

NEWBERG PLANNING COMMISSION MINUTES
December 8, 2016, 7:00 PM
PUBLIC SAFETY BUILDING (401 E. THIRD STREET)

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

ROLL CALL

Members Present: Allyn Edwards, Chair
Cathy Stuhr
Gary Bliss
Ron Wolfe
Jason Dale
Patricia Watson
Philip Smith

Members Absent: Miranda Piros, Student

Staff Present: Doug Rux, Community Development Director
Steve Olson, Senior Planner
Jessica Pelz, Associate Planner
Brad Allen, Assistant Planner
Bobbie Morgan, Office Assistant II
Kaaren Hofmann, City Engineer

PUBLIC COMMENTS: None.

CONSENT CALENDAR:

Approval of the November 10, 2016 Planning Commission meeting minutes

MOTION: PC Stuhr/PC Wolfe moved to approve the November 10, 2016, Planning Commission meeting minutes. The motion carried (7 Yes/ 0 No).

QUASI-JUDICIAL PUBLIC HEARING: Chair Allyn Edwards called hearing to order at 7:03 pm

Columbia Estates Subdivision (continued from October 13, 2016): Consider a subdivision tentative plan to divide a 3.06 acre site into 24 lots for single-family detached homes. The site is in the R-2 zone (medium density residential). APPLICANT: Del Boca Vista, LLC LOCATION: North of Columbia Dr., south of Lynn Dr. TAX LOTS: 3218AB-1700, -1701, -1702 FILE NO.: SUB2-16-002 ORDER: 2016-24 CRITERIA: Newberg Development Code Sections: 15.235.060(A)

Call for abstentions, bias, ex parte contacts, and objections to jurisdiction: None.

Staff Report presentation by Senior Planner Steve Olson. This was a request for a 24 lot subdivision located north of Columbia Drive and south of Lynn Drive. This was a 3.06 acre site with a slight slope to the south. To the north and east there was single family residential, and to the south and west there was rural residential. Columbia Drive was a minor collector under County jurisdiction and improvements to that road would be made through the County. There was a water and wastewater line in Lynn Drive. The storm water system is a ditch along the north side of Columbia Drive. The site is zoned R-2, medium density residential. The applicant originally proposed 3,000 square foot lots, but changed the northern and eastern lots to be larger, around 5,000 square feet. There would be a detention pond in the southeast corner.

He explained what would be built in the two phases, the steps in the application process, and the conditions of approval during the annexation stage that had to be addressed in the subdivision stage. The applicant had to do an analysis of the Highway 240 sewer pump station to clarify that it had the capacity to serve this subdivision and they found that it did have additional capacity. The City Engineer agreed with that assessment. There was no change in the traffic study findings after analysis of the nearby intersections and level of traffic. No improvements were needed. The applicant would dedicate right-of-way and construct improvements on their Columbia Drive frontage, would construct a new internal street, and make improvements to their Lynn Drive frontage. In a condition of annexation, they had been limited to 29 single family homes, and the applicant was proposing 24. He then discussed the subdivision criteria. There was a revised phasing plan that showed how they would address utility extensions and a turn-around for fire trucks. An easement would need to be granted for the hammerhead turn-around. The application had to comply with all of the requirements in the Development Code. For R-2, the lots had to be a minimum of 3,000 square feet and maximum of 5,000 square feet. The average lot size was 3,902 square feet. The applicant voluntarily made the northern lots larger due to neighbor concerns. The lot widths had to be 25 feet of street frontage and be at least 30 feet wide at the front building line. The lots were 37 feet wide. The new internal street and half street improvements would be constructed. There was an off-set to the north from Heritage Way that was 120 feet and the standard was no less than 100 feet. There had been a question of whether this could be a cul-de-sac or not. Due to the connectivity standards in the Code, the street had to connect through. Cul-de-sacs were only allowed in rare circumstances where there was no other option. There was a condition that the plans submitted for final construction had to show the minimum 36 inches of cover over the water line and 18 inches of separation between water and wastewater or they had to submit to the City Engineer approval of an alternate proposal. The fill would be reduced on most of the lots so that the northernmost and southernmost lots did not have any fill and there was some fill on the middle lots of one to four feet. This improved the gravity flow sewer to some lots, but there were some lots that did not have it. There was a condition of approval that the plan submitted for construction could show one of two approaches, either extend the wastewater line as far south as possible with modifications to the profile of the street minimum slope which might provide gravity flow to all lots or submit an alternative method, material, or design. They also had to submit a more detailed final stormwater report. They added area drains at the back of the lots to capture stormwater along the edges, and a revised plan needed to show the connections. The last condition was analyzing the capacity for the stormwater pond in the corner and how the water would travel to the ditch and down to the culvert. The applicant also had to analyze if any downstream repairs needed to be made, and any work to the ditch would need to be permitted by the County. These improvements had to be completed before the final plat was approved.

