

2. Presentation from Commissioner Kathy George on the Yamhill County Water Inter-tie Project.

County Commissioner Kathy George reported that we are now in the 3rd step of the water summit that was started last fall. She asked for 2 things. Appoint one to two people either from your council or someone from your community who would be willing to work on a long term task force. The 2nd thing is to have authorization from Public Works Dept. to give info to Mac water and light so that we can bring our information up to date. The Executive Summary from the Department Interior Bureau of Reclamation Study from 1996 and the Inter-tie Study was entered into the record.

Councilor McBride: How long would the committee be in place.

Ms. George: Right now we don't know. Our concern is that we are going to need more water in the future so we have to start something while we can. The county has already voted and will sponsor the task force until the communities no longer are willing to participate. We need to talk action now and not be caught by surprise when we need water ten or fifteen years from now.

Councilor Larson: The task force that you are talking about - would it contain representatives from communities.

Ms. George: Yes. What I would like is to start a task force in June. We are also going to apply for an investment grant for staff.

Councilor Currier: Maybe this should be something that should be at a future work session.

MOTION: Larson/McBride to approve City Council Regular Session Minutes for March 21, 2005. (6 yes/0 no). Motion carried.

VII. PUBLIC HEARING

1. Public Hearing to consider approving **Ordinance No. 2005-2619** adopting the Newberg Transportation System Plan, and amending the Newberg Development Code and Comprehensive Plan Policies.
Legislative Hearing

Mr. Barton Brierley, Planning and Building Director, presented the staff report and recommended adoption of **Ordinance No. 2005-2619**.

Ms. Kathi Thelander, 212 W. First Street, Newberg: stated that she would like to see the traffic routed somewhere other than Second Street because of the impact on residential neighborhoods, loss of homes, business and property values, environmental impact of noise and air pollution in the area, and the presence of Newberg Fire Department, CS Lewis, Bonnie Benedict preschool and daycare, two churches, and the Hoover Minthorn Museum. A survey was conducted of downtown merchants and 90% reported that they were for the bypass to get the semi trucks out of Newberg but want to keep car traffic on First Street. (Entered testimony into Council Packet).

Mr. Gordon Hall, 1147 S. Center Street, Newberg: Encouraged the City Council to adopt the city staff and planning commission recommendation under downtown policies 5-g, pg 35., deleting the portion that states "Construction of a new one way eastbound couplet to encourage downtown core development." and encourage section K goal 8 and 8a. of **Ordinance No. 2005-2619** (Entered testimony into Council Packet).

Ms. Cathie Rawlings, 117 S College Street, Newberg: There was a survey conducted. We visited with as many merchants as possible. The result of the survey was 31 out of 38 were for keeping traffic on First St. They want the traffic and are willing to deal with the noise because a high percentage of the traffic are their customers. Merchants of downtown Newberg believe that rerouting traffic onto Second St. will help with the revitalization of downtown Newberg. (Entered results of survey into Council Packet).

Mr. Larry Bowe, 501 Villa Road, Newberg: Has two concerns about the frontage road from the hospital standpoint. The first is the congestion. We are worried about bringing additional traffic to the hospital that is not needed. Second is full utilization of the hospital's property. It is expected that the fifty six acres will eventually be full. This project will be great for Newberg but we want to be able to have the full value of our property.

Councilor Soppe: ODOT had a suggestion that the problem with the road would be crossing the creek and an access road should go to the west side of the creek from your property, but the bridge is the issue. Are you objecting to that also?

Mr. Bowe: Both of my concerns would not come into play if the road was on the other side of the creek.

Mr. John Bridges, 515 East. First Street, Newberg: We would like the frontage road to be removed from the Transportation System Plan. I want to talk about a hospital as the corner stone of the community. We have four corner stones to our community: schools, public safety, the university, and the hospital. They protect you and provide quality of life. You need to treat these differently for planning purposes. You need to retain the integrity of the hospital to protect the people that they serve. This frontage road as proposed will add additional trips though the hospital campus. The frontage road as proposed is a safety threat.

Councilor Soppe: What if Corral Creek loses access to Hwy 99. What route do you suggest they take?

Mr. Bridges: They would have two access points: Corral Creek Rd. to Fernwood Road then to Brutscher Rd, or over the mountain to Schaad Rd. to Old Parrett Mountain Road then onto 99.

