



Oregon

Theodore R. Kubangoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

06/24/2009

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Keizer Plan Amendment
DLCD File Number 007-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, July 01, 2009

This amendment was submitted to DLCD for review prior to adoption. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Sam Litke, City of Keizer
Gloria Gardiner, DLCD Urban Planning Specialist
Steve Oulman, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner

<paa> YA

2 Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: Keizer Local file number: TA2009-01
Date of Adoption: 6/1/2009 Date Mailed: 6/8/2009
Date original Notice of Proposed Amendment was mailed to DLCD: 12/19/2008

- Comprehensive Plan Text Amendment
- Land Use Regulation Amendment
- New Land Use Regulation
- Comprehensive Plan Map Amendment
- Zoning Map Amendment
- Other: _____

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Update of TSP and revisions to the zone code.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "SAME".
If you did not give Notice for the Proposed Amendment, write "N/A".

Same

Plan Map Changed from: na to: na

Zone Map Changed from: na to: na

Location: na Acres Involved: na

Specify Density: Previous: na New: na

Applicable Statewide Planning Goals: na

Was and Exception Adopted? YES NO

DLCD File No.: 007-08(17294) [15564]

Did the Department of Land Conservation and Development receive a Notice of Proposed Amendment.....

Forty-five (45) days prior to first evidentiary hearing? **Yes** **No**

If no, do the statewide planning goals apply? **Yes** **No**

If no, did Emergency Circumstances require immediate adoption? **Yes** **No**

Affected State or Federal Agencies, Local Governments or Special Districts:

none

Local Contact: **Sam Litke, Senior Planner** Phone: **(503) 856-3442** Extension: _____

Address: **390 Chemawa Rd.** City: **Keizer**

Zip Code + 4: **97307-** Email Address: **litkes@keizer.org**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO (2) Copies** of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.

6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

1 BILL NO. 568

A BILL

ORDINANCE NO.

2

2009- 589

3

FOR

4

5

AN ORDINANCE

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ADOPTING THE CITY OF KEIZER TRANSPORTATION SYSTEM
PLAN (APRIL, 2009); AMENDING ORDINANCE NO. 87-077
(THE KEIZER COMPREHENSIVE PLAN) AND ORDINANCE
NO. 98-389 (THE KEIZER DEVELOPMENT CODE);
REPEALING ORDINANCE NO. 2000-425 (ADOPTING THE
KEIZER TRANSPORTATION SYSTEMS PLAN) AND
ORDINANCE NO. 2004-504 (AMENDING THE KEIZER
TRANSPORTATION SYSTEMS PLAN)

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WHEREAS, the Transportation Systems Plan was adopted on September 5, 2000

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and amended on May 17, 2004;

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WHEREAS, it is appropriate to review such Transportation Systems Plan (TSP)

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for appropriate amendments and modifications;

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WHEREAS, the Keizer Planning Commission and the Keizer City Council have

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held hearings to consider a new Transportation Systems Plan;

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WHEREAS, the City of Keizer makes findings referenced below regarding the

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adoption of a new Transportation Systems Plan;

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NOW, THEREFORE,

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The City of Keizer ordains as follows:

1 Section 1. FINDINGS. The City of Keizer adopts the Findings set forth in
2 Exhibit "A" attached hereto and by this reference incorporated herein.

3 Section 2. ADOPTION OF THE CITY OF KEIZER TRANSPORTATION
4 SYSTEMS PLAN (APRIL, 2009). The City of Keizer hereby adopts the City of Keizer
5 Transportation Systems Plan (April, 2009) as set forth in Exhibit "B" attached hereto and
6 by this reference incorporated herein, and such City of Keizer Transportation Systems
7 Plan (April, 2009) is hereby made a part of the Keizer Comprehensive Plan.

8 Section 3. AMENDMENT OF THE KEIZER COMPREHENSIVE PLAN
9 (ORDINANCE NO. 87-077). Ordinance No. 87-077 (Keizer Comprehensive Plan) is
10 hereby amended by the addition of the City of Keizer Transportation Systems Plan
11 (April, 2009).

