

NEWBERG PLANNING COMMISSION MINUTES
July 14, 2016, 7:00 PM
PUBLIC SAFETY BUILDING (401 E. THIRD STREET)

Chair Allyn Edwards called the meeting to order at 7:00 p.m.

ROLL CALL

Members Present:	Allyn Edwards, Chair	Gary Bliss
	Philip Smith	Ron Wolfe
	Cathy Stuhr	
	Miranda Piros, Student	

Staff Present: Doug Rux, Community Development Director
Jessica Pelz, Associate Planner
Kaaren Hofmann, City Engineer
Sue Ryan, City Recorder

Also Present: Karl Birky, CAC
Terry Cole, ODOT
Garth Appanaitis, consultant

PUBLIC COMMENTS: None.

CONSENT CALENDAR:

Approval of the June 9, 2016 Planning Commission Meeting Minutes

MOTION: Stuhr/Bliss moved to approve the June 9, 2016, minutes. Motion carried (5 Yes/ 0 No/ 2 Absent: Dale, Torres)
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WORKSHOP: UPDATE ON THE TRANSPORTATION SYSTEM PLAN (TSP)

Associate Planner Jessica Pelz said this project had been delayed due to the Bypass and Wilsonville Road issue. Not much had changed except for the project list and costs as well as a few other amendments.

Garth Appanaitis, Consultant with DKS, gave an overview of the revisions. The purpose of the plan was to look out to 2035 and set the needs for the future and how they would be addressed. He explained the process began with an inventory of the system and the projected growth and needs out to 2035 and staff developed a project list that integrated new ideas from stakeholders and staff. The project list had to be realistic, and one of the big considerations was that the first phase of the Bypass would be done. The projects were multi-modal and some of the projects were likely to be funded, and some were aspirational. He then discussed transportation standards.

Terry Cole, ODOT, said there was a map that accompanied the table in the revisions of the Bypass projects and he asked them to disregard it because there were errors with the projects that would be in Phase 1 and Phase 2. A new map would be provided soon.

Commissioner Stuhr asked if the signal at Fernwood and Springbrook was going to be funded. Garth Appanaitis said it was listed as aspirational because it was a monitor situation to see how it would operate after Phase 1 was completed.

There was a discussion on future changes for that area, the proposed turn lanes, and level of service for the intersection.

Commissioner Bliss asked about the pedestrian enhancements in downtown and why they were aspirational. AP Pelz said they were not sure what the enhancements would be at this time due to the pending Downtown Improvement Plan. Mr. Cole said there were a number of steps ODOT would have to go through as well and what it would look like was yet to be determined.

Commissioner Smith asked about the methodology for how many people commuted out of Newberg. Garth Appanaitis explained the census data that was used as well as a regional travel demand model.

There was discussion regarding several aspirational item statuses and funding sources.

Karl Birky, CAC, encouraged the City to use volume to capacity ratios to decide if intersections were at capacity or not and move away from the LOS system. Kaaren Hoffman, City Engineer, said most jurisdictions used the volume to capacity ratios.

Chair Edwards brought up the Vittoria Way intersection change to a right in, right out. Did traffic studies support that as it would put more traffic on Mountain View and Springbrook. There was discussion on how the Bypass changes and Crestview extension had impacted the intersection plans.

Commissioner Smith asked about the funding of the Crestview extension to 99W. CDD Rux said State funds had been obtained to improve Crestview Drive from Highway 99W to Springbrook. SDC funds and the developers would also contribute to the project.

Chair Edwards asked about the prioritization of aspirational projects and the reality of the aspirational project costs. Garth Appanaitis explained there was no prioritization for the aspirational projects. The costs were estimates, not real construction dollars. Mr. Cole said it provided a relative sense of what the projects would cost.

Code Amendments: AP Pelz reviewed the Development Code and Comprehensive Plan amendments. The changes were to provide consistency in wording and to reduce redundancy. She explained what was proposed to be added and what was proposed to be removed.

