

**MINUTES OF A JOINT MEETING OF
NUAMC/NEWBERG PLANNING COMMISSION**

**Heacock Commons - GFC
Monday, 7:30 PM**

**Newberg, Oregon
May 24, 1993**

Subject to P.C. Approval at 6/10/93 P.C. Meeting

I. OPEN PLANNING COMMISSION MEETING

Vice-Chair Kriz opened the meeting.

PLANNING COMMISSION ROLL CALL

Planning Commission Members Present:

Jack Kriz
Michael McCauley
Mary Post
Don Thomas
Robert Weaver
Roger Worrall

Staff Present:

Dennis Egner, Planning Director
Sara King, Associate Planner
Barb Mingay, Recording Secretary
Bert Teitzel, Director of Public Works

Consultant Present:

Andy Mortensen, Kittleson & Assoc.

II. OPEN NUAMC MEETING

Chair Kriz opened the meeting.

NUAMC Members Present:

Dennis Goecks
Don Halbrook
Jack Kriz
Martin McIntosh

Citizens Present: approximately 56

III. NUAMC APPROVAL OF MINUTES

Motion: Halbrook-Goecks to approve the minutes of the March 11, 1993 NUAMC/Planning Commission meeting. Motion carried unanimously.

IV. JOINT PUBLIC HEARING: NEWBERG TRANSPORTATION PLAN, CONT'D.

APPLICANT: City of Newberg

REQUEST: Adopt the transportation systems plan as an element of the Comprehensive Plan and enact related zoning and subdivision ordinance amendments.

FILE NO: Newberg Planning File G-8-93

CRITERIA: Sections 600-606 and Section 800 of the Newberg Zoning Ordinance (Ord. 1968); Statewide Planning Goal 12 and its related administrative rules; Section 78 of the Newberg Subdivision Ordinance (Ord. 91-2294).

Planning Commission Vice-Chair Kriz re-opened the hearing. No additional abstentions, no objections to jurisdiction, and no ex-parte contact were noted.

Staff Report: Planning Director Egner reviewed the hearing process. He indicated that the Planning Commission and NUAMC were receiving public testimony at this meeting. He noted that the Planning Commission would next meet June 10 regarding this issue and the next NUAMC meeting was scheduled for June 15. He indicated that in terms of the land use ordinances, the issues will be brought back to the Planning Commission later this summer. He introduced Bert Teitzel, Director of Public Works.

Mr. Teitzel discussed the staff recommendation relating to the NE minor arterial and its proposed route. He indicated that staff has reviewed all the minutes, written testimony and notes presented at the previous meetings relating to the Crestview arterial. He reviewed a list of concerns developed from these meetings. He indicated that the Springbrook Road proposal with 5 lanes was not acceptable to staff as it would divide the neighborhoods. He reviewed the Benjamin/Putnam alignment and he noted that staff did not feel this would be an appropriate location. He reviewed the Bell Road alignment near the railroad track and indicated that it was too far out of direction to provide service to the areas now within the urban growth boundary. He noted that staff recommended that the roadway be extended through Oxberg Lake Estates with a proposal to include sound barriers in the area.

Mr. Teitzel concluded that a minor arterial is needed in the vicinity of Crestview to connect Highway 99W to Mountainview and that the location of that roadway still needs to be worked out so that it will serve the neighborhood as well as the rest of the City. He noted that all collectors, minor arterials and arterials be designated as truck routes and the City would encourage truck traffic to use only those routes. He indicated that there is an east-west collector street identified in the transportation plan on Foothills Drive to serve the proposed school site.

