

MEETING MINUTES

**CITY OF NEWBERG / YAMHILL COUNTY
NEWBERG URBAN AREA MANAGEMENT COMMISSION
GEORGE FOX UNIVERSITY - 414 N MERIDIAN, NEWBERG, OR
WEDNESDAY August 23, 2006 7:00 PM**

I. ROLL CALL

Chair Ashby Alan Halstead Matson Haug
Leslie Lewis (arrived 7:07 pm) Michael Sherwood Robert Soppe

Absent: Sally Dallas

Staff Present:

Barton Brierley, City of Newberg Planning and Building Director
Elaine Taylor, Associate Planner
Ken Friday, Yamhill County Planning
David King, Recording Secretary

II. OPEN MEETING

Meeting was called to order by Chair Ashby at 7:03 pm.

III. CONSENT CALENDAR (items are considered routine and are not discussed unless requested by the commissioners)

A vote on the minutes from May 30, 2006 meeting was deferred until Commissioner Lewis was present.

IV. COMMUNICATIONS FROM THE FLOOR (5 minute maximum per person)

Over 45 citizens were present at the beginning of the meeting, and they were offered to speak on other issues not on the agenda. No one wanted to speak on another issue.

V. QUASI-JUDICIAL PUBLIC HEARING

1. **APPLICANT:** Pacific Lifestyle Investments
REQUEST: Include a 59.5 acre property in the Newberg Urban Reserve Area
LOCATION: W. of Corral Creek Rd., N. of Fernwood Rd.
TAX LOT: 3222-2700
FILE NO: URA-05-001
RESOLUTION: 2006-216

Chair Ashby asked if there were any abstentions, bias, ex-parte contact, or objections to jurisdiction among the commissioners. **Commissioner Halstead** said he was involved in a 2002 hearing brought before this committee concerning the same piece of property. **Commissioner Soppe** said that he had worked with Brown, Tarlow, & Bridges, PC, but didn't believe that his use of their services would affect him this evening. Neither commissioner was asked to abstain upon stating his former contact. **Chair Ashby** then read the procedures testimony and evidence requirements at a quasi-judicial hearing.

Staff Report:

Elaine Taylor handed out hard copies of her Power Point presentation (see copy included). She began with site location maps and mentioned that it is currently designated by the comprehension plan as Agricultural Forestry Large Holding (AFLH) and zoned EF-20. The presentation then proceeded to explain the applicant's request of expanding the Newberg URA.

To expand the URA there are criteria and goals for adding land to the URA. Such criteria and goals were discussed if they particularly related to this 59.5 acre parcel. This parcel has small brush, various mature trees, and some topographic slopes up to 15 – 20%. The transportation for the land plans to connect to the Greens to the west. All of the utilities are all accessible for this land. Storm drainage will be retained on sight.

The city is currently involved in amending the UGB and URA to proactively prepare for the growing population. The Ad Hoc Committee was very instrumental in acquiring the possible options presented to the City Council. Such recommendations were shown visually on a map.

Issues involved with bringing this land into the URA. The timing coincides with a legislative process underway for deciding what is to be brought into the URA and UGB. Similarly, there is an undeveloped transportation plan for the area that is still be formulated.

The staff recommendation is to approve the request, The rationale is based upon 1) Newberg working with revised population recommendations, 2) the request is consistent with the Ad Hoc Committee work on land use, and because 3) the 59.5 acre parcel should get an exception due to the amount and location of lower capability class soils.

Mr. Friday, Yamhill County Planning, said that in reference to taxes, six acres of the parcel are in forest deferral, the rest of the acreage come at market value. The property is not currently exception land, but is under the protection of Goal #3. He is willing to comment more, but will wait for the final comments from Newberg staff first.

Questions for staff:

Commissioner Soppe wondered how the city council could accept but not approve the Ad Hoc work, and therefore asked how much weight the Ad Hoc committee numbers should carry in a case like this. **Elaine Taylor** said that the weight is only a starting point, especially so staff could have something to bring to a

public hearing. There is work still to do with the numbers, but this is a starting point. **Commissioner Soppe** then wanted to know more about the exception process. **Mr. Friday** responded that a soil report is not enough to declare the land as exception land. The county is the entity to make the determination on the land being exception land.