Mr. Dick Petrone, 4301 Crestview Dr, Newberg: Speaking on behalf of Blake Williams & the Homeowners Association of the Oxford Lake Estates. We are concerned about the TSP and how it applies to the northern arterial. (Letter read from Blake Williams to Yamhill County Board of Commissioners). Our neighborhood has 3 concerns: the protection of water system, the size of proposed roadway and access road. The road will increase our traffic and place 4 homes on the busy side of the road. 2 homes on the map have driveways directly onto Crestview Drive. The city's proposal to change Crestview Dr. from a dead end to a roadway connecting to 99 will increase traffic in our neighborhood. I am here to ask that the Council include Oxford Lake

Estates in the planning portion of the Crestview extension, protect our water system, reduce the speed limit to 25 MPH, prohibit truck traffic, and provide some barriers along the roadway.

Councilor Soppe: Thank you for the options for this road.

Dennis Koho, 142 Glynbrook N. St. 210, Keizer: representing Don Alexander on Klimek Lane. Figure 6-3 just outside of the urban growth boundary shows that many major streets are going through my client's property. My biggest concern on behalf of my client is what will happen with his property? This road would be made a no truck traffic road, but many of the neighbors are truck drivers. What about them?

Councilor Soppe: A question to staff: my understanding is that this road will lose its access to 99 and become a dead end and that you would be able to go south on it and the hospital would be building a road somewhere on the Southern end which Klimek would connect to and be able to go directly west onto and connect with Providence Drive, and won't be taking out anyone's property. Is this correct?

Mr. Brierley: Yes, the road between Providence Drive and Klimek Lane does take up some land. But that is correct.

Councilor Soppe: If there was property that was effected it would be at the southwest corner?

Mr. Brierley: Correct.

Councilor Soppe: My understanding is that if you are a truck driver and you only have one way to get a truck to your property then you can, even if it is a no truck traffic road.

Mr. Mahr: That is how we have always had it.

Mr. Koho: This map shows that it closes access to Harmony and Klimek lane and now my client no longer lives on dead end but at the middle of the road.

Councilor Soppe: My understanding is that it is not our choice through the Transportation System Plan to close that off, but being within a quarter mile of the interchange. Is that correct?

Mr. Brierley: Yes. That is just a projected plan.

Grace Schaad, 31525 NE Schaad Road, Newberg: I would like to thank Planning Commission and staff for the modification of Project 12 on pg 133 of the Transformation System Plan. I would also like clarification on the next portion of Project 12. It says that a portion of the new road is within the designated urban reserve area. I would like to clarify that.

Mr. Brierley: That would be a mistake and should be referring to the south frontage road.

Ms. Schaad: If that is incorrect then I am asking that the incorrect area be deleted from the plan.

Mayor Stewart: It will be corrected.

Steve Morasch, 1211 SW 5th Ave, Ste 1700, Portland, Representing Roger Grahn: In the Dec. 2004 draft figure 5.6 shows facility 22. They are recommending against it because of some

issues with farm land, but Newberg's Ad Hoc committee on growth recommend the area around facility 22 to be annexed to the city and be zoned for industrial uses. I am requesting that we plan for facility 22 and put a signal at the intersection of Wilsonville Rd, Springbrook Rd and ORE 219 as a short term safety measure with the understanding that down the road the area can be cleaned up after the bypass is completed. There are some legal problems with the proposal by ODOT that should be of concern. When the city wants to redesignate more than two acres of commercial or industrial land the city has to comply with the goal 9 implementing rules. (Written material entered into City Council Packet)

Councilor Soppe: You are making two suggestions: a signal for the short term and facility 22 that routes Wilsonville traffic to the south.

Mr. Morasch: Correct.

Roger Grahn, 23287 LaSalle Rd., Sherwood: ODOT has declared this is the best plan. ODOT says that they can't signalize the ORE 219, Wilsonville Rd and Springbrook Rd. intersection. I submitted nine intersections designed by ODOT with signals. Every limited access highway in the metro area has lights at the intersections all designed by ODOT and work well. Not all ODOT decisions are good. One of the goals in the development is economic development. My proposed building has 70 parking spots, out of that 70 about 50 of those could be employees. To my knowledge this land is the only shovel ready industrial land in the city. If we want a truly independent city then you are going to have to have a lot more industrial land. Other things to consider, we hear the testimony from ODOT that we did not consider the airport in the bypass. This is not true. The original went through the airport and the airport owners are the ones who made it change.

Alan Fox, 445 Airport Rd. SE, Salem: ODOT Project Leader for Region 2, Newberg Dundee Bypass and Wilsonville Rd safety project. Encouraged Council to adopt Ordinance 2005-2619. Stated advantages of the safety project and explained why signaling cannot be done. Transportation System Plan alternatives require Yamhill Country conditional use permits. Addressed Mr. Swonger's land and Koffee Kabana's access to ORE 219. (Entered letters from ODOT into Council Packet)

Councilor Currier: this was info from Planning Commission meeting? Pg. 126 has options which are alternatives for rerouting ORE 219.

