

MEETING MINUTES

**CITY OF NEWBERG / YAMHILL COUNTY
NEWBERG URBAN AREA MANAGEMENT COMMISSION
Newberg Public Safety Bldg. - 401 E. Third Street, Newberg, OR
Wednesday, January 31, 2007, 7:00 PM**

I. ROLL CALL

Sally Dallas	Matson Haug	Alan Halstead
Leslie Lewis	Warren Parrish	Michael Sherwood
Robert Soppe		

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. ELECTION OF NEW OFFICERS

The meeting was called to order by Barton Brierley at 7:01 pm in order to address the issue of electing new officers.

MOTION: Soppe/Halstead to appoint Matson Haug as Chairman of NUAMC (Unanimous) Motion carried.

MOTION: Lewis/Soppe to appoint Michael Sherwood as Vice Chair of NUAMC (Unanimous) Motion carried.

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

MOTION: Soppe/Halstead to approve the NUAMC minutes from November 30, and December 6, 2006 (Unanimous) Motion carried.

Commissioner Soppe mentioned that motions and votes are separated in council meeting minutes and requested the same format to be used for NUAMC minutes.

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

Over 30 citizens were present at the beginning of the meeting, and they were offered the chance to speak on issues not on the agenda. No additional items were brought forth.

V. WORKSHOP

Commissioner Halstead discussed that relatives own property near the area being discussed, but that he did not have a conflict of interest. **Commissioner Parrish** also mentioned that he lives near the area being discussed. **Chair Haug** reminded both commissioners that no decisions are being made tonight, and that their noted involvement did not constitute a conflict of interest. **Commissioner Lewis** wanted a ruling on this being a legislative matter, and therefore, commissioners are allowed to talk to others about the issue(s).

Staff Report:

Elaine Taylor made the presentation of the draft of the Newberg SE Land Use and Transportation Plan (see six page handout). The purpose of the meeting is to familiarize the commissioners and the citizens of the Transportation Plan, and to solicit changes to the draft before going to public hearing(s). The southeast portion of Newberg is being considered for the inclusion in the URA and UGB. A definition of terms was discussed first.

UGB is the area needed to plan for growth of an urban area, containing enough land for the next 20 years—until 2025.

Most Oregon cities have a UGB, but not URA. The URA is land right outside of the UGB that the city has identified as having the highest priority for going into the UGB.

Background

Newberg's current UGB was planned for 2010, and the URA was 2020. Consequently, time has passed and development has happened, creating the need for more land. The Ad Hoc Committee investigated possibilities and recommended some URA acreage to move into the UGB. Total recommendations for the SE area are 549 in UGB for 2025, 127 in URA for 2040, for a total of 676 acres. The Ad Hoc Committee stipulated some conditions for such development: 1) improvement in the road system, and 2) Development should be allowed only concurrently with needed road improvements.

On August 1, 2005 the City Council recommended the Ad Hoc figures, organized neighborhood meetings, and created a master plan for street improvements to serve the area. Neighborhood meetings have been conducted to help identify transportation issues, alternatives, land use preferences, and funding options.

The Plan

The major contents of the plan are land use, transportation issues, and implementation. Under land use are the existing conditions. These include water features, zoning, soils, topography, roads, and utilities. It is significant that the property is zoned agricultural resource. Two land use options were then visually presented as possibilities (These colored copies are also on pages P12, 13 of the Agenda Packet Draft). In choosing between such options, it was recommended to consider land use, the timing of the bypass, property owner preferences, urban design issues and aesthetics.

It was also noted under existing conditions that the roads in the area are hilly, thin in width without sidewalks, endure limited sight distances and not conducive to increased traffic flow. The roads involved include: Corral Creek, Veritas Lane, Fernwood Rd, Renne Rd, Wilsonville Rd. and Schaad Rd. (see P16)

Transportation modeling looked at five models projecting the traffic in 2025. They all assume that the bypass will be in place. The differences in the five models have to do with how they connect to Hwy. 99W. Transportation improvements are pictured on P29. This shows additional bike paths, proposed roundabout, possible location of new high school, and the need to connect well to Hwy 99W. **Elaine Taylor** then explained options being considered for getting the traffic from SE Newberg on to 99W. It is essential from all the neighbors who attended the meetings that there is a smooth and direct connection to Hwy. 99W.

