



December 18, 2020

Mr. Shane Witham, Interim Director
City of Keizer
Community Development Department
930 Chemawa Road NE
Keizer, OR 97303

Subject: Chick-fil-A – Keizer Station Master Plan Area D Amendment Narrative

Dear Mr. Witham,

This letter serves as the application narrative for a proposed Master Plan Amendment to the Keizer Station Master Plan – Area D pursuant to Keizer Development Code (KDC) Chapter 3.113.06. A description of the site's existing conditions as well as the applicant's proposal is included within this narrative. Applicable KDC provisions, as well as applicable Keizer Station Plan provisions, are set forth below with findings demonstrating the project's consistency with applicable provisions. In further support of this request, all required submittal documents pursuant to KDC 3.113.06(B) are attached to this narrative. A signed application form is attached as Exhibit A.

Existing Conditions

The applicant's proposed restaurant is to be located within the previously approved Keizer Station Master Plan – Area D, specifically the 'jughandle' portion of Area D. The jughandle is located in the northern most portion of Area D and is entirely within tax lot 063W36D000400 (TL 400). Chemawa Road NE is directly north of the jughandle, with Ulali Drive forming its southern, eastern, and western boundaries. The jughandle is largely undeveloped.¹

Development of the jughandle was contemplated as a part of the originally approved master plan for the entirety of Area D in 2004. The originally approved Keizer Station Master Plan – Area D is attached as Exhibit B. An amendment to the Keizer Station Master Plan – Area D (2020-10) was recently approved by the City of Keizer (City) on September 8, 2020. This amendment included modifications to the building layout, parking layout, stormwater utilities and public spaces of the jughandle. As described below, the applicant is proposing to further amend the Keizer Station Master Plan – Area D to facilitate the construction of a Chick-fil-A restaurant (CFA restaurant). The amended master plan (September 2020) will serve as the 'original master plan' that is proposed to be modified by the applicant. A copy of this amended master plan is attached as Exhibit C.

Project Description

To facilitate the construction of an approximately 5,199 square-foot CFA restaurant, the applicant is proposing an amendment to the Keizer Station Master Plan – Area D. The applicant's proposed modifications are specific to the jughandle portion of Area D. The applicant is proposing the following modifications to the jughandle portion of the original Area D master plan:

¹ Mass grading and utility work was completed during summer 2020 following the approval of the referenced master plan amendment to Keizer Station Area D (2020-10). No other improvements have been completed at this time.

- Building layout;
- Parking lot layout;
- Public amenity spaces;
- Landscaping; and
- Stormwater utilities.

As shown in the proposed master plan, attached as Exhibit D, the applicant is proposing to relocate the Pad A building and to eliminate the Auto B building. The applicant is proposing to relocate the Pad A building from its current approved location to its proposed location as shown in the proposed master plan, as well as increase its size by approximately 366 square-feet. This change, along with the elimination of the Auto B building, will result in a net decrease of approximately 7,634 square-feet of leasable building area for the jughandle, as shown in Table 1 below.

Table 1: Existing and Proposed Building Areas for Area D ‘Jughandle’

Building	Existing Area (2020)	Proposed Area
Pad A	4,833 SF	5,199 SF
Auto B	8,000 SF	0 SF (removed)
Store C	3,043 SF	3,043 SF
Auto D	2,000 SF	2,000 SF
Total	17,876 SF	10,242 SF

To facilitate the relocation of Pad A for the CFA restaurant, modifications to the underground stormwater filter vault and stormwater chamber system are also proposed to account for the proposed CFA’s placement over the top of the recently installed systems. The original design for the treatment and detention system accounts for 1.76 acres of impervious area, while the proposed CFA contains 1.44 acres of impervious area. Due to the reduction in overall impervious area on the site, no modifications to the size of the existing treatment or detention are required to meet current code standards. A stormwater utility plan is shown on sheet C4.0 of the plan set, which is attached as Exhibit F. A memo describing the changes to the stormwater system’s originally approved design is attached as Exhibit G.