12 Section 4. AMENDMENT TO THE KEIZER DEVELOPMENT CODE
13 (ORDINANCE NO. 98-389). The Keizer Development Code (Ordinance No. 98-389) is
14 hereby amended as set forth in Exhibit "C" attached hereto, and by this reference
15 incorporated herein.

16 Section 5. REPEAL OF ORDINANCE NO. 2000-425 AND ORDINANCE
17 NO. 2004-504. Ordinance No. 2000-425 (Adopting the Keizer Transportation Systems
18 Plan) and Ordinance No. 2004-504 (Amending the Keizer Transportation Systems Plan)
19 are hereby repealed in their entirety.

1 Section 6. OFFICIAL RECORD. One copy of the City of Keizer
2 Transportation Systems Plan (April, 2009) referenced above shall be marked “Official
3 Text” and kept on file in the office of the City Recorder.

4 Section 7. SEVERABILITY. If any section, subsection, sentence, clause,
5 phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional, or
6 is denied acknowledgment by any court or board of competent jurisdiction, including,
7 but not limited to the Land Use Board of Appeals, the Land Conservation and
8 Development Commission and the Department of Land Conservation and Development,
9 then such portion shall be deemed a separate, distinct, and independent provision and
10 such holding shall not affect the validity of the remaining portions hereof.

11 Section 8. EFFECTIVE DATE. This Ordinance shall take effect thirty (30) days
12 after its passage.

13 PASSED this 1st day of June, 2009.

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15 SIGNED this 1st day of June, 2009.

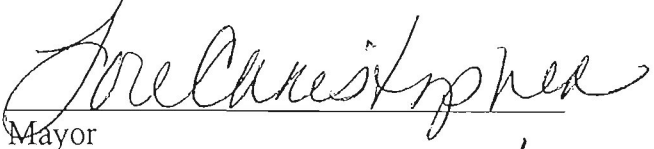
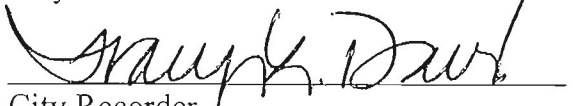
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19 Mayor
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21 City Recorder
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Exhibit "A"

CITY OF KEIZER TRANSPORTATION SYSTEMS PLAN FINDINGS

The City of Keizer finds that:

General Findings.

- a. The Keizer Transportation Systems Plan (TSP) is a long-range (20-year) plan that provides the city with the goals and policies to guide development of all its transportation modes (pedestrian, bicycle, motor vehicles, etc.). The TSP establishes an interconnected network of arterial and collector streets that improve the operation of the transportation systems. It also outlines a Capital Improvement Program (CIP) that shows the construction work necessary to meet the goals of the TSP. The proposal to adopt the Keizer Transportation Systems Plan would amend the Comprehensive Plan to meet the requirements for the City of Keizer and to meet federal and state policies and regulations.
- b. The Keizer Development Code contains the relevant regulations regarding the use and development of land within the city limits. Periodically it is updated to take into consideration new information.
- c. The city's last update of the TSP was in 2004. Since that time there have been a number of significant developments that were determined to warrant a re-examination of the TSP. Notable new developments include: the on-going development within the Keizer Station, the Keizer Rapids Park, and continuing commercial development and re-development along River Road.
- d. The particulars of this case are found within planning file Text Amendment 2009-01. Such information is incorporated herein by this reference.