SP Olson then discussed some of the other issues that came up. There were questions about the review process and who reviewed the application, and he explained the process. There was concern about the water district line in Columbia Drive, and the applicant agreed to replace the line along the project frontage. The City could not require the applicant to post a bond for water leaks and the City could not prohibit construction traffic on Columbia Drive. There were questions about engineering plans and stamps, and he explained any plans that would be used for construction had to be stamped and signed. These were preliminary plans that could not be used for construction. There were also questions about lot sizes and compatibility with nearby lots. The applicant had to meet the zoning standards for minimum and maximum lot size. There was no compatibility requirement to match adjacent lots. Another concern was Columbia Drive was narrow and didn't have sidewalks. Street improvements typically did not happen faster than an area developed. Improvements had to be proportional to the impact of the development and for this size of development only frontage improvements were required. There were questions about parking, and each house was required to have two off street parking spaces. With 37 foot wide lots, there was room for on street parking on the new street that was being created. There would be parking on both sides of the new street. Staff recommended approval of the resolution, which approved the tentative subdivision plan, the findings in Exhibit A, and conditions of approval in Exhibit B.

PC Smith clarified the risk was the applicant's for whether or not he could get gravity sewer to all the lots. If the City Engineer did not approve of the materials, methods, or design, the applicant was stuck. SP Olson responded that was correct.

PC Smith proposed an idea. If the two property owners on the north side of Columbia granted a conservation easement, the applicant could create a walking path over the deep ditch and the creek inside the safety fence at the creek, the covered ditch could contain the stormwater pipe the applicant might need to add from the new subdivision to the creek. Could this be a condition of approval?

City Engineer Kaaren Hofmann discussed how it was an expensive and complicated process to get all of the permits involved to widen a culvert, because it affected wetlands and potentially fish habitat.

Community Development Director Doug Rux did not think it should be a conservation easement, but a public access easement. The work would be expensive, which got back to the rough proportionality issue and the impacts of the development and off-site improvements that would be required.

PC Smith said residents were concerned that only a small portion of Columbia Drive would be improved. It did not make the road any safer and there would be increased traffic. He asked if they could condition it that the new street would be built out in the first phase with a gate that only the fire and police departments could get through rather than creating a hammerhead turn-around in the first phase. The gate would remain until a certain amount of development, such as two more properties on Columbia Drive annexed and developed. Once that happened, the gate would be removed and the street would function normally.

There was discussion regarding that idea meeting the connectivity standards. CDD Rux did not think a gate could be used effectively or legally to cut the street and public right-of-way off from use.

PC Bliss thought a fire turn-around would still be needed as well.

PC Bliss asked about the lots not being served by gravity sewer, and if the City Engineer did not approve of the method for serving those lots, then they would have created lots that could not be built on and would remain vacant. CDD Rux said if the City Engineer did not approve, the lots would sit there until such time that gravity sewer was provided up Chehalem Drive and extended to those parcels. There were current lots in existing subdivisions that were vacant. He explained the process for the subdivision approval and how the plat would not be recorded until the conditions were met. They were proposing a phasing plan and there was more time to figure out the gravity sewer issues.

