

A Regular Meeting
of the Planning Commission
George Fox College - Kershner Hall
Newberg, Oregon

Thursday, 7:30p.m.

August 24, 1989

Subject to P.C. Approval at 9/28/89 P.C. Meeting

The meeting was called to order by Chairman Roger Veatch.

Members Present:

Scott Bernard	Mary Post
Bryce Fendall	Wally Russell
Celine Hall	Kathleen Sullivan
Jack Kriz	Roger Veatch
Rob Molzahn	

Staff Present:

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

Others Present:

James R. Hanks, JRH Transportation Engineering
Tim Neff, Newberg Graphic
Cheryl Hampton, Recording Secretary
Approx. 50 citizens

Motion: Bernard/Post to approve minutes of June 15 and July 20 Planning Commission meetings. Motion carried unanimously.

PUBLIC HEARING A:

Applicant: Powell Industrial Builders/Paul and Wilma Mills
Request: Creation of Mills Subdivision, a subdivision of 2.51 acres into 9 lots.
Location: West of Villa Road, adjacent to 1613 and 1701 N. Villa Rd.
Tax Lot: 3217BC-600
File No: S-4-89

Chairman Roger Veatch opened the public hearing by introducing the request before the Planning Commission and asking for indications of ex-parte contact. There were none. No objections to jurisdiction were raised.

Staff Report: Associate Planner James Reitz presented the Staff Report and indicated that this property was familiar to the Planning Commission since the same property had been considered for a conditional use permit six to eight months before. The property is large enough to support 14 R-1 density lots, but the applicants are requesting a subdivision of 9 lots. The property wraps around two existing homes which makes it a difficult piece to work with. Although not ideal, the City can be satisfied with the arrangement of the subdivision as presented. At the present time, the City does not have sufficient right-of-way to build Park Lane to City standards. The owners of this subdivision will be responsible for their share of the half-street improvements.

Proponents: None

Opponents: None

Public Agencies/Letters: None

Staff Recommendation: The Associate Planner outlined Conditions 1-9 and stated that their recommendation was for approval with the conditions as stipulated.

Commissioner Fendall stated that the plan looks okay to him and asked if the accessways will be privately owned and maintained. James Reitz stated that that was correct. Bryce Fendall added that the property owners should be required to have a maintenance agreement.

Chairman Veatch stated that the initial plan in the information packet showed a 25 ft. drive and asked if that had changed. James Reitz stated that the easement would remain at 25 feet and that the subdividers would be paving and curbing the accessways. Roger Veatch added that he would like to see some prohibition from fencing or gating the public accessways.

Motion: Sullivan/Post to approve the request for the creation of Mills Subdivision with Conditions 1-9 with the addition of a condition to prohibit fences and gates in the accessways based upon the findings of fact.

Commissioner Fendall stated that his concern on the maintenance agreement was that all property owners should be included in the upkeep of the road and not only the property owner at the first section of the accessway.

Motion Amendment: Fendall/Bernard to amend motion to require a maintenance agreement for the upkeep of the accessway.

Vote on Motion Amendment: Ayes: 9, Nays: 0. Motion carried unanimously.

Vote on Motion: Ayes: 9, Nays: 0. Motion carried unanimously.

PUBLIC HEARING B:

NE Newberg Area Traffic Study - Interim Report and Public Input

Chairman Roger Veatch introduced the public hearing and requested that members of the audience who wished to speak come to the microphone and state their name and address.

Chairman Veatch asked for any ex-parte contact or objections to jurisdiction. There were none.

Staff Report: Public Works Director Bert Teitzel advised the Commission that since the report had been out for only one week and since the public has not had opportunity to hear James Hank's presentation, the hearing should be continued to the September 28 meeting. He added that any additional information needed from Mr. Hanks in order to make a decision should be identified this evening.

James R. Hanks, President of JRH Transportation Engineering, explained that the first step in a transportation plan is to look at land use; i.e. what is

happening now and what is going to happen in the future. He explained that the information he was reporting on was contained in the written traffic report submitted to the Planning Commission. Mr. Hanks highlighted the trip generation rates and stated that the biggest trip generator in the area is commercial property. A significant finding was that the major demand in the study area is for north/south movements along Highway 99W, not east/west movements. There is not a need for a major east/west arterial movement that would require five lanes, but there was a need for a collector system that can transport people east/west. Mr. Hanks reported that the east/west movement on some arterials is attributed to the avoidance of the traffic congestion of Highway 99W.

Mr. Hanks defined the uses for the different street types as explained in the traffic study. There were some streets not consistent with their intended use. He stated that Haworth and Fulton Sts. were listed as collector streets, but were carrying much more traffic and were used as minor arterials. With the information received, he developed transportation scenarios, one of which was to recognize the essential north/south movement to 99W as the principal route and not the east/west movement. His purpose in addressing the transportation alternatives was to facilitate the movement from 99W to the undeveloped areas.

