

MINUTES OF THE
NEWBERG URBAN AREA MANAGEMENT COMMISSION/
DUNDEE PLANNING COMMISSION JOINT MEETING
NOVEMBER 13, 1990
7:30 PM - Newberg Sewer Treatment

NUAMC Members Present:

Newberg Representatives:

Alan Halstead
Bill Jackson
C. Eldon McIntosh
Rob Molzahn
Jack Kriz, Alternate
Leonard Rydell, Alternate

Yamhill County Representatives:

Dennis Goecks
Don Halbrook
Leslie Lewis

Dundee Planning Commission Members:

Bob Hanson
David Sikstrom
Mark Storm

Staff Members Present:

Dennis Egner, Newberg Planning Director
Rob Hallyburton, County Planning Department
Mike Unger, Newberg Associate Planner

Interested Citizens: 12

The meeting was a joint meeting of the Dundee Planning Commission and the Newberg Urban Area Management Commission. The Dundee Planning Commission was one member short of a quorum.

I. Approval of Minutes

Approval of the October 25, 1990 minutes was carried over to the next NUAMC meeting.

II. Public Hearing 1. - Comprehensive Plan Policies Relating To The Proposed Bypass

Dennis Egner explained that NUAMC serves as a Planning Commission for areas outside the City of Newberg but inside the Urban Growth Boundary. Mr. Egner then reviewed the staff report. He noted that it was important for Yamhill County, the City of Newberg and the City of Dundee to coordinate comprehensive plan policies. Mr. Egner went on to explain that the Oregon Department of Transportation (ODOT) indicated comprehensive plan policies should be drafted which discourage commercial development along any proposed bypass. He stated that the proposed draft policies would limit commercial development to areas at interchanges, which could be served

by a local street system. Mr. Egner was asked if the policies affect the through-town alternative. He stated that it would only affect a limited access highway, should one be constructed. He indicated that these policy adjustments were simply to prepare the comprehensive plan for the eventuality of a bypass.

Dennis Goecks asked how the State justifies the level of service acceptable on Highway 99 as stated in the Reconnaissance Study. Mr. Egner responded that the State uses models to arrive at an acceptable level of traffic for the proposed highway.

Alan Halstead commented that the State justifies the level of service by the length of time in gridlock. For instance, maximum gridlock only occurs during the rush hour periods on Highway 99W, not 24 hours a day; therefore, the average usage of the highway is calculated as less.

A member of the audience asked whether the City prefers the south bypass proposal. Dennis Egner responded that he senses a lot of interest in the southern bypass, but the Newberg City Council has not officially stated their preference.

Dennis Goecks asked the audience whether they liked the policies about restricting commercial development along the bypass. A member of the audience asked what the policies really mean. Dennis Egner stated that the City and County would refer to the policies when such things as a zone change is proposed along a bypass.

Leslie Lewis asked whether new developments off the highway would require a separate frontage road. Dennis Egner responded that the policy would allow development off the highway, such as along Springbrook Road, with signs from the highway directing traffic to these commercial developments.

A member of the audience asked what would happen to the residential area in the south part of Newberg near River Street. He was concerned that property values would be significantly decreased, and without changing the present zoning, the area could deteriorate. Dennis Egner responded that the bypass in the River Street area would be below grade. He said that the bypass would significantly alter the characteristics of the neighborhood. He stated that there is a proposal to place an interchange at River Street, which would likely lead to commercial development in that area.

Mark Storm stated that development along the bypass should be severely restricted to enable a fast flow of traffic.

Dennis Goecks asked the audience to provide feedback on the type of bypass they would like to have:

1. A turnpike, which would have very limited access and would simply be used to get people around the communities, with no development along the corridor;
2. A bypass with limited access around interchanges; or
3. A bypass, which would allow development all along the corridor.

A member of the audience responded that if development is allowed along a bypass, then the traffic problems along Highway 99W would simply spread to the bypass corridor. The audience member also stated that nowhere in the Reconnaissance Study

does it refer to the bypass being below-grade in the River Street area. Dennis Egner stated that at the technical advisory meeting, it was stated that the bypass would be below-grade at River Street.

An audience member stated that they should use the McMinnville bypass as an example. He noted that little development has occurred along it.

Dennis Goecks indicated it would be desirable to avoid city type developments.

Alan Halstead stated that ODOT predicts 60% of present traffic would be diverted onto a bypass and the access onto the bypass should be very limited, similar to a turnpike.

Mark Storm felt that protective buffering could be provided for the residential areas on River Street.

Leonard Rydell stated that by not restricting development along the bypass corridor, existing development along Highway 99W and downtown Newberg would suffer.

Jack Kriz stated that the proposed policies should be strengthened to limit road oriented commercial development.

Dennis Goecks asked whether it was possible to eliminate all exchanges along the bypass route. Dennis Egner responded that the State would require an exchange at Highway 219 because Highway 219 is a State highway.

Mark Storm stated that an interchange was needed in Dundee so that the large residential areas could be served.

A member of the audience asked what would happen to Wynooski Street and Riverwood if the southern bypass was constructed. Dennis Egner stated that Wynooski would be severed; he did not know about Riverwood Road.

Hearing Closed.

Motion: Halstead-Halbrook to recommend adoption of the policies for the City of Newberg and Yamhill County. The motion carried unanimously.

III. Public Hearing 2. - Revisions to the Comprehensive Plan - File PR-4-90

Dennis Egner reviewed the staff report. He stated that three sections of policies were going to be considered:

1. Transportation policies;
2. Greenway policies; and
3. Urbanization policies.

Mr. Egner stated that John DeTar from ODOT had forwarded the following comments relating to the following transportation policies:

- 2.A. The policy should include a statement indicating that limited access facilities need not include sidewalks.

2.L. The policy should be rewritten to state "Using the design review process, the City will coordinate with the State to restrict access to major arterials whenever possible."

Mr. Egner then introduced comments from Leonard Rydell relating to transportation policies.

Dennis Egner stated that the City of Newberg is proposing a policy that would require City of Newberg coordination with the County on an urban growth boundary management agreement. Dennis Goecks stated that the County needed to discuss these policies. Discussion followed relating to ways the City and County could coordinate land use decisions. Dennis Goecks stated he was uncomfortable with Urbanization policy 1.G. Dennis Egner agreed it was not a very good policy and he proposed eliminating it.

Hearing Closed.

Motion: Halstead-Halbrook to recommend adoption of the staff recommendation including John DeTar's comments and Leonard Rydell's proposed transportation policy revisions. Motion carried unanimously.

The meeting was then adjourned.