Mr. Fox: these are options that we did not address. Staff will have to address this.

Mr. Brierley: that was relating to options of moving 219 onto Springbrook Rd. Staff did not recommend any of those options.

Councilor Andrews: Will ORE 219 have access to the bypass?

Mr. Fox: The interchange will allow 219 to have access to the bypass.

Councilor Andrews: What is the amount of traffic North of Hancock on ORE 219?

Mr. Fox: We did not look at that area of ORE 219.

Councilor Soppe: Is there anyway that the coffee shop can acquire compensation from ODOT for loss of business?

Mr. Fox: I don't believe so unless they have an access right.

Councilor Soppe: My other concern in redirecting 219 to Springbrook is the huge amount of traffic. If there is another route, where is the traffic going now and is it well suited for it?

Mr. Fox: I am not against the idea of rerouting traffic from ORE 219 onto Springbrook. There would have to be a separate study done to show the effects of this.

Dan Seeman, Kittelson & Associates: The projected amount of cars North of Hancock on ORE 219 is 9,000 cars a day in 2025. Less than 10% of the traffic going north on 219 from St. Paul ever reaches 219 north of Hancock. The other 90% either goes east or west on 99W.

Councilor Soppe: If I am going north on 219 and I want to get to the N. arterial, I want to make a 90 degree turn at 8th or 9th St. and 219. Will I be able to get onto Springbrook?

Mr. Fox: This option preserves the local traffic options

Councilor Soppe: Your numbers convince you that this won't take the huge amount of traffic that will overload Springbrook that argued against using 219?

Mr. Fox: Traffic will still have the option of staying on 219.

Councilor Currier: Originally we were told that Wynooski would be inside of the ¼ mile boundary for the interchange, but according to the map you handed out, it comes outside of the boundary.

Mr. Bridges: The map shows the interchange. You have to be ¼ mile outside of the boundaries that are shown on the map.

Mr. Fox: In the end we might end up with rerouting Wilsonville Rd either to the north or south or Wynooski to the north or south. We need to deal with the safety problem while we have the resources. I am trying to separate this situation from the bypass. If the bypass isn't built then our plan is still valid.

Bonnie Heitsch, ODOT, 1152 Court St., Salem: It is nearly impossible to reroute a road onto EFU land until you expand your urban growth boundary. There is a concern that we would be routing regional traffic onto local roads. Springbrook Rd is a major collector north of the connector and a minor arterial south. And your purpose for the road is for it to carry both local and regional traffic. You cannot have economic development without a sound transportation system.

Mayor Stewart called a five minute break at 9:10 p.m.

Chuck Mills, 15151 NE Springbrook Rd, Newberg: Believes that Kincaid Road as proposed will cost more money than needed because of the rough terrain and is proposing that the road be moved north 150-200 ft. which would still allow for the drainage that is wanted.

Mr. Brierley: stated that he would get in contact with property owners and take a look at the land on which the proposed road will be built.

Leonard Rydell, 301 Pinehurst Drive, Newberg: Asked that we make narrower roads and not use up so much land for unnecessary parking. Allow cul-de-sacs where the benefits of connectivity are marginal. Asked that we allow more private streets. Narrower streets increase safety. Asked for more lots with common driveways.

Roger Grahn, 23287 LaSalle Rd., Sherwood: Regarding the 219 safety project: The project proposed by ODOT supposedly improves the intersection to the industrial park to the north. It actually decreases its access. Stated that ODOT is not qualified for industrial park design, but I am as I have been doing this for years. Believes that the amount of people projected to come to Newberg in the future is an understatement. This plan does not address the issues of what would happen if the city's population was 40,000 by 2010. Mr. Grahn consistently argues for thirty-two foot streets as his homeowners prefer them and feels that they are safer.

MOTION: Currier/ to close written and oral public testimony. Failed for lack of second.

MOTION: Larson/McBride to close the public testimony portion of the Public Hearing with written testimony to be accepted for the next seven days (4Yes/1No [Andrews]/1 Absent [Boyes]). Motion Carried.

BUSINESS MEETING SECTION

VIII. CONTINUED BUSINESS

None.

IX. NEW BUSINESS

None.

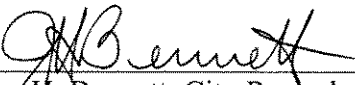
X. EXECUTIVE SESSION

None.

XI. ADJOURNMENT

MOTION: Andrews/ Larson to adjourn at 9:45 p.m. (6Yes/ 0No)). Motion Carried.

ADOPTED by the Newberg City Council this 16th day of May, 2005.


James H. Bennett, City Recorder

ATTEST by the Mayor this 19th day of May, 2005.


Bob Stewart, Mayor