

DENY,

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and adequate sight distance are significant issues in the current application because of public safety concerns. Lot 70 is outside the jurisdiction of this matter and conditioning approval of the application on the applicant's ability to acquire Lot 70 is too speculative to be a condition of approval."

Domas pointed out suggested alternatives didn't solve the problem.

"The applicant has put forth three possible alternatives for the alignment of Trent Avenue North with Burbank Street," she wrote. "While each of the scenarios has validity, the intersection is still angular and poses sight distance issues-public safety issues. The city's engineer expressed public safety concerns regarding all three scenarios. Based on the information provided in the application and at hearing, this provision is not satisfied."

On a related note, the criteria for intersection angles was also not met.

"It does not appear that any of the proposals put forth by the applicant will meet this



Plans to build 32 homes on 5.73 acres of land were denied, but the decision is being appealed.

KEIZERTIMES file/
Craig Murphy

criteria," Domas wrote. "Staff reported that the original extension of Trent Avenue to Burbank Street did not conform to this criteria. The applicant presented two new alternatives at hearing. However, insufficient information was provided to be able to determine if the proposals were feasible and met the criteria. The city's traffic engineer indicated that he did not believe that either of the two new proposals would satisfy the Keizer Development Code."

Another issue was with the existing streets criteria.

"Public Works commented that the original proposed alignment of the Trent Avenue at the west side of the Trent Avenue/Burbank Street intersection did not meet city standards," Domas wrote. "At the hearing, the applicant submitted Exhibit 15 (which) contained two new alternatives

to the alignment issue at the Trent Avenue/Burbank Street intersection in order to address the concerns raised by Public Works. The city's engineer commented that he did not feel that either of the two new proposed alignments at this intersection would meet the criteria. This is a safety issue. The applicant's traffic impact analysis is silent with regard to the proposed subdivision street design. The applicant has not demonstrated that any of the proposed alignments satisfy the criteria in this section."

Domas also wrote the cul-de-sac and frontage improvement criterias were not satisfied, leading to her final verdict.

"It is hereby found that applicant has not met the burden of proving the applicable standards and criteria for approval of the subdivision," Domas wrote. "The application is denied."

TEDX,

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"That's been really interesting because now I have to take each individual piece and try to see where it fits into the whole," she said. "And there's always one of the multicolored pompoms that catches my eye and sets me off in a whole new direction."

Despite having grown up in the area, Miller said she never really felt connected to the area's art scene beyond McNary's walls. The chance to work with TEDx coordinators, however, has opened many doors.

"This has opened up the

wider art community in this area for me. I've made a lot of great contacts with people who helped me find the space to work," Miller said.

She finally settled in a mid-sized log cabin building in the rear of St. Timothy's Episcopal Church in Salem, which provides her plenty of space and all-hours access.

The one thing she didn't account for was recent heat waves.

"I had my whole plan and everything was going fine, then I started hearing pieces melting off as the temperatures outside went up," she said.

Weather aside, the project has taken her on paths she never envisioned.

"Working three-dimensionally is something I'm still new to, and I have to think in the round all the time with this. The challenge is making it as immersive as I want it to be for the speakers. I want it to feel interactive and like something they are walking among," Miller said.

Miller will be one of those speakers as well. She'll get to show off her work and talk about just how deep her inspiration went.

"Another motive is the relationship between media and nature. A lot of our culture is derived from the sky and I want to tie that into our modern lives with things like the technology 'cloud,'" she said.

SCHRADER,

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I was shocked by the number of trucks on cross streets. Not only is I-5 smoother, but it will still move as well. That makes Oregon a much more competitive state for trade. Oregon is the seventh biggest state for trade. It's so important."

While there has been off-and-on conversation about

future interstate interchange needs in Keizer, there has been plenty of talk about a third bridge in Salem.

Schrader was also impressed with the process used in Woodburn, where the project has been worked on since the 1980s.

"The project was done a year early and close to on budget with the state kicking in a bunch of money and Woodburn putting in a bunch of money," Schrader said. "This is the way to sell it back east,

that the feds are putting in less money. It's a good statement about good use of state dollars. (State) Sen. Peter Courtney was there and said you won't have the feds spending 80 percent of the money for this type of project anymore."

The Woodburn project includes new loop ramps, rebuilt on- and off-ramps, a new and wider bridge over I-5, added lanes on the side roads, a new transit facility, new sidewalks and bicycle lanes, plus numerous aesthetic enhancements.

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