Commissioner Soppe also asked Barton Brierley if the parcel of land of the applicant is in or out of the interchange management plan, and **Barton Brierley** said it is out.

Commissioner Haug asked Mr. Friday for clarification on when he would give the full county report. Mr. Friday explained that it is his practice to give the recommendation at the end of the hearing.

Commissioner Sherwood asked Mr. Friday about the exact percentage of soil test that might make this exception land. **Mr. Friday** responded with two points. There is no hard and fast “line” or number that automatically turns the soil report into the criteria that establishes the land as exception land. Secondly, a soil report on this land might not be enough to have a legitimate exception made for this land.

Chair Ashby asked hypothetically if the soil was tested, and then the land was given an exception, but then Mrs. Lewis pointed out mid-sentence that the soil is not the sole criterion. **Chair Ashby** rephrased his question. He asked if the land was reclassified as exception land by the county, and if NUAMC made its approval of the request contingent upon that county reclassification, would the land still meet the criteria for the inclusion in the URA.

Mr. Friday explained that the land doesn’t have to be exception land to be included. He referred to the reasons mentioned on pages P33-35 in the agenda packet.

Chair Ashby then asked about the population projections referenced on P52. He asked Mr. Friday for the rationale of Newberg being allowed to project further out than other cities in the county, and why other cities need to give their assurances that they don’t mind Newberg projecting out further than other cities. **Mr. Friday** said that the state requires coordination on population growth between the cities in the county. Newberg is the first city to go beyond 2025. The concern on the county level is that other cities need to be notified that Newberg is using a date further out and therefore projecting higher growth (3%) compared to other cities (~2%). The big concern is that Newberg could use more county resources—a bigger piece of the pie—based on their higher figures. The county and state want to make sure that the smaller cities are alerted to Newberg’s steps.

Commissioner Lewis asked if McMinnville had been contacted. Mr. Friday said they had been contacted and they are OK with Newberg’s figures. The concern is more for the smaller cities in the county. **Commissioner Lewis** wondered if McMinnville was content with Newberg’s figures because they too have a large staff and resources to grab a large piece of the pie, leaving all of the smaller cities strapped after Newberg and McMinnville have had their take. Mr. Friday said the state would like all the cities using the same source of population growth figures. School growth and other entities rely on the same Department of Administrative Services (DAS) figures for future planning.

Commissioner Soppe wondered what will happen if the individual city projections exceed the DAS population projections. Mr. Friday said there are legislative restrictions that the county growth rate must equal the aggregate of the city’s growth rates.

Barton Brierley commented that Newberg has adopted its population figures for 2040. DAS doesn’t even have projections for 2040 even if cities wanted to use them. The state requires coordination, and yet from his state committee work, there is no requirement that DAS figures be used.

Commissioner Lewis, as county commission, didn't think that sending a letter to other cities constituted "coordination." Greater steps could be taken to make sure greater coordination is truly involved. Mr. Friday did not know of any statutory standard for coordination among cities.

End of Side A, Tape 1

Commissioner Sherwood asked about the letter from Mr. Locke (see pages P71, 72) on Goal 14 factors. **Barton Brierley** said that the staff report shows that the *new* factors are being addressed. He also added that the old and new factors are slightly worded differently.

Commissioner Lewis wondered why URA land needed this land to take the exception—does this help this land leap ahead of others? **Mr. Friday** speculated that the applicant simply wants to work the request now. He believes thought the exception criteria was a thin case currently.

Commissioner Soppe wondered if the wooded areas and man-made pond are required to stay on the land. **Barton Brierley** said that there is no requirement that such items are preserved during development.

Chair Ashby asked another question about the county report (see item #4 on page P55). He wanted to know what criteria is used if cost is not a criteria. **Mr. Friday** explained that cost is one factor. But the explanation on page P55 deals with the way that the applicant takes a low cost of a small area and tries to apply it as a guide for the costs over a larger area. Mr. Friday did not believe that this was a fair comparison.

