

Commissioner Larson - do you have solution to problem?

Dorothy Roholt- make Fernwood access only.

Betty Spada, 28300 NE Wilsonville Rd, Newberg - owns the coffee shop, Uhaul and produce shop - feels she would loose business. Increasing speed on sweeping corner to transition onto Springbrook Rd off Wilsonville Rd. Is a bad idea because there is a school bus stop right around the corner. Sweeping corner @ industrial parkway concern with also. Feels new intersections at Industrial & Springbrook, and Springbrook & Wilsonville are still not safe.

Commissioner Haug - please sketch out plan

Betty Spada- discussed her ideas on intersection at Wilsonville Road/Springbrook Rd.

Commissioner Haug - the map submitted as additional info tonight, does this represent your idea?

Betty Spada- yes

Roger Grahn, 23287 LaSalle, Sherwood - spoke on Senate Bill 100 passed in 1973 that established land use criteria. He went on to list several things in the staff report that he felt did not meet the criteria:
Page 18 & 19 - goals 2, 4 and 7 the publication requirements have not been met. This particular part, the transportation plan has been met by these goals. But this amendment that ODOT has required of the City has not been met.

Page 20 & 21 goals 1(citizen participation) & 2 (state wide land use) none of these processes have been met.

Page 25 goal 12 item B: use of technical advisory committee & various committees is requiredhasn't been done.

Page 35 goal H regarding the economy; requires that you develop a stable economic base. The proposal Mr Grahn has is to put up a warehouse type building. And we are required to have 72 parking places. If we have 72 parking places that implies to Mr Grahn that there be a minimum of 50 jobs. The airport across the highway has plans to put in airport related businesses all along the existing access street. This is going to take out some of those plans. Jobs will be lost there. This lady's coffee stand also will be lost. There goes part of the economic base. None of that has been addressed.

Pages 38 and on; are the criteria based on the goals that we are required to amend. This does not meet: goals 1B, 3, 5, 7 and on pages 42-44 particularly goal 4(minimize the impact of regional traffic on the local transportation system). It also says the City will coordinate w/ODOT Yamhill County, and the local property owners - not been done. ODOT's version of cooperation is to call him saying they are going to purchase his property, they are going to take it. No talk about nothing.

Going back to goal 1(Citizen participation): ODOT in December released, for the first time, to the public this plan. Despite the fact that this plan has been in existence for some time. I was given a copy of an e-mail from September but ODOT, when you ask them about it, you get stone-walled. Nothing from them. After the December meeting when this was unveiled, ODOT called on January 4th, for a meeting on January 6th, for the property owners. Only a two day notice. Which gives you a clue about how much they wanted to talk about. They said they would mitigate the impacts but would not change a thing. At that meeting they talked about safety. ODOT said this was the 10th most dangerous intersection out of the 1500 in their area. Mr Fox said it's this idea or nothing. We have to do something. But if we don't do this, then we are not going to do anything. Mr Grahn said that statement is not good enough for the tax payers in this community.

Mr Grahn gave examples of ODOT's justifications for this plan, then went on to give his reasons for questioning those justifications.

He presented examples of signalized multiple intersections. He doesn't trust that ODOT is a design specialist. We should not except this design just because ODOT says it is the best. He still feels signalization of Wilsonville/Springbrook/219 the best option and thinks it is covered in the TSP plan.

Let's review previous ODOT decisions made:

1-over 1 Billion Dollar highway improvement plan to improve some bridges. A big chunk of that went to repair I-5 bridges which ODOT admits are failing because of design flaws.

2-How about the Hwy 217 'parking lot'?

3-Or Hwy 26 West of Portland. Coming in or going out.

4-How many years of construction & tens of billions of dollars, and it's not much better today then before. If growth continues we'll have the same mess 5 years from now as when they started.

5-Most of all our \$50 million DMV computer system, which after 3 years & nearly 300 million dollars they gave it up as a failure. Incidentally...300 million, that's the same amount that it takes to build a bypass isn't it?

Any decision ODOT makes should be viewed very unfavorably. We need a better plan. Where is it? It's in the transportation system plan itself. It's signals. All the data is there.