A revised parking lot layout, as well as changes to landscaped areas, are also proposed for the jughandle. The proposed parking lot layout is identified on the CFA site plan attached as Exhibit E as well as the proposed master plan, and a landscape plan is shown on sheet L1.0 of the plan set. To support the applicant’s modifications to the parking lot and building layouts, a trip generation memo and parking demand memo prepared by Kittelson & Associates are attached as Exhibit H and Exhibit I, respectively. The parking demand memo supports the jughandle’s need for additional parking spaces beyond a 50% increase², while the trip generation memo concludes that trips associated with the proposed CFA have been previously accounted for and that a new traffic impact analysis (TIA) is not needed.³

Finally, the applicant is also proposing modifications to the site’s planned public amenities, including the relocation of the previously approved water feature to an area south of the jughandle on the opposite

²A 50% increase beyond code required parking minimums is allowed per KDC 2.303.03.C. An increase beyond 50% requires a parking demand study proving an increase is warranted.

³The impact of trips allocated to the jughandle has been previously studied and mitigated in the 2004 *Keizer Station Master Plan Transportation Impact Analysis* and the 2020 *Keizer Station Area D: Jughandle Development Trip Generation Compliance* report.

side of Ulali Drive. The area originally proposed to contain the water feature is still proposed to be utilized for public amenities, including a pedestrian plaza. Preliminary renderings of the public amenity space are attached as Exhibit J, and preliminary renderings of the relocated water feature are attached as Exhibit K.

Beyond the previously identified changes that are the subject of this master plan amendment application, no additional changes to the originally approved Area D master plan are proposed. Review of applicable development and design standards for the CFA restaurant will occur during the Development Review and building permit approval process following the approval of this master plan amendment.

Keizer Development Code

Applicable Keizer Development Code (KDC) provisions are set forth below with findings demonstrating the proposed master plan amendment's consistency with applicable provisions.

2.303 Off-Street Parking and Loading

2.303.02 Scope

The provisions of this Section shall apply to the following types of development:

- A. New Building. Any new building or structure erected after the effective date of this Ordinance.***
- B. Expansion. The construction or provision of additional floor area, seating capacity, or other expansion of an existing building or structure.***
- C. Change in Use. A change in the use of a building or structure which would require additional parking spaces or off-street loading areas under the provisions of this Section.***

Response: The applicant is proposing an amendment to the Keizer Station Master Plan – Area D for proposed modifications to the jughandle to facilitate the construction of a CFA restaurant. As the proposed amendment includes alterations to the parking layout of the previously approved jughandle site, the provisions of this chapter are applicable.

2.303.03 General Provisions Off-Street Parking and Loading

- 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.***

Response: Areas dedicated to exclusive off-street parking are included and will be maintained by the owner(s). These areas will remain available for off-street parking and loading. Further compliance with this provision will be demonstrated during the Development Review and building permit approval process following the approval of this proposed master plan amendment.

- 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.

Response: Further changes to the jughandle’s proposed buildings and overall site uses are not anticipated following this proposed master plan amendment.

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.

Response: Approved uses for the jughandle, and their respective land use activity per the parking requirements table, were interpreted and confirmed by City staff. Proposed off-street parking counts are based on the combined total requirement of the approved uses for the jughandle. Adjustments to these requirements are not requested.

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.

Response: Proposed off-street parking counts are based on the combined total requirement of the approved uses for the jughandle. Adjustments to these requirements are not requested. Approval of a shared parking agreement and a reduction in these requirements is not requested at this time.

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.

Response: Proposed parking spaces are made available for customers, patrons and employees only. Parking spaces will not be used for storage of vehicles or materials as described above.

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 appropriate on-site collection, storage, conveyance, and treatment of drainage water. All development shall be designed and constructed 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.

Response: Adequate stormwater drainage facilities are provided to account for the approximately 1.44 acres of impervious area for the CFA portion of the jughandle site. A stormwater plan is shown on sheet C4.0 of the plan set. A memo describing the proposed changes to the originally approved stormwater system’s design is attached as Exhibit G. Changes to other previously approved stormwater facilities within the jughandle are not proposed.

2.303.04 Location and Use Provisions

Off-street parking and loading areas shall be provided on the same lot with the main building or structure or use except that: [...]

Response: Proposed off-street parking and loading areas are wholly contained within the jughandle portion of Area D as shown on the proposed master plan. Proposed changes to the parking lot layout for this master plan amendment do not propose off-street parking and loading outside of the jughandle.

2.303.06 Off-Street Automobile Parking Requirement

Off-street parking shall be provided in the amount not less than listed below.

