

A Regular Meeting
of the Planning Commission
Springbrook Middle School- Music Room

7:30 PM, Thursday

July 20, 1989

Subject to P.C. Approval at 8/24/89 P.C. Meeting

Members Present:

Scott Bernard	Mary Post
Bryce Fendall	Kathleen Sullivan
Celine Hall	Roger Veatch
Jack Kriz	

Members Absent: Rob Molzahn

Staff Present:

Duane Cole, City Manager
Bert Teitzel, Public Works Director
James Reitz, Associate Planner
Karl Mawson, Interim Planner

Others Present:

James R. Hanks, Transportation Consultant
Cheryl Hampton, Recording Secretary
Keith Fredrickson, Newberg Graphic
Approx. 60 citizens

The meeting was called to order by Chairman Roger Veatch who then directed attention to the minutes of the July 6, 1989, Planning Commission meeting.

Motion: Sullivan/Bernard to approve the July 6, 1989, Planning Commission minutes. Motion carried unanimously.

Chairman Veatch began the public hearing by welcoming those citizens in attendance and explained that this meeting was being held to receive input on the transportation study now underway.

Public Works Director, Bert Teitzel, provided opening remarks and related that the City has finalized the scope of work for which the consultant would be responsible: determining the location of minor arterials and collectors in the undeveloped areas in the northeast section of town and the impact on existing arterials and collector streets in the balance of the City. The time schedule has remained the same, but can be adjusted by the Planning Commission according to need.

James R. Hanks, of JRH Transportation Engineering, stated that he was very interested in citizen input in order to develop the study. He encouraged comments and suggestions for items that might not be apparent to an outsider as well as ideas he should consider to develop a good background before making evaluations and recommendations.

The Public Works Director stated that there was no interim report to present to the Commission, but that data has been collected which will be added to the citizen input to make up the report and recommendation.

James Hanks commented that many people had been looking at the maps placed behind the Commissioners and explained that one of the maps was the Comprehensive Plan map indicating current land-use designations and current placement of the minor arterial. The second map indicated 24 hour traffic volumes taken by the City over a period of three years.

Sonja Riihimaki, Austin Industries General Manager, located at 2601 Crestview Drive, Newberg, presented a report on the history of the Springbrook District, explaining their concept for an east/west minor arterial connecting Springbrook and Mountainview as well as aligning other key streets in the District. She suggested that although road development would occur over a period of time, the road designations should be made as soon as possible.

Joan Austin, President, Austin Industries, located at 2601 Crestview Drive, Newberg, shared her vision of the Springbrook District realizing the history behind the community. Ms. Austin shared that they would like to see the community restored to a "village" type setting and have tried to preserve the present buildings as much as possible. She stated that she would like the public to understand what a benefit this type of development could be to the entire City in terms of recreational facilities as well as economic growth.

Robert Meyer, planner/engineer for Robert E. Meyer Consultants, Beaverton, stated that he had been retained by Austin Industries to develop a plan for the Springbrook District, concentrating on the traffic patterns. Mr. Meyer outlined their plan for an east/west arterial, and that his firm was to develop a plan to be completed in phases and to preserve the historic district of Springbrook. He stated that the routes had been selected with these issues in mind. Mr. Meyer outlined on their map the suggested road development which specifies the east/west arterial to go on Mountainview, which is currently listed on the Comprehensive Plan map, with the exception of joining with Crestview, and then meeting up with existing right-of-way that the City has considered as part of the east/west arterial. Mr. Meyer explained changes to railroad crossings for improved safety.

A question was raised as to who pays for the new roads. Robert Meyer stated that in most cases the developer pays for their share of the development. For an example, if 50 percent of the traffic is generated by Austin, they may pay 50 percent of that road cost, with the users paying for the other 50 percent.

Bill Coffield, 3104 N. Zimri, indicated his ideas for an east/west arterial were different from those of Austin Industries. He believed the development of the east/west arterial was the key for the total transportation pattern of the area. An immediate problem would be the changing of existing roads in that many people would be involved. The changing of the streets serves no purpose other than to provide for a larger piece of land. Mr. Coffield believes that the transportation study needs to extend past Hwy 219/College Street because development is occurring there.

Brian Murray, 304 Mountainview Ct., inquired whether the proposed Springbrook District Road map had been made available to the Planning Commission as well as to the public. The Public Works Director stated that this proposed traffic plan map had been presented to the public at an open house given by Austin Industries. Mr. Teitzel commented that the traffic plan map was only a proposal

by Austin Industries, and not an official document. Mr. Teitzel stated that the engineering consultant, James Hanks, has a copy and that copies would be available to the public if desired. Mr. Murray indicated he does not believe that the transportation study is broad enough and expects that the placement of a minor arterial will create very serious traffic problems for Hwy 219. He reiterated his concern regarding the appeal to the State on the periodic review of the Comprehensive Plan. He stated that the minor arterial that is listed on the Plan map is not set in stone and that careful consideration should be made to determine if the present location is the best option.

The Public Works Director remarked that the intent of the scope of the transportation study was to determine whether the east/west arterial known as Mountainview should be continued over to Hwy 240. He stated that James Hanks is charged with determining the best location for the east/west arterial from beginning to end.

Commissioner Sullivan responded that this procedure would determine the location of the arterial, and that this change would be made on the Comprehensive Plan.