PC Stuhr said the findings for the construction of Street A did not answer the question of whether or not the criteria were met. There was an uncertainty in the findings regarding the water, wastewater, and stormwater by allowing a request for an alternative method but the request might not be approved. The alternative might have an effect on the neighbors. There needed to be a confidence that what was approved would work. CDD Rux said the Planning Commission could modify the findings and conditions as they wished.

Public Testimony:

Proponents:

Dan Danicic, applicant, said the big issues seemed to be the amount of fill and what was happening to the run off on the site. Staff's suggestion of lowering the sewer by doing off-site work and deepening the sewer in Lynn Drive would create a lower sewer line in the new street and allowed them to reduce the fill. He was hoping to use different pipe materials, which could help lower the fill even more. Currently the amount of fill had been cut in half from the original proposal. Regarding the run off, the flow was to the southeast and a third to a half of the lot drained towards the existing neighborhood. Subdivisions increased

the impervious area, and the run off from the houses and driveways would be piped to the street. In the revised grading plan, it showed the intent to install area drains in the back of each lot. The stormwater pipes in the street could easily be placed at a depth that would allow the pipes to drain directly to the storm system to the detention pond. The fill met existing grade five feet off of the property line which allowed a drainage easement to collect the water and mitigate it appropriately. The property owners on both sides of the development would not be adversely affected by the fill or increased run off that came from development. He was concerned about the possibility of having to build a sidewalk or pedestrian pathway on Columbia Drive. He did not think there was a nexus of proportionality to require that off-site improvement. He thought a Local Improvement District could be used to put that improvement in place.

PC Smith asked how he viewed the risk of conditions stating that the City Engineer had to approve and if she did not, then the project was stuck. Mr. Danicic responded development was a risky business. He thought the Code would permit individual pumps for sewage, if needed, on residential properties. He thought it would be a spirited discussion, but was comfortable moving forward.

PC Bliss said his objection was that the application was incomplete as there was still an issue regarding the sewer. He thought there needed to be a variance to put in grinder pumps. This should have been discussed with staff first. Mr. Danicic said he was following the procedure, that preliminary plans were submitted first to show they could meet the conditions of development. He was confident that in the submittal of the final plans that individual pumps could be approved, if needed.

PC Stuhr asked about the depth of the detention pond. Mr. Danicic responded the pond would be four feet deep, but on two sides there would be retaining walls due to the fill.

Chair Edwards said due to lowering the sewer line, the manholes on Lynn Drive would have to be replaced with inside drop structures. Was that something the City would pay for? What was he going to replace the water line with? Mr. Danicic said the applicant would pay for that. He would be working with the water district to see what the standard should be used for the water line.

PC Smith said the City could not regulate the water district line, however the water district could sue the developer. What precautions was he going to take? Mr. Danicic said they were planning to replace the line instead of trying to go around it.

PC Wolfe asked about the viability of the alternative for the sewer. CE Hofmann responded grinder pumps had been used in Newberg, so they were potentially an option. All of the documentation had not yet been received so she could not say whether or not the proposed alternatives would be approved.

Opponents:

Amy Lodge, Newberg resident, showed pictures of Crater Lane from Lynn Drive. The new homes on Crater Lane ranged from 6,000 to 7,500 square feet. The impact of high density housing as proposed was that it would look like row housing. This would not fit in with the neighborhood of larger lots. The proposed phasing started with larger lots on the north end, giving the impression to potential buyers that the housing on the south would be similar. The lots in the second phase would be considerably smaller and densely situated. The proposal would put one and a half to two homes per one neighboring home instead of the desired one to one. She would like the lots to be a minimum of 5,000 square feet. Stormwater runoff was already an issue in the area. The roads were dangerous to pedestrians and cars and traffic would increase with this subdivision. The traffic could not be absorbed without additional improvements.

