



## MEETING MINUTES

**CITY OF NEWBERG / YAMHILL COUNTY  
NEWBERG URBAN AREA MANAGEMENT COMMISSION  
George Fox University - Hoover Academic Building  
Room 105 (414 North Meridian)  
Monday, May 14, 2007, 7:00 PM**

### **I. ROLL CALL Call to order at 7:10 pm**

Alan Halstead  
Warren Parrish

Leslie Lewis (arrived 8:09 pm)  
Robert Soppe (arrived 7:33 pm)

Phil Smith (for Mat Haug)  
Michael Sherwood

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

**MOTION: Halstead/Parrish** to approve the NUAMC minutes from April 11, 2007 with changes (Unanimous voice vote) Motion carried.

### **III. COMMUNICATIONS FROM THE FLOOR** (5 minute maximum per person)

Twenty three 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, though one citizen asked about an issue (scheduling) that will be brought up in the course the meeting.

### **IV. LEGISLATIVE PUBLIC HEARING** (A continuation from April 11, 2007)

APPLICANT: City of Newberg  
REQUEST: Recommend approval of Newberg Southeast Land Use and Transportation Plan  
LOCATION: Area south of 99W, west of Corral Creek and Renne Roads, north of Wilsonville Rd., and east of Newberg's UGB/URA.  
FILE: UGB 05-015

**Vice-Chair Sherwood** told how this meeting is a continuation of the April 11, 2007 meeting, and would like to open public testimony to citizens that did not comment at the last meeting. The commissioners agreed with this plan.

He then alerted the citizens that NUAMC already decided to eliminate the CP-1 Connector Road from their recommendation.

#### **Staff Report:**

**Elaine Taylor** Gave a brief history of how the SE Transportation Plan was developed. Using slides Ms. Taylor explained the plan and the largest challenges in the plan, such as access to 99W, the timing, the North/South Road location, Renne Rd. improvements, and Schaad Rd. improvements. Funding is a large issue also which needs to be worked out.

Her presentation was abbreviated because of the former presentations, and therefore turned it over to the vice-chair to move to public testimony.

#### **Questions for Staff:**

No questions were asked of staff at this time.

#### **Public Comment:**

Francis Jackson, 13482 SE Briggs St, Milwaukie, OR. Ms. Jackson is speaking for Mr. & Mrs. Bestwick who live at 30575 NE Fernwood Rd. She read the letter into the record (see copy with registration sheet). They are in support of this staff report. They would like to see a frontage road that connects Providence Dr. to Corral Creek Rd along the south side of Hwy 99W. She pointed out their property on a map.

John Bridges, 515 E. First St., Newberg, is here on behalf of Providence Newberg Hospital. He referenced his letter sent to the planning department on Monday. Mr. Bridges opposes the plan of having an interim Road connecting Providence Drive to Corral Creek Rd. because it would likely become the permanent road. That would have direct safety implications on the hospital staff and patients.

**Warren Parrish** first asked staff if Mr. Bridge's letter is entered into the record. Barton Brierley said yes.

**Robert Soppe** wondered if pedestrian safety will not be an issue where ever a connector road is placed.

**Mr. Bridges** explained that there is the issue of less traffic, and one is different traffic. There will be medical office buildings across the street (East of Providence Dr.). There will be lots of traffic walking between such buildings and the hospital.

**Robert Soppe** asked if the previous location of the hospital with the office buildings across Villa Rd. caused problems, and Mr. Bridges said yes.

**Warren Parrish** asked if Mr. Bridges was representing the hospital issue. Warren Parrish noted that he has been greatly involved with the hospital. Mr. Parrish said that Mr. Bridges was raising a flag that was not substantiated with Mr. Parrish's work experience of twenty years.

**Warren Parrish** moved to page two the comment about medical buildings "probably" being east of Providence Drive. Mr. Bridge's sources included Dana White, who works for hospital. Plus, Providence redirected utility lines and worked with the golf course to ensure some land when it is needed.

End of Side A, Tape 1

**Warren Parrish** asked about another clarification from the letter about a 55 mph street. Mr. Bridges said it was a reference to Hwy 99W.

**John Bridges** said he will bring in statistical information on accidents with patients.

**Michael Sherwood** asked about the document as well. On the bottom of page 2, the dollar figures for an underpass, and whether Mr. Bridges acquired an estimate. John Bridges said that the ODOT will have to cross two tributaries instead on one.

**Michael Sherwood** asked if Brutscher, Springbrook Rd, and Fernwood are able to handle the traffic until 2025 without this connector? Mr. Bridges they can handle the capacity.

**Michael Sherwood** asked about representing Providence and previously Pacific Lifestyle Homes, Mr. Sherwood is wondering if Mr. Bridges was a developer, wouldn't you want a new collector road that would handle the traffic? John Bridges said that he knows there has been disagreement about this, but stated that Fernwood Rd. is sufficient for the traffic.

**Alan Halstead** asked if the hospital would be wiser to put the medical office buildings on the west side on their property to avoid any traffic on Providence Rd. Mr. Bridges said we're talking about a long term project. This facility has plans for growth up to 50 years from now.

