CITY COUNCIL, CITY OF KEIZER, STATION OF OREGON

ORDER

IN THE MATTER OF THE APPLICATION OF THE CITY OF KEIZER FOR APPROVAL OF THE KEIZER STATION MASTER PLAN (AREA B – KEIZER STATION), LOT LINE ADJUSTMENT, AND CONDITIONAL USE (MASTER PLAN/LOT LINE ADJUSTMENT/CONDITIONAL USE CASE NO. 2010-10)

The City of Keizer orders as follows:

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

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

Section 3. PUBLIC HEARING. In addition to the public hearing from the Planning Commission, a public hearing was held on this matter before the Keizer City

Keizer City Attorney
930 Chemawa Road NE
PO Box 21000
Keizer, Oregon 97307
503-856-3433

Council on October 4, 2010. The following persons either appeared at the City Council hearing or provided written testimony on the application before the Council:

1. Nate Brown, Community Development Director

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

Section 5. OBJECTIONS. No objections have been raised as to notice, jurisdiction, alleged conflicts of interest, evidence presented or testimony taken at the hearing.

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

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

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

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

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

Keizer City Attorney
930 Chemawa Road NE
PO Box 21000
Keizer, Oregon 97307
503-856-3433

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

Section 12. APPEAL. A party aggrieved by the final determination in a proceeding for a discretionary permit or a zone change may have it reviewed under ORS 197.830 to ORS 197.834.

PASSED this 1st day of November, 2010.

SIGNED this 1st day of November, 2010.

Mayor

City Recorder

Keizer City Attorney
930 Chemawa Road NE
PO Box 21000
Keizer, Oregon 97307
503-856-3433

EXHIBIT "A"

Evidence

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

City Attorney, Shannon Johnson, suggested that reading of the criteria set forth in the staff report be waived due to size and asked if anyone objected. There were no objections. He added that testimony, arguments and evidence must be directed to the criteria or other criteria in the Comprehensive Plan or land use regulations believed to apply to this decision. Failure to raise an issue accompanied by statements or evidence sufficient to afford the Council and the parties an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. In addition, any failure by the applicant to raise constitutional or other issues related to the proposed conditions of approval with sufficient specificity to allow the local government to respond to that issue precludes an action for damages in Circuit Court. He noted that if anyone had any objection as to conflict of interest, bias, jurisdiction, notice and opportunity to be heard, it should be brought up at the time of testimony and any Council members wanting to disclose conflict of interest, bias or prejudice on this case should do so at this time.

Councilor Smith noted that he had attended the Planning Commission meeting on this issue. Mr. Johnson responded that it would be noted for the record that Councilors Smith and Caillier attended the Planning Commission meeting on this issue. Councilor Walsh reported that he had participated in various conversations regarding the transit plan.

Community Development Director Nate Brown noted that consideration was for the Master Plan of Area B, the lot line adjustment, and the conditional use allowing development of a transit station and a small park. He pointed out highlights of the site plan, discussed required traffic mitigations and submitted for the record that at the time of publication of the staff report ODOT comments had not been received but they were received last week. He explained that ODOT had retained the services of CH2M Hill who agreed with the conclusions of the traffic impact analysis and that the methods of mitigation are appropriate.

Regarding improvements to streets, City Manager Chris Eppley noted that a portion of the improvements is necessary due to traffic that is already occurring so Areas B and C will only be responsible for a proportionate piece of those improvements. Mr. Brown confirmed this noting that regional growth had contributed to the increased traffic in several intersections.

He then reviewed the portion of the proposal which includes a small park and explained that this is open space intended to be a combination stormwater treatment and passive recreation area. He noted that the Planning Commission had voiced concern regarding the impacts to the park system maintenance and options will be explored as the project develops. Public Works Director Rob Kissler added that the size of the detention facility is important so it is not only a stormwater quality issue but a quantity issue, and the space offers residential buffering and connection for pedestrians to the transit center. He concluded that staff has not determined how it will fit in terms of park/stormwater.

Mr. Brown concluded his report noting that the design of the transit facility is intended to allow for commuter rail if it happens in the future, but no specific construction is required to facilitate that improvement.

Mr. Brown and Mr. Kissler then fielded questions regarding parking, building structures, mitigation assessments, traffic patterns, pedestrian crossings, tree and park maintenance and stormwater.

Council President Taylor opened the Public Hearing.

With no testimony, Council President Taylor closed the Public Hearing.

EXHIBIT "B"

Criteria and Standards

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

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

18. KDC 2.429 (Transit Station).

19. KDC 3.103 (Conditional Use Permits).

20. KDC 3.106 (Lot Line Adjustment).

21. KDC 3.113 (Keizer Station Master Plan Review).

22. Uniform Fire Code, 1994 edition, Section 902.2.2.4.

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

EXHIBIT "C"

Facts

FINDINGS: GENERAL

1. The property owners of the following tax lots are the City of Keizer, except for Tax Lot 6100 which is owned by Northwest National, LLC:

Map and Tax Lot Number	Size (acres)
6 3W 36BC	
5500	0.01
5900	0.01
6000	2.98
6100	0.20
6200	0.64
6 3W 36BD	
1000	0.25
1100	0.89
1101	2.77
1200	0.74
1300	0.48
1400	1.45
1401	0.2
Total	10.6

2. The applicant for the master plan, the two lot line adjustment applications and the conditional use for the small park is the City of Keizer. The applicant for the conditional use permit to operate a transit station in Area B is the Salem-Keizer Transit District.

3. The subject property is bounded by Lockhaven Drive/Chemawa Road on its south perimeter, McLeod Lane on its west perimeter, the Portland & Western Railroad on the east perimeter, and the southern property line of homes along the south side of Dennis Ray Ave and a portion of Aldine Drive. It is also bisected by Keizer Station Boulevard. The Marion County Tax Assessor's office identifies the property as Township 6 South, Range 3 West, Section 36BC, Tax Lot # 5500, Tax Lot #5900, Tax Lot #6000, Tax Lot #6100, Tax Lot #6200, and Township 6 South, Range 3 West, Section 36BD, Tax Lot #1000, Tax Lot #1100, Tax Lot #1101, Tax Lot #1200, Tax Lot #1300, Tax Lot #1400, and Tax Lot #1401.

4. The subject property contains approximately 10.6 acres.

5. The subject property has street frontage on Lockhaven Drive, Keizer Station Boulevard, and McLeod Lane, which are all public streets. The site is bisected by

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

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

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

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

9. The applicants are requesting a master plan approval for Keizer Station – Area B, lot line adjustments, and conditional uses.

10. The Public Works Department submitted a memorandum with extensive comments and recommendations regarding the proposal.

11. ODOT submitted a written letter with comments regarding the traffic impact analysis.

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

13. The Keizer Fire District provided verbal comments regarding fire flow requirements.

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

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

FINDINGS: MASTER PLAN

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

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

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

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

FINDINGS: The Keizer Station Master Plan envisioned that Area B would develop in a manner that would complement Area A of the Keizer Station. It was planned to allow a variety of retail, offices and

other type of commercial businesses that are permitted in the CM zone, allowing it to become an integral part of the overall Keizer Station development.

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

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

As part of the planning and design of Area B a Traffic Impact Analysis was conducted that included a number of assumptions on the possible development scenarios for Area B. The proposed site plan is consistent with the preliminary traffic assumptions. The city's traffic consultant, Kittleson and Associates has conducted an evaluation of the impact of this development on the transportation system. The analysis dated August 2010, identified the mitigation measures that are needed to assure that the street system is not adversely impacted by the development of Area B.

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

2. Objectives: Development in Area 'B' will be focused on achieving the following objectives:

- Complete residential neighborhood on Dennis Ray Avenue and provide a pedestrian and bicycle connection to nearby commercial activities;
- Provide convenient retail opportunities for nearby residential areas;
- Create a landscape buffer along the northern edge of the site; and
- Protect traffic operations on Lockhaven Drive and McLeod Lane.

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

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

A 20-foot wide landscaped buffer will be provided along the entire northern boundary of the property. This will mitigate any potential impacts (noise, visual) associated with the development of the site. Currently, a significant portion of this northern property line has a 8 foot high sight obscuring masonry wall that screens and buffers much of the adjacent properties to the north. As a condition of approval a 8

foot high sight obscuring wall will be required to be placed along the rear property lines of homes along the south side of Dennis Ray Avenue. In addition, there will be a requirement that a 20 foot wide landscaped buffer be placed along the north property line of the Area B development. The combined effect of the landscaping and wall will provide adequate screening and buffering along the northern edge of the site.

As part of the submittal of the application for a master plan a traffic impact analysis was conducted by Kittleson and Associates. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the projected 2020 traffic flows. The result of this study determined that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station and/or adjacent development in Building "D" and Keizer Station Boulevard and widening of Keizer Station Boulevard to allow turn lanes at the new intersection, and an additional right turn lane approach at the Keizer Station Boulevard / Lockhaven Drive intersection; a deceleration lane and a new driveway that will be located between Keizer Station Boulevard and McLeod Lane. These will be needed as part of the development plans for different components within Area B. With there only being a single access point along McLeod Lane located as far from the intersection as possible will avoid having the development have an adverse impact on the operation of McLeod Lane. Other mitigation measures are less directly tied to specific developments within Area B but combined with overall regional growth, or the combined effects related to other nearby developments and will require certain levels of improvements. The TIA analyzed the project impacts of the development of not Area B but also nearby Area C that it might have along the full length of Lockhaven Drive. Two intersections, Lockhaven Drive and 14th Ave and Lockhaven Drive and River Road were noted to need future improvements owing to both growth in general but also due to affects from development of Keizer Station. The City is working on a method to assess costs from these developments based on a proportional basis. With there only being a single access point along McLeod Lane located as far from the intersection as possible will avoid having the development have an adverse impact on the operation of McLeod Lane. The mitigation measures are all aimed at protecting traffic operation along Lockhaven

Drive and McLeod Lane. As such the master plan proposal will be consistent with these objectives.

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

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

FINDINGS: The proposed master plan for Area B will allow for uses that will be consistent with the underlying CM and RS zones. Any development within the respective zone districts will need to comply with the provisions within each of the underlying zones. Two developments are being immediately proposed in the CM portion of Area B. One is a medical office located near the intersection of Lockhaven Drive and McCleod Lane, and the other development is a transit station to be located in the area east of Keizer Station Boulevard. The doctor's office is a permitted use and its development will be subject to design review and building permit process. The development of a transit station will require approval of a conditional use permit, which is included as part of this review. Three future single family homes will be located in the RS zoned portion of the site at the end of Dennis Ray Avenue and so will satisfy this objective.

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

1. Design Standards

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

FINDINGS: The intent of this provision is for new developments to be done in a manner that is consistent with the city's adopted design

standards. These design standards are found within Section 2.315 of the KDC. As part of the building permit submittal process an administrative design review will be done to assure compliance with Section 2.315 of the KDC. These are addressed in more detail later. These requirements govern the design of new commercial buildings. Briefly, the development of Area B will consist of 5 buildings which will be used for office, retail, possible restaurant and one building will be used as part of the operations of the transit station. The design of the buildings will take into consideration a variety of design features such as use of differing materials and textures to avoid barren building facades and will strive to make a human scale type of development. Pedestrian plazas will be scattered throughout the development to make it more pedestrian friendly. No multi-family development will be constructed in Area B so these provisions are not applicable. With this placed as a condition of approval, it will ensure compliance with this objective.

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

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

2. Transportation System

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

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

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

A traffic impact analysis was prepared by Kittleson and Associates (dated August 2010) and is included as part of the proposal. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the projected 2020 traffic flows. The result of this study was to determine that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station and Keizer Station Boulevard; a deceleration lane along the frontage of the site between Keizer Station Boulevard and the new driveway that will be located between Keizer Station Boulevard and McLeod Lane. These improvements may be phased. For example, as the transit station or use in Building "D" is developed the requirements for the widening and turning lane at the new intersection, and an additional right turn lane approach at the Keizer Station Boulevard / Lockhaven Drive intersection and new signal at the intersection of the access serving the transit station and Keizer Station Boulevard will be required as it is directly related to the operation of the transit station and/or the development of Building "D". The right-in only ingress east of Keizer Station Boulevard is related to the development of Building "D". The deceleration lane serving the new driveway mid-way between McLeod Lane and Keizer Station Boulevard is related to the operation of new buildings located at the west end of this portion of Area B. Certain

other improvements are linked less directly to the development of Area B alone, but instead to the development of both Area B and Area C as well as with general projected growth within the city (Lockhaven Drive / 14th intersection and Lockhaven Drive / River Road). These two intersection improvements are also identified in the city's Transportation System Plan and will require additional turn lane improvements. The City is working on a method to assess costs from these developments based on a proportional basis. With the TIA's improvement recommendation made as a condition of approval will assure that the development of Area B does not adversely impact the operation of Lockhaven Drive and Chemawa Road.

