

MINUTES OF THE PLANNING COMMISSION

**Newberg Public Library
Thursday, 7:00 PM**

**Newberg, Oregon
June 10, 1993**

Subject to P.C. Approval at 7/8/93 P.C. Meeting

I. PLANNING COMMISSION ROLL CALL

Planning Commission Members Present:

Jack Kriz
Mike McCauley
Mary Post
Carol Ring
Steve Roberts
Wally Russell
Robert Weaver
Roger Worrall

Staff Present:

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

Consultants Present:

Andy Mortensen, Kittleson & Assoc.

Citizens Present: 25

II. OPEN PLANNING COMMISSION MEETING

Chair Russell opened the meeting. He then asked if there were any additions or deletions to the agenda. None were noted.

III. APPROVAL OF MINUTES

Motion: Worrall-McCauley to approve the minutes of the May 13 Planning Commission meeting. Motion carried unanimously.

Motion: Weaver-Post to approve the minutes of the May 24 Planning Commission-NUAMC meeting. Motion carried unanimously.

IV. PUBLIC HEARING:

APPLICANT: George Fox College
REQUEST: Expanding an existing parking lot at the Weesner House dormitory.
LOCATION: 206 Carlton Way
TAX LOT: 3220BB-500
FILE NO: H-3-93
ZONE: R-P Residential-Professional
CRITERIA: Section 422 of the Newberg Zoning Ordinance No. 1968

Chair Russell opened the hearing and requested that the public hearings process be read into the record. Ms. King read ORS 197 relating to public hearings. Chair Russell then asked for abstentions, ex-parte contact or objections to jurisdiction. No ex-parte contact or abstentions were noted. No objections to jurisdiction were noted.

Staff Report: Ms. King presented the staff report and noted that the issue was being heard before the Planning Commission because it was not considered a minor modification to the historic site. She noted that GFC does not require additional parking on a campus wide basis; however, there is an existing parking shortage in this area. She reviewed the alteration criteria for historic sites and reviewed the site with a slide show and overheads. She indicated that the alteration meets historic modification criteria a, d, h and i because the structure will not be altered and because the expanded parking lot will have a minor impact on the site. She indicated that GFC has been requested to present a protection plan for the large inventoried trees on the site. She distributed a letter from GFC addressing mitigation of tree damage. She indicated that staff's preliminary recommendation was for approval of the parking lot provided GFC provides a mitigation plan for protection of the large trees.

Questions to staff: Ms. King was asked if the property to the north was also owned by GFC. She indicated on a map that this site and several others in the neighborhood were owned by GFC. She was asked how the land sloped on the site. She indicated it sloped towards the gully. She was asked if the swale proposed by GFC would protect the canyon from parking lot runoff. She reviewed the drainage plan presented by GFC and indicated that the design review committee felt it would be adequate protection. She reviewed a letter presented to the design review committee by GFC relating to assurance that they would resolve any problems relating to their drainage plan.

Commissioner Worrall asked whether waterborne pollutants would be prevented from going down into the canyon by the swale. Ms. King indicated that staff was reviewing the issues relating to runoff with the Public Works Department to establish more specific criteria for erosion and pollution protection.

Proponent/Opponent: None

Public Agencies: None

Letters: John Lyda, GFC representative, dated June 4, 1993, relating to site drainage and a commitment that GFC will resolve the issue.

Staff Recommendation: Staff recommended approval of the request subject to a condition which would require that GFC provide a tree protection plan.

Hearing Closed.

Commissioner Discussion:

Commissioner Worrall noted that the neighbors have stated that parking is a problem in the area and he gave credit to GFC for providing additional parking.

Commissioner Roberts expressed concern about the student population with higher than normal vehicle use and his concern about an overall need for GFC to reduce the total number of automobiles coming into the community by students. He was concerned about the over-paving of open space for the convenience of the automobile.

Commissioner Kriz agreed with concerns about the drainageway and tree protection mitigation. He felt a professional such as an arborist or landscape architect should be used to develop protection plans.

Several commissioners concurred with this concern.

Commissioner Russell asked staff what would be requested from GFC. Ms. King indicated that on other sites GFC has contracted with a civil engineer to mitigate environmental impacts. She noted that the City is using guidelines from Portland and Lake Oswego relating to environmental impacts.