Mr Grahn draws diagrams for everyone to view... Mr Grahn suggests using signals as suggested in the TSP Plan. When the Gougler projects & Werth property are fully developed he believes a 4-way stop will be necessary on Fernwood & 2nd Street.& Springbrook. Reduce the speeds. Make them 35. Also no thru-trucks on Springbrook.

Advantages:

1. Costs Less. Which one of the goals (# 7 on page 47) says we are supposed to consider.
2. It saves or allows for job creation.
3. Complies w/the comp plan (p 12-14 of comp plan specifically)
4. Complies w/criteria we've all addressed and Senate bill 100.
5. It can be done quickly.

Would like to ask the Commission to approve the TSP w/out this amendment. This amendment has not met any of the criteria and has a lot of faults. It's just a dumb idea.

Mr Grahn's thoughts on the TSP plan overall:

I support it very strongly even though it is inadequate:

1- There is heavy emphasis on connectivity. I think connectivity is a planning fad. Privacy is more desired than connectivity.

2- Cul-de-sac's are discouraged. They should be encouraged. If you have a house on a cul-de-sac you'll get premium price for it. They are very private. Security is important to the residents.

DLCD doesn't have the answers. People do. Do we want to have a TSP that appeases DLCD or one that appeals to the people who use it? That is a very relevant question.

3- I see Newberg's population exploding by 2010. The reason....available land. A million people are projected to come to the Portland area in the next 20 years. They have to go somewhere. Newberg will grow quickly. There is plenty of land here. We need to be prepared for this growth.

Commissioner Larson - request for detailed minutes for Mr. Grahn's testimony.

Alan Fox, ODOT Project Leader Region 2 - thank you for giving time to respond to comments
Mr. Fox read letter presented to the Commission tonight.

Angela Kargel, ODOT Region 2 Traffic Engineer - handed out letter and read

Commissioner Larson - how many years away is construction?

Alan Fox- summer 2006

Commissioner Larson - when will completion be?

Alan Fox - that year weather permitting.

Commissioner Foster - you made reference to the throw away zone .

Angela Kargel- current plan is for interchange to drop down into this area we are not sure of what the throw away zone will be.

Commissioner Foster - Chair please address point of order and respect speakers.

Chair Smith - addressed audience

Angela Kargel- the existing intersection is likely to be in zone.

Commissioner Haug - is there any interim solution before 2006

Alan Fox- no this will be a fairly rapid project delivery .

Chair Smith - I want to understand ODOT responsibility and City role in regards to this project. ODOT doesn't have to deal with us on this project because of safety issue.

Alan Fox- we are building local street connection that we want city to take over when completed so we are trying to coordinate.

Chair Smith - agree with Mr. Grahn we don't have enough industrial land and it is an ideal spot very near this intersection. South of intersection why can't this work at Wyooski?

Alan Fox- ODOT is locked in from its analysis from safety specialist. Don't have the flexibility to engage neighborhood to explore options.

Chair Smith - what happens if we are against it.

Alan Fox- don't know

Commissioner Haug - to Chair Smith I think your question too hypothetical.

Commissioner Brittell - appreciate questions same as mine, to Mr. Fox the alternate 3 TSP page 5-6 Wyooski St with improvement 22 what would ODOT's position be if this was recommended this instead.

Alan Fox- existing zoning doesn't allow this is outside UGB it would require a conditional use permit takes out considerably more farm land than proposed project. We wouldn't get the permit.

Commissioner Brittell - you will not do it, it is very difficult

Alan Fox- we can recommend once we have interchange design and management plan in place we will make this recommendation.

Commissioner Haug- comment on this can personally think of objections to this road.

Alan Fox- to make a change like this in a vacuum I think it is a mistake, this will be handled during the interchange management process.

Commissioner Foster - if we were to approve TSP as is when we do interchange plan we will be able to look at alternatives?

Alan Fox- it is a lot less likely to be in throw away zone.

Bonnie Heitsch - Dept of Justice representing department of transportation.

Had a response to letter from Mr. Grahn's attorney. Submitted letter as exhibit b. I have taken notes on Mr. Grahn testimony and request that written testimony be held open for another 7 days to respond to it. She then covered points in her letter presented tonight.