Transit Considerations
Salem Area Mass Transit District (SAMTD) provides scheduled bus service to the area with a temporary bus transfer in Area A of the Keizer Station. The proposed site plan provides SAMTD the opportunity to establish a transit station in Area B. This is detailed further under the Conditional Use section. Briefly, the proposal will allow the construction of a transit station in the eastern portion of the site. This will provide service for not only Area B but also for the community and will provide an enhanced level of service from what is currently being provided by the Transit District.

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

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

FINDINGS: A proposed driveway location is shown on the site plan located approximately 200 feet north of the McLeod Lane / Lockhaven Drive intersection. This driveway is located as far north from the

intersection as is possible and still allow access into and out of the site. The traffic impact analysis conducted by Kittleson and Associates and the City Engineer have each recommended that this location is adequate to provide ingress and egress to Area B and will not impact the traffic flows along McLeod Lane. No additional improvements are necessary along McLeod Lane. No vehicle connection from Area B onto Denis Ray Avenue is proposed. Therefore, the proposal is consistent with the criterion.

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

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

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

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

E. Pedestrian circulation:

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

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

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

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

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

3. Utilities

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

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

4. Landscape

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

A. A coordinated landscape plan, including the use of trees, shall be provided for the frontage portion of Area B along Lockhaven Drive and McLeod with the request for master plan approval.

B. Restriction on Tree Removal. From the date of adoption of this ordinance, no trees shall be removed from any property within Area B without approval from the City. The City recognizes that factors such as disease and safety concerns or other practical considerations may require the approval to remove such trees. The City otherwise may determine existing trees to remain on the property.

1. Upon application for master plan approval, the applicant shall submit a tree inventory of all existing trees and trees removed since the date of this ordinance.

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

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

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

1. Residential

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

occurs it will be required to comply with these sections of the Development Code.

2. Commercial

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

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

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

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

B. Building Design. KDC 2.315.08.B.

1. Ground floor windows. KDC 2.315.08.B (1)(a).
In the CM, CR, and MU zones, all street-facing elevations containing permitted uses as listed under KDCs 2.110.02 F, G, H, I, J and K shall have no less than 50 percent of the ground floor wall area with windows, display areas or doorway openings.

FINDINGS: The intent of this requirement is to avoid new developments from having stark building facades lacking any architectural or aesthetic features. Two of the buildings which are planned to be constructed first are the doctor's clinic and the transit station. The transit station is a 3,000 square foot building with a significant portion of the building façade facing Lockhaven Drive in the form of windows and doorway openings. Based on preliminary drawings the

doctor's clinic appears to have more than 50% of the façade facing Lockhaven Drive in the form of windows and entryway. And so will meet with this provision. While the architectural design of all the buildings within the CM designated portion of Area B (the other two zones are not applicable) have not been fully developed compliance will be confirmed during permit review when building plans are submitted as part of the city's design review process. With this as a condition of approval will assure compliance with this requirement.

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

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

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

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

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

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

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

A. Building Materials.

a. All buildings shall have wood, brick, stone, or stucco siding, or vinyl siding made to look like wood siding. Metal siding as described in this section shall be allowed.

b. Metal siding other than corrugated or reflective material are allowed except for residential buildings housing 3 or more dwellings and buildings within the EG zone metal siding is allowed with the exception of corrugated or reflective metal.

c. Plain concrete block, plain concrete, plywood and sheet press board may not be used as exterior finish materials.

FINDINGS: Intent of this provision is to require a greater attention to the architectural materials that are used so as to result in a higher quality finished

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

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

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

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

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

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

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

18. Commercial Mixed Use (CM) KDC 2.110.

A. KDC 2.110.02 through KDC 2.110.05 identify the use requirements for the CM zone, including the permitted, special permitted, and use restrictions, which apply to the site. A maximum of 80,000 square feet

of floor area may be devoted to specified retail uses identified in KDC 2.110.05 D.

FINDINGS: The development of Area B is proposed to include a two story 26,538 square foot doctor's clinic (Building "A"); 3,000 square feet for a building associated with the transit operations; 10,000 square feet of office space adjacent to the transit station (Building "D"); and the allowance for two buildings totaling 34,000 square feet along the west side of Keizer Station Boulevard that would be a mix of office and retail (Buildings "B" and "C"). All of this will be located on the portion of Area B that is zoned CM. The uses proposed under the commercial categories comply with the KDC requirements and is within the maximum cap allowance for Area B and so complies with this provision.

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

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

C. KDC 2.110.06 B. Minimum Yard Setback Requirements

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

(1) Zero side yard dwelling units are subject to the setback provisions in KDC 2.404.

(2) The rear yard setback shall be as follows: 14 feet for a 1-story home, 20 feet for a 2-story home.

(3) The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. For the CM zone, the rear yard setback is 0 feet.

(4) Setbacks are measured from property lines, not easement lines. However, no structure shall be placed any closer than five feet from the edge of an access easement or 20 feet from the right-of-way of an arterial or collector street.

(5) The garage entrance setback shall be measured from the property line or edge of private access easement to the entrance of the garage. The centerline of the driveway shall be measured if the driveway to the garage entrance is not perpendicular to the property line or private access easement. In no case shall a garage be set back less than the minimum front, side, and rear setbacks.

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

building locations. Compliance will be verified through the building permit review process.

19. Development Standards. KDC 2.110.07.

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

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

1. Parking shall be as specified in KDC 2.303. In the event that on-street parking is provided, on-street parking that abuts the property can be used to meet the standard.

2. No off-street parking is required for uses above the ground floor.

3. The off-street parking requirement for residential uses is one space per unit.

4. If mixed uses on the ground floor exhibit peak parking demand at different times, the resulting parking requirement is limited to the number of spaces generated at the highest combined peak demand at any one particular time. (For example, if there is a movie theater exhibiting peak parking demand between 7:00 and 10:00 PM with a total requirement of 100 spaces, and a pet store exhibiting peak demand between 1:00 and 5:00 PM with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.)

FINDINGS: The intent of this provision is to ensure that new development provides sufficient parking to avoid it becoming a burden on adjacent areas. The development of Area B will be required to provide sufficient parking on the site and not use any on-street parking along any of the three adjacent public streets. The transit station is shown being developed with 68 parking spaces for patrons of the bus system who wish to drive to the transit station and then connect with the bus system. Adjacent to the transit facility is Building "D" which has 77 parking spaces near it. Building "C" has 54 parking spaces to the east, Building "B" has 46 parking spaces to the west and

east of it, and Building "A" (the doctor's office) is shown with 102 parking spaces. The master plan shows a total of 346 parking spaces provided throughout the whole site. If the entire site were built out with retail/office uses it would require a minimum of 244 parking spaces. As provided on the master site plan, the provided parking spaces will satisfy the standards for the retail and office uses proposed.

B. Yards and Lots. KDC 2.110.07.C.

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

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

C. Signs. KDC 2.110.07.D.

Signs shall conform to the requirements of KDC 2.308.

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

D. Accessory Structures. KDC 2.110.07.E.

Accessory structures shall conform to requirements in KDC 2.313.

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

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

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

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

F. Lot Coverage. KDC 2.110.07.I.

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

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

FINDINGS: The purpose of this requirement is to establish minimum and maximum lot coverage standards. It is not in the city interest to allow new development to develop in either a manner that is too inefficient or is too over

developed. As shown on the concept site plan, the standards are satisfied. The site plan indicates that approximately 80% of the commercial portion of Area B will be developed with buildings, parking areas and sidewalks will meet with this provision.

G. Density. KDC 2.110.07.J.

> The maximum residential density shall be 24 units per acre and minimum residential density shall be 8 units per acre. Developments limited exclusively to residential uses and containing less than 8 dwelling units per acre are allowed if they comply with the [applicable KDC provisions].

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

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

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

A. General Requirements. KDC 2.302.A.

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

FINDINGS: The proposed development of Area B will not include the development of any new streets. The existing city street system will serve Area B. McLeod Lane is a collector street and both Lockhaven Drive and Keizer Station Boulevard are designated as arterial streets. Keizer Station Boulevard has 66 feet of improved street within a 94 foot wide right of way. McLeod Lane has an improved street that ranges from 43 to 46 feet wide within a right of way that ranges from 55 to 60 feet wide in the area of the frontage of the site. Lockhaven Drive has an 84 foot wide street within a 120 foot wide right of way. The Traffic Impact Analysis done by Kittleson and Associates (dated August 2010) analyzed and addressed the impacts on the transportation system as a result of the development of Area B. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the

projected 2020 traffic flows. The result of this study was to determine that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station or adjacent use in Building "D" and Keizer Station Boulevard. A deceleration lane along the frontage of the site between Keizer Station Boulevard and the new driveway that will be located between Keizer Station Boulevard and McLeod Lane which will serve businesses on the west side of Keizer Station Boulevard. This is in addition to the access which will be required along McLeod Lane to serve businesses on the west side of Keizer Station Boulevard. A right-in only access which will serve Building "D". These improvements are determined to be needed as part of certain phases of the development occur. For example, as the transit station is developed the requirements for the widening and turning lane and new signal at the intersection of the access serving the transit station and Keizer Station Boulevard will be required when the first use on the east side of Keizer Station Boulevard is developed. The deceleration lane serving the new driveway mid-way between McLeod Lane and Keizer Station Boulevard is related to the operation of new buildings located at the west end of this portion of Area B and will be needed when the first use is developed. Certain other improvements are linked less directly to the development of Area B alone, and more to the development of both Area B and Area C, as well as with general projected growth within the city (Lockhaven Drive / 14th intersection and Lockhaven Drive / River Road). With the requirements specified in the conditions of approval will assure compliance with this provision.

B. Continuation of Streets. KDC 2.302.B.

> Development proposals, including subdivisions and partitions, shall provide for the continuation of, and connection to, streets where necessary to promote appropriate traffic circulation in the vicinity of the development. Where necessary to give access or permit a satisfactory future division of adjoining land, streets and utilities shall be extended to property boundaries to allow the future extension of streets and infrastructure. A temporary turnaround shall be constructed for stub streets in excess of 150 feet in length.

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

planned. The continuation of the street will result in there being a turnaround provided at the end of the street. Therefore, this section is satisfied.

C. Alignment. KDC 2.302.C.

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

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

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

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

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

E. Intersection angles. KDC 2.302 D.

Streets shall be laid out to intersect at angles as near to right angles as practical, except where topography requires lesser angles. Intersections of less than 60 degrees shall require special intersection designs. Streets shall have at least 50 feet of tangent adjacent to intersections unless topography requires lesser distances. Intersections that are not at right angles shall have minimum corner radii of 15 feet. Major arterial intersections shall have curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 20 feet.

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

F. Existing Streets. KDC 2.302.F.

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

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

Lockhaven Drive will assure that all streets along the property frontage will meet current city standards and so will satisfy this provision.

G. Half-Streets. KDC 2.302.G.

Half-streets may be approved where essential to the reasonable development of an area and when the City finds it to be practical to require the dedication of the other half when the adjoining property is developed. When a ¾ width street can reasonably be developed, as determined by the Department of Public Works, a half street will be constructed with an additional 10 feet of pavement on the opposite side of the street from full improvement.

FINDINGS: No half streets are proposed so this provision is not applicable.

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

The maximum length shall be 800 feet.

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

I. Street Names. KDC 2.302.I.

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

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

J. Grades and Curves. KDC 2.302.J.

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

FINDINGS: No new streets will be created as part of this application and the existing streets will be used. Both McLeod Lane and Lockhaven Drive

are flat and straight along the frontage of the site. Keizer Station Boulevard is a curved street dropping in elevation from west to east so that the street can pass under the rail road bridge. This street was designed as part of the development of Area A and accepted as part of the city's street system and no changes are proposed that would alter the current grade. Therefore, this provision is satisfied.

