

GRASSROOTS GOVERNMENT

The Keizer Planning Commission met Wednesday, Sept. 12. Here's what was discussed:

The commission forwarded a raft of changes to the city's development standards to the Keizer City Council; changes that could begin to transform the way new buildings look.

- Some of the changes that are standard practice in Keizer Station are being expanded to the rest of the city. Buildings that have facades larger than 30 horizontal feet will need to incorporate some sort of vertical feature, column, pillar or decorative plaster.

- Buildings will need to incorporate at least two distinct building materials, such as wood, brick, stone, architectural block, slump stone block, architectural concrete, stucco siding, or vinyl siding made to look like wood siding. Plain concrete masonry block, plain concrete, plywood and sheet press board may not be used as exterior finish materials.

- Developers will also be able to draw from a larger color palette as the city moves to a reflective standards instead of hue measurements. The use of high intensity colors such as black, neon, metallic or florescent colors for the facade of the building are still prohibited except by gaining approval for use on

building trim.

"We've had to say 'no' to some colors that would be nice because we've had this language that excludes them. We wanted to stick with the reflective designation that tells us how bright it will appear to the eye," said Keizer Senior Planner Shane Witham.

- Additional offsets for new multifamily developments with an intent to create greater cohesion with surrounding single-family developments.

Commissioner Michael DeBlasi suggested adding additional design standards that would encourage developers to push parking to the interior and have apartment entrances front to streets.

That met with pushback from Commissioner Matt Lawyer, who suggested it could impede development of affordable housing through creation of additional costs.

"I've looked at a few different cities with housing bills and I think what I would say is that it might be something to revisit later if the city decides it wants to move in the direction of affordable housing," Witham said.

traffic court

NO LICENSE

Blanca L. Martinez Rodriguez, \$165.

NO PROOF OF INSURANCE

Zacary Levi Josuf Liner, \$642; Chantal Irene Amador, \$165; Andrew Stephen Hillier, \$265.

DRIVING WHILE SUSPENDED

Andrew Stephen Hillier, \$460; Veronica Rene Hiatt, \$1,258; Marino Mariano, \$440; Michael Pichaco Jr., \$440; Chantal Irene Amador, \$440.

USE OF MOBILE DEVICE

Ayaz Mahmood, \$235; Tanner William Keene, \$235; Nicole D. Colyer, \$235; Brandy Isaacson, \$160; Sally Powell Keenan, \$160.

SPEEDING

Bryan C. Schaap, \$145; Hailley F.A. Hulsey, \$165; Blanca L. Martinez Rodriguez, \$165; Vicente Zaragoza, \$145.

FAILURE TO OBEY TRAFFIC CONTROL DEVICE

Steven Joseph Wood, pedestrian, \$135; Bryan Anthony St Louis, \$235; Orlando I. Gonzalez Pena, \$235; Dennis John Goldsmith, \$235; Rosa Marie Rodriguez, \$235; Jessica May Fleshman, \$235; Daniel Robert Mendez, \$235; Michael Edward Mueller, \$245; Don Robert Ferguson, \$235.

OTHER

Clayton Carl Scott, prohibited noise, \$100; Andrew Stephen Hillier, illegal alteration/display of plates, \$265; Paul Moreno, failure to drive within a lane, \$642; Jesus Ortega Ramirez, improper display of validating stickers, \$192; Brandon Josiah Piete, illegal window tinting, \$40; Brady Michael Horton, \$245; Maria J. Hernandez-Angeles, \$265; Anthony Boue Luna, failure to wear protective headgear while riding a scooter/skateboarding, \$115.

Verda traffic study redux yields unchanged results

By ERIC A. HOWALD
Of the Keizertimes

Following up on speeding complaints made by residents of south Verda Lane Northeast, Keizer Police Department's Sgt. Trevor Wenning re-deployed traffic analysis devices for the second time in two years. The results aren't likely to quiet calls from residents to reduce speeds in the area.

Twice in the past year, residents have requested some sort of action by the city to calm traffic south of Dearborn Avenue Northeast on Verda Lane, but the data doesn't back up residents' concerns about excessive speeding.

"We plan to speak with the residents and show them the data. Less than 1 percent — 61 cars — were traveling at excessive speeds (55 mph or more). It's difficult for the traffic team to make the case for sending resources there when speeding doesn't seem to be a problem," Wenning told members of the Keizer Traffic Safety, Bikeways and Pedestrian Committee Sept. 13.

During the first study of the zone, in 2016, more than 63,000 cars were recorded passing through. The average speed for travel in either direction was under 33 mph and 85 percent of all traffic was traveling 38 mph or slower.

Wenning repeated the analysis between Aug. 28 and Sept. 4, which captured approximately 35,000 cars traveling through the area. The average speed was just under 33 mph, 72 percent of cars were traveling under the posted speed limit of 35 mph, and those traveling faster than 35 mph, averaged 38.5 mph.

Wenning said 11 vehicles registered speeds of 100 mph or more, but one of them was recorded at 2:55 p.m. when it would likely be difficult to attain such speeds among daily traffic traveling to and from area schools.

Residents are unhappy with the current situ-

ation because of difficulty retrieving mail from mailboxes across the street or simply visiting with neighbors.

Members of the committee have suggested asking the U.S. Postal Service to move mailboxes according to the respective side of the road residents live on.

Residents Jim Gray and Pritam Rohila bristled at the notion in a letter asking the traffic safety committee to reinvestigate the situation, saying, "Going by your reasoning, you would probably also recommend that we ask our neighbors to move to our side of the street so that we do not have to cross the road to visit them! In the same vein, would you also recommend that elementary and middle schools in the area be moved so that children do not have to cross the street on the way to and from their schools?"

Gray and Rohila have requested that the city lower the speed limit to 30 or 25 mph.

In other business:

- Committee members voted against taking action to alleviate a parking problem on Ivy Way Northeast. The street dead-ends behind an apartment complex and residents and visitors have taken to parking on Ivy Way to shorten the distance to the apartments. Residents requested establishing a permitted parking zone, but the committee declined to move forward with such a recommendation.

- In response to another request to eliminate on-street parking between Cherry Avenue Northeast and Eve Court Northeast, the committee also chose to take no action. A concerned resident visited the committee last month to request eliminating on-street parking in the area because it narrows the lanes of travel significantly. Bright headlights at night create additional hazards.

Whole Bunch of Stuff on Sale

We'll close for the winter on Oct 15th, and we'd love to have nothing to pack up and put away. To that end:

- 30% off shrubs, trees & perennials
- 30% off pottery, fountains, etc.
- 30% off assorted oddities

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BOWSER'S BOO BASH 2018

Willamette Humane Society's Annual Halloween Celebration & Costume Party

Saturday, Oct. 27
Doors at 5 pm, Dinner at 7 p.m.

LOCATION: Salem Convention Center
200 Commercial Street

TICKETS: \$70 each;
\$80 after Saturday, Oct. 20.
Tickets and sponsorships available!
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- Live & Silent Auction
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