards for accessways consistent with the definition with the CFEC definition of ‘accessway’. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ A definition for ‘accessway’ could be added to KDC 1.200.04 Definitions.
<p>(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.</p>	<p>[not used in Model Code]</p>	<p>Assessment:</p> <ul style="list-style-type: none"> ○ The terms ‘At’ or ‘near’ a major transit stop are not used in the KDC. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ No changes needed.
<p>(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 sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian facilities are generally hard</p>	<p>[not used in Model Code]</p>	<p>Assessment:</p> <ul style="list-style-type: none"> ○ The term “Pedestrian Facility” is not used in the KDC. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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
<p>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.</p>		
<p>(65) “Walkway” means a hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.</p>	<ul style="list-style-type: none"> ○ 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. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ KDC 2.315.06 defines “walkway” as a hard surfaced area intended and suitable for use by pedestrians, including both public and private sidewalks. <p>Assessment:</p> <ul style="list-style-type: none"> ○ Consistent definition provided in the KDC. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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
<p>(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:</p>		
<p>(a) Access control actions consistent with the function of the transportation facility, including but not limited to driveway spacing, median control, and signal spacing;</p>	<ul style="list-style-type: none"> ○ Driveway spacing, median control, and signal spacing standards tied to functional classifications. (These may be in the Engineering Design Standards rather than development code). 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ KDC 2.302.03.N 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. ○ KDC 2.302.9 Street Connectivity and Formation of Blocks Required ○ 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). <p>Assessment:</p> <ul style="list-style-type: none"> ○ 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. <p>Recommendation:</p> <ul style="list-style-type: none"> ○ No updates recommended.
<p>(b) Standards to protect future construction and operation of streets, transitways, paths, and other transportation facilities;</p>	<ul style="list-style-type: none"> ○ Require consistency with the TSP. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ KDC 2.302.9 Street Connectivity and Formation of Blocks Required 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) ○ KDC 2.302.03 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.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
		<p><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.</p> <p>Assessment:</p> <ul style="list-style-type: none"> ○ <i>The KDC contains standards to protect the future construction and operation of streets, paths, etc. and complies with this CFEC requirement.</i> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ No revisions are recommended.
<p>(c) Standards to protect public use airports as provided in OAR 660-013-0080;</p>	<ul style="list-style-type: none"> ○ Airport overlay district standards. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ Not relevant to City of Keizer.
<p>(d) Processes to make a coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;</p>	<ul style="list-style-type: none"> ○ Require Public Works / Engineering approval of plans. ○ Require a TIA if substantial impact to transportation facilities is expected. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ <i>The KDC contains standards to ensure that land use decision affecting transportation facilities must demonstrate adequate capacity and consistency with adopted plans.</i> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ No revisions are recommended.

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
<p>(e) Processes to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites for all transportation modes;</p>	<ul style="list-style-type: none"> ○ Establish regulations for conditions of approval based on impacts to transportation facilities. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ <i>The KDC allows the City to require conditions of approval to a land use decision.</i> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ No revisions are recommended.
<p>(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:</p> <p>(A) Land use applications that require public hearings;</p> <p>(B) Subdivision and partition applications;</p> <p>(C) Other applications that affect private access to roads; and</p>	<ul style="list-style-type: none"> ○ Require notice to relevant transportation agencies for the applications listed in OAR 660-012-0330(f)(A-D). 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ <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> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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.	<ul style="list-style-type: none"> ○ Require amendments to the Zoning Code, Zoning Map, or Comprehensive Plan to be consistent with the TSP. 	<p>Relevant Code Section:</p> <ul style="list-style-type: none"> ○ 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. <p>Assessment:</p> <ul style="list-style-type: none"> ○ <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> <p>Recommendation:</p> <ul style="list-style-type: none"> ○ 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 ROCD) 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/Kaiser Station). This would apply to the MU and CU Zones. A CUP for drive-through facilities is required currently in the RCOD 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