K. Frontage Streets. KDC 2.302.K.

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

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

L. Alleys. KDC 2.302.L.

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

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

M. Street Landscaping. KDC 2.302.M.

Where required as part of the right-of-way design, planting strips shall conform with the following standards:

1. Street trees shall be planted at a ratio of no less than one tree per 30 feet of property frontage. Street trees shall conform with the list of acceptable trees included in the City's Street Tree Ordinance. Installation of street trees shall be included in any improvement agreement covering the installation of public facilities and services on a property.

2. Planting strips shall be planted and maintained in predominantly living groundcover materials with hard surfaces consisting of bricks, pavers, rocks, decorative concrete work, etc., only being included as part of an overall landscape design where living plant material is predominant. In no case shall asphalt be used within the planting strip.

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

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

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

A. Impact. KDC 2.307.02.A.

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

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

B. Water. KDC 2.307.02.B.

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

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

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

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

C. Private Utilities. KDC 2.307.02.C.

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

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

D. Sanitary Sewers. KDC 2.307.02.D.

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

FINDINGS: As part of the application a master sanitary sewer plan was submitted for review. This plan shows the existing sanitary sewer lines that are either within Area B, or immediately adjacent to Area B and it shows the location of lines that will need to be constructed to serve the future development of Area B. The intent of this provision is to ensure that the new development will be served by sanitary sewer. The subject property is located within the original Keizer Sewer District and therefore an acreage fee is not required. There is a 8 inch sanitary sewer line located in Lockhaven Drive; and 8 inch sewer line located in the McLeod Lane right of way; and, a 10 inch sanitary sewer line located in Keizer Station Boulevard. Each of these lines has adequate size and depth to provide for additional capacity to serve Area B.

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

E. Street Lights. KDC 2.307.02.E.

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

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

F. Easements. KDC 2.307.02.F.

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

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

G. General Standards. KDC 2.306.05.

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

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

2. Protect development from flood hazards;

3. Provide a system by which water within the development will be controlled without causing damage or harm to the natural environment, or to property or persons within the drainage basin;

4. Assure that waters drained from the development are substantially free of pollutants, through such construction and drainage techniques as sedimentation ponds, reseeding, phasing of grading;

5. Assure that waters are drained from the development in such a manner that will not cause erosion to any greater extent than would occur in the absence of development;

6. Provide dry wells, french drains, or similar methods, as necessary to supplement storm drainage systems;

7. Avoid placement of surface detention or retention facilities in road rights-of-way.

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

The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm will be allowed as development occurs. A Storm Drainage

Master Plan is required for the areas west and east of Keizer Station Boulevard.

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

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

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

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

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

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

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

A. Joint Use. KDC 2.303.05.

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

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

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

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

- Retail store: 1 per 300 square feet
- Bank, offices, medical clinic: 1 per 300 square feet
- Eating and drinking establishment: 1 per 125 square feet

FINDINGS: The intent of this provision is to ensure that new developments provide sufficient parking to serve their needs. The parking provided on the

concept site plan was calculated using the standards above. For example, the doctor's office, Building "A", is projected to have 28,000 square feet of area and will need to provide 80 parking spaces to serve this facility and 102 parking spaces are shown. The Salem – Keizer Transit Center located in the eastern portion of Area B is shown providing 68 parking spaces. This number is intended to serve transit users who will drive to the site and park their car and then continue their travel by bus. It will also provide some parking for a potential commuter rail station. A building footprint accommodating 10,000 square feet (Building "D") adjacent to the transit station is shown with 77 parking spaces where 40 would be required. This use is projected to be office and the level of parking spaces is sufficient to accommodate this type of use. On the west side of Keizer Station Boulevard is a 14,000 square foot building (Building "B") and a 10,000 square foot building (Building "C") footprint that would be comprised with a combination of office and retail uses. This type of use would require 80 parking spaces and the master plan indicates that 99 parking spaces are shown. Additional users haven not been identified but when they are they will need to comply with the specification within KDC 2.303. The minimum parking requirements are met, and that there are a total of 346 parking spaces throughout the development are shown on the submitted site plan. Therefore, the master plan complies with this requirement.

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

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

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

D. Bicycle Parking. KDC 2.303.08.A.

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

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

FINDINGS: This provision specifies the amount of bicycle parking that is required based on different type of use. For example, the doctor's office will be required to provide 4 bicycle parking spaces. Bike parking is proposed in areas near the building entrances and will be a condition of building permit review and will be verified as part of the final building inspection and so will comply with this provision.

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

1. Space Size. Each bicycle parking space shall be a minimum of six feet long and two feet wide and be accessible by a minimum four foot aisle.

2. Location. All bicycle parking areas shall be within 100 feet of a building entrance and located within a well-lit area.

3. Rack Design. Bicycle racks must be designed to secure the bicycle frame and at least one wheel, and, accommodate a locking device. Racks, lockers or other related facilities shall be securely anchored to the ground or to a structure. As an alternative, the bicycle spaces can be provided within a secured compound.

4. Access. Access to a public right-of-way and pedestrian access from the bicycle parking area to the building entrance must be provided.

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

F. Carpool and Vanpool Parking. KDC 2.303.09.

New office or industrial development with 100 or more parking spaces shall designate at least 5% of the parking spaces for carpool or vanpool parking. These designated spaces shall be the closest parking spaces to the building entrance normally used by employees, with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be

clearly marked "Reserved - Carpool/Vanpool Only" along with specific hours of use. Any other use establishing car and vanpool spaces may reduce the minimum parking requirement by 3 spaces for each carpool/vanpool space created.

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

G. Off-Street Loading Requirements. KDC 2.303.10.

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

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

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

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

1. Surfacing. KDC 2.303.11.A.

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

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

2. Parking Spaces. KDC 2.303.11.B.

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

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

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

3. Aisle. KDC 2.303.11.C.

The following minimum aisle dimensions shall apply:

Without adjacent parking:

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

With adjacent parking:

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

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

4. Screening. KDC 2.303.11.D.

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

FINDINGS: The intent of this provision is to minimize any impacts between parking and loading areas and adjacent residential uses. Residential zoning abuts the site to the north and is developed with residential single family homes. The required 20-foot landscaped buffer and 6 foot high masonry wall will provide an appropriate level of screening. In the area of the small park the buffer will effectively be increased to as much as 170 feet of landscaped buffer. In addition, there is an existing 8 foot high sight obscuring wall along a portion of the north property line and a 8 foot high sight obscuring will be placed along the south property lines of the homes along the south side of Dennis Ray Avenue. This will further buffer the properties to the north from any development in this portion of Area B. While there are residential uses to the west across McLeod Lane and to the south of Lockhaven Drive in neither case will any parking lot abut any of these properties so this provision is determined to not apply to homes which are located to the south and west of Area B. There are no residential uses located to the east of Area B as it is part

of the commercially development Area A of Keizer Station. This combination of landscaped buffer and sight obscuring wall satisfy this provision.

5. Lighting. KDC 2.303.11.E.

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

FINDINGS: The purpose of this provision is ensure that the site is adequately illuminated without the lighting becoming a nuisance to neighboring properties or a hazard to vehicles on the public streets. The exterior lighting will be designed so that it does not cast any light or glare toward these properties or onto any public right of way and so will comply with this provision.

6. Landscaping. KDC 2.303.11.F.

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

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

7. Traffic Flow. KDC 2.303.11.G.

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

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

8. Entrance/Exits. KDC 2.303.11.H.

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

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

9. Bumper Rails. KDC 2.303.11.I.

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

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

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

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

A. Minimum Area Requirements. KDC 2.309.03.

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

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

B. Screening and Buffering. KDC 2.309.05.

1. Screening. Screening shall be used to eliminate or reduce the visual impacts of the following uses:

A. Commercial and industrial uses when abutting residential uses.

B. Industrial uses when abutting commercial uses.

C. Service areas and facilities, including garbage and waste disposal containers, recycling bins, and loading areas.

D. Outdoor storage areas.

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

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

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

FINDINGS: The master plan shows that screening will be provided along the northern side of Area B utilizing a 20 foot wide landscaped buffer incorporating shrubs and trees, and a 8 foot high sight obscuring wall along a significant portion of the north property line. Properties to the north are residentially developed. This existing masonry wall was placed at the time of the development of Area A of the Keizer Station. A 8 foot high sight obscuring wall is planned to be located along the rear property lines of homes along the south side of Dennis Ray Avenue. The walls, along with the landscaped areas will provide sufficient screening for the residents on the north side of the site. No industrial uses are planned for Area B only commercial uses that are allowed in the CM zone.

Service areas within the development are proposed to be screened with vegetation and fencing. No outdoor storage areas are proposed. The plans are

not sufficiently detailed to show electrical and mechanical equipment, but if any of these types of equipment are provided it will be a requirement that they are appropriately screened. Parking areas will all be surrounded by landscaping consisting of ground cover, shrubs, and trees. The specific screening details will need to be reviewed and approved during the building permit process. In consideration of this, the proposal will comply with this provision.

3. Buffering. Buffering shall be used to mitigate adverse visual impacts, dust, noise or pollution, and to provide for compatibility between dissimilar adjoining uses. Where buffering is determined to be necessary, one of the following buffering alternatives shall be employed:

   A. Planting Area: Width not less than 15 feet, planted with the following materials:

      a. At least one row of deciduous or evergreen trees staggered and spaced not more than 15 feet apart.

      b. At least one row of evergreen shrubs that will grow to form a continuous hedge at least five feet in height within one year of planting.

      c. Lawn, low-growing evergreen shrubs or evergreen ground cover covering the balance of the area.

   B. Berm Plus Planting Area: Width not less than 10 feet, developed in accordance with the following standards:

      a. Berm form should not slope more than 40 percent (1:2.5) on the side away from the area screened from view. The slope for the other side (screened area) may vary.

      b. A dense evergreen hedge shall be located so as to most effectively buffer the proposed use.

      c. The combined total height of the berm and hedge shall be not less than five feet.

C. Wall Plus Planting Area: Width must not be less than five feet developed in accordance with the following standards:

a. A masonry wall or fence not less than five feet in height.

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

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

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

C. Planting Height. KDC 2.309.06.

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

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

D. Plant Materials. KDC 2.309.06.

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

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

E. Utility Interference. KDC 2.309.06.

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

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

F. Installation. KDC 2.309.06.

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

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

G. Suitability. KDC 2.309.06.

Plant materials shall be suited to the conditions under which they will be growing. As an example, plants to be grown in exposed, windy areas that will not be irrigated should be sufficiently hardy to thrive under these

conditions. Plants should have vigorous root systems, and be sound, healthy, free from defects, diseases, and infections.

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

H. Deciduous Trees. KDC 2.309.06.

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

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

I. Evergreen Trees. KDC 2.309.06.

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

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

J. Shrubbery. KDC 2.309.06.

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

FINDINGS: The purpose of this provision is to specify the size of shrubbery that is determined to be a viable size for landscaping. This is considered to be

an industry standard and will result in both healthy plants and plants which can grow to fill in landscaped areas. This standard will be met with the final landscaping and planting plan.

K. Ground Cover. KDC 2.309.06.

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

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

L. Irrigation. KDC 2.309.06.

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

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

M. Re-planting. KDC 2.309.06.

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

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

N. Maintenance. KDC 2.309.06.

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

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

O. Plant Protection. KDC 2.309.06.

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

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

P. Landscaping-General. KDC 2.110.07.

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

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

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

2. Properties located within Area B as defined in the Keizer Station Plan shall have a 20-foot landscape buffer along all property lines adjacent to any residential zone. Landscape and buffer requirements shall be met as defined in the Keizer Station Plan.

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

Q. Landscaping-Parking Lots. KDC 2.110.07.

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

FINDINGS: The intent of this requirement is to create a parking area which has a landscaped feel to it. The allowance for a tree per every 8 parking spaces will result in a "greening" of an otherwise barren sea of asphalt, thereby reducing summer temperatures and increasing the overall landscaping in the development. As shown on the master plan, these standards are satisfied with each of the parking areas containing numerous landscaped islands for planting trees. In fact, over 50 trees are planned to be planted within the various parking areas throughout the development. In addition, this will be a requirement of the building permit for any development within Area B of the Keizer Station development and so will comply with this provision.