Late Correspondences: Letters from the Chehalem Valley Chamber of Commerce, three families, and a late addendum from the applicant (see handout) were added. Elaine Taylor did not read them into the record at this time, but time was going to be reserved later during a break to read the late correspondences.

Public Comment:

Joe Keizur, 11815 NE 99th St, Vancouver, WA, was speaking as a representative of Pacific Lifestyle Homes and on behalf of the applicant, and made mention of other projects by PLI, the company's awards and accomplishments, and their desire to use local contractors and suppliers of materials. He then introduced the other team members that would be speaking tonight.

John Bridges, 515 E. First St., Newberg, OR, wanted to explain the future process, the sight and timing of the request. The purpose to the Ad Hoc committee was to determine if there was a need to expand the UGB and URA, then to, subsequently, identify where the needed land was going to come from to serve the population growth. Mr. Bridges explained that Newberg is looking all the way out to 2040 because the state requires cities with URA to look beyond the next twenty years. The Ad Hoc committee also investigated how to bring land into the URA.

Mr. Bridges did explain that taking an exception on this parcel of land now is a purposeful step in light of two additional steps. Taking an exception now serves the short term need of then asking for an UGB amendment, and then later asking for annexation into the city.

When the Ad Hoc committee realized that the city does not have enough land, the committee found there was good, sound, planning-sense to keep certain land in the URA and not rush it all into the city right away. They looked critically at how it should be developed. For example, the land between Dundee and Newberg is not being brought into the city lest it merge the two cities that want to be distinct, and because the utilities would be too expensive to service the area and the transportation in the area is already congested.

The applicant did look at other resource land before settling on the parcel of land being discussed tonight. The advantages of the 59.5 acre parcel are that services readily available, the class 1 and 2 soil is not suitable for farming, and the applicant has also worked on a large transportation plan.

The applicant has heard previously that such a request would need to stand the test of the process. The applicant has been involved for two years bringing their current request. In light of the city possibly taking two more years to complete the process of bringing new land into the UGB, the applicant wants to get moving now, especially since the city of Newberg has an immediate need now for residential property to be developed.

Commissioner Soppe asked why make the soil an exception issue tonight. Mr. Bridges responded that Pacific Lifestyle Homes has made an application for such an exception, but is not relying on the soil issue analysis exclusively for the exception.

Commissioner Soppe then asked staff how long the process will take, and in what steps. Barton Brierley said there would be a three step process. 1) There needs to be UGB amendment, 2) then a new URA is created, and finally 3) then another UGB amendment needs to be passed. **Commissioner Soppe** then wondered if all three steps moved along adequately, then how long would the whole process need. Barton Brierley said a reasonable date would be at the end of 2007.

Commissioner Lewis asked, in light of the abovementioned timeline, if the city of Newberg was planning to bring new land inside the UGB before the end of 2008. **Barton Brierley** said that some properties will be brought into the UGB from the URA soon, and Phase II is to expand the URA, and then Phase III is to do another UGB amendment. She then asked Mr. Bridges what phase the applicant is currently pursuing for the parcel in question.

Mr. Bridges clarified the steps about to take place with various portions of land surrounding Newberg being brought into the URA. Mr. Bridges suspects that there will be all sorts of appeals, especially in light of the class of soils on these lands. By the applicant applying now, they hope to avoid the issues that come up with legislative appeals.

Commissioner Sherwood voiced his concern is for the transportation issue. The additional residential development seems to be inviting transportation problems. Mr. Bridges delayed the response in lieu of another presenter (Tom Lancaster, see below) referring to the transportation issues.

Commissioner Soppe asked staff about the URA process. Is it possible or practical to adopt specific land parcels individually to avoid some legal appeals? **Barton Brierley** said that it will be challenging either way, but this could be considered.