A. Parking Requirements:

LAND USE ACTIVITY	SPACES REQUIRED *Square footage = Gross floor area. *Totals shall be rounded up to the next whole number.
Retail store	1 space per 300 square feet
Eating and drinking establishment	1 space per 125 square feet
Personal Service	1 space per 350 square feet

Response: The applicant’s proposed master plan amendment proposes modifications to the jughandle portion of Area D only. The approved uses for the jughandle require a minimum of 58 parking spaces given their land use activity and gross floor area. Store C (retail store, 3,000 square feet) requires a minimum of 10 spaces, Auto D (personal service, 1,980 square feet) requires a minimum of 6 spaces, and the proposed CFA restaurant (eating and drinking establishment, 5,199 square feet) requires 42 spaces. A total of 100 spaces are proposed for the jughandle, therefore this requirement is met.

B. Parking Reduction The number of minimum required parking spaces may be reduced by up to 10% if the site is served by transit and transit related amenities such as transit stops, pull-outs, shelters, park and ride lots, are provided or will be provided as part of the development of the site. (12/15)

Response: A reduction in parking minimums is not requested. Therefore, this provision does not apply.

C. Parking Increase The number of minimum required parking spaces shall not be increased by more than 50% unless a property owner provides a parking demand analysis which documents

that a greater amount is necessary to serve the needs of those who will use the parking facility and is accepted by the Community Development Director.

Response: A total of 100 spaces are proposed for the jughandle with this proposed master plan amendment. This represents a 72% increase over the minimum required parking spaces for the site per KDC 2.303.06 (58 spaces). A parking demand memo, attached as Exhibit I, identifies the jughandle's need for parking spaces beyond the allowed 50% increase. Per KDC 2.303.06 and based on the approved uses for the jughandle identified previously, the jughandle is allowed a maximum of 87 spaces with the 50% increase. A total of 100 spaces are proposed for the jughandle, representing a 72% increase of the minimum required parking spaces for the jughandle's approved uses (58 spaces). As identified in the parking demand memo, this increase is warranted based on parking demand data from existing CFA restaurants of similar size and seat amounts. Therefore, an increase of more than 50% of the minimum required parking spaces for the jughandle is reasonable to accommodate the approved uses.

2.303.07 Standards for Disabled Person Parking Spaces

Disabled Person Parking Spaces shall comply with the requirements of the building code and ODOT standards.

Response: As shown on the proposed master plan attached as Exhibit D, an adequate number of disabled person parking spaces are included for the jughandle (5). Further compliance with this provision will be demonstrated during the Development Review and building permit approval process to ensure these spaces comply with requirements of the building code and ODOT standards.

2.303.08 Bicycle Parking

A. Bicycle Parking Required. Bicycle Parking shall be required in all public and semi-public, commercial, multi-family, and industrial development as well as park-and-ride lots. Bicycle parking shall be based on the amount of automobile parking required. In addition to a required one bicycle parking space, bicycle parking spaces shall be calculated at five percent of the amount of the automobile parking spaces which are required and all fractions are rounded up the next whole number. [...]

Response: Adequate bicycle parking will be provided relative to the amount of automobile parking required for the jughandle's uses and will be designed to the standards of this section. Further compliance with the provisions of this section will be demonstrated during the Development Review and building permit approval process.

2.303.10 Off-Street Loading Requirements.

B. Commercial and Industrial. 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.

Response: Adequate loading space(s) will be provided relative to the total commercial square footage for the jughandle’s uses as required. Further compliance with this provision will be demonstrated during the Development Review and building permit approval process.

2.303.11 Parking and Loading Area Development Requirements

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

Response: All parking and loading areas for the jughandle will be designed to the requirements of this section, including space and aisle dimension requirements, lighting requirements, landscaping and screening requirements, and ingress and egress requirements. Further compliance with the provisions of this section will be demonstrated during the Development Review and building permit approval process.

2.306 Storm Drainage

2.306.03 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 all developments listed in Section 2.306.02 above. 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.***

Response: Preliminary stormwater drainage (sheet C4.0) and grading (sheet C3.0) plans are included in the plan set, attached as Exhibit F. These plans include the details identified above. These plans only address the portions of the jughandle site that are proposed to be modified with this master plan amendment. A memo describing the proposed changes to the originally approved stormwater system’s design is attached as Exhibit G. Changes to other previously approved stormwater facilities within the jughandle are not proposed at this time.