24. Development Strategies. KDC 3.113.04.C.

Pedestrian Access, Safety and Comfort

A. To ensure safe, direct, and convenient pedestrian circulation, development shall provide a continuous pedestrian and/or multi-use path system.

B. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas wherever possible.

C. Pathways with developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and parking areas.

D. For all developments subject to Master Plan review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.

E. Recessed entries, canopies, and/or similar features shall be used at the entries to a building in order to create a pedestrian scale.

F. For driveways that service more than 100 parking spaces, shall not have any parking within twenty-five feet of the driveway intersection. This area shall be landscaped in accordance with KDC 2.309 of the Keizer Development Code.

G. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.

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

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

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

H. Pedestrian Circulation. KDC 2.315.08.A.

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

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

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

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

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

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

FINDINGS: The frontage of Area B between the railroad tracks and Keizer Station Boulevard is approximately 550 feet in length will have 3 pedestrian connections with the longest distance between connections 220 feet in length. On the west side of Keizer Station Boulevard there is approximately 560 feet of frontage and there are 6 pedestrian connections with the longest distance between connections being 190 feet. As demonstrated in the master site plan, this standard is satisfied.

4. Driveway Crossings. Driveway crossings shall be a maximum of 36 feet in width. Where the pedestrian system crosses driveways, parking areas and loading areas, the system must be clearly identifiable through the use of elevation changes, a different paving material, texture, or other similar method.

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

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

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

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

6. Walkway Coverage.

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

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

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

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

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

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

9. Access to Adjacent Property. If the proposed development has the potential of being a significant attractor or generator of pedestrian traffic, potential pedestrian connections between the proposed development and existing or future development on adjacent

properties other than connections via the street system shall be identified.

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

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

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

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

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

serving the project off the west side of Keizer Station Boulevard. Each of the new access points will be required to be designed and constructed to the city's standards with regard to location, design and construction. The access points combined with the layout of Area B will allow for internal vehicle circulation which will minimize the need to exit and then re-enter the development. The traffic impact analysis done by Kittleson and Associates, dated August 2010, identifies the traffic flows that are projected to occur as a result of the development of Area B. The design of the Area B took into consideration this information, and the identified mitigation measures to achieve a development that will allow for a safe and efficient movement of vehicles not only within the development but also along the adjacent street system. The TIA identified the mitigation measures that are a direct result of the development of Area B and also those that are a result of the development of Area B and Area C and in addition to the regional increases over time. In addition, a methodology to assess proportionate costs is being developed and will be assessed for developments within Area B. The driveway locations have been located to maximize the flow of traffic entering and exiting the development. Therefore, the master plan proposal meets the criteria above.

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

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

A. Territoriality – All proposed building entrances, parking areas, pathways and other elements are defined with appropriate features that express ownership. For example, landscaping, fences, pavement treatments, art and signs are some physical ways to express ownership through design. Such features should not conflict with the need for natural surveillance, as described in b.; and

B. Natural Surveillance – The proposed site layout, building and landscape design promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except as necessary for buffering between commercial uses and lower density residential districts, and then shall be minimized; and

C. Activity Support – The proposed site layout and building design encourage legitimate activity in public spaces. For example, locating

outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining; and

D. Access Control – By properly siting and designing entrances and exits (i.e., in clear view from the store), and through the appropriate use of lighting, signs and/or other features, the proposed plan controls access in ways that discourage crime; and/or

E. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.

FINDINGS: The intent of the provision is to require that new development are designed in such a manner so that crime prevention and security issues are factored into the overall design so as to avoid the development from becoming a crime plagued problem. The site plan indicates that buildings will be located such that there will be one building near the intersection of McLeod Lane and Lockhaven Drive, another three near the intersection of Keizer Station Boulevard and Lockhaven Drive (two buildings on the west side of Keizer Station Boulevard and one to the east of Keizer Station Boulevard), and a fifth building at the transit station facility. The 5 buildings will be situated such that they will all be visible from the adjacent streets. The development will provide lighting throughout the development to provide ample opportunities for surveillance. The entrance to the buildings will be located such that they will help to discourage crime. While the site will be landscaped the level of landscaping and location of plantings will avoid creating areas that might become areas where surveillance might become an issue. An adjacent property owner commented that the transit station will result in increased crime. The difference between what is being proposed in Area B and the transit center in downtown Salem is scale of difference. The center in Salem is the main transit center for the entire metropolitan area and so it receives the major amount of transit ridership visits. The transit station that is being proposed will essentially be a satellite operation where buses serving Keizer and also Salem will meet at this location and transfers will be made. It is unlikely that this type of operation will attract large users as can be seen at the main transit center in Salem. Also, numerous people who use the transit center in Salem are attracted to it because of the downtown amenities which are clearly lacking in the Keizer Station. If the issue of crime associated with the operation of the transit station were to become an issue it will be the responsibility of the Salem-Keizer Transit District to identify measures to reduce this issue as they have done by working with the Salem Police Department at their main center in Salem. The proposed master plan is designed to allow a development that will comply with these provisions.

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

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

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

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

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

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

FINDINGS: The master plan for Area B makes allowance for public plazas and other areas which could be used for public art, or that may be used for open space, or for public gathering areas which will be in addition to the sidewalks and landscaped areas. These are shown near the two buildings to the west and east of the intersection of Keizer Station Boulevard and Lockhaven Drive. These areas will be developed in a manner that is consistent with the plaza areas that are located in Area A and make use of colored concrete and alternative textures or patterns to create an inviting open area. In addition, the small park will provide open space and landscaped areas where people may choose to visit and so the master plan proposal will meet with this criterion.

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

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

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

30. Transit Facilities. KDC 2.305.

A. Siting Requirements. KDC 2.305.01.

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

1. Expected transit ridership generated by a development.

2. The level of existing or planned transit service adjacent to the development. Planned transit service is defined as service that is planned to be established within five years after the completion of

development according to the latest officially adopted transit plan by the Transit District.

3. The location of existing facilities.

4. The proximity of other transit ridership generators.

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

B. Design Requirements. KDC 2.305.02.

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

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

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

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

///

///

///

FINDINGS: LOT LINE ADJUSTMENT

31. Lot Line Adjustment. KDC 3.106.

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

A. <u>The adjustment of the lot lines results in no more parcels than originally existed. KDC 3.106.04.A.</u>

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

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

FINDINGS: The properties that are involved in the lot line adjustment portion of the application are zoned CM (Commercial Mixed Use) and are subject to the standards outlined in Keizer Development Code Section *2.110.05 Dimensional Standards*. This section of the development code has no minimum lot size for commercial uses and no minimum lot width or minimum lot depth provisions. The lots are proposed to be 1.8 acres and 1.82 acres on the west side of Keizer Station Boulevard and 2.71 and 0.31 acres on the east side of Keizer Station Boulevard. Also, each parcel will be developed with commercial uses and will be consistent with the requirements within KDC 2.110. The lots are vacant and setback requirements will be regulated at the time of building permit approval for the development of any of the parcels involved in the adjustment of the common lot lines. As a condition of approval the Marion County Surveyor's Office requirements regarding the plat process shall be complied with. The plat shall show all area and dimensional standards of each of the lots. Therefore, this request satisfies this criterion.

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

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

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

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

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

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

FINDINGS: CONDITIONAL USE PERMIT – TRANSIT STATION

32. Transit Station.

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

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

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

FINDINGS:

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

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

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

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

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

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

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

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

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

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

All new development including the development of a transit station in Area B will be required to connect to city water lines. These lines are nearby and can serve all future development of Area B. A 12 inch water service is located within the Keizer Station Boulevard street right of way and there is sufficient capacity in the system to be available to the site. A 12 inch water service is located within the Lockhaven Drive street right of way and there is sufficient capacity in the system to be available to the site. A 8 inch water service is located within the McLeod Lane street right of way and there is sufficient

capacity in the system to be available to the site. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections. Final development plans shall be reviewed by the Keizer Fire Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer. The issue of reimbursement for the water tower as previously discussed applies to the development of the site with a transit station.

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

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

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

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

FINDINGS: The purpose of the CM zone is to provide appropriate areas which are identified in KDC 2.110 as being either permitted, special uses, or uses that may be permitted with a conditional use. The area proposed to be used for a transit station is on the east portion of Area B within the Keizer Station. Currently, with the exception of the single family house which is vacant and scheduled to be removed, Area B is undeveloped. Area A, to the east across the railroad tracks is a developing shopping center with the area closest to the transit station developed with a variety of commercial businesses. Area C, across

Lockhaven Drive to the south, is comprised of several single family homes and a number of vacant parcels. It is not currently developed with any retail businesses and prior to it being able to be developed with retail it will need to be granted master plan approval. To the southeast, Area D which has been previously granted master plan approval but is undeveloped. Properties to the north of Keizer Station Boulevard are developed with residential single family homes. The closest residence to the north of the proposed transit station are approximately 120 feet away and are separated by the Keizer Station Boulevard, a collector road. In addition, there is a 8 foot high sight obscuring masonry wall along the rear (south) property lines of these same residences. This masonry wall was constructed as part of the development of Area A in part to mitigate any adverse impacts associated with the development of the Keizer Station, and presumably any developments within Area B. This proposal will not preclude the use of adjacent properties since the proposed facility will be located well within the property boundary; will satisfy all setback and development requirements; and will be buffered by an existing 8 foot high masonry wall. This proposal will not limit, impair, or preclude the use of the surrounding properties for the primary uses of the zone. For these reasons, this request complies with this criterion.

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

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

i. City of Keizer Transportation System Plan; Goal 6 – "Support a public transit system for all Keizer residents focusing on accessibility and mobility." The intent of the proposal is to locate a transit station in Area B of the Keizer Station. Its development will enhance the accessibility of transit for transit users in Keizer. The development of a portion of Area B with a transit station will allow for greater access to the transit system by Keizer residents. The new transit station will incorporate recent route configurations in what is referred to as a "3C" design system. With the availability of on-site parking it will allow for residents to drive to the site to then board the bus system which make it easier for some transit users and so will comply with this goal.

ii. City of Keizer Transportation System Plan; Goal 6, Objective 1, Policy 2 – "The City will work with the Transit District to assure continued high quality transit system responsive to local community needs." The siting of the transit station in Area B was done an after extensive public

involvement period which allowed the Transit District to more accurately gauge the need for the community support for a transit station as well as the preferred location for a new facility.

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

- Six public meetings and/or open houses in the Keizer area, hosted by SKT to share information about the project, the evaluation of various sites and encourage public input and feedback.
- Six SKT Board of Directors Meetings with public hearings, where the transit center siting study was discussed and public input was encouraged.
- Work sessions between the SKT Board of Directors, the Keizer City Council and Keizer Planning Commission.
- Staff outreach to residents and businesses in the areas that were being considered for the new transit center.