**Robert Soppe** wanted to see concrete statements about changing the golf course design.

**John Bridges** alerted the commissioners that staff assumes that one can simply extend Trails End Road straight over, but that will not be possible. Too much has happened in the area, and the colored map does not allow for elevation gains.

Michael Ard, Professional Transportation Engineer, 321 SW 4<sup>th</sup> Ave, #400, Portland, OR 97204 made himself available to answer questions.

**Michael Sherwood** then asked Mr. Ard for clarification about traffic pattern numbers. What does it mean that the traffic in the area is not at capacity? Mr. Ard said that Fernwood Rd. is no where near capacity. In general the threshold is 3,200 cars/hour.

**Michael Ard**, the downfalls are which road connections can be afforded at this time. Providence Dr. will have handicapped people on/crossing it, and therefore Providence Hospital is not for it.

A north side commercial development will benefit from traffic on a north side road where a south side road will not.

He reports that a redeveloped Veritas/Corral Creek Rd. would go from 11 conflict points to 2 conflict points.

**Warren Parrish** then stated that he doesn't believe the Fernwood Rd. is ready to handle all of the new residential development and high school addition, and then wanted to know who will build the intersection at Fernwood Rd. and Corral Creek. How can Mr. Ard believe that such a current intersection can handle all the traffic to 2025?

**Mr. Ard** said that he believes the new north/south road from Fernwood to Wilsonville Rd. will alleviate enough traffic from the current Corral Creek Rd. that Corral Creek will sustain local traffic only.

**Warren Parrish** then wondered how Portland traffic coming down Wilsonville Rd. would access the area. Mr. Ard added that speed bumps could discourage traffic on Renne Rd.

**Robert Soppe** recounted that staff suggested that Renne Rd. could be stubbed. Mr. Soppe asked Mr. Ard said the traffic figures are assuming that Renne is not stubbed. **Mr. Ard** said it assumes Renne is continuous.

Discussion was held regarding the capacity of Fernwood Rd.

**Robert Soppe** then went back to the intersection at Veritas Rd/Corral Creek at Hwy 99W, what will make it safer? Right in and right out could be done today. As far as the safety at Providence Dr. What are the ramifications of a stop sign crossing that road? **Mr. Ard** is not in favor of a stop sign on Providence Dr. south of Hwy 99W. Other measures are possible but not necessarily safer.

**Leslie Lewis** finds it hard to believe that Fernwood Rd. can handle 3,200 cars/hour.

**Mr. Ard** explained the traffic capacity is not the controlling issue, but intersections are the constricting factor.

There were then hypothetical issues concerning Dundee.

End of Side B, Tape 1

**Phil Smith** asked if a roundabout is built at Brutscher and Fernwood Rd., and since intersections have the greatest influence on road capacity, then what would be the Fernwood Rd. maximum capacity flow of traffic.

**Mr. Ard** said appropriate design of intersections will allow for this capacity.

\* \* \* Vice-Chair allowed for a seven minute break \* \* \*

Mary Foster, 30595 Trails End Lane, in Newberg, is in support of the SE Transportation Plan, but also has concerns about what she has heard tonight. She and her neighbors need more than right in and right out at Veritas Rd. and Hwy 99W. She also spoke as a physician in Newberg since 1990. She does not receive any financial compensation from Providence but agrees that there does not need to be a main road going through the future hospital campus. That would be a very big safety issue. She would like to see a Trails End extension going all the way to Brutscher Rd. with a parking lot at south end of hospital.

**Robert Soppe** sees three ways to get to Newberg from her neighborhood. Turning left out of Corral Creek onto Hwy 99W, going down to Fernwood, and a new East/West road. Mr. Soppe believes that there is no solution in place, and this needs to be resolved.

**Michael Sherwood** then concluded with a reminder that citizens who spoke on April 11<sup>th</sup> were not being invited to speak again tonight. One citizen took exception to this, and believes that new issues need to be addressed. Mr. Sherwood invited Saj Jivanjee to send his thoughts in via a letter. Barton Brierley mentioned that NUAMC will make recommendations to Newberg City Council and County Commissioners. During those times there will also be an opportunity to testify.

### **Closed Public Testimony**

**Final Staff Recommendations:** Elaine Taylor said that CP-1 has been alleviated but the choices still needed to be made are: access to Hwy 99W post bypass, access to Hwy 99W pre-bypass, timing of UGB an dURa, New North-South Route, Renne Road and Schaad Road options, and funding and financing.

She then presented the decision criteria, including Statewide LCDC goals, especially 1, 2, 8, 12.

**Michael Sherwood** asked Mr. Cole if going under the bypass with a Trails End extension is a true possibility. Mr. Cole said it could be a possibility but there was no clear analysis to say definitively.

**Barton Brierley** suggested as a final recommendation that each choice be walked through carefully.

**Ken Friday** said that the Road Advisory Committee would need to hear any recommendations.

**Commissioner Soppe** wondered from staff how an underpass could be counted on if the bypass does not happen for some time. **Barton Brierley** said that a pre-bypass option will have to be reliable until a bypass is built.

Discussion was held regarding whether a limit to the UGB or URA should be put into place until the bypass does get completed.