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Mr. Egner indicated that the drainage issue is a technical issue not related to the historic review of this request.

Commissioner Worrall indicated that drainage concerns could be included in a condition relating to design review requirements.

Commissioner Kriz felt that additional landscape screening should be required on the street frontage. He felt that a more detailed landscaping and tree preservation plan should be included as a requirement for approval.

Commissioner Post indicated that the landscaping should be adjacent to the parking lot rather than in the parking strip area for vision clearance purposes.

Commissioner Worrall felt that GFC has been attempting to do the right thing and he does not feel that the postponement or denial would be appropriate.

Motion: Kriz-Post to approve the request to expand the parking lot at Weesner House from 8 spaces to about 20 spaces, with the following conditions: 1) provide the Design Review Committee with a tree protection plan prepared or reviewed by an arborist or landscape architect; and 2) provide additional site obscuring landscape buffering adjacent to the west side of the parking area, based on staff report findings for approval. Motion carried unanimously.

Good of the Order: Chair Russell noted that it was Bob Weaver's birthday.

Motion: Worrall-McCauley to extend birthday congratulations to Mr. Weaver. Motion carried unanimously.

V. PUBLIC HEARING, CONT'D.: NEWBERG TRANSPORTATION PLAN

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 No. 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)

Commissioners Roberts and Post confirmed their abstentions from the meeting and stepped down from the hearing.

Staff Report: Mr. Egner reviewed the May 24 NUAMC and Planning Commission hearing. He noted that there was some apparent confusion relating to the adjournment and staff direction. He noted staff's proposed discussion outline if the Commissioners choose to proceed with the issue. He indicated that the Planning Commission was now in the deliberation stage of the hearing process. He noted that the Planning Commission would be making a recommendation to City Council relating to comprehensive plan amendments, transportation ordinance text and support findings. He noted that the staff report included criteria that need to be addressed and findings which support the changes proposed by staff. He indicated that City staff recommends the Planning Commission approve the Transportation Plan and forward it to the Council for a hearing. In addition, NUAMC is holding deliberation May 15 with results from their deliberation being referred to both the City Council and County Commissioners. If approved by the City Council, the request will be forwarded to the County for adoption at the County level. He indicated that a new notice would be forwarded to DLCD relating to the Council hearing of the Transportation Plan.

Staff Recommendation: Mr. Egner recommended adoption of the current draft of the plan, with the Crestview/Mountainview extension being included as two optional alignments.

Commission Deliberation:

Chair Russell confirmed that the document to be approved was the Draft Transportation Plan and amendments as distributed at the May 24 PC/NUAMC meeting. The Commissioners then began discussion as outlined by staff.

1. Arterial-Collector System

A. Mountainview-Crestview Minor Arterial

Commissioner Worrall expressed concern that routing Crestview through Oxberg Lake Estates does not comply with the Newberg Comprehensive Plan Housing Location Policy 2.a. criteria as well as the alternative which is directed toward the southern boundary of Oxberg Lake Estates. He felt that running traffic through a low density area did not meet the criteria.

Mr. Egner noted that transportation facilities are intended to recognize present land use patterns.

Commissioner Worrall felt that there should only be one choice.

Mr. Egner indicated that the route to the south is a fair compromise but is more costly to develop.

Commissioner Weaver asked how the policy would apply to the first option. Mr. Egner felt that this policy did not apply to the Crestview/Mountainview extension.

Commissioner Worrall felt that the policy indicates that high volume traffic should be kept out of low density areas.

Commissioner Kriz felt that this policy applied more appropriately as a direction to follow after the roadway was in place.

Commissioner Russell indicated that at the last meeting a comment was made relating to school location. He noted that School District Superintendent Wes Smith was present at the meeting and offered to clarify the issue.

Commissioners debated reopening the hearing to hear Wes Smith's testimony.

Commissioners, by consensus, reopened the hearing for the purpose of receiving testimony from School District Superintendent Wes Smith to testify.

