

Council Chambers
7:00 PM, Thursday

A Regular Meeting
of the Planning Commission

June 16, 1983
Newberg, Oregon

Members Present:

John Cach, Chairman
Sally Adamson
Joe Young
Jane Parisi-Mosher

Arthur Roberts
Roger Veatch
Greg Moore

Members Absent:

Jean Harris (excused)
Frank Bowlby (excused)

Staff Present:

Clay Moorhead, Planning Director
Barb Mingay, Recording Secretary

Citizens Present: Mel Lehmann

The meeting was called to order by Chairman John Cach.

Motion: Veatch-Young to approve May minutes as mailed. Motion carried unanimously by those present.

Public Hearing A:

Applicant:	Fedor Manka/J. & C. Johnson/J. & J. Lyda
Request:	A request for a Planned Unit Development on two adjoining tracts of land containing a total of 1.51 acres for the purpose of constructing a 31,100 s.f. office and incidental retail building.
Location:	607 & 617 Villa Road
Tax Lot:	3217CD-4601, -5100
File No:	PUD-1-83

This public hearing has been CANCELLED.

Public Hearing B:

Continuation of a request for an amendment of the Newberg Comprehensive Plan (Transportation Element) to identify proposed transportation routes relating to the rerouting or bypassing of Highway 99W through traffic in or around the City of Newberg.

Mr. Roberts now present.

Planning Director Moorhead indicated to Mr. Lehmann that this public hearing would be in the form of a round-table workshop and he was welcome to participate.

Mr. Lehmann identified himself as the owner of the Dairy Queen and a resident of the Newberg area. He indicated his business would be one of the most affected by a by-pass (rerouting of traffic on an alternate street through town). He felt the City could be better served and the traffic condition would be more greatly relieved if a bypass of the town from the Dayton Junction to I-5 were installed by the State. Mr. Lehmann indicated he opposed any alternative route through town as being viable.

Mr. Young briefly discussed re-routing of traffic down Second Street.

Mr. Lehmann stated three people he spoke with in the area were in favor of bypassing Newberg to I-5.

Mr. Young asked Mr. Lehmann how the Southern bypass would affect his business, particularly the coast traffic. Mr. Lehmann responded that the bypass of Newberg would not draw business down. Coast traffic doesn't bring that much business. He feels that the bypass should go on the south side of the river with 2 bridges installed at needed points for accessibility. He did indicate that redirecting local traffic away from his business would affect his profits.

Jane Parisi-Mosher now present.

Mr. Veatch commented that the State probably would not desire to install 2 bridges due to cost factors.

Mr. Moorhead invited the Commission to view several topographical maps on which bypass routes could be indicated. A round-table discussion followed and some of the following comments were made:

It was the consensus of the Commission that the bypass have limited access, with access on each end of the route and one somewhere in the middle.

It was suggested that a "circus" or "circle" be installed at the St. Paul Highway due to the major amount of access roads converging at this location.

It was suggested that the bypass begin at some point in the Rex Hill/Highway 99W area with an ending point south-west of Dundee, possibly near the auction, before Highway 99W again becomes a separated roadway. A middle access could be installed at the St. Paul Highway crossing, with the highway to continue north of and abutting Publishers Papermill property.. This area of the bypass could be either a surface or elevated highway running down portions of 11th Street.

A bypass route south of the Willamette River was not considered to be a valid choice.

A brief discussion followed regarding the Dundee Planning Commission attitude about a bypass route.

Mr. Young felt that a bypass south of the river would not benefit the Newberg-Dundee area. Mr. Roberts stated that a large amount of farm land would be adversely impacted by such a bypass and the west Metro traffic would still

not diminish. The route south of the river would be approximately 12 miles long, eliminating approximately 181 acres of farm land.

Jane Parisi-Mosher suggested that a joint meeting with Newberg and Dundee Planning Commissions should take place to discuss options.

The Commissioners recommended having the City Engineer study the three options for rerouting the traffic in the Rex Hill area, all of which would meet the St. Paul Highway junction indicated on a map. He should include information regarding what fill might be required, access around or over swales, and other topographical information.

Mr. Young recommended that the Staff draw out a specific route as generally indicated on a map the Commission created.

Motion: Young-Moore to continue this public hearing to the July Planning Commission hearing. Motion carried unanimously.

Planning Director Moorhead updated the Commission on the Manka Zone Change hearing status. He further related to the Commission the Council's activity regarding a Growth Management Ordinance. The Planning Commission members were given copies of the proposed ordinance for their later review.

Old Business. None

New Business. Mr. Roberts requested information regarding the condemnation of old buildings in Newberg. He was concerned about the demolition of those buildings which were falling down. Staff informed him that the buildings are identified on a priority basis and were posted with Do Not Occupy notices. Owners were encouraged to remove or substantially repair the buildings.

Chairman Cach updated the Commission about the status of Newberg School District development of property for a new school and the possible closure of Edwards School.

Motion: Moore-Veatch to adjourn. Motion carried unanimously.