Mr. Teitzel reviewed the cost difference of \$10 million between the proposed Crestview minor arterials. He noted that staff feels that a 5 lane roadway would likely divide neighborhoods but that a 3 lane roadway would be less of a disruption. He indicated that the plan has been revised to address concerns relating to rail, both freight and passenger, and bicycle and pedestrian ways. The local street standards are proposed to be 32-34 ft. He noted that bicycle traffic will mix better with vehicle traffic than with pedestrian traffic. He commented that the Fulton/Illinois connector will require some design with an appropriate track crossing. He noted that some items have been added to the plan text to correct typos, signage and striping of several specific streets. He indicated that the State is preserving the Newberg rail line for future passenger use. He then introduced Andy Mortensen of Kittleson & Associates.

Mr. Mortensen discussed the system development charges relating to the transportation plan. He reviewed the capacity vs. non-capacity needs of the current system. He discussed the needs for capacity improvements and reviewed the need for system development charges which are required to pay for the additional traffic generated by new development on existing streets. He reviewed a time frame relating to what capacity improvements are required and when they would occur. He noted that they include Highways 219 and 240, Main Street, Columbia, Crestview, Villa, and Fulton and additional traffic signals across the system. He noted that these improvements are in the vicinity of an \$11 million expense. He reviewed the vacant land within the urban growth boundary as follows; approximately 750 acres of single family, 365 acres of multi-family, 115 acres of commercial and mixed use areas, 485 acres of industrial, and approximately 40 acres of public use were included. He noted that the trip generation characteristics are different when comparing the land uses. He noted that a single family home generates approx 9.55 trips throughout the day, while multi-family ranges from 6-8 trips per day. He noted that commercial land uses generate 100 trips per 1000 sq. ft. and industrial uses generate about 7 trips per 1000 sq. ft. per day. He reviewed the development of an equitable rate which included the trip numbers, but also included the total number of new trips per day. A single family home, when constructed, generates 10 new trips per day; on the other hand, a new commercial facility will generate, attract and produce roughly 25% of its trips as new trips. He reviewed the methodology for establishing the factors used in determining the total new trips per day by all types of facilities. Single family structures would generate over 30,000 trips per day, multi-family over 20,000

trips, residential over 50,000 trips, commercial over 27.5 trips per 1,000 sq. ft. of floor space, mixed uses will generate 16,600 trips, and industrial uses will generate 37,000 trips; total number are almost 132,000 trips daily based on the developable land within the UGB. Total cost of capacity improvements divided by the equivalent number of new daily trips is equal to approximately \$811 for single family; \$680 per multi family R-2 unit; \$580 for high density residential; \$3,100 for every 1000 sq. ft. of commercial; \$2,000 for every 1000 sq.ft. of mixed use space, and \$594 per ever 1000 sq. ft. of industrial space. He reviewed sample fees for various residential and commercial development scenarios.

He then discussed the equity issue relating to how the fees compare to surrounding communities. He reviewed the proposed transportation fees for Clackamas County, Washington County, West Linn, Wilsonville, Lake Oswego, Oregon City and Clark County using the same development scenarios. He then indicated that a survey was done relating to average total home construction expenses in surrounding areas and how they compare to Newberg. He concluded that the systems development charges were not intended to pay for local street development.

Mr. Teitzel indicated that some concern had been expressed relating to the rerouting of Highway 219 near the mobile home parks on Second. He noted that the State Highway Dept. has begun work on the location of the bypass and would be discussing this issue with the City as the bypass project develops. He then noted that the School District has been discussing school sites and that just today they have indicated to the City the proposed location of two new sites along Crestview Drive. He pointed them out on a map.

Vice-Chair Kriz then indicated that the hearing was opened for public testimony. He asked the audience to briefly comment.

NUAMC member Dennis Goecks indicated he had received a fax from Daniel C. Peek of Birdhaven Loop. He submitted the fax as part of the record of testimony.