The concurrency requirements are the improvements that are triggers for development to take place. Internal street development and multiple use paths are required of the developers. All of the sub-areas in SE Newberg that have been studied have been named (see P33).

The Funding Sources were then discussed from P41. These figures would be spread over the entire time of development with a total of \$20,000,000, with major portions being covered by the developers and the county of Yamhill. There are options for funding, specifically state initiated projects, city initiated projects, advanced financing districts, reimbursement plans, etc.

The sequencing and timing of the project would begin at the northern end near the access point to Hwy 99W. This would include improvements to the northern portion of Corral Creek Rd. Next to be improved would be the roundabout for development north of Fernwood Rd.

Implementation is based upon updates to the UGB and the URA.

End of Side A, Tape 1

The steps for implementation are on P43. This plan is meant to provide a framework for requiring the benefiting parties to share in the cost of the transportation improvements. Staff now asked the commissioners if any changes need to be made to the draft before going to public hearings.

Questions for Staff:

Chair Haug outlined the procedures to follow. First he wanted commissioners to ask staff factual questions to ensure clarity on the presentation, and then public comment will be sought out.

Commissioner Soppe questioned figures from P18, and asked how a model could be so far off, and therefore, how the rest of the model can be trusted. **Barton Brierley** said that staff has asked the same, and suspects that the proposed blocks outside of the city have skewed the figures. Internally staff trusts the ODOT model, but the error could be with the external stations. The model belongs to ODOT, and was not available for staff to reconfigure to double check the figures.

Chair Haug asked for a map to present the situation visually.

Commissioner Soppe asked about east-west roads, but remembered them as just possibilities. Does the map present alternatives, or has a choice been made? **Barton Brierley** said that the sequencing and timing map shows a deliberate east-west road.

Commissioner Soppe then asked why NS-1 and NS-2 don't go all the way up to the east-west road without connecting to Corral Creek. **Barton Brierley** said that there were very few driveway along that section of Corral Creek Road, so the existing roadway was used. **Elaine Taylor** added that the less of a new road will mean more of a savings in development costs.

Commissioner Soppe wanted staff to show how a vehicle at the roundabout would use the proposed transportation plan to travel east on 99W. Soppe is convinced that out-of-direction traffic flow is a problem the plan has to overcome.

Barton Brierley showed two major possibilities.

Commissioner Lewis believed that the connection with Corral Creek and 99W is very unlikely.

Commissioner Soppe then commented on funding, and the concern about ODOT not funding CP-1. He also wanted to know if the city would receive a nine percent return if it financed the improvements.

Barton Brierley believed that would be reasonable.

Commissioner Lewis commented that the \$100,000 funding from the county for Corral Creek will have to be discussed further.

Commissioner Sherwood, from P5 from the Agenda Packet Draft, wondered if the 514 acres referenced is it accurate. **Barton Brierley** said it was and it included the Austin property. He then questioned the totals on P11—they don't add up. **Barton Brierley** said the corrections would be made for the final draft.

Commissioner Sherwood then sought clarity for the commercial acreage figures on P12, 13. It seemed from the map that there were additional acres available. **Barton Brierley** responded that some of the commercial acreage will be transferred to the white areas of URA commercial.

Commissioner Sherwood also explained that the current crosswalk at the golf course on Fernwood Rd. is dangerous now and will get worse. Future development of the golf course will add to the congestion.

Commissioner Parrish told the citizens that “planning” is very much the effort of the Planning Commission and NUAMC. It is important for citizens to keep coming to the meetings, to give input, to persevere with the issues because it truly informs the commissioners.

He then asked for an explanation of “. . .provision of the needed transportation facilities” from P4. **Barton Brierley** said that this means such facilities are built and on the ground. He then asked about the city’s periodic review and comprehensive plan updates. **Barton Brierley** said that periodic review is ongoing, and a formal periodic review will happen later this year. The comprehensive plan targets for densities have been adopted, and further details are available at a meeting on February 1, 2007.

The plan includes some high density residential on Wilsonville Rd.

Commissioner Parrish also asked about the meaning of “open space” from P7. Does it mean something other than parks or golf course? **Elaine Taylor** said citizens wanted more than golf courses where families can go to walk, play, etc. **Parrish** then wondered where on the map such open spaces might be located. Only some park space has been designated, no open spaces yet.