Commissioner Foster - motion to leave written testimony open for 7 days, Commissioner Overbay seconded.

MOTION: FOSTER/OVERBAY To leave written testimony open for 7 days. [7Y / 0 N] Motion passed.

Bonnie Heitsch - would like to point out you have 2 major arterials in your community both are Oregon state highways, this project is on one of those roadways. I acknowledge Mr Grahn's concerns about purchasing his property and it is a change in his plan but ODOT has responsibility for safety.

Commissioner Foster - do you agree with Mr. Fox we have to coordinate?

Bonnie Heitsch - the fact that there is a city road we have to deal with the city, if the City doesn't agree we might have to address the problem with flow restrictions .

Commissioner Larson - comments heard a lot of talk about safety of intersection before became resident known it was bad intersection, the community knows it is bad. As a citizen it is difficult to be presented evidence that we already know we were told that a signal could not be put in. Compared signal at Mountainview Dr and ore219 low volume signal state was willing to put in there but ignored Wilsonville intersection. Intersection of Villa & Mountainview is a bad design and engineered by professionals, conversation of professional engineering and "we know what we are doing" not convinced just because engineered by professionals makes it right. Not satisfied professional engineer is the final answer.

Alan Fox- commission is the final word tonight in this case that is why we have presented , our engineers have recommended the best project that they can perceive we are not trying to sound arrogant.

Commissioner Haug- response from ODOT as questions come up has been much appreciated need to point out they have gone into depth to accommodate us for answers.

Chair Smith - one more item of testimony we will receive it and have a short break.

Bonnie - comments on TSP in general - east west connection road project #10 ODOT would prefer that be postponed until bypass interchange management plan.

Lorraine Hall, 114 S. Center St, Newberg - representing 2nd street citizens group

Chair Smith - you would prefer that 2nd street not be used as state highway

Lorraine Hall- yes

Chair Smith - you proposed at last meeting a way to handle this.

Lorraine Hall- yes because it keeps coming up since 1970.

John Bridges, 515 E 1st St, Newberg - submitted changes gave at last meeting in representation of Providence Hospital. Intrigued with Mr. Smith's ideas on industrial lands would like to see you at ADHOC committee meeting 5pm 1/27/05 at Library. There is also an ADHOC open house march 3, 2004, 6-8:30pm

9:05 break to 9:15

Chair Smith - thanked people who have been giving testimony according to green sheet rules staff passed out copies of Ms. Spada's drawing.

Grace Schaad, 31525 NE Schaad Rd, Newberg - following up on letter submitted previously and follow up to Dorothy's comments on truck delivery road, developer has no permit for that to be in place Mr Gouglar just applied yesterday for permit for temp construction access road. It speaks to the disregard of developer to requirements of installation of that road.

Commissioner Haug - could you identify the road?

Grace Schaad- he has not gone through the process for approval for that road?

Chair Smith - unnamed road runs east west.

Grace Schaad- no it is identified as Springbrook Oaks in the plan.

Chair Smith - you don't want the road to be there?

Grace Schaad- the road is already there.

Chair Smith - we are talking permanently.

Grace Schaad- I want it to be a emergency access only gated on both ends.

Commissioner Brittell - understanding that you would put language in there to prohibit public access.

Grace Schaad- would like the more restrictive language in plan now.

Commissioner Brittell - understanding it is a 20 year plan and need for connectivity in 20 years to Corral Creek

Discussion of objection specifics as to why object

Discussion of flow of traffic for construction vehicles currently using this route coming from 99W onto Corral Creek turning on to road.

Commissioner Brittell - in same area new development diagonal parking places on east side of Corral Creek Rd what do they have to do with.

Grace Schaad- it is to obstruct parking for fire access for reservoir

Barbara Brooks, 905 S Springbrook, Newberg - I had not intended to speak tonight I turned in written documentation. Discussion of bypass corridor and intersection being in the throw away zone. In the Graphic it said ODOT may make bypass toll road if they did they wouldn't need as much room. Engineer stated that the intersection they plan on building

will be entry into our urban area if bypass is south of proposed road isn't bypass entry to urban area. ODOT still only looking at their choice of configuration have been presented with other options from our neighborhood. Went on to review her proposal and her opinion of the advantages of it. Feels ODOT is stating they can hold us hostage if we don't agree with their plan.