After extensive public comment, the study team added sites in the Keizer Station area and eliminated the sites in central Keizer. Following the July 2009 SKT Board Meeting that included a public hearing and significant public support for the preferred Keizer Station site, the SKT Board of Directors directed staff to move forward with a transit station located in the Keizer Station commercial area. With the recognition of the public process that was used to both determine the level of need and level of support for a site location satisfies this policy.

iii. City of Keizer Transportation System Plan; Goal 6, Objective 2, Policy 1 - "Future development in Keizer Station in Area C may require the development of a commuter rail link and/or satellite transit connection." The city has approved a recent text amendment that allowed for the commuter rail station to be shifted from Area C to Area B. The rational for this relocation was based on the fact that it would be part of the design of the transit center and so would offer a fuller integrated transportation center and that it would eliminate the need for users of these two facilities to have to cross Lockhaven Drive, a busy arterial street. With the approval of the relocation of the commuter rail station from Area C to Area B it is determined that the proposal is consistent with this policy. With this request involving a proposal to construct a transit center in the eastern

portion of Area B which was incorporated in its design for a commuter rail station it will meet with this policy.

iv. City of Keizer Transportation System Plan; Goal 7, Objective 4, Policy 1 - "Support the development of a commuter rail station as shown in the Keizer Station Master Plan to be provided in Area C of Keizer Station. While no specific design or analysis has been done, this facility is to be either provided or an area set aside for its development within Area C, unless it can be shown that a better location can be provided that will satisfy the design specification for a commuter rail station, parking and associated facilities." The city has approved a recent text amendment that allowed for the commuter rail station to be shifted from Area C to Area B. The rational for this relocation was based on the fact that it would be part of the design of the transit center and so would offer a fuller integrated transportation center and that it would eliminate the need for users of these two facilities to have to cross Lockhaven Drive, a busy arterial street. During the public hearing before the Planning Commission Steve Dickey, Operations Director for the Salem-Keizer Transit District testified that while there are no plans to construct a commuter rail station at this time that it could become feasible in perhaps 15 to 20 years depending on federal and state funding. He explained the likely role that the transit district could provide when the commuter rail becomes a reality by providing express bus linkages to other parts of the transit's service area. With the approval of the relocation of the commuter rail station from Area C to Area B it is determined that the proposal is consistent with the intent of this policy which is to support the development of a future commuter rail station in Keizer Station.

v. City of Keizer Transportation System Plan; Goal 6, Objective 2, Policy 2 – "Establish a transit center to serve the needs of the community. The site should accommodate the proposed use and provide adequate buffering and screening to mitigate any impacts on adjacent properties." As previously addressed the determination to construct a transit station in Area B was done only after a lengthy public process was used to determine both the level of need and the level of support for the new transit station. The design of the transit station indicates that it will be screened from parcels in Area A of the Keizer Station by the railroad tracks and the railroad overpass over Keizer Station Boulevard. A number of trees are shown on the master plan along a significant portion of the east, south, west and north property lines. While there currently is an existing single family home adjacent to the site this property was recently purchased by the city

and is planned to be removed to allow for a commercial use as part of the development of Area B, although at this time no uses have been identified. While there are currently nearby residences across Lockhaven Drive to the south these is within an area that are designated as Area C of Keizer Station which is planned to be developed as part of the Keizer Station, although at this time it has not received master plan approval. The closest residences which are outside of the Keizer Station to the north are more than 120 feet away and are buffered by both this separation and an existing sight obscuring 6 foot tall masonry wall along the south property lines of these properties. This distance and screening is considered to be an adequate separation and buffering. The closest residences outside of Area C are approximately 700 feet to the southwest. This distance combined with the Lockhaven Drive right of way is considered to be adequate and not warrant additional buffering. As such it is determined that the proposal meets with this policy.

vi. City of Keizer Comprehensive Plan; Policy B(2)(b)(8) - "Use public facilities and services as a frame work for urban development." The area selected for development with a transit station can be served by the full range of urban services and so will comply with this policy.

vii. City of Keizer Comprehensive Plan; Policy E(4)(d)(2)(c)- " Increase transit service to the Keizer Station." The proposal to locate a new transit station in Area B of the Keizer Station will enhance the level of service that is currently provided to the Keizer Station. It will increase the opportunity for transit riders who wish to either shop at businesses in the Keizer Station or for employees who work at businesses in the Keizer Station and so satisfies this policy.

viii. City of Keizer Comprehensive Plan; Policy E(4)(d)(2)(d)- "Ensure that major new developments provide transit facilities, and are designed in such a way to make transit service efficient and convenient." The proposal to develop a transit station as part of the development of Area B of the Keizer Station will enhance the service that is already provided to the Keizer Station and at the same time will make it more convenient for patrons and employees of businesses in the Keizer Station by making the use of transit a viable transportation option. As such, it will be consistent with this policy.

ix. City of Keizer Comprehensive Plan; Policy D(2)(h)(8) - "Establish the following objectives for the Keizer Station: (a) The primary uses are

regional service center, light industry, hotel/motel and supporting facilities, convention facilities, and retail shopping facilities. (b) Improve access to the district and Lockhaven Drive. Coordinate transportation improvements with the industrial district to the north." The proposal to locate a transit station in Area B will increase transportation options for patrons of the commercial businesses within the Keizer Station and so will be consistent with this policy.

x. City of Keizer Comprehensive Plan; Policy E(4)(c)(4) – "Ensure that Lockhaven Drive from North River Road to the Chemawa Interchange is carefully studied to determine the need for future widening, noise buffering, and for pedestrian crossing and safety improvements near the Whiteaker Middle School. Require that existing and planned residential areas be protected from excessive noise levels resulting from an increase in traffic." As part of this application a TIA was done by Kittleson and Associates, August 2010, which studied the impacts of the proposal not only on the roads within the Keizer Station but also the impacts that may be to Lockhaven Drive. The TIA identified several mitigation measures to assure that there will be no adverse impacts. These include the location of the ingress and egresses; need for additional widening along Keizer Station Boulevard for a right turn lane approaching the Keizer Station Boulevard / Lockhaven Drive intersection and right turn lane at the new intersection; new signal at the intersection of the driveway serving the transit station and Keizer Station Boulevard; and future improvement that will be needed along Lockhaven resulting from the combined effects of development in Areas B and C and general growth of the area. The City of Keizer has been an active participant in ODOT pending Chemawa interchange management planning process. The intent of the planning process is to identify future problems associated with the interchange and to develop strategies for mitigating those impacts. With this proposal being required to be consistent with the ongoing planning process will assure compliance with this policy.

F. Where permitted as a conditional use, a Transit Station application, in addition to the requirements in KDC 3.103, shall meet the following criteria in KDC 2.429:

1. Justification of the amount of area required for the use shall be established.

FINDING: The area proposed to be developed with a transit station is comprised of approximately 2.7 acres. The site has been designed so that it will include boarding / parking bays for between 8 to 10 buses; pedestrian waiting platform; breakroom, restrooms, and area for customer service; security features; park and ride lot with approximately 70 parking spaces; area for potential future commuter rail station; driveway; and turning areas for buses; and landscaping along the perimeter and within the site. The site has been designed by professional land use planners making use of detailed information from engineers and other professionals. The area proposed to be with this facility is therefore determined to be of sufficient size to accommodate the proposed use and so meets with this provision.

2. Need for the facility at the proposed location shall be identified.

FINDING: The Environmental Assessment, December 2009, developed for the Salem –Keizer Transit District documented the need for the transit station. It indicated that transportation and land use planning efforts conducted at both the local and regional level in the Salem-Keizer area have called for additional investment in alternative forms of transportation including transit, bicycle and pedestrian facilities. The goal is to move toward a more balanced transportation system that offers alternatives to the continued growth in automobile trips in the Salem-Keizer urban area and larger Willamette Valley region.

Salem-Keizer Transit collaborated with the City of Keizer, the City of Salem, the Mid-Willamette Valley Council of Governments, Marion County and the Oregon Department of Transportation to advance the Salem-Keizer Transit System Redesign generally, and specifically to identify a site for a new transit station in the northern portion of the transit district. An early activity of the Keizer Transit Center Project study committee was the development and adoption of a Purpose and Need Statement. A draft purpose and need statement was prepared by the technical committee, reviewed with the SKT management team, Board of Directors and City of Keizer. It was also shared with the public at the early transit center siting study public meetings. Concurrent with this effort the committee also developed a set of siting objectives for the Keizer Transit Center Project. The process of developing both statements created a significant amount of dialogue that served to clarify the overall intent and expectations for implementing new transit facilities in the Salem-Keizer transit district.

The purpose and need statement for the Keizer Transit Center, as adopted by the SKT Board of Directors, is:
To construct a transit center in Keizer that consolidates local and regional interconnected transit services and other transportation functions at a single location, implements the "3C" concept as refined in the "Strategic Transit System Redesign" adopted by the SKT Board, and provides user-friendly transitions between public transit services, pedestrians, bicyclists and other transportation modes. It will serve as a gateway to Keizer for transit users and visitors, and be a catalyst for implementation of broader City of Keizer land-use and economic development goals.

The **need** for the Keizer Transit Center results from:

- The community desire to connect the range of local and regional transit and transit related services in Keizer in one location,
- The agency desire to accommodate the changing pattern of trips in the Salem- Keizer area, whereby residents are making more non-downtown Salem trips, by further implementing its "3C" operating concept,
- The projected population and employment growth in the Salem-Keizer metropolitan area,
- The increasing levels of traffic congestion and travel delay within Keizer resulting in continued deterioration of travel conditions for transportation modes within Keizer and traveling to downtown Salem,
- The demand for improved, more efficient, effective and easily understood transit services in the Keizer area,
- The agency desire to plan for possible future commuter rail service in Keizer, and,
- The adopted regional and local transportation and land-use plans that encourage a cost efficient, innovative and effective multi-modal transportation system.

As such, the request complies with the criterion and the need for the facility has been demonstrated.

3. If a park-and-ride facility is proposed, applicant shall justify the lot area, number of spaces and any accessory facilities.

FINDING: The Salem-Keizer Transit District has submitted a site plan which shows that there will be a park and ride parking area that will accommodate 68 vehicles. The parking area is designed to accommodate transit users who might wish to drive to the transit station and then make a bus

connection. The transit station will also have a small office building associated with its design. This park and ride facility also supports the development of the future commuter rail station. With these considerations the proposal meets with this provision.

4. Traffic impact analysis shall be provided and proposed measure(s) to mitigate any impact(s) on surrounding properties and streets shall be identified.

FINDING: A traffic analysis was prepared by Kittleson and Associates for the Environmental Assessment dated December 2009 in order to quantify the potential traffic effects associated with development of the Keizer Transit Center at the proposed site. The traffic analysis includes an evaluation of the impact of the KTC on p.m. peak hour intersection operations in the vicinity of the proposed transit center. The following signalized intersections were included in the traffic analysis: Intersections Managed by the City of Keizer are Lockhaven Drive NE/McLeod Lane NE and Lockhaven Drive NE /Keizer Station Boulevard NE. Intersections managed by the Oregon Department of Transportation are Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE, Chemawa Road NE /I-5 Southbound Ramp Terminal, and Chemawa Road NE /I-5 Northbound Ramp Terminal.

In addition, the traffic analysis evaluated the operational aspects of the proposed Keizer Transit Center access point on Keizer Station Boulevard NE, which is planned as a full-movement intersection (all turning movements would be allowed) located approximately 450 feet north of the Lockhaven Drive NE /Keizer Station Boulevard NE intersection.
Intersection level-of-service was calculated for each of these six study area intersections for the p.m. peak period for the following conditions:

- Existing conditions (2008)
- Opening year (2012)
- No-Build Alternative
- Keizer Transit Center Alternative
- Horizon year (2031)
- No-Build Alternative
- Keizer Transit Center Alternative

The City of Keizer and ODOT have developed an intergovernmental agreement (IGA) as part of the Keizer Station master planning process that outlines that a volume-to-capacity threshold of 0.87 plus/minus 2-percent will

be used as the mobility standard for determining the acceptable or unacceptable operation of signalized intersections.

The Chemawa Road/I-5 NB Ramp Terminal does not satisfy the volume-to-capacity threshold standard of 0.87 as set forth under the intergovernmental agreement. This intersection also operates at a level-of-service "D" under existing conditions. All other intersections operate at level-of-service "C" or better and at a volume-to-capacity ratio of less than 0.87 under existing conditions.

Year 2012 No-Build Traffic Conditions

The year 2012 No-Build traffic volumes were developed by applying a 1.5 percent per year linear growth rate to the existing p.m. peak hour traffic volumes and by adding assumed trips generated by the continuing build-out of Keizer Station. No roadway or intersection modifications were assumed for the intersection operations analysis for the No-Build traffic conditions. Trip generation rates for the Keizer Station build-out were estimated based on observed trip generation rates for the development that has occurred at Keizer Station thus far. Applying the trip generation rates and the 1.5 percent per year growth rate generated traffic volume projections for the
2012 No-Build traffic conditions.

The following signalized intersections are forecast to operate at level-of service "D" or worse under year 2012 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE /Keizer Station Boulevard NE
- Chemawa Road NE /I-5 SB Ramp Terminal
- Chemawa Road NE /I-5 NB Ramp Terminal

These level-of-service deficiencies are the result of regional traffic growth through the year 2012 and the inclusion of assumed traffic volumes associated with continued build-out of Keizer Station. All other intersections are forecast to operate at a level-of-service "C" or better under year 2012 weekday p.m. peak hour No-Build traffic conditions.