Commissioner Parrish then commented that prior planning for the development on the northern part of town did not do so well as the development behind Fred Meyer. He also wanted clarity about the location of the new golf course. **Barton Brierley** showed that properties on the map that are publicly owned. Lewis explained from P12, 13 that the third nine holes are indirectly labeled on the map.

Without trying to be curt, **Commissioner Parrish** why does the city not have any funding obligation when this new development will be part of the city. **Barton Brierley** said that a general rule is that development pays for itself. It is true that the city has no capital funding obligation, but the city might help finance certain early development to get the ball rolling for future development(s).

Commissioner Parrish shared his experience that certain improvements get neglected (i.e., traffic lights). He would like to propose to the Oregon governor to help cover this gray middle ground. He also suggests that roads be improved for safety sake in light of the future high school, and asks how this can happen *before* development begins. **Barton Brierley** said the plan has a sequencing that will allow improved road to happen first. There are assumptions that improvements will be made in advance of development, with private or public financing.

Commissioner Soppe then asked why there was no pedestrian path from this area to the hospital on the transportation map. **Elaine Taylor** has talked with Don Clements, and they are waiting for the bypass, before finalizing the pedestrian path plan. Clarity was also sought for a connection to the Greens. **Elaine Taylor** showed that there would be path, but Soppe wanted to know about a road. **Barton Brierley** showed that a local road is on the map.

Commissioner Halstead questioned a chart of figures on P28, and why the unit cost of two completely different roads could really have the same unit costs. **Barton Brierley** explained that there clearly are different costs for two completely different roads, but the figures are general cost estimates. The CP-1 would be more expensive because it would go up a hill, but less expensive because it would be a rural standard road and would not have utilities associated. Staff agrees to take a closer look at the costs.

* * * **Chair Haug** allowed a five minute break. * * *

End of Side B, Tape 1

Public Comment: (Over 40 citizens were now present)

Grace Schaad, 31525 NE Schaad Rd. of Newberg, first wanted the conflict of interest of the document noted. She alerted the commissioners to the cover of the draft. Two of the three preparers of the documentation have vested interest in the land under consideration. This seemed to her like the fox guarding the hen house. Examples of bias in the document are as follows:

Pages P4 and P5 do acknowledge the involvement of the two other parties. Elaine Taylor is said to have assured Mrs. Schaad that the city prepared the document and out of courtesy, allowed The Benkendorf Associates and Lancaster Engineering to see it prior to tonight's meeting.

Mrs. Schaad then pointed out mistakes on P6, paragraph 2. What is "vacant" about the land? How could the city of Newberg make this mistake?

On P14, paragraph one, shows two references to CPRD without properly spelling out the acronym. Did city staff really write these incorrect words?

On P17, paragraph one, there is a reference to "we". Who is the "we"—city staff or Lancaster Engineering representing Pacific Lifestyle Homes?

On P18, under 2. *Alternatives Modeled*, paragraph 1, there is a reference to Brutscher Rd. being extended to Fernwood Rd. It already does connect to Fernwood Rd. and she believes it is called Brutscher Street. Is this again evidence that city staff wrote the document?

On P26, Under *Wilsonville Rd. Connection*, para 1, again implies that the document was written by someone having no knowledge of the area. The first paragraph discusses the north-south road already connecting to Wilsonville Rd. The second paragraph showed errors in the location of some property.

Such blatant errors make Mrs. Schaad wonder who truly prepared the document, it makes her wonder about the bias built into the document, and it leaves her to find the document unacceptable.

Pacific Lifestyles Homes may not want a road where it best should be. She asks directly that a new north-south road should be located further to the west with no connection to Corral Creek, and no development should be allowed until the traffic issues are resolved, including the location and construction of the bypass.

Commissioner Parrish wanted the north-south collector on the map.

Commissioner Lewis asked where else Mrs. Schaad would like the north-south road if the connection to Hwy. 99W is not allowed. Mrs. Schaad didn't have a suggestion at this time.

Lew Schaad, 31655 NE Schaad Rd., in Newberg, first asked about an issue on P22, figure 8, Alternative #3. Specifically, why is the traffic figure for Fernwood Rd. east of the roundabout. Why is the figure so low? **Barton Brierley** suspected that the connection to Hwy. 99W might explain it.

