

A REGULAR MEETING
OF THE PLANNING COMMISSION
George Fox College - Kershner Hall
Newberg, Oregon

Tuesday, 7:30 p.m.

October 10, 1989

Subject to P.C. Approval at 11/16/89 P.C. Meeting

The meeting was called to order by Chairman Roger Veatch.

ROLL CALL:

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

STAFF PRESENT: Duane R. Cole, City Manager
Bert Teitzel, Director of Public Works
James Reitz, Associate Planner

OTHERS PRESENT: James R. Hanks, JRH Transportation Engineering
Cheryl Hampton, Recording Secretary
Approx. 30 citizens

Public Hearing: NE Newberg Area Traffic Study - Supplemental Report and Public Input.

Chairman Veatch called for abstentions or indications of ex-parte contact.

Commission member Rob Molzahn stated that he had been involved in conversations with friends of his who live in the Springbrook area as well as a conversation with Sonja Riihimaki of Austin Industries.

Commission member Celine Hall mentioned that she also had a conversation with Sonja Riihimaki of Austin Industries, but stated that the conversation would not affect her decision regarding this matter.

Commission member Kathleen Sullivan informed the Commission of a telephone conversation with Sonja Riihimaki and appreciated the input and felt the conversation would not affect her decision.

Staff Report - The Public Works Director, Bert Teitzel, stated that James Hanks would explain his supplemental report, after which Mr. Teitzel would give his comments and recommendations.

James Hanks referred to the supplement which was prepared to furnish information requested at the previous public hearings. Mr. Hanks specified that included in the requests was an item to investigate the connection to the east of Springbrook on Crestview as well as looking at another alternative which was displayed on the existing Comprehensive Plan.

Mr. Hanks explained that two additional alternatives had been developed from input received at previous hearings. Alternative 4 would realign the Hillsboro-Silverton Highway just south of Bell Rd. directly onto Mountainview Dr. which would continue and connect with Springbrook St. The alternative also shows a connection between Zimri to Springbrook north of the existing Mountainview Dr.

Alternative 5 was explained by Mr. Hanks as the alternative that is shown on the existing Comprehensive Plan. This alternative has some advantages, one being that it has the least requirement for additional right-of-way and it is the alignment that has been on the Comprehensive Plan so property owners in the area have been aware of it. Disadvantages are that it becomes an east/west bypass and also creates many small parcels in the Springbrook District. Encouraging use of Crestview as a local street would relieve some of the traffic congestion at Villa and Springbrook. If Crestview is retained as a collector street, Mr. Hanks would recommend that it be connected to Highway 99W west of any potential intersection with the southerly bypass.

The Public Works Director reminded the Commission that the purpose of the transportation plan was to locate minor arterials and collectors in the area of NE Newberg north of Hwy 99W and east of Hwy 219 including all of the Urban Growth Boundary and UGB expansion areas. Addressed also in the study was how development in this area would affect the existing arterial and collector system and specifically looking at whether the minor arterial known as Mountainview Drive on the existing Comp. Plan was needed. The study is a general plan and is not meant to locate the roads specifically in undeveloped areas.

Bert Teitzel recited his preliminary recommendations as written in his report based on the transportation study. He also referred to a proposed schedule for implementation of these recommendations. Coordination with Yamhill County including hearings, etc. would be necessary.

Denneyce Wheeler, 3112 Crestview Drive, referred to Mountainview curving down to Springbrook St. at Crestview and asked if it would be possible to swing wide enough to provide a buffer for the residences.

Bert Teitzel stated that it could be looked at, but that it appeared that there would not be enough room to do that.

Phil Smith, 3004 N. Zimri, asked what the purpose was for the connector between Zimri Drive and Springbrook St. and if Zimri Drive would be widened to 46 feet as a collector.

Bert Teitzel stated that the purpose for the connector was to provide for larger development areas of property and that the connector was needed to provide for urban densities. He stated that Zimri Drive, if identified as a collector street would be widened to 46 feet.

Dave Van Bossuyt, 14700 NE Spring Creek Lane, asked at what point was it the County's responsibility to maintain the roads and asked how the coordination worked between City and County.

Bert Teitzel responded that the County would be responsible for County roads and this was one of the reasons that the whole transportation plan needed to be taken through the County system for their consensus. He stated that he did not

anticipate that the redesignations of the roads would put any additional traffic onto Benjamin Rd. than what would happen naturally.