PC Smith asked how development of Columbia Drive could be accomplished. Ms. Lodge suggested working with the County and coming up with a plan for all of the lots in this area. She recommended denying the application due to the stormwater issue, traffic, sewer, and high density building.

Velina Haines, Newberg resident, supported development that was done correctly. Development needed to meet the Code. The neighborhood did not want to sustain any damage based on how the development was done. Some of the questions were still unanswered.

Leonard Rydell, Newberg resident, was concerned about the big picture and how this development would affect the surrounding lots and how it would fit in. Traffic would be increased with this development and the roads were not safe for pedestrians. The drainage would run to the street which he did not think met Oregon drainage law as it did not maintain the natural course of drainage. He thought the drainage should all run to the back of the property. He recommended coming up with a new design so there was not three or four feet of fill. A set of plans submitted for approval must be stamped, and this was for Planning Commission approval. There was no information on how the utilities and streets were being extended to neighboring properties. The applicant could add in another section to the box culvert on Columbia Drive to extend it. Instead of the stormwater detention pond, a rain garden should be installed on each lot. He thought the application should either be denied or postponed until all of the issues were addressed.

William Haines, Newberg resident, said he and his wife were opposed to this development. The revised grading plan did not meet the City's requirement for gravity fed sewer for all homes. The proposed fill would create a barrier to the natural flow of water, which was northwest and southeast, and was in violation of drainage law. There was a way to design and engineer this development so there was not a need for any fill. There were no signed engineering plans and he did not see a way for the Commission to approve the application at this meeting. The revised plan showed drains in the back of each lot, but there were no drawings that showed how they would be engineered. How would the runoff be collected and channeled to the drains? How would the drains not be filled with debris, become clogged, and flood adjoining properties? How would the properties be protected from slope failure? Did the two year maintenance bond cover only the development or did it cover adjoining properties? What would happen after the two years were up? These questions had not been adequately addressed. One of the criteria was that the development would not adversely affect adjoining properties. There were public safety issues on Columbia Drive and they could not be ignored. He did not think this application should be approved.

Maureen & Bill Rogers, Newberg residents, said their primary concern was safety. They lived on Columbia Drive and there were safety concerns with the road. There was no safe area for pedestrians to walk and the majority of the trips from this new subdivision would be using Columbia Drive. The extra traffic increased the odds that someone would get hurt. The street needed to be wide enough and safe enough for two cars to pass one another and for pedestrians to walk safely on the road and not have to go into the ditch when cars passed through. A master plan was needed for what the street would ultimately look like and all applicants needed to conform to the master plan. There was a chain across the street for fire access on Shellie Park, and she thought something similar could be done as suggested earlier by PC Smith. They would like the possibility of a cul-de-sac to be considered.

PC Smith said what was done on Shellie Park had to do with how close roads could be offset from each other, and lack of ODOT approval for access. They knew Columbia Drive needed to be built as a City street to at least a minor collector standard. It was still a County road and the developer would improve half of the road to that standard. However, the objection was the whole street should be improved before the development was approved, but the City could not require that from the developer. He had suggested phasing the development, and holding off on using the road until the whole street was improved.

Bruce Carvalho, Newberg resident, lived in this area, and he had not received a notice regarding this development application. He was concerned about the safety of the adjoining neighborhoods and heavy traffic flow that would be coming in. He was also concerned about where everyone would be parking due to the density of this development. He asked if the proposal could be approved with larger lot sizes that would be more consistent with the neighborhood. He suggested the applicant reduce the number of lots to 20. He had concerns about the extra traffic and bicycle and pedestrian safety.