Mr. Schaad would also like to see the north-south road moved to the west through the new development. On P34, paragraph 3, was not worded well in making a left turn headed north bound. He also encouraged commissioners to investigate walkable communities at the website walkablecommunities.com.

Mimi Doukas, 5415 SW Westgate Dr., in Portland, with WRG Design, Inc., and with the Willamette Builders Group, is actually a proponent and is in favor of the plan. She reminded the commissioners that everyone is being hostage in a sense by ODOT, waiting for answers that only ODOT can give. She knows that there are further steps, especially the concurrency issue and land use issues. She agrees that the northern property owners are the key to beginning the development process.

Commissioner Sherwood asked about the beige rooftop structures on the colorful Ingram Tract Conceptual Site Plan. She said that is proposed six-plexes.

Commissioner Soppe asked her about the number two choice for the property according to another map. He also wondered about her opinion of moving the north-south road to the west. She thought that it would actually be advantageous to have a major arterial going through their development.

Commissioner Parrish asked about the Trails End Rd. on her schematic. She said that the date of the schematic preceded ODOT's finer details.

Ranee Smith, 32300 NE Old Parrett Mt. Rd., wanted to comment on the proposed CP-1, and the difficulty of actually putting in a road. She listed steep topography of the area, a sharp turn and dangerous corner, and the difficulty of connecting with Hwy. 99W as important issues. She also noted that on P45, CP-1 is considered a county rural collector. She believes that new development traffic will use CP-1 to go and come from Sherwood/Portland. In light of a lack of safety and funding, she would ask that CP-1 taken out of the plan and dropped altogether.

Commissioner Soppe wanted to hear staff's response to the road's designation. **Barton Brierley** commented that since the road will be outside of the development, it is a rural collector based on the traffic volume projections.

Commissioner Parrish asked Ken Friday when the county last built a road. There was no answer available at this time.

Commissioner Lewis suspects that CP-1 is just a proposal and not set in stone. ODOT has various options for the eventual road accomplishing the same purpose of CP-1.

Commissioner Soppe assumes that if CP-1 is built it would have to be funded by ODOT. He therefore suggested to Ranee Smith to stay on top of the ODOT meetings where more discussion will take place for this region and this particular road.

Commissioner Lewis asked if she is opposed to any connection between Corral Creek and Parrett Mt. Rd. Ranee Smith explained she is not opposed to traffic being diverted to the east. She would like to see plans for the road put into motion in conjunction with the bypass yet not afterwards. She knows that the people who move into the new development will need to access Hwy. 99W heading east. She would prefer such a connection to be made in the new development, not up on Parrett Mt. Rd.

Commissioner Sherwood lives on Parrett Mt. and can not see any option once the bypass goes in except to close Parrett Mt. Rd.

Herb Schaffner, 32400 NE Old Parrett Mt. Rd., completely agrees with Ranee Smith. If 10,000 people are going to be living in this area, then there must be future plans to build a north-south road that connects to the bypass, not the old highway. He also wants the interchange built into the developed area instead of trying to go through county land up a steep elevation to connect to the bypass.

Commissioner Soppe wanted staff to comment on the projected population in this area. Could it be 25% to 33% of the projected 18,000 increase for Newberg by 2025? **Barton Brierley** agreed it could be roughly 6,000 new people. Mr. Soppe also assumed that if the bypass does not happen, does that mean all these plans would have to be revised. Again Barton Brierley agreed.

Chet Fryjoff, 29501 NE Owls Lane, in Newberg, stated that much is being planned for the land south of Hwy 99W, but no one has not mentioned that there are two developments planned for north of 99W. How will this many people get onto Hwy. 99W each morning—this is a critical component that needs to be worked out.

Commissioner Sherwood agreed that there is no adequate plan that can connect the likely commuter traffic to the bypass.

End of Side A, Tape 2

Greg Colwell, 13500 NE Eloise Ave., in Newberg, said that he lives in the CP-1 area, and doesn't believe the road is necessary. He especially wants to avoid a road going up the hill which may encourage urban growth to move up the hill which will change the nature of his property.

Commissioner Lewis asked if he too doesn't want a connection between Corral Creek and Parrett Mt. He again stated that he doesn't want to encourage urban growth in that part of town, which he suspects a newly constructed road will do.