Mike Twenge, 4308 NE Robin Court, presented a written summary of his testimony as part of the record of testimony. He indicated that he has been participating for about a year in the process. He indicated that he had anticipated a follow up meeting after the March joint hearing and that has not happened. He felt that the commitment made by staff to hold additional neighborhood meetings has not been upheld and he was very concerned. He felt that additional alternatives have not been sought by staff. He felt that the plan was based on worst case designs such as a 5 lane road on Springbrook Road with 3 lanes on Crestview. He did not feel there was not enough information to anticipate that kind of traffic load. He felt the assumptions should be reviewed in greater detail. He indicated that late last week there was a second alternative for the Crestview routing. He only found out about it through the Newberg Graphic and also learned that the City may buy his property if necessary. He would like more information from the City. He would like further clarification relating to how a neighborhood would be less divided by a 3 lane road than a 5 lane road. He felt that additional alternatives should be reviewed and that the citizens need more time to review the options.

Pat Ridenour, 4406 NE Birdhaven Loop, noted that he has more concerns and has noted discrepancies relating to this plan. He noted that the City staff's new proposed alignment has only been available a few days. He noted that this meeting had only 5 days notice to the owners. He questioned why the City staff is not providing consistent notice and why the minutes did not contain a more complete statement relating to actual testimony. He felt the minutes of March 11 were inadequate and his name was even mis-spelled. He provided for the record a copy of written testimony which he had presented at the March 11, 1993 hearing. He reviewed the statements by Mr. Egner relating to the need for a community forum and workshop as identified in the March 11 minutes. He questioned whether the City really means the words in their motto "Serious about Service". He then reviewed Mr. Teitzel's memo dated May 26, 1993 which indicated that the transportation plan was to address lands within the UGB; he commented that Oxberg Lake is not in the existing UGB and he felt that the Oxberg Lake residents comments have been taken out of context. He felt that the City was attempting to do a quick and dirty transportation planning process and that the Commissioners should reject the entire proposal.

Keith Wingfield, 4204 Bird Haven Loop, expressed concern about the need to choose between alternatives, one of which the community knows nothing about. He expressed concern about the location of the schools as identified by Mr. Teitzel and that their location would be right in the way of the arterial. He also felt that the cost of the alternatives should be reviewed further. He indicated that 3 of every 10 vehicles have been identified as a truck and that was not conducive to school areas. He felt the plans should be rejected at this point in time because there has not been any cost factors attached to the new alternative nor has anyone addressed the issues previously raised relating to surface water issues. He indicated that surface water in the area creates a significant problem relating to setting up a roadbed in the area. He felt that the City should have spoken with the residents of the area relating to drainage and he noted that most of the homes are required to have drain curtains simply to protect the properties from inadequate drainage problems. He felt that the City should be told to redo its homework and review the plans further before the committee should consider them again.

Dan Peek, 4402 Bird Haven Loop, agreed with his neighbors, specifically relating to the location of schools and their proposed location to the arterial. He indicated that the nature of Mr. Teitzel's memo relating to the impact of diesel fuel on the Oxberg neighborhood. He did not feel that the proposed 8 ft. soundwall proposed by staff would impact the diesel smoke coming off of 13 ft. diesel stacks. He felt that the City staff has not been helpful and have disregarded the neighborhood concerns.

Paul Anderson, 4601 Blue Heron Court, felt that the limitation of choices presented by staff is not appropriate. He questioned if the traffic impacts on downtown Newberg were a concern, then why was the bypass not mentioned in the plan. He felt that the bypass should be reviewed for how much traffic would be taken of by the proposed areas of concern. He felt that there should be a connection with College and Springbrook in some manner. He felt that working on that issue should be a second priority. He wondered why this particular neighborhood was such a high priority in the plan. He felt that Springbrook could be kept at three lanes. He felt that this was the least necessary of all the plans to alleviate the traffic problems.

John Jones, 4300 Robin Court, indicated that he had purchased his lot and bought it to have room around his house and a quiet neighborhood. He indicated he was asked at the last meeting if the homeowners in Oxberg were interested in subdividing their lots. He noted that many of the lots are built on in such a way as to preclude further division. He also questioned why there was such a short notice relating the time of this meeting. He expressed concern about the traffic impacts if the schools are developed where suggested by staff. He felt the City staff has an axe to grind with Oxberg Lake Estates developers and that the City should not fill the new position with someone like that.