Dennyece Wheeler, 3112 Crestview Dr., related that although the visions of Joan Austin for the Springbrook District were wonderful, other people/landowners had dreams as well and that there may need to be a compromise to meet the needs of many people. She stated that the Putnam/Benjamin Road area was presently quiet and peaceful and that if the Springbrook area roads are re-routed, the traffic will ruin the lifestyle of the existing homeowners. Ms. Wheeler shared that she would hate to see a loss of faith of the citizens with their governmental bodies and encouraged Newberg to set a precedent of listening to and caring about the concerns of ordinary citizens.

Rachel Kennedy, Springbrook Road, recounted to the Commission the heavy truck traffic and that it would be a hazard if the Austin Industries traffic plan was implemented.

Lois Rudman, 617 N. Villa Road, asked about the overall plan and how the development would fit in with the existing roads. She stated that it would be very simple to take Mountainview Road behind the church (at Mountainview and Villa Road) and onto North College St.

Mike Mitchell, Benjamin Road, stated that if Springbrook Road was closed, the other roads in the area would not be large enough to accommodate the traffic. He agrees that a compromise between the residents and Austin Industries would be mutually beneficial.

Margaret Sully, Benjamin Road, stated that the Austin Industries ideas for development remind her of the Cannon Beach area and suggested an idea to develop a parking area and encourage walking around the area or to use shuttles. She believes that some traffic would be beneficial in that it would create an interest in those passing through the area.

Bill Campbell, 911 E. 3rd St., Yamhill County Planner, asked at what point the City plans to coordinate with Yamhill County on the development of roads in the Springbrook District. He stated that the proposed time frame is too short to properly develop a transportation plan.

Chairman Veatch stated that the Commission realized the time frame was short and that an extension was likely but a decision was needed in the near future to meet the needs of future development.

Linda Miller, 1009 Sitka, reported her concerns were regarding traffic and the safety of the children in the area. She believes that a southern by-pass would be a great help, although the high school now generates a great deal of traffic and her neighborhood is no longer the peaceful place that they enjoyed several years ago.

Glen Mills, NE Springbrook Road, advised the Commission of a deep creek near the proposed road development area. He suggested that the road stay on the west side of Springbrook.

Chairman Veatch answered that no determination has been made on the exact location of the road and will take his suggestion under advisement.

Shirley Cooper, 1011 Sitka, asked if James Hanks had been apprised of the number of calls/complaints to the Police Department regarding the traffic problems in the Sitka area. Ms. Cooper also announced that a new entrance to the high school has been proposed to the Traffic Commission. She stated that there is more high school traffic on Hawthorne Loop and all of the bus traffic has been re-routed onto Sitka rather than Elliot because of the road condition on Elliot. Ms. Cooper also asked at what point the Comprehensive Plan was to be reviewed.

The Public Works Director stated that the periodic review was due now and will be submitted as soon as possible. Mr. Teitzel stated that the line on the Comprehensive Plan map only located the suggested minor arterial but that the Planning Commission was not limited to that designation. Mr. Hanks would be given the information regarding the traffic complaints from the Police Department.

Dennis Buckley, 2418 N. Crater Lane, believes that there has been a lack of information and think that the homeowners along the designated arterial should voice their opinion. The Planning Commission should look at the whole plan; there are 3 major subdivisions that are to be developed west of Hwy 219 that should be looked at.

Rachel Kennedy stated that James Hanks should confer with the Police and Fire Departments regarding access to all property in the Springbrook area.

Brian Murray asked if the City could make the Austin Industries proposal available to the public, possibly placing a copy at the Library. The Public Works Director stated the City would review that possibility, and cautioned the public that the proposal was just one idea by Austin Industries and has not been approved by the City.

Judy Mitchell, 29000 Benjamin Road stated that there was a lot of traffic that came down the hill on Springbrook Road past Benjamin Road and into the City. She has seen 35 accidents in the past 12 years with 2 deaths occurring and every car had been going down the hill. She stated that the amount of foot traffic by the students on Crestview Drive needs to be looked into. In addition, Ms. Mitchell was concerned about what the closure of Springbrook Road would do to the fire protection for the surrounding areas.

Gary Baldwin, 1230 Pennington Dr., stated that the short time frame in which the City is scheduling the transportation study is putting pressure on the citizens and creating a proponent/opponent situation rather than a forum for collecting ideas. He proposed that the time frame be set back to determine a plan that is acceptable to the majority.

Estelle Adair, 1901 N. Springbrook St., indicated she would like to see the time frame set back until school starts in order to allow James Hanks to see what the traffic situation is like during that time.

Shirley Cooper added that this was a good opportunity to express the concerns of the community and that traffic and growth can go hand in hand for a good growth pattern that can be an example to other communities.

Chairman Veatch thanked the community for attending the meeting and for giving important input so that the transportation study can reflect the needs of the community. He understood the time frame was a concern and could be adjusted, if necessary. Chairman Veatch encouraged the public's attendance at the August meeting of the Planning Commission.

Commissioner Sullivan remarked that she was grateful for the input of the community and that the Planning Commission is interested in the opinions and concerns of the public.

In response to several questions, Chairman Veatch informed the public that written input would be received and taken into consideration in the preparation of the transportation study by James Hanks.

There being no further business, the meeting was adjourned.