2.305.05 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;***

Response: Preliminary stormwater drainage (sheet C4.0) and grading (sheet C3.0) plans are included in the plan set, attached as Exhibit F. These plans demonstrate compliance with the above provisions. These plans only address the portions of the jughandle site that are proposed to be modified with this master plan amendment. A memo describing the proposed changes to the originally approved stormwater system's design is attached as Exhibit G. Further compliance with the provisions of this section will be demonstrated during the Development Review and building permit approval process.

2.306.06 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.

Response: Stormwater runoff for the proposed CFA restaurant will be conveyed to an underground filter vault and stormwater chamber detention system. The originally approved design of the system accounts for 1.76 acres of impervious area, while the proposed CFA proposes only 1.44 acres of impervious area. A preliminary stormwater drainage plan is shown on sheet C4.0 of the plan set. A memo describing the proposed changes to the originally approved stormwater system's design is attached as Exhibit G. The referenced plan sheet and memo only address portions of the jughandle site that are proposed to be modified with this master plan amendment. Changes to other previously approved stormwater facilities and grading plans within the jughandle are not proposed at this time.

2.306.07 Design Criteria

Design calculations performed and stamped by a Civil Engineer registered in the State of Oregon shall be included with all plan submittals. [...]

Response: A preliminary stormwater drainage plan is shown on sheet C4.0 of the plan set. A memo describing the proposed changes to the originally approved stormwater system's design is attached as Exhibit G and includes the originally approved stormwater plan for the

jughandle and the corresponding design calculations. Further compliance with the provisions of this section will be demonstrated during the Development Review and building permit approval process.

2.309 Site and Landscaping Design

2.309.03 Minimum Area Requirements

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

Response: A landscape plan is shown on sheet L1.0 of the plan set. Landscaping around the proposed CFA restaurant, public amenity areas, planter islands and perimeter of the site are proposed as required. Preliminary renderings of the proposed public amenity space are attached as Exhibit J. A water feature previously approved for this area of the jughandle is proposed to be moved to the south across Ulali Drive, as identified in the proposed master plan. Preliminary renderings of the water feature are attached as Exhibit K. This landscape plan and the preliminary renderings only address the portions of the jughandle site that are proposed to be modified with this master plan amendment. Further compliance with this provision will be demonstrated during the Development Review and building permit approval process.

2.309.04 General Provisions

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

B. *Submittal Requirements. A submitted landscaping plan shall include the following: [...]*

Response: A landscape plan is shown on sheet L1.0 of the plan set. The proposed landscaping includes a variety of landscaping elements including trees, ground cover plants, screening and small shrubs. Minimum landscaped area requirements for the Industrial Business Park (IBP) zone are met as identified on the plan sheet. Preliminary renderings of the proposed public amenity space are attached as Exhibit J. This landscape plan and the preliminary renderings only address the portions of the jughandle site that are proposed to be modified with this master plan amendment. This landscape plan was designed by a professional landscape architect registered in the State of Oregon. Further compliance with the applicable submittal requirements of this section will be demonstrated during the Development Review and building permit approval process.

2.309.05 Screening and Buffering

A. Screening and Buffering. Screening and Buffering shall be used to mitigate visual impacts, dust, or noise, and to provide for compatibility between dissimilar adjoining uses. Screening and buffering shall be used to eliminate or reduce the impacts of the following uses:

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

Response: A total of 100 parking spaces for the jughandle are proposed. Therefore, screening and buffering is required. A landscape plan is shown on sheet L1.0 of the plan set, which demonstrates compliance with applicable screening and buffering requirements. Further compliance with this provision will be demonstrated during the Development Review and building permit approval process.

3.113 Keizer Station Master Plan

3.113.03 Submittal Requirements

- 1. Infrastructure engineering and architectural site plans showing all structures in relation to projected final topography of the project, all proposed connections to existing or proposed roads, transportation facilities (including proposed right-of-way and pedestrian connections), utilities, open space and parking areas, depicting the number and types of spaces.**

Response: The applicant's proposed master plan amendment proposes modifications to the jughandle portion of Area D only. Modifications to the building and parking layout, stormwater utilities, landscaping and public amenities are proposed. The proposed master plan for Keizer Station – Area D is attached as Exhibit D and includes an overall plan of Area D as well as the jughandle by itself. A preliminary plan set addressing these changes includes a grading plan (sheet C3.0), stormwater plan (sheet C4.0), utility plan (sheet C5.0) and landscape plans (sheet L1.0) is attached as Exhibit F. A site plan for the proposed CFA restaurant is attached as Exhibit E.