The decision criteria for legislative text amendments are found in Section 3.111.04 of the Keizer Development Code. The specific criteria, and related findings, are noted below:

1. **A demonstrated need exists for the product of the proposed amendment – Section 3.111.04 B.**

FINDINGS: An update of the plan is needed to continue to develop a strategy to improve the public transportation facilities within the City in light of current information and conditions. The city's last update of the TSP was in 2004. Since that time there have been a number of significant developments that were determined to warrant a re-examination of the TSP. Examples of notable new developments include:

the on-going development within the Keizer Station, the Keizer Rapids Park, and continuing commercial developments and re-development along River Road. These and other developments, including on-going residential developments all justify the update of the city's TSP. For example, the Keizer Station was in the planning stages when the TSP was last updated. Now with Area A more than half developed it was considered that the update was an appropriate time to reevaluate the assumptions that were used and the conditions associated with its development. At the time of the last TSP update the Keizer Rapids Park, a regional natural park, did not exist and so its impact was obviously not considered. Finally, the development patterns, both residential and commercial continued strong in the years since the last update and it was determined that a reevaluation of the levels of service at a number of the city's intersections were in order. The need for the associated text amendments is specifically related to their relationship to the TSP. As part of the TSP update the consultant provided an audit of the city's development code regulations and determined that a number of provisions either were in conflict with state Transportation Planning Rule requirements or with provisions of the city's own regulations. For these reasons it was determined that the proposed TSP update and the text revisions complied with this criteria.

2. **The proposed amendment complies with all the applicable Statewide Planning Goals and administrative rule requirements – Section 3.111.04.C.**

Goal 1 - Citizen Participation: Consistent with local and state requirements, the Keizer Transportation Systems Plan was developed cooperatively with a technical advisory committee consisting of the Planning Commission, staff, residents, and members of other agencies such as Marion County, Oregon Department of Transportation, Department of Land Conservation and Development, City of Salem, and Mid Willamette Valley Council of Governments. Altogether 24 members made up the technical advisory committee. As a part of the Salem-Keizer Area Transportation Study (SKATS), the City of Salem participated and recommended the approval of the proposed Plan. The TSP was considered at public hearings before both the planning commission and the city council, with the final decision resting with the City Council. Citizens had an opportunity to comment and testify. The adoption of this ordinance followed notice to interested parties, a public process of decision making involving a public hearing, deliberation, and ordinance adoption. Public notice was provided in the Keizer Times. Public hearings were held before the planning commission in February, March, and April 2009 and before the city council in April 2009. Staff spent over 300 hours on this project, and 264 hours have been spent by the TAC and planning commission members on this review. There have been 9 TAC beginning in July 2007 (including subgroups) meetings. Two community open houses were held to solicit public comment. Almost 100 people attended these forums. Three planning commission meetings were dedicated to work on this TSP revision. A survey was developed and placed on the city's web page to solicit opinions on transportation related issues. More than 100 people responded to this survey. Citizens were afforded the opportunity to participate in the public process. The process used to update the TSP is consistent with the provision for providing an opportunity for

citizens to be involved in all phases of this planning process as required by this Goal and with implementing administrative rules within Oregon Administrative Rules.

Goal 2 – Land Use Planning: This ordinance updates the city's TSP and also amends the Keizer Development Code. The adoption proceeding was conducted in a manner consistent with requirements of the Keizer Comprehensive Plan, Keizer Development Code, and applicable state law. Notice was published in the Keizer Times. Public hearings were conducted before both the planning commission and city council where opportunities for both verbal and written testimony were provided. The public was also given an opportunity to provide comments at each of the two public open houses. Therefore, the proposed update of the TSP and associate revisions to the zone code are consistent with this statewide planning goal and administrative rules.

Goal 3 - Farm Land: The purpose of this goal is to protect lands that are designated for agricultural uses. Within the city limits there is only one zone located in the northwest portion of the city near the city's urban growth boundary that is designated to allow for commercial agricultural uses. The update of the TSP and the related development code amendment involves regulations within the boundaries of the city limits of Keizer. They will not impact any properties that are designated to allow for agricultural uses. Therefore, the proposed update of the TSP and the related development code amendments will comply with the Farm Land Goal and with any implementing administrative rules.

Goal 4 – Forest Land: The intent of this goal is to protect lands that are designated for commercial forest uses. There are no lands designated within the city limits to allow for commercial forestry. The update of the city's TSP and the amendments to the zone code does not involve any land which is designated as Forest land, nor will this action impact the use of any forest lands. Therefore, this goal and implementing administrative rules are not applicable.