Mr. Hanks stated that he had met with the Fire and Police Departments and they related to him their concern with response time. The Fire Department response route is now on Springbrook Rd.; they do not use Villa Rd. or College St.

Mr. Hanks reported on the three alternatives presented in the traffic study. These alternatives were developed for consideration with several recommendations. His main finding was that there was a primary need for a southern bypass to alleviate traffic congestion on 99W. Other recommendations included the following: to upgrade Bell Road to a rural arterial of two lanes with wide shoulders and geometric improvements; that the railroad trestle on Villa Rd. be upgraded so that cars and firetrucks can get through without the present danger; school crossing improvements on Springbrook Rd.; Mountainview to the west of the study area be continued to Chehalem Dr. but no further. If continued to Chehalem Dr., there is some potential for the development of an east/west bypass along that route. Crestview Dr. to the east should be continued as a local street to reduce the potential for bypass and to encourage use of Bell Rd. as an arterial. Collector streets should have a three lane section; two way with a center turn lane.

Continued study is needed and traffic studies for all major development areas analyzing the impact of changes should be made. Mr. Hanks stated that the plans presented are conceptual and should be flexible to accommodate changes during construction.

Mr. Hanks concluded his presentation stating that the alternatives presented might be combined where possible to allow for the best end product.

The public hearing was opened for questions and comments.

Commissioner Fendall stated that if Bell Road was recommended as the minor arterial, the traffic would simply move from Haworth up to the Mountainview/Crestview connection. Mr. Hanks stated that was one of the reasons the southern bypass was so important and that the further the east/west movement is moved from Hwy 99W, the less advantageous it is and will serve a collector

street function. He added that after the bypass is built, some traffic control measures may need to be added on Haworth St.

Commissioner Kriz asked if there was any data available on the destinations of travelers on Haworth St. He felt that Haworth was used to avoid travel on 99W and whether or not there is a bypass, there will need to be a route to get to the northwest section of Newberg. James Hanks said that was possible and stated there is no data regarding the destination of travelers on Haworth St. other than the traffic counts showing heavy traffic on that street.

Chairman Veatch asked for clarification if the intention was for Crestview to continue beyond the Urban Growth Boundary and intercept 99W. Mr. Hanks stated that was the intention.

Commissioner Kriz stated that he was concerned that the Mountainview connection should connect with Hwy 240. Mr. Hanks stated that it was possible. Mr. Hanks sketched on a chalkboard an idea to discourage thru traffic but allow for local movement in an area.

Commissioner Fendall asked what the numbers would be for the traffic generated on Mountainview Dr. Mr. Hanks stated that the numbers by Springbrook/Villa could be in the neighborhood of 15,000 -20,000 cars per day. If the southern bypass is built, then either end of Mountainview would generate about 5,000-6000 cars per day. Bell Road would generate approximately 1,000-3,000 cars per day.

James Hanks clarified that Bell Road would connect with 99W with some realignment of curves and located down by the underpass; its purpose being to siphon out the Portland bound traffic.

Chairman Veatch asked James Hanks what his recommendations would be if the southern bypass was not built. Mr. Hanks stated that the road layouts would be approximately the same, but the streets would need to be wider.

George Alexander, 700 N. College St., asked if a new trestle was recommended to be installed on Villa Road. Mr. Hanks stated that his recommendation in all of the three alternatives is to put in a new trestle.

Lois Rudman, 617 Villa Road, stated that there are now many service facilities on Villa Road with the hospital, the public pool, a care home, George Fox College ball field, and church on the north end of Villa Road. She expressed that there is already a lot of traffic on Villa and Haworth Sts. and believes that it would be better to have more traffic directed onto Mountainview Drive. She also feels it is important to make changes in the railway system near the intersection by the Springbrook schools so that the safety of the children can be insured.

Dennis Farber, 1808 Leo Lane, stated that banking on a southern bypass is "pie in the sky" and if the bypass does not come about, then the plan is for Mountainview/Crestview to become a five lane street. The residents along these streets would be very upset to have a five lane street constructed in front of their homes and near the Springmeadow Park which is heavily used by small children. The direction the study is taking is towards the commercial/industrial aspect and he questions the consequences of the liveability on residential areas. He questioned the accuracy of the road

studies and believes that many are outdated and not valid for the study taking place. There was a County proposal that seems to have been lost in the discussion, dealing with Mountainview and taking a diagonal route to Hwy 99W, which should be considered. As industry is built north of the railroad tracks, it will require more fire and police protection. Other alternatives to cross the railroad tracks besides Villa Road should be implemented and possibly other underpass/overpass situations to get the fire/police services north of the tracks. If there were a major train accident, it could greatly limit the number of options to get north of the railroad tracks.