Mitsi Vondrachek, Newberg resident, lived on Columbia Drive. She would like a pedestrian walking path because Columbia Drive would not be able to be improved with curbs or sidewalks due to creek wetlands. The County engineer suggested a walking path and did say a conservation easement was needed. It needed to be installed for the density of pedestrians and bicyclists in the area and for children and families. It was a critical piece of the project and needed to happen. She was also concerned about the stormwater and detention pond, especially when it would only be four feet deep and there was the possibility of flooding her basement. There was a culvert under her front yard and driveway that would move the water downstream and it needed to be part of the approval process also. She thought it was possible to do this development without the use of fill. The fill had been reduced to two to four feet, but this was a preliminary plan and she did not know if it would change. There were many unanswered questions and concerns and she thought this application should be continued or denied.

PC Smith said the developer did not think the walking path was proportional to the development and if the Commission conditioned it to be built, there was a possibility the developer could sue the City. The developer's alternative was to form an LID to pay for it. Would the residents be interested in creating an LID? Ms. Vondrachek said she did not need it for herself, but thought it would serve the families that would move in with the new development. She thought it was proportional. Columbia Drive currently could not support pedestrian and bicycle traffic.

Michael Huelsman, Newberg resident, thought this application showed a lack of creativity. They needed to find ways to make Columbia Drive safer and address all of the issues. They needed to find solutions that would work.

Oliver Hall, Newberg resident, agreed there was a lack of professional due diligence on the part of the developer as mentioned by PC Bliss. He thought there were potential financial costs the City would incur with acceptance of this development proposal, which he thought would be in the form of replacement or upgrade of the sewer pump station on Highway 240. He was concerned the pump might fail. The applicant had not done a detailed analysis for the capacity of the pump station. The detailed data points required for analysis were not obtained by the applicant. The applicant had only used a single data point. The applicant also used 2007 definitions in the calculations, but did not show that those definitions had been updated after 2009. This update showed a greater net increase on the load on the pump. The applicant's use of the 4.8 gallons per minute rate did not reflect the real flow rate. The pump currently worked at 82% capacity, which he called the amber zone with the red zone greater than 90% and the green zone less than 80%. The sewer pump was in the amber zone daily. He recommended the application not be approved due to the lack of inaccurate information and due diligence.

PC Smith clarified Mr. Hall thought the pump station would fail with this development. Mr. Hall explained how the applicant did not provide enough information and the analysis reflected a low end of the scale for what the development could potentially produce. The information provided by the applicant was not sufficient for the risk analysis to the City.

Chair Edwards clarified the concern was the City would be just under the red zone. Mr. Hall did not think there was enough correct water data analysis that showed the pump would not be threatened by this development. CE Hofmann said the number used by the applicant was a peak flow number, which was a worst case scenario number. The Highway 240 pump station was intended to serve all of the development expected to be along Chehalem Drive and through this area. It allowed for an up-size or another pump to be put in when needed.

Ed Christie, Newberg resident, said the opponents to this application had addressed the concerns relative to the safety issues, fill issues, sewer engineering stamp issue, and drainage issue. He thought the applicant could do a better job. This seemed like a trial and error project, and the community deserved better than

that. He asked that the hearing be continued. CDD Rux explained the 120 day timeline for applications and how there had to be a decision made by January 19 unless the applicant agreed to an extension. If the Planning Commission made a decision that night, it could be appealed to the City Council and be heard at the Council's meeting on January 17.

Merrie Ladd, Newberg resident, lived directly west of the property and was concerned about flooding. Flooding was already an issue due to the recent construction and the extra fill would only exacerbate the situation. She did not think the stormwater rules were good enough.

SP Olson presented written comments that had been submitted that day.

MOTION: PC Smith/PC Wolfe moved to accept the additional written comments and to take a short break to read them. The motion carried (7 Yes/ 0 No).

The Commission took a five minute break.

Rebuttal: Mr. Danicic thought the application addressed and met all of the criteria of the Code. They had reduced the number of lots, increased some lot sizes, looked at off-site sewer lowering to mitigate the amount of fill, and thought the design met the intent. The City's Engineering Department would ensure a quality project.