Dave Dailey, 29696 Putnam Rd. referred to the Crestview connection with Highway 99W and asked if there would be a signal installed.

Bert Teitzel stated that he anticipated that a signal would be installed, but not right away.

Claude Naujock - 29235 Putnam Rd. asked what the plan was for Putnam Rd.; if it followed the existing road or put a big sweep into Benjamin Rd.

Bert Teitzel stated Putnam Rd. would stay within the existing right-of-way with slightly larger radius on the corner.

Terry Atzen, 29365 Putnam Rd. asked for clarification regarding the difference between a local street and a collector.

Bert Teitzel stated that Putnam Rd. would be retained as a local street, serving primarily the property adjacent to it and not necessarily providing access to a larger area. The collector would be the connector between Springbrook and Zimri to the north of the Springbrook Inn.

Dick Hoy, 14205 NE Quarry Rd., disclosed that he does not live in the area involved in the transportation study and is not personally involved with roads going in front of his house. He stated that the City is fortunate that the property developers are local residents and are interested in the City's welfare. He remarked that it would behoove the City to get moving on making their decision regarding this project.

Rachel Kennedy, 1909 N. Springbrook Street remarked that she did not believe there was room to widen the street in front of her house to 46 feet without the sidewalk coming up to her front door and losing a large redwood tree.

Bert Teitzel stated that there is currently a 60 ft. right-of-way and that the property across the street from Ms. Kennedy's property is vacant and may be available for additional dedication of right-of-way.

Sonja Riihimaki, 2601 Crestview Drive, General Manager of Austin Industries. She stated that Austin Industries would like to endorse the recommendations as proposed by the public works director. She referred to the alignment of Crestview and Mountainview and asked that they be given the opportunity to work with the City on this item since it has significant impact on the proposed development.

Ms. Riihimaki presented a map outlining an aerial view of the area and proposed street alignments. She stated that they believe the roadways as presented in Alternative 1 move the traffic efficiently and meet the guidelines as set up in the Comprehensive Plan. Austin Ind. did meet with the City and the fire and life safety representatives and concluded that their alternative will not increase response time to the outlying areas and may, in fact, reduce response time. She informed the Commission that Austin Industries has spent much time working on the railroad crossing issue with their engineers as well as the Southern Pacific Railway and the Public Utility Commission. Ms. Riihimaki

stated that she hoped she had conveyed the urgency of moving forward with this project.

Greg Chido - 4805 SW Griffith Dr., Beaverton, consulting engineer with Robert E. Meyer, Consultants. Mr. Chido informed the Commission that he has had 16 years of railroad experience dealing with railroad crossings and other public impact projects. He met with the public project engineer at Southern Pacific Railroad as well as the crossing division head for the Public Utility Commission. He stated that many different alternatives were discussed for crossings. Mr. Chido related that the PUC and Southern Pacific's main concern is crossing safety. He indicated that some ways to accomplish this are to reduce the number of crossings and to improve the alignment of the existing crossings; the preferred crossing angle being 90 degrees. Signalizing remaining crossings are a positive aspect and keeping crossings on single track rather than double track is a safety issue as well as operational issue for SP. Other recommendations are to keep approach grades level and place the crossings where the site distances are best. He stated that it was important to adopt a plan acceptable to Southern Pacific. If not acceptable to SP, they can force the issue to a hearing before an administrative law judge who in all likelihood will rule in favor of the SP if the chosen alternative does not improve the crossing safety or adversely impacts the SP properties and does not address the SP's need to operate since they are a public utility.

Rachel Kennedy asked why the new alternative realigning Highway 219 had just come before the public. Bert Teitzel stated that the overall traffic plan for an area larger than the Springbrook area was studied in light of the Comprehensive Plan. This alternative was devised to alleviate traffic problems in the other parts of town. Mr. Teitzel directed attention to a chart on the engineering report listing average daily traffic for all of the alternatives that have been proposed. He stated that it was not anticipated that a large increase in traffic (less than 2000 cars per day) would result in that location from the realignment of Highway 219.