Goal 5 – Natural Resources: The intent of the Natural Resources Goal is to protect various natural resources such as wetlands, waterways, big game habitat, etc. The city established a Resource Conservation overlay zone to maintain, preserve and protect the natural features adjacent to Claggett Creek. The proposed update of the city's TSP and amendments to the zone code regulations will not affect any of the city's natural resources protection regulations or the lawful use of any properties that are within this overlay zone. One of the goals of the TSP is to encourage a reduction in vehicles miles traveled by encouraging the construction of sidewalks, and bicycle facilities and by providing greater opportunities for transit operations thereby reducing the amount of oil that is needed for vehicle operation. Therefore, the TSP update and the related zone code text amendments will be consistent with this goal and with administrative rules designed to implement this goal.

Goal 6 – Air, Water and Land Quality: The intent of this goal is to protect the city's air, water and land qualities. The city provides its residents with city water from groundwater sources. New construction is required to be connected to the established sanitary sewer system reducing the likelihood of groundwater contamination from failing on-site septic

systems. The TSP contains a number of policies which will comply with this goal by encouraging the design and use of alternative storm water facilities, such as rain gardens, that will minimize potential water contamination issues resulting from storm drainage from new city streets. The update of the city's TSP and the revisions to the city's zone code will not impact the quality of air, water, or land resources and so complies with this goal and with administrative rules that implement this goal.

Goal 7 – Natural Hazards: The purpose of this goal is to protect life and property from hazards resulting from flooding, steep slopes or other natural occurrences. The city has floodplain regulations that govern the placement of structures including new transportation improvement projects within identified 100-year floodplains. There are minimal steep slopes within the city limits as the city is fairly flat. The update of the city's TSP and the proposed revisions to the zone code will neither impact this goal nor any administrative rules.

Goal 8 – Recreation: This goal requires the city to identify and plan for the current and future recreation needs of the residents of the city. There are a number of parks, playgrounds, and other recreational opportunities within the city limits. Currently there are a number of gaps in the city's sidewalk and bicycle system. One of the goals of the TSP is to provide pedestrian and bicycle connection to parks and other recreation sites. The TSP contains a 20-year project list for improvements to streets, pedestrian and bicycle facilities. There are a number of transportation improvement projects that have been identified that will expand this pedestrian and bicycle facilities and fill in the missing improvements along city streets and so provide needed access to many of the city's parks. An example of this are the projects such as the sidewalk improvement project along Chemawa Road west of River Road providing a connection to the Keizer Rapids Park; sidewalk project planned for Cummings lane that will provide a connection between Palma Ciega Park and Cummings School; sidewalk project planned along Delight Street providing a connection between Cummings and McNary High School. Several bicycle project seek to the same goal to provide connections to recreation areas. These include: Chemawa Road west of River Road providing a connection to the Keizer Rapids Park; sidewalk project planned for Cummings lane that will provide a connection between Palma Ciega Park and Cummings School; sidewalk project planned along Delight Street providing a connection between Cummings and McNary High School. The proposed TSP update and text amendments will have a positive impact on the recreational activities or uses within the city. Therefore, this goal and any related rules are satisfied.

Goal 9 – Economic Development: The intent of this goal is to ensure that the city plans for its overall economic vitality. The proposed amendment will allow for which will therefore have a positive impact on the economic development activities or uses within the city. The Keizer Transportation Systems Plan has the potential to improve economic activities in the city. Improvements to the transportation facilities within the City will improve access to sites with economic development opportunities and will also result in a more efficient movement of vehicles. Therefore, the proposed update of the city's TSP and the text revisions is consistent with this goal.

Goal 10 – Housing: This goal requires the city to plan and provide for the housing needs of its residents. By providing a more efficient transportation system, the TSP may enhance infill housing and other housing opportunities as it results in a greater number of sites more desirable on account of improved transportation facilities. The proposed update to the TSP and related text amendments will have no impact on either this goal or on any related rules.