Chair Smith - we voted awhile ago to keep written testimony open for 7 days need to make decision about oral

Commissioner Haug motioned to close oral testimony, Commissioner Foster seconded.

MOTION: HAUG/FOSTER To close oral testimony. [7Y / 0 N] Motion passed.

Commissioner Larson - suggested to have summary then close for the night since there will be a need to review new written testimony.

Informal discussion since Mr. Haug will not be present in February of how to proceed with hearing.

Chair Smith move on with agenda

V. ITEMS FROM STAFF

1. Update on Council items

ADHOC committee open house - March 3, 2005 Chehalem Senior center 6-8:30pm

discussion of making sure there is an end to testimony, Commission will work on what they have in hand after 7 day open testimony is done

Barton Brierley - council would like to start something new to allow all the committees the opportunity to discuss things with them. They have invited any committee that wants to come to work session. There are two ground rules only 1 representative from committee and don't want to discuss anything on a pending application.

Discussion of stretching out the deliberation period to make sure you get all relevant input.

Commissioner Haug - motioned to designate Commissioner Larson to represent to the Council, Commissioner Overbay seconded

MOTION: HAUG/OVERBAY To designate Commissioner Larson to represent to the Council. [7Y / 0 N] Motion passed.

2. Other reports, letters, or correspondence
3. Next Planning Commission Meeting: February 10, 2005

VI. ITEMS FROM COMMISSIONERS

Commissioner Larson - we had testimony about road in Greens development seems that they are creating a hazard on the county roads out there, should notice the developer since the development is in the city and closure of the road if access has not been granted yet.

Chair Smith - ask staff to report since we have had complaints.

Commissioner Haug- is it your understanding on Oaks development they would use 99W/Brutsher/Fernwood for access.

Barton Brierley - there hasn't been any stipulation on routing of construction vehicles

Commissioner Haug- testimony heard was that road wasn't supposed to be access

Barton Brierley - emergency access road is to be emergency access when constructed, the subdivision approval didn't say anything about construction access.

Commissioner Haug- how do we deal with that

Barton Brierley - I think it might be safer to use as a construction access

Discussion of if construction access to the Greens development should be allowed off of Corral Creek Road and how the plan was interpreted.

Chair Smith we have someone who wants to speak do we have suggestion to open testimony?

Commissioner Haug motioned to open testimony, Commissioner Tri seconded

MOTION: HAUG/TRI to open testimony. [7Y / 0 N] Motion passed.

Grace Schaad- whether you did or did not require him to put in road it is in without permits seems at very least could require him to secure at city limits

Chair Smith - heard Barton say given overall situation greater safety if develop is allowed to use this as construction access road, how would you respond to his comment.

Commissioner Haug- danger of crossing highway if they use that access.

Commissioner Foster - question of staff, does developer have to have permit to move in equipment?

Barton Brierley - sometimes

Chair Smith - this is a matter where the citizens are going to have to go to the County, but we could ask developer about Commissioner Haug's idea is that go to Brutsher.

Grace Schaad- I would say it is safer to use that route

Commissioner Larson - we have had testimony already about how the Greens is going to encourage citizens to use Brutsher and Fernwood so the developer should also use.

Discussion of whether Commission should take action

Commissioner Brittell -would like to challenge statement about allowing administrative zone changes would like to ask staff to tell us where that is allowed.

Commissioner Larson - Commissioner Brittell has excellent comment

Commissioner Brittell - I think interpretation may have been misunderstood by staff.

Barton Brierley - propose to return with report that states what is allowed and what can be done administratively

Commissioner Overbay - clarification of what you will be asking Mr Gouglar to do.

Barton Brierley - will speak with him regarding construction access and work with him to minimize impact on neighborhoods

VII. ADJOURN

Chair Smith adjourn meeting at 10:20pm

Approved by the Planning Commission this 24th day of February, 2005.

AYES:

NO:

**ABSENT:
(List Name(s)):**

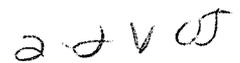
**ABSTAIN:
(List Name(s)):**



Planning Recording Secretary



Planning Commission Chair



Date