William Coffield, 3104 N. Zimri, had sent a letter to the Planning Commission and detailed his letter by stating that the main concern for the northeast Newberg area is all keyed to the Mountainview arterial. The two issues remain to be directing the traffic from the north to the downtown area or to bypass the downtown and midtown areas so that traffic congestion is avoided. Mr. Coffield recommends a buffer between the industrial/commercial area and the residential/recreational area. Significantly more information is needed to determine the impact of the options in the three alternatives.

Darlene Wingfield, Oxberg Lake Estates, agreed with Bill Coffield that there is not enough information available to make a good decision and that the residents are not being treated fairly. She asked that the map be extended to define what potential changes might affect the property in her area.

Denneyce Wheeler, 3112 Crestview Drive, felt there was very little difference in the three alternatives and was hoping that this study would include three very different alternatives to choose from. She mentioned that the Crestview alignment is nearly the same on each alternative. Ms. Wheeler stated with the construction of the southern bypass many years away, if constructed at all, the five lane streets should be considered a reality. The semi-truck traffic will increase dramatically as the Springbrook industrial area is developed. She suggests that a parking lot behind Newberg High School be constructed and run an access road between the Middle School and the railroad track onto Crestview which would relieve much of the school traffic that is presently on Haworth. She pointed out on the map her idea of putting the Mountainview/Crestview connector behind the Springbrook industrial building.

Dave Dailey, 29696 Putnam Road, stated that a topography map was missing and was needed to make correct decisions as well as a County map and an extension of the map in the study to tie all of the items together. He believes that the Bell Road suggestion can work. He agrees with Denneyce Wheeler when she says that the semi-truck traffic will be increasing in the near future and if the connector was put at the intersection of Benjamin Rd. and 99W, the semi-trucks would have a very difficult time climbing the steep grade. The construction through the ravines would be very difficult and expensive to accomplish and believes that there is no need for it. He suggested an alignment going north to the school, past the double tracks and coming across the Lookabill property behind the school, away from Crestview Dr. onto undeveloped property, and across the road to Oxberg Lake Estates which has been built to a heavy standard for a County arterial.

Carolyn Staples, 2201 Hawthorne Loop, mentioned that there are some encouraging features included in the three alternatives. The connection of Villa Rd. to Bell Rd. is a very good idea and hope that it can be a definite part of the

plan. She also believes that it is a good idea to close the railroad crossing of Aspen Way and Emery Street because it will eliminate the industrial traffic past the schools.

Brian Murray, 304 Mountainview Ct., asked James Hanks where the numbers came from that were derived for the trip generation rates and how old the data was. James Hanks stated that the data was as of last week and the numbers came from a sample of approximately 500 employees working in the Austin Industries area. Mr. Murray asked for clarification of the statement that Hwy 219 and 240 are not used because of limited development that would access those roads and asked if there was a contingency plan when future growth does occur.

James Hanks stated that the people working in the industrial areas don't live in locations that use these roads, and growth in the urbanized areas will continue to grow at a faster rate than the rural area. He took the areas that are currently in the Comprehensive Plan and generated it to full development and looked at the Springbrook development with the highest densities taken into consideration to determine what the traffic generation rates would be. He had met twice with the County Planning Director and Public Works Director in his preparation of the traffic study.

Terry Atsen, Putnam Road, had a question regarding the 25%-75% idea presented by James Hanks. Mr. Hanks explained that 75% of the total traffic coming into the area wants to go along Hwy 99W, 25% of that 75% would want to go north on Hwy 99W, and 50% would want to go south on Hwy 99W. Mr. Atsen commented "if it works, don't fix it".

Karl Wagner, 29665 NE Putnam Road, indicated he has lived in Newberg most of his life and has lived on the south side of 99W. It is unfortunate to have 5 lane roads in residential zones, but he prefers a 5-lane, less traveled road to a 2-lane road that has bumper to bumper traffic. The City of Beaverton is having a hard time getting the traffic through on their 2-lane streets and recommends that the City of Newberg should plan now for a 5-lane arterial to skirt the mountain and keep the traffic off of Hwy 99W. He believes that the plan presented by Austin Industries is probably the most accurate with a few modifications on how to hook up to Hwy 99W.

Linda Miller, 1009 Sitka, asked if there was any rerouting of school traffic planned for the Sitka/Haworth area as well as other items that are in store for this area.

James Hanks stated that the traffic on Haworth seemed to be people trying to avoid the congestion on Hwy 99W. He added that if and when the traffic on Hwy 99W is lessened, it will also help alleviate the traffic congestion on Haworth.

Ms. Miller asked if there might be a way to slow the traffic on Sitka and Haworth.