Goal 11- Public Facilities and Services: The intent of this goal is to develop a timely, orderly and efficient arrangement of public facilities and services necessary to serve the residents of Keizer. The city provides its residents with water, sanitary sewer, has an established street system, administrative and police and public safety is also provided by the city. The Keizer Transportation Systems Plan outlines a Capital Improvement Program that shows the transportation improvements necessary to meet the goals within the Plan. The TSP identifies improvements to the street infrastructure within the City to meet existing and future traffic volumes at the end of a 20-year planning horizon. The adoption of the Keizer Transportation Systems Plan will not increase demand for public facilities. The proposed amendments will not impact any of the city's public facilities and services, and so this goal and any rules are not applicable.

Goal 12 - Transportation: The Keizer Transportation Systems Plan provides a framework of goals, objectives, and policies that will guide efforts for achieving an acceptable level of transportation facilities and services through the year 2031. In addition, the Plan will help guide use of resources in future transportation programs and infrastructure. The proposed amendment identifies policy and develops methodology to prioritize City transportation facility improvements to accommodate traffic generation and circulation patterns for future growth.

Chapter 1 is an introduction and Chapter 2 contains the State mandated transportation goals, objectives and policies. These are grouped into 10 sub-sections ranging from topics such as public involvement to streets, and pedestrians. These policies will be used to review future land use applications to determine appropriate design requirements, impact mitigation, and off-site improvement exactions. In addition, the language within this chapter will be used in grant applications for funding for transportation improvement projects.

Chapter 3 contains alternative mode performance measures. These detail various benchmarks and measures that will be used to increase opportunities for non-vehicular means of transportation. The 4 measures are: pedestrian, bicycle; transit / land use; and funding. Essentially, they seek to provide increased opportunities for pedestrians and bicyclists by increasing the amount of these facilities along streets in Keizer. These measures along with the projected funding level and future development percentage within a transit influenced area will be monitored every 5 years to ensure compliance with these performance measures.

Chapter 4 contains forecasts for future levels of service at various intersections and has 9 transportation improvement alternatives. These improvements include:

- I-5 on-ramp – This project is required by agreement with the state related to the development of the Keizer Station and involves the widening of the southbound on-ramp to two lanes.
- River Road + Manzanita Street – This design will move the intersection approximately 250 feet to the south; realign and reconstruct Manzanita Street and McNary Estate Drive approaches to River Road; and construct a separate westbound and through lane and right turn lane.
- River Road + Wheatland Road – Construct dual northbound left-turn lane; extend length of second southbound through lane.
- River Road + Lockhaven Drive – Convert westbound approach on Lockhaven to dual left-turn lanes; modify lanes to protected left-turn lanes; single through and separate right turn lane.
- Verda Lane extension – This design will allow for the continuation of Verda Lane north of Lockhaven Drive to connect with Harmony and Trail Avenue and then into River Road, with flexibility as to specific alignment.
- Lockhaven Drive + 14th Avenue – This alternative will construct a westbound right turn lane on Lockhaven and also make necessary improvements to the 14th Avenue section of the intersection.
- Chemawa Road + Verda Lane – The design alternative is for a single lane roundabout located at this intersection. This design had probably the most interest of all of the options.
- Lockhaven Drive + Verda Lane – This design will include signalization of the intersection and will restrict north + south through movements on Verda Lane.
- Perform corridor studies of arterials to determine access management strategies that may be needed.

Chapter 5 outlines the existing pedestrian and bicycle facilities and planned improvements to these transportation facilities. Twenty three projects of the 32 total projects are planned to improve the city's sidewalks and bicycle system. This includes 11 bicycle projects for approximately \$2.5 million and 12 sidewalk projects totaling almost \$13 million. Together this accounts for almost 2/3 of the total expenditures of all transportation projects and represents a commitment on behalf of the city to increase these facilities.

Chapters 6, 7 and 8 contain the aspects related to transit, transportation demand management, and facilities that might not normally be considered as transportation facilities such as air, water, pipeline and rail. These chapters only minimally affect Keizer.

