

**BEFORE THE CITY COUNCIL**  
**FOR THE CITY OF KEIZER, OREGON**

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

**NARRATIVE IN SUPPORT OF THE MASTER PLAN AMENDMENT APPLICATION**

**Executive Summary**

The applicant owns property within Area A of the Keizer Station Master Plan. The originally approved master plan envisioned that the applicant’s property would be developed with a single 4 story, 120,000 square foot office building (sometimes referred to as “Office A”) located along Ulali Drive. That scale and type of office is not consistent with market demands. Instead, a 20,132 square foot medical office building occupied by Kaiser Permanente was constructed adjacent to the park. The applicant desires to construct a new 16,788 square foot<sup>1</sup> medical office building<sup>2</sup> along the Ulali Drive frontage, which will be a companion to the existing Kaiser Permanente building. The new medical office building’s design, materials, landscaping and signage will be comparable to the adjacent Kaiser Permanente medical office building. The proposed medical office building will create a cluster of synergistic medical uses, which provide high quality employment and desired service for the community. Another benefit is that combined, the two medical office buildings (with a total of 36,920 square feet) will generate less traffic than the originally approved 120,000 square foot general office building, but will continue to support the commercial uses of Keizer Station.

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

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

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

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

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

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

## **Keizer Station Master Plan Application Review Criteria**

### **I. KDC 3.113.04.A.**

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

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

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

### **II. KDC 3.113.04.B.**

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

**i. Keizer Station Plan - Design Standards**

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

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

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

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

**between a building entrance and a public street or accessway.**

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

**C. Development Standards of General Employment Zone - KDC 2.119.10**

**KDC 2.119.02 - Commercial and Industrial Use Limitations.**

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

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

**KDC 2.119.11.B - Minimum Lot Dimension Requirements.**

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

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

**KDC 2.119.12 Development Standards.**

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

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

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

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

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

**1. Exterior Display, Storage, and Work Activities.**

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

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

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

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

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

**KDC 2.125.04 - Activity Overlay Zone - General Development Standards.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Facilities Improvement Requirements Table

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

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

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

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

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

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

**KDC 2.302.03 - Street Standards - General Provisions.**

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

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

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

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

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

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

- D. Future extension of streets. When it appears possible to continue a street, bicycle path and/or pedestrian accessway into a future subdivision, adjacent acreage or area attractors such as schools and shopping centers, streets, bicycle paths and/or pedestrian accessway facilities shall be platted and built to a boundary of the subdivision. The street may be platted without a**

**turnaround unless the Public Works Department finds a turnaround is necessary for reasons of traffic safety. Any street extension exceeding 150 feet in length shall be provided with an approved turnaround as set forth in the Uniform Fire Code.**

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

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

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

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

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

- G. Half-Streets. Half-streets may be approved where essential to the reasonable development of an area and when the City finds it to be practical to require the dedication of the other half when the adjoining property is developed. When a  $\frac{3}{4}$  width street can reasonably be developed, as determined the Department of Public Works, a half street will be constructed with an additional 10 feet of pavement on the opposite side of the street from full improvement.**

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

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

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

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

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

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

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

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

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

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

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

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

- 1. Street trees shall be planted at a ratio of no less than one tree per 30 feet of property frontage. Street trees shall conform**

**with the list of acceptable trees included in the City's Street Tree Ordinance. Installation of street trees shall be included in any improvement agreement covering the installation of public facilities and services on a property.**

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

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

**N. Access Control Standards.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**O. Trees Along Public Streets. Streetscape trees are required along public streets, shall comply with the provisions of Section 2.309, and must be located according to the following provisions:**

- 1. Streetscape trees shall be planted within the boundaries of each lot within 10 feet of street improvements.**
- 2. Lots measuring less than 45 feet in width shall be required to plant one streetscape tree. Lots measuring more than 45 feet in width shall be required to plant two streetscape trees.**
- 3. Streetscape trees shall be selected from a list of approved trees.**

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

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

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

**KDC 2.302.06 - Street Standards - Construction Specifications.**

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

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

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

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

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

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

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

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

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

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

**Applicant:** This is not an approval criterion.

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

**Applicant:** This is not an approval criterion.

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

spaces.

**Applicant:** The applicant will comply with this criterion.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**KDC 2.305.01 - Transit Facilities - Location Requirements.**

**KDC 2.305.02 - Transit Facilities - Design Requirements.**

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

**KDC 2.306.03 - Storm Drainage - Preliminary Plan Required.**

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

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

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

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

No construction of any facilities in a commercial development shall be permitted until a storm drainage and erosion control plan for the project is prepared by a professional engineer, and, approved by the City. These provisions shall also apply to any cut or fill on a property, which may impact the velocity, volume, or quality of surface water on adjacent property, or may impact any permanent natural body of water. This detailed plan shall contain the following information:

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

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

**KDC 2.306.05 - Storm Drainage - General Standards.**

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

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

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

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

**KDC 2.306.07 - Storm Drainage - Design Criteria.**

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

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

**KDC 2.307.02 - Utility Lines and Facilities - Standards.**

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

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

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

**KDC 2.308.03 - Signs - Review Procedures.**

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

**KDC 2.308.08 - Signs - Commercial and Industrial Signs.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**KDC 2.310 - Development Standards for Land Divisions.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**B. Commercial and Industrial Uses**

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

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

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

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

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

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

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

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

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

- 6. Walkway Coverage.**

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

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

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

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

## **B. Building Design**

**1. Ground floor windows**

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

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

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

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

**2. Building facades**

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

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

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

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

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

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

#### 4. **Materials and Texture**

##### a. **Building Materials**

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

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

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

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

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

**5. Color**

- a. Any portion of a building that is painted or stained may use as the main color, and roof color for all portions of the roof visible from the ground, any color which meets all of the following criteria:**
  - 1) The Red-Green-Blue factors (also known as XYZ factors) shall not exceed a saturation level of 20%.**
  - 2) Each component factor, as a percentage of the whole component value, shall equal or exceed 38%, with no greater than a 20% difference between any of the three values.**
  - 3) Light Reflectance Value (LRV) of any color shall be between the values of 30 and 85.**
  - 4) The finish shall be either matt or satin.**
- b. For the purpose of this ordinance, “main color” is the principal color of the building which must be at least 75% of the surface of the building excluding windows; the trim colors of all buildings may be any color.**
- c. In no case shall the main color or the trim color of any structure be “florescent,” “day-glo,” or any similar bright color.**

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

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

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

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

**C. Accessory Structures**

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

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

**D. Alternative Design Solutions**

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

**Applicant:** This is not an approval criterion.

**E. Transit Facility Requirement**

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

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

**F. Transit Access**

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

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

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

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

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

**ii. Keizer Station Plan Transportation System Standards.**

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

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

**iii. Keizer Station Plan Utility Standards.**

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

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

**iv. Keizer Station Plan Parking Standards.**

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

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

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

**v. Keizer Station Plan Landscape Standards**

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

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

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

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

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

### **III. KDC 3.113.04.C.**

#### **Development Strategies:**

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

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

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

##### **2. Crime Prevention and Security**

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

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

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

### **3. Reduced Parking**

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

**Applicant:** No parking reduction is requested.

### **4. Creating and Protecting Public Spaces**

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

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

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

**5. Human Scaled Building Design**

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

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

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

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