PC Smith was concerned about the safety on Columbia Drive. He thought the development created a safety hazard for pedestrians on a County road. Mr. Danicic responded Columbia Drive was a safety concern today due to its narrow width and this development did not create the safety issue. He did not think there was a nexus that required the development in one area to fix all of the problems nearby. The Code said they were responsible for the frontage of their development and that was what this proposal provided.

PC Bliss said the development did not create the safety issue on Columbia Drive, but the development would add to it. Would they be willing to provide a given dollar amount towards the pathway? Mr. Danicic said as the drainage was addressed from the development to the creek, he was willing to include a pathway on top of the pipe that would be put in. He was hesitant to commit to a culvert extension, due to the potentially high cost.

Chair Edwards clarified the pathway would run from the development to Main street.

PC Stuhr thought it was sufficient to know the applicant was willing to consider putting in a pathway, not coming up with a dollar amount at this point.

PC Bliss said the project had a lot of issues, but thought the water and sewer issues could be resolved. He was still bothered by the fill. There was supposed to be no impact to adjoining properties. This development would most likely have young families who would want to go to the nearby park and would most likely use Columbia Drive to get to it. He thought the issue could be alleviated with a pedestrian pathway and he was asking if the developer was willing to commit to helping with it.

Mr. Danicic thought they would be willing to consider a contribution towards establishing a path including investigating an extension of the culvert with the condition that the development project would be approved by January 17 and not appealed beyond that. CDD Rux clarified the appeals process. He also discussed the need to get easements for the pathway, which could be expensive and might make the pathway idea not viable.

PC Bliss would like the applicant to see what could be done to lower the grades to minimize the fill. Mr. Danicic replied he would be discussing options with the Engineering Department and was committed to do what was possible to minimize the fill.

Chair Edwards closed the public testimony portion of the hearing at 9:54 pm.

Final Comments from Staff and Recommendation:

SP Olson said one concern was that these were preliminary plans and if the plans changed, there might be more fill. The Commission could cap the amount of fill allowed. The original condition at annexation for analyzing the Highway 240 pump station was put there by the City Engineer, and the City Engineer had reviewed and accepted the analysis provided. There were ways the design (materials) could be changed for the sewer pipe that would change the amount of fill and the applicant had options. Regarding stormwater from past development, regulations had changed and development had to detain stormwater, whereas before they were allowed to dump it into the stream system rapidly.

CDD Rux reminded the Commission that the application had to be weighed against the criteria in the Code to come to a determination.

Planning Commission Deliberation and Action:

Chair Edwards said there had been a request to continue the hearing. He thought the issues had been addressed and did not think it would be advantageous to continue the hearing. PC Smith agreed that the hearing should not be continued. If people did not like the decision of the Commission, it could be appealed to the City Council.

<p>MOTION: PC Smith/PC Watson moved to deny continuance of the hearing. The motion carried (7 Yes/ 0 No).</p>
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PC Watson asked about the pump station, if there was a problem with capacity, did this pump station have the ability to be expanded to accommodate new projects? CE Hofmann confirmed the pump station was able to be up-sized for future development. It was anticipated to serve this area.

Chair Edwards pointed out the pump station operated in amber in a worst case scenario. They did not have other documentation that it ran in that range full time.

PC Wolfe asked for clarification on engineering plans being stamped. CDD Rux explained these were preliminary plans and did not require being stamped. Final construction plans would have to come back and those would be stamped. Once the public improvements were done and inspected and the conditions of approval were met, the final plat would be signed.

PC Stuhr proposed a condition that if the Commission approved Phase 1 with conditions, that any modifications would not increase the fill from what was currently proposed and the applicant would work with the City to decrease the amount of fill to the greatest extent possible. There would also be a condition for Phase 2 that any modifications would not increase the fill, but also that the applicant, City, and community members would create a working group to meet to explore options for pedestrian improvements on Columbia Drive. The applicant would make a \$6,000 contribution to the effort.