Chapter 9 details the project improvements and the estimated costs for these projects. The project list identifies 32 projects. Eight projects are identified needed in the immediate term (0-5 years); 11 in the near term (5-10 years); 7 as mid-term (10-15 years); and 6 as long term (15-20 years). The cost of the planned projects is projected to be \$24.2 million.

Chapter 10 contains a number of issues that are considered to be outstanding actions (potential UGB expansion) or projects (connection to Kroc Community Center across the Salem Parkway in Salem) that were considered to be outside the scope of the TSP at this time but may require additional work in the future.

The revisions to the development code include a provision to require a Traffic Impact Analysis from applicants of certain type of applications; access control provisions; notice provisions; compliance with State Transportation Planning Rule; and a number of development standards aimed to encourage transit use.

The proposed TSP update and text amendments are consistent with regional TSP and Transportation Planning Rule.

Goal 13 - Energy Conservation: This goal seeks to maximize the conservation of energy. All new construction requires compliance for review to applicable energy conservation standards. By providing a more efficient transportation system the TSP strives to enhance energy conservation. A major goal of the TSP is to identify gaps and missing segments within the pedestrian and bicycle transportation systems which strive to result in a reduction of vehicles miles traveled. Thereby reducing energy consumption. The proposed revision will be consistent with this goal and implementing administrative rules.

Goal 14 - Urbanization: The Keizer Transportation Systems Plan provides a framework of goals, objectives, and policies that will guide efforts for achieving an acceptable level of transportation facilities and services through the year 2020. Through the implementation of the Plan, the City will accommodate long-range urban population growth requirements consistent with Land Conservation and Development Commission goals.

Goal 15 - Willamette Greenway: This goal seeks to protect, conserve, maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River. While the Willamette River is located along the western flanks of Keizer the proposed update of the TSP and the related text amendments will not impact the Willamette River. The revisions will have no impact on the ability of the city to regulate uses along the river or the Willamette River overlay zone regulations and so this goal is not applicable. The proposal does not impact this goal.

Goal 16 to 19 - Estuarine Resource, Coastal Shorelands, Beaches and Dunes, and, Ocean Resources: This proposal does not involve property subject to these goal requirements.

Based on the above findings, the proposal to update the city's TSP and the related revisions to the development code are consistent with the Statewide Land Use Goals.

3. The amendment is appropriate as measured by at least one of the following criteria - Section 3.111.04.C :
 - a. It corrects identified error(s) in the provisions of the plan
 - b. It represents a logical implementation of the plan
 - c. It is mandated by changes in federal, state or local law
 - d. It is otherwise deemed appropriate by the council to be desirable, appropriate and proper.

FINDINGS: The city's last update of the TSP was in 2004. Since that time there have been a number of significant developments that were determined to warrant a re-examination of the TSP. Notable new developments include: the on-going development within the Keizer Station, the Keizer Rapids Park, and continuing commercial development and re-development along River Road. While these developments do not necessarily represent errors in the current TSP it was determined that they represent outdated information that should be updated in consideration of recent changes. The Keizer Transportation Systems Plan and the associated text amendment represent a logical implementation of Keizer Comprehensive Plan Chapter III, Section E: Public Facilities to Support Development.

The Keizer Transportation Systems Plan would amend the Comprehensive Plan to meet the requirements for the City of Keizer to meet the following federal and state policies and regulations: Transportation Efficiency Act for the 21st Century, 1998, Clear Air Act Amendments of 1990, American with Disabilities Act of 1990, Oregon Transportation Plan, Oregon Shines II, State Land Use Planning Goals, State Transportation Planning Rule (ORS 660-12), and the State Conformity Rule (ORS 340-02-0700).

The council has determined that it is desirable, appropriate and proper to adopt the proposed Keizer Transportation Systems Plan and the related revisions to the development code to provide the city with goals and policies to guide development of all its transportation modes (pedestrian, bicycle, motor vehicles, etc.).

Based on the above findings, the proposal complies with Statewide goals, administrative rules, and the decision criteria for the proposed TSP update and related text amendments to the Keizer Development Code.