Mr. Hanks stated that there is no real way to consistently modify people's behavior and drivers become accustomed to when and where the streets are being patrolled. He explained devices called speed undulations that are used in California which are about 12 feet long with a minor hump in the middle and can reduce speed while avoiding the problems that speed bumps provide. He explained that the problem is that these are not accepted as traffic control devices in

Oregon. There should be a traffic signal somewhere along Springbrook for pedestrian crossing. The correct location of a traffic sign or signal was crucial and there could be some danger to pedestrians with a new signal before the operators of vehicles become accustomed to the new signal.

Commissioner Sullivan asked James Hanks how effective the huge planters that are used in Portland are to control traffic. Mr. Hanks stated that Portland has modified the design of these to avoid accidents and there are some benefits to them.

Gene Kennedy, 111 SW 6th Ave., Portland, attorney for the Springbrook District Neighborhood Awareness Committee, stated he believed James Hanks has done a good job on the study and has put a lot of thought into it. The only problem might be the lack of size and limitation on the study area. He suggested that the study area be enlarged to include the area east of Springbrook, and a traffic study be done when school is in session. Mr. Kennedy would also like discussions with the owners developing the Springbrook area to determine what their total plans are for the area to coordinate traffic plans with their development plans.

Gary Katsion, of Kittelson & Associates at 512 SW Broadway, Portland, indicated his firm has been assisting Austin Industries in developing their master plan and had been asked to review the traffic study that was presented this evening. During their review, they developed a suggested list of items to be further addressed which was presented in writing to the Planning Commission. Items on the list highlighted by Mr. Katsion were: 1. Have a map showing what the Comprehensive Plan designations are for the area. 2. A map showing what the traffic volume will be for the different scenarios. 3. See what actual evaluation criteria has been used to identify the alternative recommendations. 4. A connection to 99W to the east of Springbrook needs to be made. Mr. Katsion commented he would be happy to explain any items on the list and would reserve the ability to comment on recommendations at the next meeting.

Rachel Kennedy, 1909 N. Springbrook St., stated that she and her husband do a lot of walking in this area and that she had seen a little girl trying to cross Vittoria Way during the day when Austin Industries ends work; the drivers would not stop for her. It was nearly five minutes before somebody stopped to let the girl cross the street. When school starts, it will be an extremely difficult street for school children to cross. She suggested that Mountainview be extended onto the east and not dropped down to Crestview because of the terrain. She realizes there will be a lot more traffic but Mountainview should be straightened for the semi-truck traffic.

Lois Rudman, 617 Villa Rd., hopes that historic sites are preserved in the plans for the development of the area. She commended the Planning Commission for their professional attitude in conducting the meetings on this traffic issue and thanked Austin Industries for wanting to make a contribution to the community and for bringing this to the public's attention and for their desire to work with the community to solve the traffic dilemma.

Chairman Veatch stated that this hearing would be continued to the September 28th Planning Commission meeting. He asked James Hanks and the Planning staff to bring expanded maps to include 99W on the south to Benjamin Rd. on the east

as well as a topography map of the area with placement of residences if possible.

Commissioner Fendall stated that the original Comprehensive Plan map, which was approved by the City Council, needs to be made available at the next meeting to discuss what the problems are with that map.

Commissioner Kriz stated that he would like a copy of the County Comprehensive Plan map as well.

Commissioner Molzahn suggested that since school will be session soon, it would be feasible to take some studies on the main arterials that have been discussed to determine the impact of school traffic.

Bert Teitzel indicated there were limited copies of the traffic study available to the public at City Hall. He added that letters presented to the Planning Commission are part of the record and will be made available to the public upon request.

Chairman Veatch thanked the public for their interest and attendance at the meetings and asked for their participation in the meeting to be held September 28th. He then announced a five minute recess before continuing with other matters.

Old Business:

A. Periodic review update.

Associate Planner James Reitz indicated that the Periodic Review had been sent to Salem, but he has not received any information from them as of this date. The Order and the first draft of the Development Code are available in the Planning Department. Our draft of the Urban Growth Management Agreement with the County was included in the Planning Commission packets and the City and County were working towards the same goals.

Commissioner Kriz asked what impact the LUBA decision on the County historic ordinance would have on the City. James Reitz stated that the County has 21 days from the LUBA decision to appeal, but that he has not heard if they will do so.

B. Sign Ordinance.

James Reitz indicated that a Chamber survey was being taken and was expected to be in September 1. Chairman Veatch commented that the Chamber of Commerce met with a limited number of members and were not able to reach a consensus and decided that they needed more input from the Commerce membership.

New Business:

Chairman Veatch welcomed Wally Russell to the Planning Commission and stated that he will be a good addition to the Commission.

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There being no further business, the meeting was adjourned and a "Happy Birthday" tune sung to Commissioner Sullivan.