The proposed master plan for the jughandle identifies additional revisions to public amenity spaces as well as the previously approved water feature. The water feature is proposed to be moved to the south across Ulali Drive. Preliminary renderings of the proposed public amenity space are attached as Exhibit J. Preliminary renderings of the water feature are attached as Exhibit K. Further compliance with these provisions will be demonstrated during the Development Review and building permit approval process.

- 2. Landscape plans generally showing the common and botanical name of plant species, the number and size of plantings and demonstrating the location and type of irrigation.**

Response: A landscape plan is shown on sheet L1.0 of the plan set. The proposed landscaping includes a variety of landscaping elements including trees, ground cover plants, screening and small shrubs. Botanical names of plants, number of proposed plantings, and size are identified. This landscape plan and the preliminary renderings only address the portions

of the jughandle site that are proposed to be modified with this master plan amendment. Further compliance with this provision will be demonstrated during the Development Review and building permit approval process.

- 3. *Building elevations, typical cross-sections and typical wall sections of all building areas.***
- 4. *Typical elevations of the buildings to determine the specific configuration and relationship of design elements of the typical building exteriors, which describe the general aesthetic and technical aspects of the building exterior, including materials.***
- 5. *Elevations, typical cross sections of the interior space layout of the building areas, entrance canopies, interior public courts, specialty areas, and service area layouts.***
- 6. *Proposed layouts for exterior signage and graphics.***
- 7. *Preliminary outline specifications describing exterior construction materials and methods, including indications of colors, finishes, and patterns.***
- 8. *An outline of amenities, including, but not limited to, public art, furniture, handrails, seating areas and food areas, if any.***
- 9. *A description of servicing requirements, trash compactors and related areas, loading docks, etc.***
- 10. *Calculation of gross building, parking and open space.***

Response: The proposed master plan amendment proposes modifications to the building and parking layout, stormwater facilities, landscaping and public amenity spaces of the jughandle portion of Area D only. An architectural plan set for the proposed CFA restaurant that includes the details identified above will be submitted following the approval of this master plan amendment. Further compliance with these provisions will be demonstrated during the Development Review and building permit approval process.

- 11. *For any project for which the projected daily 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.***

Response: A trip generation memo is included with this application as Exhibit H. The trip generation memo concludes that trips associated with the proposed CFA and the jughandle have been previously accounted for and that a new TIA is not needed. Therefore, the proposed master plan amendment to the jughandle portion of Area D is consistent with the originally adopted TIA for the Keizer Station Plan.

- 12. *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.***

Response: The proposed master plan amendment proposes modifications to the building and parking layout, stormwater facilities, landscaping and public amenity spaces of the

jughandle portion of Area D only. As identified in this narrative, the proposed changes to the jughandle portion of Area D are consistent with the approved master plan for Area D, which will continue to achieve the purpose of the activity center overlay zone. Modifications to the jughandle's approved uses, and the overall site circulation of Area D are not proposed. Responses demonstrating compliance with the Keizer Station Plan – Area D are included within this narrative.

3.113.04 Review Criteria

Approval a Master Plan for an area of the Keizer Station Plan shall require compliance with the following:

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

Response: The applicant's proposed master plan amendment for the jughandle meets the purpose and objectives identified in the Keizer Station Plan. The purpose of Area D – Commerce Center is to provide for employment opportunities with a mix of industrial uses. The original master plan approved for the jughandle identifies various commercial uses, and the applicant's amended master plan does not propose alterations to approved uses for the jughandle. These uses will provide for employment opportunities and are allowed uses in the Area D base zone (IBP). Responses demonstrating the proposed master plan amendment's compliance with the Keizer Station Plan are included within this narrative.

- B. The master plan shall meet the following standards as identified in the Keizer Station Plan in addition to standards within applicable zones:***

- 1. Design standards***
- 2. Transportation system standards***
- 3. Utility standards***
- 4. Parking standards***
- 5. Landscape standards***

Response: Responses demonstrating the proposed master plan amendment's compliance with the design standards for Area D of the Keizer Station Plan are included within this narrative.

C. Development Strategies

- 1. Pedestrian Access, Safety and Comfort.***

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.*

Response: The applicant's proposed master plan amendment proposes modifications to the jughandle portion of Area D only. Modifications to the building and parking layout, stormwater utilities, landscaping and public amenities are proposed. As shown in the supplemental documents submitted with this application, the applicant's proposed modifications will meet these standards. Further compliance with these provisions will be demonstrated during the Development Review and building permit approval process.