Public Testimony: Wes Smith, Newberg School District Superintendent, indicated on a map the location of the proposed middle school on Crestview. He indicated that it would be located on the north side of Crestview abutting Oxberg Lake Estates with a smaller site on the south side of Crestview at the same location being proposed to be held for a possible future elementary school site. He suggested that there might be a third alternative with closure of Crestview at one point and access to Oxberg Lake Estates through a parcel which would connect with Robin Court.

Commissioner Worrall asked how long Mr. Smith has known about this possible purchase.

Mr. Smith indicated that it has only been about 2.5 months with serious negotiations occurring after May 18 and the election. He indicated that prior to the 24th meeting no negotiations had occurred.

Commissioner Worrall expressed concern that the Transportation Plan has been ongoing and he questioned whether the property purchase has taken the Transportation Plan into account. He noted that discussions have occurred since November on an intermittent basis relating to possible sites and purchases. He commented that

it would have been premature to proceed with firm commitments to specific sites prior to school bond passage.

Mr. Egner reviewed Newberg Comprehensive Plan Public Facilities and Services, Schools Policy 5.c. which indicates that schools should not be located on arterial streets. He indicated that some interpretation will eventually be required to be made relating to the proposed school site and this policy.

Chair Russell closed the hearing.

Mountainview-Crestview Minor Arterial Deliberation, Continued:

Chair Russell asked where Crestview was intended to go toward the west.

Mr. Teitzel indicated that where the Crestview arterial is adjacent to housing, a sound buffering would be provided with a frontage road adjacent to the residential use. He indicated there would be a parallel road. He indicated that it is staff's recommendation that criteria be placed in the plan relating to sound treatments and frontage roads, but that the plan should retain a statement relating to route alignment to be determined through the development review process.

Chair Russell felt that Newberg Comprehensive Plan Transportation - Automobile Policy 2.b. was not being appropriately addressed.

Mr. Teitzel indicated that this plan was developed prior to the School District's looking at a 16 acre site in this area and that this could be developed as a road to serve that specific site.

Mr. Egner indicated that the City is looking at a system and not a basic alignment. The specific alignment gets determined at development review.

Chair Russell felt that if no specific alignment were determined, then there should be no lines on the map anywhere.

Mr. Egner indicated that the City does not care specifically where the street will go, just that it will connect points A and B.

Commissioners debated whether there should be only one option or whether there should be two options.

Mr. Egner indicated that when a minor arterial is built, there will be sound buffering provided adjacent to residential development. He reviewed policy language identified on page 55 of the Transportation Plan as noted in the revision statement provided at the May 24 meeting. He indicated that the policy was to provide a sound barrier along residential areas.

Mr. Teitzel noted that the specific location of the roadway west of Springbrook could be adjusted based on development desire. He indicated that the transportation system plan lays out the general location of the collectors, minor and major arterials. A refinement plan done by the developer of the area would lay out the specific location. He indicated that the NW Newberg Specific Plan is a refinement plan which the City and the property owners are jointly developing.

Chair Russell was not satisfied with the placement of the Crestview route on a map. He was satisfied by the language of the ordinance. He felt that the Crestview alignment put in place many years ago was the one that should be retained.

Mr. Teitzel pointed out the route of the alignment that was on the Comprehensive Plan many years ago; he noted the it generally ran through Oxberg Lake Estates out to the Benjamin Putnam intersection with 99W.

Commissioner Worrall asked if Oxberg Estates was in or out of the UGB. Mr. Egner indicated that it was outside the UGB.

Commissioner McCauley noted that this kind of development outside of the urban growth boundary made expansion and redevelopment more difficult.

Mr. Egner noted that Goal 12 addresses those kinds of issues. He referred to OAR Chapter 660, Division 12, Section 065 which addresses the ability to not request an exception.

Commissioner McCauley noted that in this area the City is required to address a problem that has occurred in the county and the City has been left to deal with.

Mr. Egner concurred. He reviewed the staff report relating to addressing exceptions to goals.

Commissioner Worrall asked about the various options presented relating to the Mountainview-

Mr. Teitzel indicated that there were originally three options: the Benjamin-Putnam option; the Crestview option and the Springbrook Road option. He noted that during the hearings, Bell Road was suggested by the audience as an option.

Commissioner Worrall asked why these options were not being discussed.