Chair Edwards asked if they should consider a change to require a minimum of two parking spaces, not to include the garage, for higher density developments to reduce on street parking.

Commissioner Smith suggested staff bring back options for those areas of concern. It would be a separate issue to address at a different time.

Public Comments on TSP:

Robert Soppe, Newberg resident, was concerned that the sources of funding were not split out, whether they were funded by the City, County, developer, or ODOT. He was also concerned that Crestview Drive was described differently from what was approved by the Council 10 years ago and at that time it was a controversial issue. He thought some parking requirements were inappropriate and should be fixed during this process. Regarding pages 24 and 39, he thought it should be clearer what was meant by shared use between bicycles and motor vehicles and on page 60, availability of funds, there were no developer funded projects listed. He wanted to know if Fernwood and Springbrook would become a four way stop. The downtown road diet project was listed as likely to be funded, but he thought the Council had not yet approved it and it should not be likely until it was approved. Regarding pages 79 and 80, there were no costs projected for the Bypass projects, and he asked why the Hayes to Corral Creek project had been eliminated. On page 96, residential streets, if there was parking on both sides, the street had to be a specific width, and if parking was removed from one side, the road only got two feet narrower and if it was removed on the other side, it got six feet narrower. He did not think the two feet was appropriate. On

page 99, in R-1 zones, the maximum block length was 800 feet and he thought that was a long block for a residential neighborhood. On page 125, the minimum intersection spacing was extended and quite often doubled. On page 142, it eliminated the rerouting of 219 and he asked if that was carefully considered.

AP Pelz said regarding the 219 reroute, it was changed when Council downgraded Crestview to major collector from arterial.

Chair Edwards asked about the 800 foot street length. AP Pelz said this block length already existed in the Code and was not a change. CE Hoffman said the intersection spacing changes proposed were for collector and arterial streets, which were intended to move traffic.

AP Pelz said the Council direction was to do a downtown road diet and it would become a part of the TSP.

CDD Rux replied regarding Crestview Drive, the scope of the project would to construct it as a major collector. It would provide an alternative route.

Commissioner Wolfe asked about the Fernwood and Springbrook intersection. CE Hoffman said she could bring that information back to the Commission.

AP Pelz said the next step in the process would be a public hearing before the Planning Commission on August 11. If the Commission had further comments, they could be emailed to staff.

ITEMS FROM STAFF:

CDD Rux updated the Commission on Council items including a Community Development Block Grant application for repair and maintenance work on manufactured homes, approved annexation applications, initiated Development Code changes regarding marijuana regulations, and Bypass loan agreement. He discussed his memo regarding upcoming Planning Commission actions.

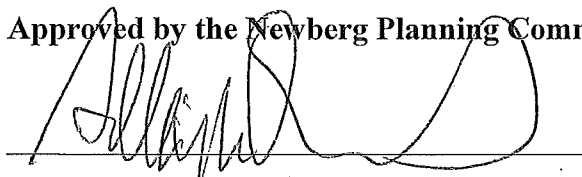
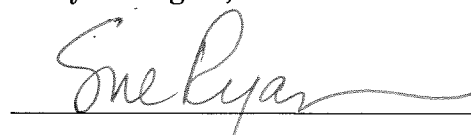
Mayor Andrews announced the City would be hosting a contingent of representatives from the City's Sister City at the Newberg Old Fashioned Festival.

Commissioner Bliss asked about the negotiations with the State and Ladd Hill Neighborhood Association, was the stop sign on Wilsonville Road and Ladd Hill intersection a warranted stop sign? CDD Rux said it was part of the discussions regarding safety on Wilsonville Road. He did not know if the stop sign had been negotiated between Ladd Hill and the County. CE Hoffman said stop signs should be warranted, but the review bodies who could approve their installation had the ability to approve their installation even if warrants were not met.

ITEMS FROM COMMISSIONERS: None.

Chair Allyn Edwards adjourned the meeting at 8:25 pm

Approved by the Newberg Planning Commission this 11th day of August, 2016.


Allyn Edwards, Planning Commission Chair
Sue Ryan, City Recorder