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.

Response: The applicant’s proposed master plan amendment proposes modifications to the jughandle portion of Area D only. Modifications to the building and parking layout, stormwater utilities, landscaping and public amenities are proposed. As demonstrated throughout this narrative and shown in the supplemental documents submitted with this application, the applicant’s proposed modifications will meet these standards. Modifications to the jughandle’s approved uses, and the overall site circulation of Area D are not proposed. Further compliance with these provisions will be demonstrated during the Development Review and building permit approval process.

3. Reduced Parking

Reduce or waive minimum off-street parking standards. [...]

Response: A reduction in off-street parking standards is not requested. Therefore, these provisions are not applicable.

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.)

Response: The applicant’s proposed master plan amendment proposes modifications to the originally approved public amenity areas within the jughandle portion of Area D. The applicant is proposing to move the previously approved water feature identified for the southwest corner of the jughandle to a new location across Ulali Drive to the south. Public amenities, including a pedestrian plaza with raised planter and trellis features, are proposed in its place within the jughandle. Preliminary renderings of the proposed public amenity space are attached as Exhibit J. Preliminary renderings of the water feature are attached as Exhibit K.

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.

Response: The applicant’s proposed master plan amendment proposes modifications to the jughandle portion of Area D only. Modifications to the building and parking layout, stormwater utilities, landscaping and public amenities are proposed. Proposed buildings within the jughandle, including the proposed CFA restaurant, will be designed to a human scale as required. Further compliance with this provision will be demonstrated during the Development Review and building permit approval process.

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. If an applicant is requesting such reallocation, the applicant shall comply with the following criteria: [...]

Response: A reallocation of retail square footage is not requested. Therefore, this provision is not applicable.

3.113.06 Master Plan Amendment Process

Amendments to an adopted Master Plan may be allowed subject to the provisions of this Section.

A. Applicability. The amendment process is limited to the following:

- 1. Site plan changes that have no increase to overall square footage allowed in the existing Master Plan and cause no increase in the overall vehicle trips generated. For example, an amendment could be a change in the number of buildings and their location.***
- 2. Landscaping design changes.***
- 3. Changes to building design.***

Response: The applicant’s proposed master plan amendment proposes modifications to the jughandle portion of Area D only. Modifications to the building and parking layout, stormwater utilities, landscaping and public amenities are proposed. An increase to the overall square footage allowed is not proposed; as previously addressed, a net reduction in the overall square footage is proposed. Therefore, an amendment to the Keizer Station Master Plan – Area D is requested.

B. Application Submittal Requirements:

- 1. All changes to any items identified in Section 3.113.03***

Response: Responses demonstrating the proposed master plan amendment’s compliance with applicable submittal requirements of KDC 3.113.03 are included within this narrative. Further compliance with these requirements will be demonstrated during the Development Review and building permit approval process as applicable.

- 2. A written explanation demonstrating how the proposed amendment is generally consistent with the adopted Master Plan.***

Response: This narrative serves as the applicant’s written explanation of the proposed master plan amendment for the jughandle portion of Area D. Responses demonstrating the proposed modifications to the master plan are consistent with the Keizer Station Plan – Area D, as well as applicable KDC provisions, are included within this narrative.

3. *A transportation analysis demonstrating consistency with the adopted Master Plan Traffic Impact Analysis (TIA).*

Response: A trip generation memo is included with this application as Exhibit H. The trip generation memo concludes that trips associated with the proposed CFA and the jughandle have been previously accounted for and that a new TIA is not needed. Therefore, the proposed master plan amendment to the jughandle portion of Area D is consistent with the originally adopted TIA for the Keizer Station Plan – Area D.

4. *An overall Master Site Plan which includes details for the subject area of change as well as the incorporation of those changes into the entire Master Plan Area.*

Response: The proposed Keizer Station – Area D Master Plan is attached as Exhibit D and meets this requirement.

C. *Review Criteria:*

1. *All applicable review criteria of Section 3.113.04 considering the type and extent of the proposed amendment.*

Response: Responses demonstrating the proposed master plan amendment’s consistency with applicable review criteria of KDC 3.113.04 are included within this narrative.

2. *The amendment is consistent with the adopted Master Plan, or achieves an equally desirable result.*

Response: Responses demonstrating the proposed master plan amendment’s consistency with the Keizer Station Plan – Area D are included within this narrative.