Brian Murray, 304 Mountainview Ct. referred to Highway 219 joining with Springbrook and asked about the pedestrian school traffic and how the traffic would affect the children walking to and from school and what the potential would be for the school to provide busing to the children within walking distance to the school for their protection. Bert Teitzel responded that the school bus issue had not been addressed, but it was recommended that a pedestrian crossing signal be installed to provide for the children's safety.

Public Agencies: None

Letters: James Reitz, Associate Planner, indicated that one letter was received from Denneyce Wheeler.

Bert Teitzel stated that the City has had meetings with the County Planning Department and the County Public Works Department and they concur with the staff recommendation.

Staff Recommendation: The Public Works Director reported that after consideration of the public testimony, he remains with his preliminary recommendation. Mr. Teitzel pointed out that the Springbrook/Mountainview connection does have many design considerations with the different agencies that

the City deals with and the final design of the connection will depend on input from those agencies.

Chairman Veatch closed the public hearing.

Planning Commission discussion followed relating to the information received by public input and staff recommendation.

Roger Veatch referred to Mountainview Dr. connecting with Springbrook St., an intersection with Zimri Dr. and Aspen Way and a collector street between Zimri Dr. and Springbrook Rd. He asked if it was anticipated that those roads would be built and developed at the same time or if they would be phased in over a gradual period of time with the elimination of Springbrook St. where it crosses the railroad track. Bert Teitzel remarked that he anticipated that the roads would be phased in over a period of time with the development of the adjacent properties. Springbrook would not be vacated until an alternate north/south street is constructed.

Other items discussed included the realignment of Highway 219, safety of school pedestrian traffic and where the funds would come from to pay for new roads. Bert Teitzel indicated that new roads built in undeveloped areas would be funded from various sources with the biggest share by the developers and some funds perhaps being available by the City. Improvements to existing roads built to City standards would come from public funds. The State does have funds available for economic development projects.

MOTION: Sullivan/Post to approve transportation plan Alternative 4 with the extension of Putnam to Crestview based upon the testimony and recommendations in the Staff Report.

Commissioner Kriz asked for clarification that the Planning Commission would be making a recommendation to the City Council, but to be officially enacted it would also go to the County and State as well to hold public hearings. Bert Teitzel responded that the State would probably not hold public hearings, but the County would likely hold public meetings regarding the change in some county road classifications. Mr. Teitzel added that he has a schedule showing this plan being taken to the County Roads Advisory Committee, the County Planning Commission and then to the County Commissioners. The County staff has indicated that the majority of the discussion will be held at the County Commission level. He stated that the County may make changes to the plan within their jurisdiction, but it was hoped that the County would approve the City's plan.

Chairman Veatch asked if the City and County approve the transportation plan, if at the time of development and design review, could additional roads be required. Bert Teitzel stated that additional roads could be required to serve the property. He added that the only other collectors that could be in the area would be another connection between Springbrook and Zimri farther to the north in order to provide better circulation and there could be some collector streets between Hwy 219 and Aspen depending on how the property develops and to what density it develops. The exact road locations would happen at the time the property is subdivided which would be reviewed by the Planning Commission.

MOTION: Commissioner Kriz to amend the motion to add a recommendation that the proposal be reviewed to revise the transportation plan if necessary.

Bert Teitzel noted that if the recommendations are not carried through, the transportation plan would be brought back to the Planning Commission for comment. This transportation plan will also become a part of the Comprehensive Plan and reviewed periodically.

Commissioner Kriz withdrew motion.

Vote on Original Motion: Ayes: 8; Nays: 0. Motion carried unanimously.

Bert Teitzel reported that the Planning Commission recommendation would be prepared for the November 6 City Council meeting and would anticipate that the City Council will open a public hearing at that time but not make an adoption until the Council receives additional input from the County. The County will also receive the Planning Commission's recommendation to begin processing at their level.

Chairman Veatch closed the public hearing.

OLD BUSINESS: James Reitz mentioned the Forest Grove sign ordinance that was distributed to the Planning Commission for their perusal. He stated that this item would be continued to the November meeting for input from the Commission members.

Mr. Reitz informed the Commission that Portland General Electric has filed an appeal of the Planning Commission's decision which will come before the City Council at their November 6 meeting.

In addition, Mr. Reitz informed the Commission that a decision to hire a Planning Director was near and reminded the Commission of the vacancy on the Planning Commission.

NEW BUSINESS: None

There being no further business, the meeting was adjourned.