Scott Gibbons, 4303 Bird Haven Loop, agreed with his neighbors previous comments. He reviewed Mr. Teitzel's memo relating to Bell Road. He felt that the use of Bell Road could be planned to be more far-sighted. He expressed concern that the proposed arterials next to the schools are inappropriate if they are proposed truck routes. He felt the tone of the memo is condescending and that the proposed 3 lane road would divide the neighborhood, diesel fumes would not be prevented and the water table would be impacted. He indicated that the City's plan should be more complete and should have visionary qualities, with more study put into it. He felt that the citizens input is being disregarded. He also noted that at the March 11 meeting he had presented a very technical report and few items have been responded to. He felt that the transportation plan should be intended to serve future needs and it appears to only be serving immediate needs. He felt the plan will be obsolete in 10 years. He felt that there were not specific enough details relating to the undeveloped areas. He reviewed the reclassification of roadways and commented that this was a short term solution to a long term problem. He felt the plan is premature if Yamhill County has not even started its plan yet. He requested that his oral testimony and the entire contents of his written testimony be included within the minutes of the meeting.

Gary Warrington, 4307 Bird Haven Loop, expressed gratitude relating to the ability to testify. He felt that many of Mr. Teitzel's responses in his memo are without basis and are not acceptable. He felt that a much greater amount of time must be spent on the plan. He indicated that the process has not been handled fairly and that the short notice for this meeting was inadequate. He requested that the Commission take additional time to digest all the data and the staff should spend more time providing better data.

Ray Johnson, 4201 Bird Haven Loop, indicated he had just gotten notice on last Monday and felt that was very short notice. He indicated he opposed the Crestview extension as a arterial collector. He did not think the State would accept that kind of bottleneck. He also indicated that when he bought the property on Crestview, Mr. Spangler offered to have the property included within the City and it was rejected, and the County assured the owner in 1987 that a collector was not needed through the site.

Leonard Rydell, 601 Pinehurst Drive, reviewed his March 11 letter to the Commission. He indicated that he had been involved in the review process relating to development of the transportation plan over the last year, but he did not feel that the community had an adequate opportunity to review the preliminary plan. He also felt that the plan as proposed will cost a great deal of money and should be seriously reviewed. He also felt that light-rail should be considered. He felt that this type of transportation has not been included adequately in the plan. He expressed concern about the bicycle plan and did not feel it was realistic. He felt that street standards were also a great concern. He felt that the plan did not include the ability to allow flexible standards for street development. He felt that some of the recommendations are unrealistic and he identified examples such as Highway 219 at the airport or Wyooski Street, Elliott Road widening, and so on. He felt that the plan should be sent back to the citizens groups to discuss and revise and the commission should not adopt it.

Sam Steele, 4300 Bird Haven Loop, expressed concern that if the Crestview route is to be determined by June 15, he would prefer the newly aligned route as opposed to the direct route through Oxberg Lake Estates.

Randall Vogt, 4209 Bird Haven Loop, felt that the Crestview route would ruin Oxberg Lake Estates. He also requested that the Commission proceed cautiously with review of the new proposed route presented in the Graphic last week. He noted that it appeared okay but would wipe out his neighbor Mr. Twenge. He also expressed concern that a truck route would impede his son's trips to the new proposed schools. He requested that the Commissioners request Mr. Teitzel to put more information together before proceeding.

Staff Recommendation: Mr. Egner indicated that it was the staff's recommendation that the Commissions request staff to bring forth ordinances to be discussed by the Planning Commission June 10 and NUAMC June 15 supporting either of the alternatives identified in the plan.

Hearing Closed.

Planning Commission and NUAMC discussion:

Staff was asked if they would be available for the June 10 meeting. Mr. Egner indicated they would.