Mr. Teitzel indicated that it was Staff's opinion that the Crestview alignment best met the objectives of serving the property within the UGB, providing traffic relief to Springbrook, and provides the least environmental damage, as well as keeping the alignment close to the existing UGB. He indicated that Benjamin, Bell and Springbrook would be preserved in the county plan as collector streets.

Commissioner Worrall felt that if this plan was for the future, shouldn't the road be located further out so as not to limit and constrict development to what exists now.

Mr. Teitzel indicated that the transportation planning rule requires that the City provide a Transportation Plan for the existing UGB and not to project out for the next 50 years. He felt that the City needs this collector. He indicated that when the State does the south bypass, the interchange with the Highway and the collector will be tied in with the bypass interchange somewhere in the vicinity of the Creek and Vittoria.

Commissioner McCauley felt there should be a commission consensus relating to each section of the discussion outline.

Commissioners agreed by a 4 to 2 show of hands to include the Mountainview-Crestview minor arterial as proposed by staff.

Staff asked those not agreeing to identify any changes that would revise their vote of disagreement.

Commissioner Worrall indicated that it was cheaper to build streets where there are already streets; however, he felt there should be serious review of a more northern alternative that have not been included in any previously proposed options. He felt there should be further review of the Benjamin Road/Putnam Road area.

Chair Russell indicated that he objected based on the fact that Crestview has always been identified as a collector and that the original plan should be retained. He objected to putting so many lines on maps which would be taking other property that doesn't need to be taken. He felt that the frontage road should be removed from the plan and that the original Crestview alignment should be retained.

Commissioners recessed for 5 minutes after which the meeting was reconvened.

B. 219 Realignment for Airport

Mr. Egner highlighted the proposed realignment of 219 in the vicinity of the airport. He noted that revision of the existing alignment or lowering the grade of the existing roadway at the north end of the runway were options.

Chair Russell asked what happens if Highway 219 were left where it was and Second and Fernwood were moved.

Mr. Egner noted that doesn't eliminate the conflict between the airport and truck traffic.

Commissioner Worrall noted that there were several options for rerouting 219 that could be provided.

Mr. Teltzel indicated that it was likely all of the state highway routes through Newberg would be reviewed by the State. He noted that if 219 and Second Street are left on the plan, the traffic that is generated will require a signal and there is no ability to coordinate traffic signals with airport runway use.

Chair Russell asked what authority the City had to relocate the state highway. He indicated that all the Transportation Plan as well as all the state highways through the City would be reviewed at the time that the impact statement is done by the state relating to the bypass.

Andy Mortensen was asked if there was any problem with revising 219 to go up Springbrook to 99W. He indicated that one of the problems would be that 99W would likely need to go to 3 lanes each way with the addition of 219 traffic.

Commissioner Worrall suggested that the proposal identified in the Transportation Plan was not feasible and that a better alternative would be to go up Springbrook to 99W and connect to 99W.

Commissioner Kriz asked if, once the lines were on the map, how the state would react to the City's chosen locations.

Mr. Egner indicated that some language should be placed in the document which indicates that, subject to the state's EIS analysis, this is the best option that the City can come up with. It should also include the possibility for change.

Mr. Teltzel was asked if the airport would be retained. He indicated that if the proposed alignment were adopted, there would still not be enough additional space to extend the runway. He indicated that another option for 219 would be to put it on the bypass and run it around. He felt that perhaps nothing should be drawn on the map from the present location but only address the issue in the text as recognition of the problem.

Mr. Mortensen indicated that it was necessary to provide state highway access until such time as the bypass occurs in case the bypass does not occur.

Mr. Teitzel indicated that if 219 were placed on Springbrook Road, then the change should not occur until the bypass is in place. He indicated that if the bypass does not happen, 99W needs major improvements anyway.

Commissioners generally discussed the need to divert traffic away from the airport and up Springbrook Road.

Mr. Teitzel indicated that it was the Citizen Advisory Committee's (CAC) desire to retain the existing methods of transportation available in the City. He was asked if the viability of the airport would be preserved if 219 were routed up Springbrook. He indicated it would.

Mr. Egner indicated that street design standards are different for a collector and major arterial.

Mr. Mortensen indicated that it was the desire of the CAC to retain the Second Street east-west local street connection.