PC Smith suggested a finding to support the condition regarding the pedestrian pathway, that this development exacerbated an existing safety issue for pedestrians on Columbia Drive. He proposed adding to the condition proposed by PC Stuhr that the developer paid up to \$6,000 for a pedestrian pathway on the north side of Columbia Drive to a spot just beyond the creek unless the development was appealed beyond January 17. He thought the ideal solution was that Street A be built, but gated until a certain level

of development on Columbia Drive was accomplished. That way the pedestrian traffic could use the street, but vehicular traffic could not until there was more development.

Chair Edwards said Phase 1 had proposed a hammerhead, so the through street would not be until Phase 2. PC Smith thought the pedestrian path could be built in Phase 1.

PC Stuhr thought if the working group did not come up with a solution, then the gate could be put in.

CDD Rux stated it was illegal to put a gate across a public street.

MOTION: PC Smith/PC Dale moved to approve SUB2-16-002 with conditions as proposed by staff and with the conditions that none of the fill shall be higher than has been proposed in the most recent version of the preliminary plan (a maximum of four feet of fill), and the developer shall meet with community members to try to devise a pedestrian path on the north side of Columbia Drive to a point at least five feet east of the creek, and the developer's contribution would not exceed \$6,000 for the path.

PC Bliss added another condition, that if grinder pumps and individual pressure lines were allowed, the portion of the sewer system extending from sanitary sewer manhole 2 shall be public lines with public manholes at their terminus in a public easement. PC Smith accepted the friendly amendment, and PC Dale agreed.

The motion carried (7 Yes/ 0 No).

PC Smith stated the findings to support the pedestrian path were that the Commission believed this development would encourage more pedestrian traffic on Columbia Drive, exacerbating the already existing safety issues. The findings to support the fill limitation were that the Commission believed the more fill on a property, the more likely there would be run off to the neighboring properties. The cap would be at four feet and they hoped it would be less. More fill would also be a negative impact to neighbors' visibility.

PC Bliss stated the findings for making the lines and manholes public were that they would be conveying public sewage from multiple lots and they should be maintained by the City.

PC Stuhr recommended in the findings wherever there was the statement, "The letter did not provide enough information in order to properly review and make a determination if the request could be approved" should be deleted.

MOTION: PC Smith/PC Wolfe moved to adopt the findings as proposed and delete the wording as proposed by PC Stuhr. The motion carried (7 Yes/ 0 No).

WORKSHOP: Potential Development Code amendments to Chapter 15.235 (Land Divisions)

This workshop was postponed to the next Commission meeting.

ITEMS FROM STAFF:

CDD Rux said there was a request from CPRD to waive the SDCs and reduce building and engineering fees for the pool project. It would be coming back to the Council on December 19. The Commission had approved the removal of some trees for that project, and the arborist was recommending removing more trees due to wind sail

problems and disease, which made the trees unsafe. A report would be turned in documenting the removal of additional unsafe trees. The Newberg Downtown Improvement Plan was approved by the Council. The Gracie's Landing subdivision had not been appealed. A grant program was approved by Council for repairs to manufactured homes. The City received a \$400,000 Community Block Grant to be used for the grant program. A grant from Regional Solutions for Crestview Drive was also received. He was working on the scope of work for the Riverfront Plan.

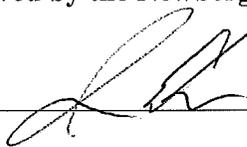
PC Bliss asked about the status on college housing on 219th, the Ursus Place project. CDD Rux explained the stormline issue of the project. SP Olson said the developer got permits from ODOT and now was working to find a contractor.

The next Planning Commission meeting would be held on January 12, 2017.

ITEMS FROM COMMISSIONERS:

Chair Allyn Edwards adjourned meeting at 10:35 pm.

Approved by the Newberg Planning Commission this January 12, 2017.



Allyn Edwards, Planning Commission, Chair



Bobbie Morgan, Office Assistant II