Lee Does, 10730 NE Renne Rd., in Newberg, wants to encourage the commissioners and others to drive the roads under discussion. He is concerned about a future high school with additional teenage drivers coming through the area. If the plan is going to build a road system that encourages more traffic, then the roads—especially Renne Rd.—needs to be better built to handle the traffic safely.

Commissioner Parrish agrees that the study does not reflect a true perspective on the local concerns with traffic. He also wanted to know about having a traffic light at the intersection of Renne and Wilsonville Rds. He does not favor a light at an intersection with two blind approaches to the corner intersection.

Commissioner Soppe asked if Mr. Does would come down into the city to get on the bypass. He said he would cheerfully come down to access the bypass.

Barton Brierley asked a question about Renee Rd. no longer being a through road—what would Mr. Does see as the advantages? If it cut down on the traffic, then he would be in favor of it.

Tom Schaad, 610 SW Alder Dr., in Dundee, pointed out that Figure #1 does not show a seasonal creek. Furthermore, he questioned the accuracy of the traffic study that assumed nice cars would not want to travel on a gravel road. For Figure 6 on P20, he wonders which traffic study report best reflects the projected traffic once the bypass is built.

There was clarity given to Mr. Schaad about the Lancaster corporate symbol—it doesn't stand for Lewis and Clark.

On P7, point four and the building of CP-1 is not consistent with the desire to preserve farm lands. Furthermore, CP-1 already exists and it is called Schaad Rd.

He also wants those who benefit the most from this development should finance a bond.

Commissioner Soppe wanted clarity on the funding proposal by Mr. Schaad. Why does someone in another part of town need to help pay for this development through city taxes. A long discussion pursued where the final agreement was that everyone does not a piecemeal development.

Closed Public Testimony

Barton Brierley summarized the overall input by saying that decision points will be crucial in the future. **Elaine Taylor** simply asked again for the changes needed for the draft to be improved before sending it to the public.

Commissioner Halstead had no final comments.

Commissioner Soppe thinks the five options should be thrown out and only one proposal that is relevant. He wants the north-south road off of Corral Creek and liked Mr. Brierley's idea to limit traffic on Renne Rd. He also encourages the golf course and high school brought into URA now.

Commissioner Dallas (remarks not audible)

Commissioner Parrish asked for clarification of the preparers. **Barton Brierley** said that Benkendorf Associates did the land use studies and Lancaster Engineering did traffic analysis, leaving city staff to do the rest with the funding options. He recommends a more local flavor to the draft, where it is obvious that the author of the draft has driven the roads. He didn't like the language used of vacant

lands, he wants to see bicycle/foot paths connections to the other parts of town, and would be interested in hearing how the county looks at this development.

Ken Friday believes it will have to be developer-driven funding in light of public coffers for roads being bare.

Commissioner Sherwood cautions everyone that nothing should be done until there is a solution for connection to Hwy 99W.

Commissioner Lewis wants to know how the many new people currently in this area get out of town heading east. If no new connection is made to the bypass, that would force all the traffic through the light at Providence Hospital. More traffic engineering solutions need to be developed. She also added that she has never appreciated a road being a boundary for UGB, designating urban area on one side and rural on the other.

End of Side B, Tape 2

She too likes the Renne Rd. limitations, finance sequencing, and the biggest issue is the intersection with the bypass.

Chair Haug agreed with the moving of the north-south road to the west, and would like the feasibility of such a possibility to be investigated by staff. The intersection problem has been known since the beginning. There must be a solution.

Chair Haug asked specifically for proposals of staff, possibly at the next meeting.

Commissioner Parrish said the bigger problem is going to be funding, somehow the city has to get more involved. He would like to see as close to 100% of the road system built before development.

Commissioner Soppe pointed out that 6,000 new people somewhere in the conversation was blended into 6,000 homes. He also again wanted to address funding. He wondered from the chart which costs the city should pick up and pay for upfront.

Chair Haug pointed out the standard for the city is to have new development pay for itself.

Commissioner Parrish responded that he wants to look longer term and have the city consider maintenance fees.

Commissioner Lewis wants staff to investigate moving the north-south road to the west, and figuring out the 99W intersection.

Commissioner Halstead wants traffic diverted off Corral Creek and Renne Rds. onto the north-south collector road.

Chair Haug wants staff to consider the SDCs if the county does not provide the \$300,000.