The Chemawa Road NE /I-5 SB Ramp and Chemawa Road NE /I-5 NB Ramp terminals are forecast to exceed the volume-to-capacity threshold standard of 0.87 as set forth by the IGA under year 2012 weekday p.m. peak hour No-Build conditions. Although not assumed in the 2012 No-Build traffic analysis, the IGA between the City of Keizer and ODOT has identified several

improvements at these ramp terminal intersections. While the Lockhaven Drive NE /Keizer Station Boulevard NE intersection performed at level-of service "D," it does not exceed the volume-to-capacity threshold standard of 0.87 under year 2012 weekday p.m. peak hour No-Build conditions.

Year 2012 Keizer Transit Center Alternative Traffic Conditions

The KTC would include a new park-and-ride lot with approximately 70 spaces and a transit center with 10 bus bays. For purposes of this analysis, the Keizer TC is assumed to be fully constructed and open in the year 2012. Access to the proposed KTC is envisioned via a full-movement driveway (all turning movements would be allowed) located off of Keizer Station Boulevard NE. This access would be located approximately 450 feet north of the Lockhaven Drive NE /Keizer Station Boulevard NE intersection. For the purposes of this analysis, it was initially assumed that the access would be unsignalized. Trip generation during the weekday p.m. peak hour for the proposed Keizer TC was estimated by performing a detailed examination of the bus routes that the transit district plans to serve the transit center and the expected demand for the park-and-ride and drop-off/pick-up facilities.

Trip generation rates were developed for the opening year (year 2012) analysis and the horizon year (year 2031) analysis. The expectation is that as Keizer Station continues to build out, the transit center would become more utilized due to the increased activity in the area of the KTC.

As in the 2012 No-Build traffic conditions, the Lockhaven Drive/Keizer Station Boulevard, Chemawa Road/I-5 SB Ramps, and Chemawa Road/I-5 NB Ramps are all forecast to operate at level-of-service "D" or worse under year 2012 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. The additional trips generated by the proposed KTC do not degrade the level-of-service beyond the 2012 No-Build traffic conditions with the exception of the KTC Access/Keizer Station Boulevard intersection.

The critical exiting movement at the KTC Access/Keizer Station Boulevard intersection is forecast to degrade to level-of-service "F" (but under capacity with a volume-to-capacity ratio of 0.43) as a result of the additional traffic generated by the KTC. Given the delays that would be experienced for buses and transit riders exiting the site driveway, the installation of a traffic signal may need to be considered. However, it is unlikely that a signal would be warranted outright based on forecast 2012 traffic volumes. It is suggested that the level of build-out in the Keizer Station commercial district be monitored in accordance with the Keizer TC build-out to determine when a traffic signal

would be needed. Analysis found that the installation of a new traffic signal, which would be coordinated with the existing signalized Lockhaven Drive NE/Keizer Station Boulevard NE intersection, would mitigate the level-of-service "F".

Year 2031 No-Build Traffic Conditions

Year 2031 No-Build weekday p.m. peak hour traffic conditions were developed using the Salem- Keizer Area Transportation Study (SKATS) regional travel demand model. The year 2031 weekday p.m. peak hour No-Build traffic conditions were estimated by assuming the lane configurations and traffic volumes from the SKATS model for each of the study intersections. Lastly, improvements at the I-5 ramp terminals that are included in the IGA between ODOT and the City of Keizer have been modeled. These improvements would be assumed to be implemented between 2012 and 2031, but not as a part of the Keizer TC development project.

The following signalized intersections are forecast to operate at level-of-service "D" or worse under year 2031 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE/Keizer Station Boulevard NE
- Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE
- Chemawa Road NE /I-5 SB Ramps
- Chemawa Road NE /I-5 NB Ramps

These level-of-service deficiencies occur as a result of regional traffic growth and continued development in the Keizer Station commercial district.

The following intersections are forecast to exceed the volume-to-capacity threshold standard of 0.87 as set forth by the intergovernmental agreement under year 2031 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE /McLeod Lane NE
- Lockhaven Drive NE / Keizer Station Boulevard NE
- Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE
- Chemawa Road NE /I-5 SB Ramps
- Chemawa Road NE /I-5 NB Ramps

In spite of the improvements included in the IGA between ODOT and the City of Keizer, the freeway ramp terminals are forecast to continue to operate over capacity. ODOT's Chemawa Road Interchange Area Management Plan (IAMP), currently underway, would include solutions for the intersections that

are failing. Long-term solutions would fix the 2031 No-Build conditions and would accommodate the incremental growth.

As in the 2031 No-Build traffic conditions, the Lockhaven Drive/Keizer Station Boulevard, Lockhaven Drive/Stadium Drive/Ulali Drive, Chemawa Road/I-5 SB Ramps, and Chemawa Road/I-5 NB Ramps are all forecast to operate at level-of-service "D" or worse under year 2031 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. The additional trips generated by the proposed KTC do not degrade the level-of-service beyond the 2031 No-Build traffic conditions with the exception of the Lockhaven Drive/Keizer Station Boulevard and KTC Access/Keizer Station Boulevard intersections. The critical exiting movement at the KTC Access/Keizer Station Boulevard intersection is forecast to degrade to level-of-service "F" as a result of the additional traffic generated by the KTC. Based on the 2031 traffic volumes and given the volume-to-capacity ratio of 0.98 and level-of-service "F", the KTC Access/Keizer Station Boulevard intersection would need to be signalized. The installation of a traffic signal that would be coordinated with the existing signalized Lockhaven Drive/Keizer Station Boulevard intersection would mitigate the level-of-service "F" conditions as shown in Table 3.1-7 of the Environmental Assessment.

The Lockhaven Drive/Keizer Station Boulevard intersection is forecast to degrade from level-of service "E" conditions under 2031 No-Build to level-of-service "F" under 2031 Keizer Transit Center Alternative traffic conditions. Implementation of a dual southbound left-turn would improve operations to level-of-service "D" conditions.

Year 2031 Queuing Analysis

In order to maintain reliable transit schedules, it is important for buses and other vehicles accessing the transit center or park-and-ride to be able to enter and exit the site with minimal delay. If the access to the proposed transit center and park-and-ride is blocked, delays to buses utilizing the transit center could reduce the attractiveness of the system to riders. A 95th percentile queuing analysis was performed under year 2031 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. This assesses how long vehicle queues resulting from intersection delays would be during the peak hour. The forecast queues at the northbound left-turn and westbound left-turn movements at the unsignalized KTC Access/Keizer Station Boulevard intersection are forecast to be one vehicle. The queue for the southbound left-turn movement at the Lockhaven Drive/Keizer Station Boulevard intersection is forecast to be 615-feet under year 2031 Keizer Transit Center Alternative

traffic conditions, which is greater than the distance between this intersection and the KTC Access/Keizer Station Boulevard intersection. Implementing a second southbound left-turn lane at the Lockhaven Drive/Keizer Station Boulevard intersection would reduce the queue length to 250-feet.

As part of the submittal for the master plan a traffic impact analysis was conducted by Kittleson and Associates, August 2010, which was used to assess the impacts associated with the whole Area B. That report revealed that the widening of Keizer Station Boulevard to allow for additional right turn lanes and the new signal at the intersection of the driveway serving the transit station and Keizer Station Boulevard is warranted based on the development of the transit station and will be required as part of the development of the transit station or the adjacent use in Building "D" whichever develops first.

With the mitigation measures as identified in the Executive Summary of the Kittleson and Associates TIA dated August 2010 placed as conditions of approval will assure the site is developed in a safe manner and not impact the nearby street system. Therefore, the proposal complies with this provision.

5. A Transit Station shall have direct access to a collector or arterial street.

FINDING: The intent of this provision is to avoid having a transit station developed with its direct access onto streets which may not be adequate to accommodate the bus and associated vehicle traffic. A collector or arterial street has been determined to be of sufficient width and pavement to accommodate the projected level of bus traffic. The transit station will have its direct access onto Keizer Station Boulevard which is designated in the Keizer Transportation System Plan as an arterial street and so meets with this provision.

6. A Transit Station shall be located on land that is of sufficient size to accommodate the proposed use.

FINDING: The intent of this provision is the ensure that the facility can be located on land that will accommodate all the proposed aspects of the transit station. The area proposed to be developed with a transit station is comprised of approximately 2.7 acres. The site has been designed so that it will include boarding / parking bays for between 8 to 10 buses; pedestrian waiting platform; break-room restrooms, and area for customer service; security

features; park and ride lot with approximately 70 parking spaces; area for potential future commuter rail station; driveway; and turning areas for buses; and landscaping along the perimeter and within the site. The site has been designed by professional land use planners making use of detailed information from engineers and other professionals. The area proposed to be developed with this facility is determined to be of sufficient size to accommodate the proposed use and so meets with this provision.

7. As conditioned, the Transit Station will not unreasonably impact existing or planned uses in the neighborhood of the subject property.

FINDING: It is not anticipated that the development of this portion of Area B with a transit station will have any unreasonable impacts on the neighborhood. The immediate neighboring properties to the west are within Area B, a soon to be developing retail –office complex. This includes the vacant single family residence located adjacent to the transit station site. This dwelling is owned by the City and is planned to either be demolished, or relocated to allow for a future office use or possibly a restaurant. The development of the site with a transit station will not impact the use either this future use or any other in Area B. Lands to the east, across the railroad tracks are developed, or developing, as part of the commercial development known as Keizer Station Area A. Lands to the south, across Lockhaven Drive, are currently a mix of residential and vacant uses and is planned to be developed with a variety of commercial uses. Although at this time a master plan for Area C has not been approved. To the southeast is Area D of the Keizer Station, which is also at the present undeveloped but has an approved master plan to allow commercial development. Lands to the north are designated RS and developed with single family homes along Aldine Court. With the development of Area A an 8 foot high masonry wall was constructed along the south property line of these homes. This was intended to mitigate any impacts associated with the development of both Area A and Area B. With this fact it is anticipated that this area will be not adversely impacted by the development of a transit station. Overall, the development of a transit station should have a positive impact on properties within the Keizer Station as it will provide efficient transportation alternatives for people who may not chose to drive to the businesses that are and will be located in both Area B but also all other areas within the Keizer Station. Therefore, this request satisfies this criterion.

8. A transit station will be required to provide adequate buffering and screening to mitigate any impacts on adjacent properties.

FINDING: The design of the transit station indicates that it will be screened from parcels in Area A of the Keizer Station by the railroad tracks and the railroad overpass over Keizer Station Boulevard. A number of trees are shown on the site plan which will provide buffering. While there currently is an existing single family adjacent to the site this property is planned to be converted to a commercial use as part of the development of Area B. Likewise, while there are currently nearby residences across Lockhaven Drive to the south this is within an area designated as Area C of Keizer Station and is also planned to be developed as part of the Keizer Station. The closest residences which are outside of the Keizer Station to the north are more than 120 feet away and are buffered by both this separation and the fact that there is an existing sight obscuring 8 foot tall masonry wall along the south property lines of these properties and this is considered to be adequate separation and buffering. The closest residences outside of Area C are approximately 700 feet to the southwest. This distance combined with the Lockhaven Drive right of way is considered to be adequate and not warrant additional buffering. As such it is determined that the proposal meets with this provision.

Based on the above discussion, the request for a transit station is consistent with the conditional use review criteria and with the special use requirements.

The following addresses the proposal to create a small park in Area B

FINDINGS: CONDITIONAL USE PERMIT – PARK.

33. Conditional Use - Park.

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

FINDINGS: The portion of Area B that is planned to be developed with a small park is zoned Residential Single Family (RS) and is subject to KDC 2.102 of the KDC. A public park is listed in KDC 2.102.04.B as a conditional use. Therefore, this request satisfies this criterion.

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

FINDINGS:

Size and Shape: The area which is designated for park use is approximately ½ acre in size and is an undeveloped irregular shaped area. The site plan demonstrates the area is of sufficient size and shape to accommodate the proposed park and storm detention facility and also allow for limited passive recreation opportunities including seating areas, and a multiuse path meandering through the park providing a connection between Dennis Ray Avenue and Area B.

Location: The area to be developed with a small park is located in the northwest corner of the Area B. It is to the east of the terminus of Dennis Ray Avenue.

Topography: The site is relatively flat with no natural features that would preclude the establishment of the proposed use. A grading and drainage plan has been developed for the site to ensure that adequate erosion control and conveyance of storm water from adjacent property across the subject property is provided.

Location of Improvements: The park itself will require no necessary public facilities. However, a storm detention system will run through a portion of the area. Even though both sanitary sewer and potable water lines will be adjacent the park itself will not require any connection to either sanitary sewer or water lines other than a connection to provide landscaping irrigation. The area will have pedestrian and bicycle access off the end of Dennis Ray Avenue as well as though the development in Area B.