Commissioner Lewis asked staff when the transportation master plan will be completed. **Barton Brierley** said hopefully in the next couple of months it will be available. **Commissioner Sherwood** wondered how a master plan can be exact without knowing exactly where the bypass will be. It is a challenge, according to Mr. Brierley, and the plan will be based on what is most reasonable with the information given at the time of decision.

Commissioner Lewis asked if the colored chart was based on the city's transportation plan, and Mr. Bridges concurred. It showed the major north-south road proposed to take traffic off of Corral Creek Rd.

Commissioner Haug asked Mr. Bridges to show how a car coming from Sherwood would travel through this area.

End of Side B, Tape 1

Mr. Bridges deferred answering for another presenter soon to speak, but then added that he will come back after all the speakers to answer all of the final questions.

Commissioner Lewis wondered why this process was being discussed in a quasi-judicial public hearing, and it is confusing since it is not like the usual issues discussed by NUAMC.

Mr. Bridges answered that the team for the applicant is bringing forth some lofty, conceptual ("10,000 foot high") plans that are not like the usual details applications brought before NUAMC. But the applicant is responding to the requests of the Ad Hoc committee to bring in new land.

Commissioner Haug asked Commissioner Lewis if such land should be brought in later in the city process instead of dealing with an URA issue as a quasi-judicial hearing. She did not answer either way except to reiterate that this is peculiar for the commissioners to address.

*** A ten minute break was allowed ***

Chair Ashby let the citizens know that the second issue on the agenda probably will not be addressed this evening. The issue will therefore be moved to

MOTION: After a discussion with the second agenda applicant, **Haug/Sherwood** motioned to postpone the second issue to September 11, 2006, to be held at Newberg Public Library. Motion passed unanimously.

Al Benkendorf, Principal of Benkendorf Assoc., 522 SW 5th St., Portland, OR, first handed out an eight page handout. The first page was referenced to show the resource needs of Newberg to supply land for future growth. He believes that the parcel of land being discussed tonight is ideally suited for adding residential land and a possible elementary school site at this time. His page one handout showed the current shortage of available. The soil reference page (page 6 of 8) was also referenced, in part, to agree with staff's recommendation of this parcel being included in the URA.

Commissioner Soppe asked about PLI meeting the school needs—Superintendent Radich will develop the answer later in the public comment section of the meeting.

Commissioner Soppe corrected a comment about the Austin property—there will be more than one developer of the Austin property. He was curious how this helps or hurts the city. Mr. Benkendorf responded that regardless of the number of developers, they will all have to comply with one standard, which limits choice for new home owners. **Commissioner Soppe** also asked why Area A is being left out. It is unserviceable at this time due to the topography of the land being above the available water service.

Commissioner Halstead wanted to know what commercial agriculture is. Mr. Benkendorf said it is a business where the people can make a living. **Commissioner Halstead** thought that certain people/businesses between Hwy. 99W and Fernwood do make a living agriculturally.

Commissioner Halstead also asked wondered why the Austin property acreage is eliminated on page one of the handout packet. Mr. Benkendorf, as a community planner, simply thought that 70% of the buildable land being locked up decreases the choices available for home owners.

Joel Norgren, 3655 NW Van Buren, Corvallis, OR, a soil scientist hired by Pacific Lifestyle Homes, said that the land is 50% class VI, 10% class IV, and the rest class II and III. The varied location of the different classes of soil on the land would make it difficult to cultivate the land efficiently.

Commissioner Sherwood asked if there could be a discrepancy between soil conservation county service figures versus Mr. Norgren's analysis. He did point out that the Yamhill figures could be quite dated, and he spent over four days on the property fine-tuning the original map for the property.

Commissioner Soppe wanted to know how much stock to put into the chart comparing the figures in the appendix of the agenda packet.. Mr. Norgren said that Amity was the biggest difference, but otherwise there are no striking differences.

Mr. Benkendorf pointed out at the large map of Newberg the acreage land use for the east side of Newberg.