Commissioner Parrish asked about NS-3 the figures from the funding chart. What is the difference between new development money versus SDCs? **Barton Brierley** said that developer will be asked

build the usual internal roads for the development, where as the SDC covers the costs of the developer going above and beyond with the construction of the road if the road is planned for being a major arterial.

Chair Haug would like to see more open space built in to the overall plan, with specific acreage figures allocated so open space acreage doesn't get lost in the shuffle.

Commissioner Soppe said that if options one and two do not include all the land that is needed, then why wasn't there another option where it is all included. **Barton Brierley** said that staff set it up so the commissioners were not limited to just the two options. At the UGB stage, more detail will be built into the options.

Commissioner Parrish added an emphasis on staff delineating the park land.

Commissioner Halstead asked about the Ingram Track plan for a number of parks. Who will maintain them and have access to them?

Elaine Taylor would be comfortable adding that the acreage for parks.

Chair Haug said the UGB goes to 2025, but the URA goes to 2040. There needs to be some policy structure put into place to hold the city to the URA for 2040 so it doesn't get used up by 2025. He wants to avoid fast tracking land out of URA into the city limits.

Commissioner Soppe does believe that there is a mechanism in place to hold back the development: City Council votes, and citizen voting on annexation.

Chair Haug disagreed and still wants a URA rule in place that makes it harder to use URA land before its time.

Commissioner Parrish knows that the commissioners like to be involved with productive planning
End of Side A, Tape 3

. . . Hillsboro and Cornelius Pass have seen extensive growth, and recommends that the planning for Newberg must keep the bigger picture in plan. But not all growth pays for itself, and a city providing services can still fall behind the expected benefits from growth.

Chair Haug wanted to know from Commissioner Lewis if she agreed that there needs to be another safe guard between land moving from URA to UGB. She was not certain either way at this time.

Commissioner Dallas added that instead of a hard line, a more rigid process needs to be put into place. **Chair Haug** said a soft rule could be implemented somewhere in the process.

Commissioner Lewis said there is land in the UGB that is not developed.

Commissioner Halstead pointed out that the Austin property was fast tracked in a day, but their unused property was used as an excuse to bring in more URA land to use since the Austin property is unused.

Commissioner Lewis thinks some options in the CP-1 area need to be considered. What can ODOT be forced to do in this area?

Commissioner Sherwood wanted to know why Corral Creek was cut off from entering into the truck lane of the bypass heading east.

Commissioner Lewis used a map to try to explain why another access ramp can not be added.

Chair Haug asked a question based upon ODOT not allowing sufficient access to 99W. If access is not granted, then are commissioners willing to postpone development of this area?

Commissioner Soppe pointed out that on P4 a sufficient statement allows development only to go forward *if* access to 99W is granted. Furthermore, a briefing from ODOT is very much needed and soon (there is a meeting on February 15, 2007). He then played the devil's advocate, and asked the commissioners if they were willing to find the same amount of acreage for such development some where else in town.

Is ODOT going to be held accountable for future changes in traffic flow let alone future affects on traffic?

Commissioner Parrish asked about ODOT. Apparently the agency has power but not the money to fund all of its decisions. Furthermore, it is beholden to other government agencies, which often cause their decisions to be very expensive.

A conversation pursued about the proposed tolling scheme and financing.

Commissioner Sherwood asked if ODOT has considered dropping the whole bypass project? This led to a statement being added to the draft that if ODOT stops the bypass project, then everything in the draft needs to be revised.

It was pointed out by **Chair Haug** that no where else in the state of Oregon is there a highway solution asking traffic to backtrack to head the other direction.

VI. ITEMS FROM STAFF:

Barton Brierley did not have another meeting scheduled at this time.

VII. ITEMS FROM COMMISSIONERS

Commissioner Soppe spoke with the legal council of Newberg about leaving a meeting open. The first meeting was the meeting, with public testimony still open.

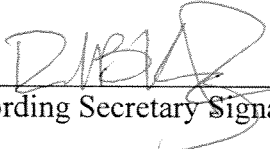
VIII. ADJOURN

Chair Haug adjourned the meeting at 11:43 PM.

Passed by the Newberg Urban Area Management Commission this 11th day of April, 2007.

AYES: 5 NO: 0 ABSTAIN: 0 ABSENT: 2
(list names)

ATTEST:



Recording Secretary Signature

DAVID B. KING, JR. 11 APRIL 07

Print Name Date