**Robert Soppe** then addressed funding, or the fact that the county will not be counted on to help afford it. Mr. Brierley said that the county should be kept as a responsible agency. The county has certain maintenance funds for these county roads that could be used for longer term improvements instead.

**Leslie Lewis** spoke about how the county funds can be used, that all counties have lost forest money, and that the amount of resurfacing will be way down this year. 375 miles of county roads need to be maintained each year, let alone with 240 miles of gravel roads. There is a lot of maintenance.

**Robert Soppe** asked staff to clarify the traffic study figures. Mr. Brierley explained that they started with the land use option #1, and plugged the numbers into transportation analysis zones. ODOT models were used, with certain roads plugged in.

**Robert Soppe** wanted the commissioners to know that the figures are staff generated. He asked how much of NS-1 alt. C will save from not having to improve Corral Creek. Mr. Brierley said that it is all an issue of timing. Unless all of NS-1 alt. C is built at once, then some of Corral Creek is needed. Barton Brierley then stated that the underlying assumption is that development will begin around the property north of Fernwood and work its way north.

End of Side A, Tape 2

**Warren Parrish** stated that he is not comfortable moving forward tonight, and would like to see a continuation.

**Michael Sherwood** recollected from the January meeting that a transportation plan was a necessity for the UGB in the SE part of Newberg.

**Leslie Lewis** wanted to know from staff if adoption of this Transportation plan has any influence on the URA decisions.

**Robert Soppe** is willing to address at least one decision tonight before postponing further

**Phil Smith** recommends starting at the top of the list, even though contingencies exist with other options of the list. Mr. Smith wants the underpass/overpass with Hwy 99W.

**Robert Soppe** says to cross out option C (Add a lane on southern side of 99W, up Rex Hill).

**Alan Halstead** believes the only option is right in, right out at Corral Creek. He therefore opts for a Trails End connection to Providence Rd.

**Michael Sherwood** does not like the amount of traffic that will be using the Hwy 99W and Providence Rd. intersection, and therefore connect the Trails End road to Providence Dr.

**Leslie Lewis** prefers option A (Traffic goes north under Bypass and west on frontage road to Crestview, coming out to 99W at Providence Drive traffic light).

**Warren Parrish** likes Mr. Soppe's idea for staff to check into Trails End to Brutscher, other wise he agrees with Mr. Halstead and Mr. Soppe.

**Robert Soppe** wanted to know if post bypass means that Veritas Rd. will be closed. That was said to be true.

**Warren Parrish** wanted to know from Mr. Soppe about the desires of Providence.

**Robert Soppe** explained that the hospital has made efforts to move the placement of the bypass.

**Leslie Lewis** didn't think it was a done deal.

**Terry Cole** explained that an agreement between the hospital and parks will carry weight.

|                                                                                          |
|------------------------------------------------------------------------------------------|
| <b>MOTION: Parrish/Halstead</b> to continue the deliberation. Voice vote, motion passed. |
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**Barton Brierley** said that this topic should be added to the May 31, 2007 meeting.

**Robert Soppe** wondered of staff if transportation issue is not going to be addressed then let people know so that lawyers are not paid for when the issue might not be addressed.

**Phil Smith** added that since it is only deliberation, public testimony will not be added to the meeting. Written testimony will be allowed until May 24<sup>th</sup>.

#### **V. ITEMS FROM STAFF:**

**Barton Brierley** said the next meeting will be May 31. The URA deliberations the Transportation Plan deliberation will be on that agenda.

#### **VI. ITEMS FROM COMMISSIONERS**

**Leslie Lewis** wanted to readdress the land between Newberg and Dundee. She wanted to know if staff has looked into presenting the possibilities. **Mr. Brierley** said that he will bring the information to the next meeting.

**Robert Soppe** is wondering why Oxberg Lake Estates was granted an exemption, what is the nature of it, and how is it accomplished because other neighbors might want the same status.

**Leslie Lewis** sat on NUAMC at that time and remembered the residents argued for the exemption. She doesn't know of a written agreement to exclude them.

**Mr. Brierley** added a distinction between exception lands versus farm land. The 1995 URA included 99 percent exception land, and there were several exception areas that weren't included. The Oxberg area was not as suitable as other exception areas.

**Robert Soppe** wants a good reason and findings for all their decisions.

**Warren Parrish** said that the land around Wilsonville Rd. and the new high school are going to be annexed.

**Michael Sherwood** wondered where all the people are who don't want to be included in the UGB.

#### **VII. ADJOURN**

Vice-Chair Sherwood adjourned the meeting at 10:33 PM.

Passed by the Newberg Urban Area Management Commission this 31<sup>st</sup> day of May, 2007.

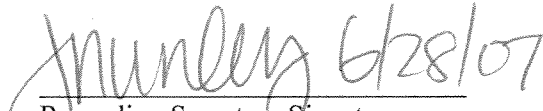
AYES: 6

NO: 0

ABSTAIN: 0  
(list names)

ABSENT: 1 (Halstead)

ATTEST:

 6/28/07  
Recording Secretary Signature

Matson Hung 6-28-07  
Print Name Date  
chain