Tom Lancaster, 321 SW 4th Ave., Portland, OR, came forward to speak to the transportation issues involved with the applicant's request. City staff has rightly asked the applicant to work on a larger transportation plan for the southeast part of town and not just their own parcel. It is assumed that one day there will be the completion of the bypass, there will be improvements at Corral Creek Rd. and Hwy 99W, as well as Wilsonville Rd and Hwy 219, and that there will be a light at the intersection of Fernwood Rd. and Springbrook Rd.

End of Side A, Tape 2

The applicant has five different alternatives for the area, which have been reviewed by ODOT. Based on the review, the area transportation plan will maintain Corral Creek Rd. in its current existence and provide a new north-south two lane road. There would also be a new east-west road that intersects the proposed north-south road with a roundabout. Mr. Lancaster also referenced a comment by DLCD in regards to transportation. They don't believe this incomplete transportation can not be relied upon to add land to the URA. He added, however, that a transportation plan is usually not necessary at this phase of the request. Secondly, traffic studies show that development of this property with proper transportation facilities would handle the proposed traffic.

He then addressed the intersection of Corral Creek Rd. and Hwy 99W. He believes, due to the topography of the area, that it will be moved to the intersection of Veritas Lane and Hwy. 99W. This might require right turns only. Subsequently, when the bypass is built, it would again alter the intersection.

Commissioner Soppe asked a number of questions. How does the new north-south road really help the traffic on Corral Creek Rd, especially since the map shows a major northern portion of Corral Creek Rd. still being utilized?

Tom Lancaster response not audible on recording.

Commissioner Soppe then asked why the north-south road doesn't move further west to avoid even more of Corral Creek Rd. Tom Lancaster recognized it as a valid question, but he didn't know off hand why the decision was made to use some of Corral Creek. The new east-west road would be in the same corridor as Fernwood Rd. **Commissioner Soppe** also asked how one report seems to support the use of a roundabout, and yet a letter from a citizen (see Stuhr's public comments below) totally states the opposite.

Michael Ard, Professional Transportation Engineer, 321 SW 4th Ave., Portland, OR, jumped up to address the roundabout issue. He believes that the roundabout was mentioned at community meetings, and that it

was supported. Mr. Ard also cleared up that the east-west road would be a frontage road along the bypass. Fernwood would be improved, but the new road is not going to be Fernwood Rd.

Commissioner Soppe then referenced the traffic study. Soppe did not understand the figures—they were explained to him, and revised figures were given by Misters Lancaster and Ard.

Commissioner Haug believed that the transportation report/study invalidates the request. He believes that the planning process is meant to work, but all of the applicant's proposals are based on infrastructure that is not present yet.

Mr. Bridges stepped back up and added some comments about the transportation issues, particularly the intersection of Hwy. 219 and Springbrook. He assured Mr. Haug that ODOT will improve the Hwy. 219/Springbrook intersection next summer. Mr. Bridges also promises that the transportation plans will get more detailed at each subsequent stage. **Commissioner Haug** believed the more important intersection to discuss is with Hwy. 99W and Veritas Road.

Commissioner Lewis wondered if such a plan at Veritas Road and Hwy 99W was really in the county TSP, and then wondered who would pay for it. This is a legitimate question, according to Mr. Bridges, but not one that can be answered at this meeting.

Commissioner Haug referenced prior meetings with ODOT that showed various alternatives for dealing with the intersection at Veritas Rd. and Hwy. 99W. All the alternatives were expensive and require the implementation of the bypass. Haug doesn't believe, like Mr. Lancaster proposes, that there are simple and inexpensive solutions to transportation issues involved with this parcel and this part of town.

Commissioner Lewis asked when the building of this development would begin. Mr. Bridges suspects there would be no vertical construction until 2009. She then acknowledged that the county TSP was ten years old and has no funding sources. She also utilized the large colorful map to question how the land south of the applicant's site will be able to construct the new north-south road without developing that land. There was also subsequent discussion about the actual traffic from within the new development. Some of the traffic, Mr. Bridges said, would travel through the Greens neighborhood to head west and out to Fernwood Rd.