Commissioners debated several options relating to Second Street location with no consensus established.

The following issues were reviewed for Commission consensus:

- Leave 219 at its present location and close off Second Street.

Yes 4 No 2

- Adopt the proposed plan identified as figure 4-1.

Yes 0 No 6

- Reroute 219 up Springbrook Road to 99W.

Yes 2 No 4

As identified by the above poll, the majority of the Commissioners majority desired retention of 219 at its present location with closure of Second Street access to Highway 219 on both the east and the west.

C. Collector system in NW Newberg

Mr. Teitzel reviewed the relocation of a collector along Foothills to the west of College and through the NW Newberg Specific Plan area with additional collector designation through an extension of Villa. He indicated that there would be a need to develop bike access along the Foothills collector to provide access for students to the new proposed school on the Crater site. He noted that if the school were not sited on the Crater site, a collector would not be required. He indicated that the existing right-of-way would be adequate, the existing pavement would likely remain in place and there would be a bike path marked on the paved portion of the street.

By unanimous consensus, the Commissioners agreed to include replacement figure 4-1 with collector street revision of Foothills in the Transportation Plan.

D. Haworth extension to College

Mr. Teltzel indicated that the intent was to provide a clear east-west collector in the vicinity of Fulton from the area west of College to the school system on Elliott.

By unanimous consensus, the Commissioners agreed to accept recommendations as noted in the Transportation Plan to extend Fulton from Haworth to College.

E. Other Issues

- State Bypass

Commissioner Worrall indicated that it was the overwhelming need of the community to get the bypass installed as quickly as possible.

Mr. Teltzel indicated that the Transportation Plan is built around the bypass and if the bypass is not built, the plan would have to be redone. He noted that the plan has been reviewed by Region 2 ODOT and they are very happy with it. ODOT also noted that the plan contains both an alternative which includes the bypass and one which exclude the bypass and it will make their job doing the EIS easier.

Commissioner McCauley felt there should be very strong language relating to access and commercial development along the bypass. He felt that "discourage" was not strong enough.

Mr. Egner noted that these policies were amended to the Comp Plan several years ago to show support for the bypass.

Chair Russell then quickly review each paragraph of the Transportation System Plan as an opportunity for the Planning Commission to express concerns. Comments occurred relating to the following items:

a. Brutscher Street

It was noted that Brutscher Street was named by Dean Werth. Mr. Werth indicated that Mr. Brutscher was Newberg's first postmaster and named the city "Newberg".

b. Mountainview Drive and New East/West Minor Arterial

Commissioner Worrall asked why the Crestview/Mountainview connection was identified at the proposed location. Mr. Teltzel reviewed the history of the Crestview alignment and the ensuing ballot measure.

c. Highway 219

Commissioner Kriz asked about the right-of-way improvements being provided for on 219 between Hancock and the RR tracks.

Commissioners generally discussed the difficulty of widening the streets through an area which contained numerous historic homes.

As a result of this discussion the Commissioners, by consensus, recommended elimination of Page 72 paragraph 1 of the Transportation Plan as follows:

1. College Street Widen to full, 3-lane collector street standards between Hancock Street and Fulton Street to include sidewalks and bicycle lanes on each side of Main (typo - should be College) Street. Total length of this improvement is approximately .3 miles and is estimated to cost \$.6 million. No additional right-of-way is needed for this improvement.

Commissioners discussed setting an adjournment time and by consensus agreed to continue deliberation at the next Planning Commission meeting.

Staff reviewed the progress the Commissioners have made on the Transportation Plan deliberation.

It was pointed out by Chair Russell that there are other issues related to the Transportation Plan such as system development fees, that still need to be discussed.

Mr. Egner noted that he sensed that the balance of the Commission review would deal with easily correctable changes for the plan. He noted that the Transportation Plan deliberation would continue where it left off.

VI. OLD BUSINESS

Mr. Egner again invited the Commissioners to the NW Newberg Specific Plan meeting on June 17th.

VII. NEW BUSINESS

None

VIII. COMMUNICATIONS FROM THE FLOOR

None

IX. ADJOURN

There being no further business, the meeting was adjourned at approximately 10:50.