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

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

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

FINDINGS: The KDC requires improvements for development as outlined in KDC 2.301. Section 2.301 of the KDC prohibits development, including building permits, unless improvements are provided as outlined in the "Public Facilities Improvement Requirements Table" of the KDC. As indicated only storm drainage detention facilities, pedestrian path, and landscaping irrigation will be required in the new area to be dedicated as a park/open space.

Transportation System: The area in Area B where the park is proposed to be located is to the east of the terminus of Dennis Ray Avenue. Keizer Station Boulevard is designated as an arterial street in the Keizer Transportation System Plan, and is improved to arterial street standards. Dennis Ray Avenue is a local street. The small pocket will be a neighborhood pocket park and will not have large scale recreational amenities and so will not require extensive transportation improvements or connections as it will not have any impact on the local street system.

Public Facilities and Services: The park area will not require any connection to public water or sewer other than for irrigation purposes. It will be served by an approved storm drainage system.

This proposal is timely. Furthermore, since development on the site will require very limited additional improvements will ensure the development can be served by adequate public facilities and services. During the public hearing Gary Whalan and Jeanne Bond-Esser provided comments concerning the proposed small park over benefit to the public versus maintenance costs. At the close of the public hearing the Planning Commission unanimously recommended that the city council approve the proposal, although they did express concerns whether the park should be referred to as a park or open space area and over public access and use. The intent of the park space is that it will offer low key passive opportunities for recreation and will not have amenities typically found in larger city parks. Because of this fact it should require limited maintenance and operational expenses. Therefore, this request can satisfy this criterion. In the alternative, the open space/park can be privately owned and maintained.

D. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of

surrounding properties for the primary uses listed in the underlying district.

FINDINGS: The purpose of the RS zone is to provide appropriate areas for uses which are identified in KDC 2.101 as being either permitted, special uses, or uses that may be permitted with a conditional use. The area proposed to be used with a small park is on the west portion of Area B within the Keizer Station and east of Dennis Ray Avenue. Currently, it is undeveloped. Area A, to the east across the railroad tracks the Keizer Station is a developing shopping center with a variety of commercial businesses. Area C is across the Lockhaven Drive to the south and is comprised of several single family homes and vacant parcels. It is not currently developed with any retail businesses and prior to it being able to be developed will need to be granted master plan approval. To the southeast, Area D which has a master plan approval but is undeveloped. Properties to the north of Keizer Station Boulevard are residential single family. The RS portion of the Keizer Station has the potential for being developed with 3 single family lots. These are shown on the master plan as being located with two future lots along the south side of the short extension of Dennis Ray Avenue and 1 along the north side. This proposal for a small pocket park will not affect the ability of these adjacent properties to be developed with allowed uses since the proposed park will be located within the property boundary and will satisfy all setback and development requirements including setback requirements. Each of the proposed future lots will be required to be of sufficient size to allow for single family development that meets with RS development standards. All other lots along Dennis Ray Avenue and also Aldine Court to the north are developed with single family homes so the allowance for the small park will not affect the development of these lots. Since the park area will be a small, basically undeveloped open space except for a storm detention facility and it will have no ball fields or other recreation amenities it will not attract large groups of people to the park and so will not limit, impair, or preclude the use of the surrounding properties. It will not alter the character of the surrounding area as it will allow for the continued use of surrounding properties as they are currently being used. If anything the park may have a positive affect in that it will provide for additional landscape buffer and open space area for the use of the immediate neighborhood. For these reasons, this request complies with this criterion.

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

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

City of Keizer Comprehensive Plan, Objective 1(a)- "Provide a variety of recreational opportunities with the Keizer park system." This small park will provide for an open space amenity and for a small neighborhood pocket park within the city's park system. Many of the city's parks are large park with opportunities for a full and diverse recreational palette while this park because of its size will afford limited recreation opportunities and there in lies its unique aspect. It will offer a quiet space for people who looking for a small area in which do a range of passive activities such as sitting and reading, quiet contemplation or small picnic. As such, it will be consistent with this objective.

City of Keizer Comprehensive Plan, Objective 1(b) – "Develop a park system with locations convenient to most residents in Keizer. Where feasible, provide a park within ½ mile walking distance of each resident." The area to the north and west of the site selected for the small park is identified in the Master Park and Recreation Plan as an "opportunity zone" meaning that it is currently underdeveloped with a regard to parks. This park as it is aimed to specifically be geared to the immediate neighborhood but will also be available for occasional use by patrons or employees of businesses within Keizer Station. It will help to offset this deficit and satisfies this objective.

City of Keizer Comprehensive Plan; Policy B(2)(b)(8) - "Use public facilities and services as a frame work for urban development." The area selected for development of Area B with a transit station is served by the full range of urban services and so will comply with this policy.

City of Keizer Comprehensive Plan; Policy D(2)(h)(8) - "Establish the following objectives for the Keizer Station: (a) The primary uses are regional service center, light industry, hotel/motel and supporting facilities, convention facilities, and retail shopping facilities. (b) Improve access to the district and Lockhaven Drive. Coordinate transportation improvements with the industrial district to the north." The proposal to locate a small passive park in Area B will have no impact on this policy as the primary uses will continue to those identified in the policy. The park will be a small secondary use within the overall Keizer Station development and will provide a pedestrian / bicycle connection between the adjacent neighborhoods and the Keizer Station businesses and so will assure compliance with this policy.

F. The alteration of the use or structure is necessary to comply with a lawful requirement, or, will not result in a greater adverse impact on the neighborhood.

FINDINGS: It is not anticipated that the development of this portion of Area B with a small park will have any adverse impacts on the neighborhood. The immediate neighboring properties to the south are within Area B, a soon to be developing retail –office complex. Lands to the east, across the railroad tracks are developed, or developing, as part of the commercial development known as Keizer Station. Lands further to the south, across Lockhaven Drive, are currently a mix of residential and vacant uses. However, this area is identified as being Area C of the Keizer Station and is planned to be developed with a variety of commercial uses. Although at this time a master plan for Area C has not been approved. To the southeast is Area D of the Keizer Station, which is also at the present undeveloped but has an approved master plan to allow commercial development. Lands to the north and to the west are designated RS and developed with single family homes along Aldine Court. The development of a small 1.2 acre park will result in no structures being built on the site. Since the park area will be a small, basically undeveloped open space except for a storm detention facility and it will have no ball fields or any other recreation amenities that might attract large groups of people the park will not limit, impair, or preclude the use of the surrounding properties for the primary uses of the zone. It will not alter the character of the surrounding area as it will allow for the continued use of surrounding properties as they are currently being used. If anything it may have a positive affect in that it will provide for additional landscape buffer and open space area for the use of the immediate neighborhood. With this fact it is anticipated that this area will be not adversely impact by the development of a transit center. Therefore, with the above mentioned conditions, this request satisfies this criterion.

For the above reasons the proposed conditional use for a small park satisfies the review criteria.

EXHIBIT "D"

Justification

The applicant has the burden of proving that the application meets relevant standards and criteria to be applied in the particular case.

In this case, the applicant is requesting approval of Master Plan, Lot Line Adjustment, and Conditional Use for Keizer Station – Area B.

The Keizer Station Design Plan was adopted in February 2003 for the area formerly known as the Chemawa Activity Center. The Keizer Station Plan (KSP) sets forth a detailed vision for the northwest and southwest quadrants of the I-5 interchange. This well-situated and strategic property has been planned for a mix of commercial and industrial uses with emphasis on pedestrian-friendly design and attractive, streetscape amenities.

The applicant has met its burden of showing compliance with all the applicable criteria. The Master Plan request includes the uses envisioned by the KSP. As properly conditioned, the Master Plan presents a vibrant and energetic vision for Area B. The KSP goals of a northern gateway to Keizer, a focal point for commerce, and a source of employment opportunities are enhanced and realized by this proposal. The criteria have been satisfied with the aid of appropriate conditions.

The applicant requests lot line adjustments, conditional use for a park, and a conditional use permit to operate a transit station within Area B. Upon review of the proposal, Council finds that the criteria have been met and these additional requests should be granted.

The Master Plan application, along with the additional land use applications are approved.

EXHIBIT "E"

Action

The City of Keizer hereby ORDERS as follows:

The application for approval of the master plan, lot line adjustments, and conditional uses are hereby GRANTED subject to the following conditions and requirements:

CONDITIONS FOR MASTER PLAN:

Sanitary Sewers:

The subject property is located within the original Keizer Sewer District and therefore Transmission System Development Charges (acreage fees) are not required. Treatment Plant (City of Salem) System Development Charges are applicable. The Master Sewer Plan provides for a sewer trunk line to be constructed through the adjacent property (Area A) with adequate size and depth to provide for additional capacity for areas located within the original sewer district west of the BNSF railroad. A sanitary sewer trunk line has been constructed and is available for use by the subject property. Additionally, the following requirements shall be applied:

1. A Master Sewer Plan for the proposed development has been prepared which indicates that all proposed development in Area B will be connected to the existing public sanitary line constructed to provide service to the area.

2. City of Salem approval for local sewers is required. Permits from the City of Salem shall be issued prior to construction. Prior to submitting plans to the City of Salem for approval, the developer's engineer shall submit plans to the City of Keizer for review and determination of compliance with the City's Master Sewer Plan for the area.

3. Connecting to existing sewers that serve the general area will be the responsibility of the developer of the property.

4. Appropriate easements will be required for any public or private sewer lines located within the subject property if located outside platted right of ways.

5. It will be the responsibility of the developer's engineer to locate any existing wells (including those on adjacent property) in the vicinity of the proposed new sanitary sewer lines for the subject property. Any conflicts between existing wells

and proposed sanitary sewers shall be addressed by the developer prior to issuance of public works construction permits.

6. Easements for any existing sanitary sewer lines located on the subject property will be required to be recorded in favor of the City of Keizer.

Water System:

7. A Master Water System Plan has been developed for the subject property showing proposed routes of public water mains, fire hydrants and individual services. Prior to submittal of final construction plans the developer's engineer shall arrange for a pre-design conference to discuss water main sizing, meter sizing and locations, fire hydrant locations, fire sprinkler line locations and easement width for all public lines located outside of proposed right of ways. Final location of all meters and fire hydrants to be approved by the Keizer Department of Public Works prior to issuance of Public Works Construction Permits. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections.

8. Final development plans shall be reviewed by the Keizer Fire Department and the City of Keizer Department of Public Works with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer.

9. It will be the responsibility of the developer to abandon all existing wells prior to site grading in accordance with the rules of the Oregon State Water Resources Department unless the City has determined that water rights are available in some cases that could be transferred to municipal use by the city.

10. Area B is responsible for reimbursement for 7 ½% of the costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately $135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be made when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis, based on the total gross square footage of each parcel. The residential area shall not be included. The area of the open space shall be allocated on a proportional basis to the commercial properties in Area B West.

Storm Drainage Improvements:

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

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

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

14. A phasing plan shall be submitted to indicate how the storm water management will be developed to provide service to each area (Area B West and Area B East).

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

16. Easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast corner of the subject property. This existing line will provide for a storm

drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNRR south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

Parks:

17. The submitted site plan indicates open space in Area B West for stormwater management and open space amenities. An overall development plan of the park/open space area shall be submitted to the Department of Public Works for review and approval prior to issuance of any Public Works Construction Permits. The open space shall be privately owned and maintained by the commercial owners of Area B West, but shall be open for general public use. The open space shall be substantially complete prior to the issuance of the first building permit for Area B West.

Transportation:

18. The city public works staff review of the proposal indicates the development will generate in excess of 250 vehicles trips per day. A Traffic Impact Analysis (TIA) titled "Keizer Station Area B Master Plan, Keizer, Oregon, August 2010" has been prepared by Kittelson & Associates., Inc. Mitigation measures identified in the TIA shall be required as specified in the table in the Executive Summary. A copy of such table is attached as Exhibit "E-1".