Commissioner Soppe questioned staff about the subsequent UGB request that will follow this initial applicant request. How many traffic improvements can be forced upon the developers outside of their building site? Mr. Brierley said off site improvements can be required to a certain extent, especially by working with the county for this parcel. There also are the options of LIDs and system development charges, even some present bonding schemes to be paid back in the future. Mr. Soppe believes that often the city does not require developers to improve off site traffic issues. By way of example, he referred to the golf course that didn't bring any new improvements. Barton Brierley disagreed and used Brutscher Street as an obvious improvement. The developers have also improved conditions west of the Greens and the golf course.

Mr. Lancaster pointed out that system development charges are given to builders. Mr. Soppe continued to stress, however, that enough Newberg historically has not passed on enough of the improvements to the developers, and is therefore left with unfinished or unfunded projects.

End of Side B, Tape 2

Barton Brierley suggested at this time moving to the public comment before finals questions of the applicant team.

Mr. Ard offered additional numbers to the traffic study report, and then he quickly gave some totals for the overall traffic flow leaving the site.

Commissioner Haug reiterated what Alan Fox of ODOT explained at a previous Planning Commission meeting, and the many expensive, uncertain alternatives being discussed as solutions.

Mr. Ard promises future traffic study, but Haug wants to see that the intersection at Veritas Rd. and Hwy. 99W would be a certainty.

Joe Keizur, concluded the team presentation with a brief summary and a word of thanks for the commissioners' time and questions. He reminded the commissioners that the crux of the application is getting the land into the URA.

Cathy Stuhr, 31100 NE Fernwood Rd., Newberg, OR, believes the request is reasonable but the documentation has deficiencies. She and Mr. Stuhr believe that adding this parcel of land is consistent with the Ad Hoc committee work; services are nearby, it adds a property for school and a park, which are all appreciated. The deficiencies are: 1) cost analysis, 2) the evaluation of impact(s) to resource land, 3) property evaluation consideration for other alternatives, and 4) adequate findings for substance for all of the criteria. The SE Newberg Land Use Transportation System Plan (SENLUTSP) has become a critical issue to the request, but it is an issue that is hard to discuss until it is finalized. There are too many unanswered questions so far.

She also pointed out that Newberg's closer proximity to the Portland metropolitan area explains why Newberg would grow faster than other cities in the county. Nevertheless, coordination among the county cities does need to take place. She did remember discussion about roundabouts at the community meetings, but she didn't recall the actual design or overwhelming acceptance of them for the new intersection being proposed.

Lastly, she then asked staff on when the SENLUTSP will be finalized. **Barton Brierley** is waiting for the draft, and then the citizens of the area will be asked to be involved. He hopes that the adoption of the plan would coincide with the legislative process to amend the UGB.

Dr. Paula Radich, Superintendent of Newberg School District, 714 E. 6th St., Newberg, OR, told of the 5,400 students served by the Newberg district. Back in 1999 plans were made then to purchase land for a new, additional high school on Wilsonville Rd. There are plans for a new elementary school in the SE part of Newberg, possibly to built in 2011. School growth was 3.8 % last year. If this pattern of growth continues through 2011, then the school district may need to modify its future building needs. She supports the applicant's request to add this parcel into the URA.

Commissioner Soppe was curious about the current capacity of the schools. Dr. Radich responded that most of the schools are near or at building capacity.

Matthew Meidinger, 2210 Portland Rd, Newberg, OR, had his comment read by Elaine Taylor into the record. The letter was in favor of PLI homes being built in Newberg.

Gary Shuler, 30790 Fernwood, Newberg, OR, declared his main concern of an undeveloped transportation plan. He believes that the whole area needs to come into the UGB at once so transportation plans are fully developed and coordinated.

Thomas Schaad, 610 SW Alder St., Dundee, OR, does not want to bring in just one parcel. He too wants to see the transportation plan fully addressed. He did ask Mr. Benkendorf how long it will take to walk to the hospital, since it was declared that the new development will be in walking distance to the hospital.

Commissioner Soppe questioned that at the UGB amendment time, if the transportation plan was fully developed, would he—Mr. Schaad—not object to this applicant's request. Mr. Schaad agreed he would support it.