3. *The amendment does not result in additional traffic generation and is consistent with the adopted Traffic Impact Analysis.*

Response: A trip generation memo is included with this application as Exhibit H. The trip generation memo concludes that trips associated with the proposed CFA and the jughandle have been previously accounted for and that a new TIA is not needed. Therefore, the proposed master plan amendment to the jughandle portion of Area D is consistent with the originally adopted TIA for the Keizer Station Plan – Area D.

D. *Conditions of Approval.*

1. *All original conditions of the adopted Master Plan shall remain in effect unless specifically modified.*

2. ***Additional conditions may be placed for any Master Plan Amendment to assure the objectives in Section 3.113.05 are achieved.***

Response: Conditions of approval of the adopted Keizer Station Plan are not proposed to be modified with this master plan amendment. Responses demonstrating the proposed modifications to the master plan are consistent with the Keizer Station Plan – Area D, as well as applicable KDC provisions, are included within this narrative.

Keizer Station Plan, Area D – Commerce Center

I. Purpose and Objectives

- A. ***Area D (15 acres) is proposed to have a mix of industrial uses. Key issues that will be considered as Area D develops include:***
 - ***Location and design of transportation facilities;***
 - ***Traffic operations at the Chemawa Interchange; and***
 - ***Physical constraints (e.g. power lines, utility easements and rail right-of-way) that will influence the amount of buildable land and building locations.***
- B. ***Objectives: Development in Area D will be focused on achieving the following objectives:***
 - ***A Source of Employment Opportunities; and***
 - ***Protect Traffic Operations***
- C. ***Base Zone: In order to achieve the Commerce Center Development Objectives, the Comprehensive Plan designation within the Commerce Center shall be Campus Light Industrial. Property within Area D shall be zoned as follows:***

Zoning	Acres
Industrial Business Park (IBP)	15.7

Response: The applicant’s proposed master plan amendment for the jughandle meets the purpose and objectives identified in the Keizer Station Plan. The purpose of Area D – Commerce Center is to provide for employment opportunities with a mix of industrial uses. The original master plan approved for the jughandle identifies various commercial uses, and the applicant’s amended master plan does not propose alterations to approved uses for the jughandle. These uses will provide for employment opportunities and are allowed uses in the Area D base zone (IBP).

II. Design Standards

Following Master Plan approval, as described earlier, subsequent development within Area D, shall satisfy the development standards of the underlying zone, 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.***

These standards are intended to be objective and to serve as a guide to designers of developments during the building permit approval process. 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.*
- B. Other Design Standards: Design standards the underlying base zone, Industrial Business Park – Section 2.113 shall apply.**

Response: Compliance with the applicable development standards of KDC 2.315, as well as applicable design standards of the IBP base zone contained in KDC 2.113, will be demonstrated during the Development Review and building permit approval process following approval of the proposed master plan amendment as required.

III. Transportation System

The extension of transportation facilities through Area D is a key element, not only to the transportation system but also to the visual quality of the center. Accordingly, the following design features shall apply to Radiant Drive: [...]

Response: The applicant's proposed master plan amendment proposes modifications to the jughandle portion of Area D only. Modifications to approved transportation system facilities of the current Area D master plan are not proposed.

IV. Utilities

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 transportation facilities connecting to Radiant Drive shall be located underground.*
- B. All other new utility connections and lines shall be located underground.*

Response: The applicant's proposed master plan amendment proposes modifications to the jughandle portion of Area D only. Modifications to the jughandle's stormwater utilities, including modifications to the underground filter vault and stormwater chamber detention system are proposed to account for the proposed CFA's reduction in impervious area. The original design for the stormwater treatment and detention system accounts for 1.76 acres of impervious area, while the proposed CFA contains 1.44 acres of impervious area. A stormwater utility plan is shown on sheet C4.0 of the plan set, which is attached as Exhibit F. A memo describing the proposed changes to the originally approved stormwater system's design is attached as Exhibit G

Additionally, a utility plan is shown on sheet C5.0 of the plan set. As shown, all new utility connections and lines shall be located underground. Further compliance with this provision will be demonstrated during the Development Review and building permit approval process.

December 18, 2020

Chick-fil-A – Keizer Station Master Plan Amendment Narrative

Page **20** of **20**

Exhibit H – Trip Generation Memo

Exhibit I – Parking Demand Memo

Exhibit J – Preliminary Public Amenity Space Renderings

Exhibit K – Preliminary Water Feature Renderings