NUAMC member Goecks indicated that the Planning Commission should consider whether the plan is sufficiently drafted for them to reach a decision. He again noted that the County is going to be interfacing with the City and the discussion will relate to how this fits into a 50 year profile. He presented a map identified as the 1974 Yamhill County Comprehensive Plan. He noted that some of the concerns identified tonight go back that far. He reviewed the fact that Newberg is surrounded by low and very low density residential developments and it seems that there was almost an assumption that Newberg was to be kept small. He indicated that now this type of rural residential land causes building conflicts with City expansion. He indicated that this type of development will be reviewed looking at a 50 year time frame. He questioned if the UGB as defined on the 1974 plan was a specific City expansion limit or whether the plan should go out further over the 50 year process. He also questioned how the southern bypass fits into the process. He noted that the southern bypass will likely occur and he wondered how it would fit into this plan. He then reviewed the financing for the proposals and he felt that the process was workable; however, the county doesn't have that kind of money currently available. He did not feel that the kind of money needed could not be raised or collected through system development charges in an adequate amount. He felt that the roads should be looked at over the long haul as they will be in place for a long time.

Commissioner Weaver stated concern about the inadequate and incomplete amount of information relating to siting schools. He felt that all the Commissioners should have the same level of information.

NUAMC member McIntosh asked staff if there were any particular comments relating to school siting. Mr. Teitzel indicated that School Dist. Superintendent Wes Smith had said a location on the north side of Crestview would be the site for a replacement of Springbrook School and a second school would be located on the south side of Crestview.

Mr. McIntosh indicated the road issue has been discussed over the last 26 years. He questioned whether school construction or road locations come first. He recommended that staff return with documents which could be adopted by the Commission.

NUAMC member Halbrook asked if areas beyond the urban growth boundary were considered when developing this plan. Mr. Egner indicated that this study was based on the existing urban growth boundary. He noted that over the next few months urban reserve areas would be established.

Mr. Goecks asked how close the City was to developing a 50 year phased process for public facilities including schools, roads, etc. Mr. Egner indicated that on June 24 an open house would be held relating to urban reserve area planning. He indicated that the consultant would have a recommendation by the end of June which would include some suggestions for phasing and service potential. He indicated that the timing is driven by when the facilities are in place. Mr. Goecks asked if the City would develop a series of development grids which would be available to the public for review when purchasing. Mr. Egner indicated that people would know the general approach of where service lines would be required. He pointed out the areas which could possibly be included in an urban reserve area and how they would potentially be served by sewer and water. He noted that no additional analysis of transportation impacts has occurred relating to the urban reserve area.

Mr. Goecks asked Mr. Mortensen how the time frame for future planning occurred. Mr. Mortensen indicated that a 5 year projection was pretty accurate, 15-20 years projection would have a fairly accurate projection, and beyond that time frame it becomes a flip sometimes. He noted that planning 50 years out using the previous 50 year history has not proved accurate more than 50% of the time. He indicated that if there are established land boundaries over a fixed amount of time, then it is easier to forecast travel impacts. He noted that beyond 20 years it is hard to be specific relating to every detail. He indicated that on the other hand, if visioning and set goals are identified, then a 20-50 year plan can be developed which would address those concepts. He felt that a 20 year time frame gave a fair degree of accuracy.

Commissioner Worrall felt that a 50 year time frame was difficult to assess but that some natural boundaries would have limiting factors, i.e. the mountains and the river. He felt that the community has been acting on this project for over 20 years and that the community should get on with the plan. He felt that the Commission should be looking at amending the ordinance and putting policies in place, not in each of the engineering type of details. He felt that the Commission should make a decision on the plan.

X. ADJOURN

Motion: McIntosh-Halbrook to adjourn NUAMC to the June 15 meeting. Motion carried.

Motion: Thomas-Post to adjourn Planning Commission to the June 10 meeting. Motion carried.