19. The proposed Site Plan indicates the following transportation improvements shall be made:

a. "Right-in only" access from Lockhaven Drive to Area B east of Keizer Station Boulevard;
b. "Right-in-right-out" access to the area west of Keizer Station Boulevard with a west-bound deceleration lane;
c. New signalized intersection on Keizer Station Boulevard which will provide for access to both areas east and west of Keizer Station Boulevard which will be synchronized with the existing intersection at Lockhaven Drive/Keizer Station Boulevard designed to City of Salem Standards;
d. A driveway access from McLeod Lane to the western portion of Area B.

All new intersections shall be designed to the standards of the City of Keizer under the standard construction permit process. Appropriate right of way dedication for necessary construction of the above accesses will be determined when construction

plans are completed. Exact area of dedication is dependent on whether an alternative Keizer Station Boulevard intersection is proposed (see below). Prior to any development of the Transit Station an intergovernmental agreement between the Salem/Keizer Transit District and the City of Keizer shall be in place if the District intends to construct private improvements within the old Chemawa Road right of way.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

20. The existing portion of Keizer Station Boulevard will require right of way dedication for any portions of the street that do not currently lie within street right of way.

21. Street construction improvement plans shall include evaluation of existing street lighting to determine if new lighting is necessary or of existing lighting is required to be relocated.

General:

22. Construction permits are required by the Department of Public Works prior to any facility construction or site grading, including preparation for development.

23. A Pre-design meeting with the City of Keizer Department of Public Works will be required prior to the Developer's Engineer submitting plans to either the city of Keizer or the City of Salem for review.

24. Street opening permits are required for any work within the City right of way that is not covered by a Construction Permit.

25. If applicable, arrangements for reimbursing developers for providing additional capacity to serve future development must be approved by the City Council pursuant to local ordinance. Request to phase construction of facility infrastructure must be approved by the Public Works Director. Appropriate improvement agreements and/or bonding may be required.

26. All easements to be located in the appropriate locations based on actual approved plans. No final plat shall be approved prior to approval of construction plans including easement widths and locations.

27. An improvement agreement or other acceptable form of guarantee for all required construction shall be in place prior to Public Works Construction Permits being issued.

Design:

28. Buildings shall be substantially located as shown on master plan, as determined by the Community Development Director. Buildings do not need to match the footprint shown on the master plan, but shall not exceed the maximum square feet listed.

29. All dimensional requirements for building heights, lots, and setbacks shall be met as specified in Section 2.110 and 2.102 KDC.

30. Street trees shall be planted with 30-foot spacing using one or more of 13 identified varieties. A minimum caliper of 2 inches shall be used for street trees and all other trees in areas subject to damage near pathways, walkways and streets. A final street tree planting plan shall be approved by the Community Development Director prior to planting. All the other landscaping standards of the KDC shall be met. Street trees and landscaping adjacent to arterials shall be maintained by the City. Other street trees and landscaping shall be maintained by the adjacent property owner.

31. Ground cover and shrubbery shall be planted in conformity with the KDC and industry standards as approved by the Community Development Director, and shall reach full coverage by the third year of growth.

32. Parking areas shall be provided and shall comply with design requirements outlined in Section 2.303 KDC. Verification shall be provided during building permit review.

33. Bicycle parking shall be provided as required by Section 2.303.08 KDC. In addition, the bicycle rack design shall provide secure support for bicycles and the ability to lock bicycles securely. The bicycle rack design, installation, and locations shall be approved by the Community Development Director prior to installation.

34. All driveway, loading, and parking areas shall be paved as required in Section 2.303 KDC.

35. A tree shall be planted for every eight lineal parking spaces in accordance with KDC standards.

36. A minimum of 10% of the gross land area of each parcel shall be devoted to landscaping. To provide for adequate vision clearance the landscaping material shall be selected to provide for the maintenance of adequate site distance as specified in Section 2.309.

37. 20 foot wide buffering shall be provided along the northern edge of the project in a manner which is consistent with the proposed master plan. Electric and mechanical equipment shall be screened with vegetation and/or fencing.

38. Irrigation system plans shall be submitted for approval as part of the building permit review process. Approved irrigation systems shall be installed prior to issuance of an occupancy permit for each building.

39. A 10 foot wide paved pedestrian connection between the end of Dennis Ray Avenue and Area B shall be provided as part of the initial development of Area B.

40. Driveway approaches shall be a maximum of 36 feet wide at the edge of the street. Pedestrian crossings shall make use of differing material or textures (eg. scored concrete) to clearly identify such crossings.

41. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

42. The proposed site lighting shall cast minimal light or glare toward the adjacent residential properties or onto adjacent streets. Light features for pedestrian walkways shall be low in height.

43. Building design elements including ground floor windows, facades, awnings and materials shall satisfy Section 2.315.08 KDC.

44. The elevations of all buildings shall be varied in texture, building materials and shall create a very human scale in blocking and incorporate human scale design elements. Elevations of all buildings shall incorporate no more than fifteen feet between varied vertical elements (such as scoring, patterns and textures), punctuated frequently with various architectural features (such as columns, projections, and differing planes). A variety of materials, varied at the same frequency as the architectural elements, shall be used with no single material being used more than

50% of the building facade. The colors used shall be in compliance with the Development Standards. The materials shall be consistent with those used in Keizer Station Area A.

45. Final building designs for commercial uses shall conform with the design concepts submitted with this application, and shall be reviewed by the Community Development Director for compliance with applicable design standards in Section 2.315 KDC as part of the building permit review. Residential uses shall comply with the design Standards of Section 2.314.

46. Maintenance of the storm drainage facilities and landscaping located on private property, and for the plazas shall be the responsibility of the property owners.

47. Construction specifications (e.g., base rock, pavement thickness) for the separate pathway shall be subject to Public Works Department approval in accordance with Keizer City Standards.

48. During construction, residential properties shall be protected from impacts of noise at unreasonable hours, unreasonable dust, and safety concerns, and shall conform to Keizer city requirements regulating such impacts.

49. In addition to the development standards of Utility Lines and Facilities - Section 2.307 all new utility connections and lines shall be located underground.

50. Prior to issuance of any building permits in Area B West, a sight-obscuring wall shall be constructed of Concrete Masonry Units or equivalent between the residential properties along the south side of Dennis Ray Avenue and the northern border of Area B. Such wall shall be substantially similar to the existing wall.

51. Thirty-eight trees shall be planted in Area B to replace the 19 trees are proposed to be removed. These shall be in addition to the required street and parking lot trees. An alternative to planting can be to provide funding into the city's tree replacement program. Replacement trees or funding may be accomplished in phases depending on development timing in the location of removed trees.

CONDITIONS FOR LOT LINE ADJUSTMENT:

52. Completion, submittal and recording of the final plats shall comply with the requirements contained in the Keizer Development Code. The applicant will be required to comply with the Marion County Surveyor's Office requirements regarding the replat process. This is required in order to accomplish the lot line

adjustment. The replat shall show all area and dimensional standards (including net area) of each of the lots.

53 Unless otherwise required by this decision, development of the parcels shall comply with the applicable requirements of the Keizer Development Code and building requirements of the Marion County Building Inspection Division.

54. The result of the property line adjustment is that on the west side of Keizer Station Boulevard Tax Lot 0603W36BC6200 will be increased from 0.64 acres in area to 1.8 acres in size, and Tax Lot 0603W36BC6000 will be decreased from 2.98 acres in area to 1.82 acres in size. On the east side of Keizer Station Boulevard Tax Lot 0603W36BD1000 will be increased from its current size of 0.25 acres to 2.71 acres and Tax Lot 0603W36BD1101 will be decreased from 2.77 acres to 0.31 acres. No other tax lots will be affected by this decision.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR TRANSIT STATION:

55. Locate new Transit Station as shown on master plan.

56. Pursuant to the master plan, new signal and widening of Keizer Station Boulevard to allow for additional right turn lanes at the new signalization intersection and also at the approach to the Keizer Station Boulevard/Lockhaven Drive intersection be completed prior to operation of Transit Station.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR PARK:

57. New park/open space shall be located as is shown on the master plan.

58. Park/open space shall be constructed as part of phase 1 of the development of Area B.

59. A 10 foot wide paved pedestrian walkway shall be provided connecting the end of Dennis Ray Avenue with Area B and shall be included as part of the development of the open space.

60. The park/open space shall be owned jointly or in an owner's association by the property owners of Area B West. Conditions, covenants and restrictions shall be approved in writing by the City prior to recording.

Intersection/Road Segment	Recommendations	Implementation
Improvements Associated with Area "B"		
A. Chemawa Road corridor	• Provide a right-in only driveway to serve Area "B" East.	• The right-in only driveway will be constructed when the non transit center component of Area "B" East is constructed.
B. Keizer Station Boulevard corridor	• Provide a full access driveway located off of Keizer Station Boulevard that would provide access to Area "B" East and West. This access would be located approximately 450 feet north of the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection. Signalize the intersection and coordinate it with the downstream Keizer Station Boulevard/Lockhaven Drive intersection. • Widen Keizer Station Boulevard west of the railroad underpass to include two southwest bound through lanes (with one lane being a shared through-right lane) and a separate left turn lane at the above driveway access. • Reconfigure the southbound Keizer Station Boulevard approach at the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection to include dual left-turn lanes and a separate through lane. In addition to the lane reconfigurations, widen the approach to include a separate southbound right-turn lane with 200' of storage.	• The Area "B" West driveway will be constructed when either Building B or Building C in Area "B" west takes place • The Area "B" East driveway and traffic signal will be constructed when the first development component in Area "B" East takes place. • The Keizer Station Boulevard widening will be constructed when the first development component in Area "B" East takes place. As an alternate, the developer may propose a limited movement and/or non-signalized intersection, as approved by the City and shall include appropriate mitigation measures so as not to cause unacceptable Level of Service
C. Lockhaven Drive corridor	• Provide a right-in/right-out driveway located off of Lockhaven Drive between the Keizer Station Boulevard and McLeod Lane intersections. This driveway would include a westbound right-turn deceleration lane.	• The right-in/right-out driveway and deceleration lane will be constructed when the first development component in Area "B" West occurs.
D. McLeod Lane	• Provide a full access driveway off of McLeod Lane to serve Area "B" West.	• The full access driveway will be constructed when the first development component in Area "B" West occurs.
Intersection Improvements Needed to Specifically Mitigate the Traffic Impacts of Areas "B" and "C"		
E. Lockhaven Dr / 14th Avenue	• Add a westbound right-turn lane on Lockhaven Drive	• The City of Keizer will construct the right-turn lane using fee-in-lieu-contributions from the proportionate share impacts of Areas "B" and "C" by the year 2014.
Improvements Needed to Mitigate the Traffic Impacts of Regional Growth and Areas "B" and "C"		
F Lockhaven Dr / River Road	• Modify the westbound approach to provide dual westbound left-turn lanes, a single through lane, and a single right-turn lane. • Modify the east-west signal phasing from split phasing to protected phasing	• The City of Keizer will construct the improvements using, among others, an assessment of proportionate share contributions of Areas "B" and "C" by the year 2020.
G. Chemawa Road / I-5 NB ramp terminal	• Provide dual eastbound left-turn lanes (and the accompanying northbound on-ramp lane widening). • Add a separate westbound right-turn lane	• The City of Keizer will collect proportionate share contributions from Areas "B" and "C" so that improvements can be constructed when full funding is available.

9/22/2010 4:10:54 PM Z:\CSD 2005 Projects\1152 - Keizer Station Area B\Lu DWG\Site Develop Plan - Civil.dwg

WILLIAM L. PETERSON
ENGINEERING CONSULTANTS INC.
4300 CHERRY AVE NE, KEIZER, OR. 97303
(503) 390-7402 FAX # 390-7481

NOT FOR CONSTRUCTION UNLESS STAMPED APPROVED

REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY
WILLIAM L. PETERSON
EXPIRES DEC. 31, 2010

KEIZER
CITY OF KEIZER
P.O. BOX 21000 KEIZER, OR. 97303

NO CHANGES OR MODIFICATIONS OR REPRODUCTIONS ARE TO BE MADE TO THESE DRAWINGS WITHOUT A WRITTEN AUTHORIZATION FROM THE ENGINEER WHOSE STAMP APPEARS ON THESE DRAWINGS
DATE OF RECORD – _____

Design: CHR
Drawn: CHR
Checked: WLP
Date:
Scale: AS SHOWN
As-Built: _____

CITY OF KEIZER

KEIZER STATION AREA "B"

Job Number 0000
Sheet Number 1 of 1