

GROWTH,

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City reps grill consultants on growth costs, benefits

example in the area between Shady Lane Northeast and Candlewood Drive Northeast on Cherry Avenue, the space is currently zoned for industrial uses, but a mixed use designation could add more residential capacity and possibly revive the space with entertainment and shopping options.

"Trading off might mean something you don't want to see, but right now the option isn't even on the table," Bolen said.

Aside from market headwinds like rental rates and existing regulatory constraints, Rogers said there are geographic elements inhibiting growth.

"The proximity to residential areas creates a greater need for buffering," she said.

Coaxing specific types of growth would require implementing some tools that Keizer has only begun dabbling in.

"Parking behind or beside buildings, ground floor windows and architectural detailing are the types of tools that create the spaces people want to be. It requires buildings to be oriented to the street and entrances oriented to the sidewalk with allowances for plazas and gathering places," she said.

Bolen added that the new building in the Schoolhouse Square — minus the omnipresent window-cling advertising — is an example of that type of development

By ERIC A. HOWALD
Of the Keizertimes

Representatives of several city council and city committees took part in a question-and-answer session after consultants took a deep dive into the costs of growth at a work session Monday, Aug. 27. (See related story *Growth livability costs* on Page A1.)

Garry Whalen, a member of the Keizer Planning Commission, asked about the quality of the jobs associated with three growth scenarios. All three projected some job growth, but Whalen asked whether it was full-time, benefitted positions or more part-time jobs.

Glen Bolen, a consultant with OTAK, Inc., said the market will decide what goes in where, but Keizer could stack the deck in favor of better jobs.

"In the city of Redmond, [on city-owned property,] the more family-wage jobs a business offered, the lower the rent or sale price was," Bolen said.

Kathy Lincoln, a member of the Keizer Traffic Safety,

Pedestrian and Bikeways (TPB) Committee, asked what the options might be for businesses already planning on leaving River Road North. Lincoln mentioned the announced closing of Keizer Nursery as one candidate.

"We could do some small-area design vignettes. We should take a look at that site — at how it could turn out — and that might get the ideas flowing," Bolen said.

Matt Lawyer, a member of the Keizer Planning Commission and Parks Advisory Board, cautioned against overloading the three of the main intersections of River Road at Lockhaven, Chema-wa and Mandrin. If people are suddenly priced out of living in that area, Lawyer said, you are going to need to add traffic controls and parking.

Bolen responded that transportation modelers would be tasked with calculating traffic impacts once Keizer narrows down the direction it hopes to head. He added that associated problems can even defy expectations and take care of themselves.

SIDEWALK,

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Committee Member David Dempster was a proponent of having a back-up plan.

"We have a Safe Routes grant opportunity coming up, but if we have several prob-

lems, ODOT occasionally comes up with other grants," Dempster said. "I think there is a better chance of getting that money than the Safe Routes for School grant."

Dempster also advocated appealing for monetary support from the city when the 2019-2020 budgeting cycle begins next spring.

"Sometimes, as places intensify and become more walkable, the speed slows down," Bolen said.

Another component of more intense development will be a need for greater public transit capacity and scheduling that doesn't hinder livability, he added.

City Councilor Bruce Anderson asked how the city might link properties behind River Road frontages and reduce stress on or eliminate access directly from River Road.

Bolen said the opportunities for such linkages would most likely come as property redevelops, but with so many small parcels and different owners it could take a while.

Mike DeBlasi, a member of the TPB Committee and former member of the Planning Commission, asked about the possibilities for different parking types, like roof-level parking or parking decks.

Bolen said that the cost to create a parking spot on the ground is about \$3,000 per space, but the cost skyrockets once it moves upward — to about \$25,000 per space.

"Tuck-under parking is another option that is somewhere between the two," Bolen said.

When the question regarding affordable living spaces arose, Mayor Cathy Clark rose to the defense of a manufactured home park on the corner of River Road and Lockhaven Drive. Clark said that space remained some of the most affordable in Keizer and needed to be preserved.

When Clark asked Bolen what Keizerites should be thinking about when planning for the next generation of residents, Bolen said public spaces would be key.

"Public spaces and parks were identified as goals, but there are opportunities for public spaces. The stream near

Waremart should be a place for people to gather. When you intensify development, you need to look at ways to use the public spaces because the demand is higher," Bolen said.

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crossword

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By Charles Preston

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