Lee Does, 10730 NE Renne Rd., Newberg, OR, stated that this proposal is better than the proposal heard a few years ago. Since he uses the roads regularly, he wants to see the transportation plan fully developed. He is certain that this many new homes will have a majority of people commuting to Portland because Newberg does not have this many job openings.

He also pointed out the how much the Corral Creek Rd. intersection at Hwy. 99W is used right now without a new neighborhood adding to the numbers. He also made a the point that new construction will invite more large trucks using Corral Creek Rd., which has no straight-a-ways for passing such trucks. He then passed out color photographs of large trucks blocking traffic on Corral Creek Rd. simply because the trucks had no other place to park/unload.

Grace Schaad, 31525 NE Schaad Rd., Newberg, OR, wants traffic plans in place before the application goes forward. She is testifying against the request tonight because of various inconsistencies. She believes this request is like a similar request in 2002. She referenced previous letters that illustrated such inconsistencies. She also thought the applicant was biased in their reporting of the community sentiment about their development proposal.

End of Side A, Tape 3

While there are too many unanswered questions, she requests the commissioners not to approve this request.

Lewis Schaad, 31655 NE Schaad Rd., Newberg, OR, travels down Corral Creek Rd. to turn right onto Hwy 99W. He doesn't want to see piecemeal transportation development throughout this part of Newberg. He also rides his bike where bikes lanes exist for a time on Fernwood Rd., for example, and then disappears. Such piecemeal development is very frustrating and causes

Pricilla Richardson, representing the Chehalem Winery at 31190 NE Veritas Lane, Newberg, OR, is very concerned about the transportation plans of this request. The winery invited ODOT to come and explain the impact of the bypass construction to the winery. She was led to believe that the Veritas Lane intersection will probably be closed entirely, perhaps enough asphalt left to be a driveway for the winery. She cautions the city of Newberg fully committing to a traffic plan until ODOT fully commits to the details of the bypass plan.

Commissioner Sherwood was concerned for the future of the winery. If ODOT provides an access under the bypass, would there still be access to the winery. She believes that ODOT will try to provide such access, but if ODOT gets the truck lane heading east up the hill, it will require the winery to sacrifice a couple rows of vines.

Commissioner Soppe was concerned that ODOT has indicated that going east on Hwy. 99W will not be possible directly from Corral Creek. This was a surprise to Mr. Soppe. It currently is a very dangerous intersection.

*** A ten minute break was allowed ***

Mr. Bridges, speaking on behalf of the team, would like to have seven days to prepare a written response, and then seven days for opponents. Chair Ashby asked if there were any objections. The plan would be brought for final staff recommendation and deliberation at the September 21, 2006 meeting.

MOTION: Halstead/Soppe motioned for allowing the record to be left open for seven days for final comment, seven days for response to any items submitted during the initial seven days, and then seven days for final applicant comment (6 Yes/ 0 No, 1 absent)

The unfinished business for the consent calendar was addressed at this point of the meeting,

Commissioner Lewis stated she could not remember her exact words, so she would accept the minutes as worded.

MOTION: Halstead/Soppe motioned to accept the minutes (6 Yes/ 0 No, 1 absent).

VI. ITEMS FROM STAFF:

Barton Brierley mentioned the September 11th and 21st meetings. The September 11 meeting will be at the Newberg Public Library, unless posted otherwise.

VII. ITEMS FROM COMMISSIONERS

Nothing was mentioned.

VIII. ADJOURN

Chair Ashby adjourned the meeting at 11:43 pm.

Passed by the Newberg Urban Area Management Commission this 11th day of September, 2006.

AYES: 5

NO: 0

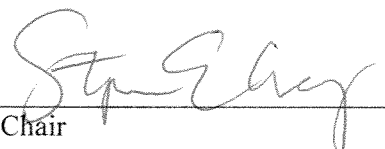
ABSTAIN: 0
(list names)

ABSENT: 2

Haug
Halstead

ATTEST:


Recording Secretary Signature

 9/21/06
Chair Date