

Fe Bates

From: Jeremiah Cromie
Sent: Thursday, January 11, 2024 8:21 AM
To: Fe Bates
Subject: FW: Concerns with Collina at Springbrook Transportation

Follow Up Flag: Follow up
Flag Status: Flagged

Fe,

Below are comments received for MIMD223-0001 Collina at Springbrook Cross-Section modifications.

Jeremiah Cromie

Associate Planner

City of Newberg

City Hall: 503-537-1240

Direct: 503-554-7772



From: Cooper <cooperfoushee123@gmail.com>
Sent: Wednesday, January 10, 2024 10:23 PM
To: Jeremiah Cromie <Jeremiah.Cromie@newbergoregon.gov>
Subject: Concerns with Collina at Springbrook Transportation

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jeremiah!

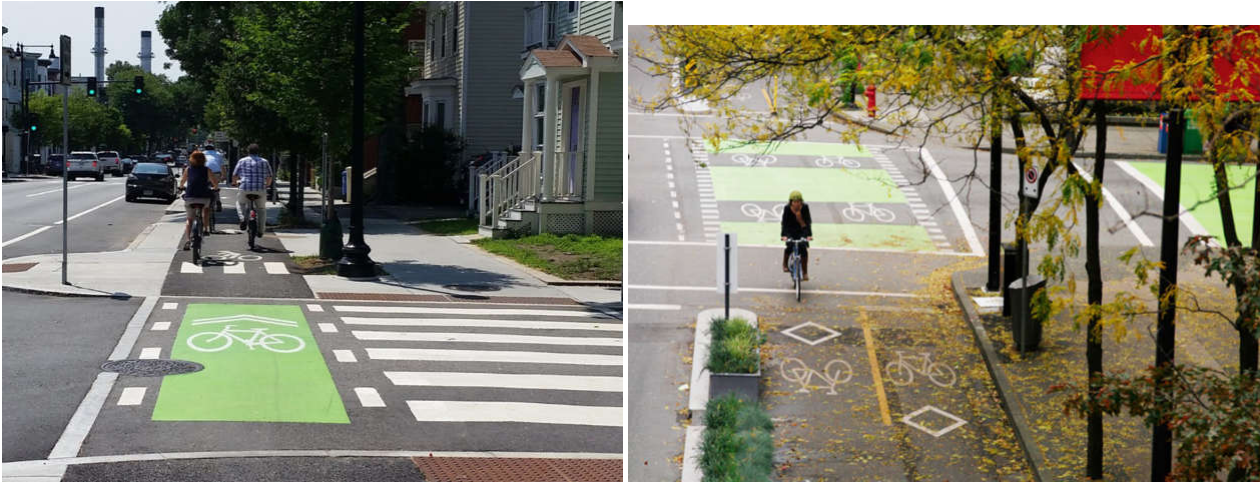
I'm glad that I caught this project while it was still accepting public comments. My name is Cooper and I felt like I had struck a goldmine when I discovered the urban planning web page for Newberg when I was a kid. I recently graduated from the University of Oregon with a degree in urban planning and economics and am now pursuing my master's in the field. I wanted to reach out to you with some concerns over the transportation designs proposed in this subdivision (across the street from the house I grew up in).

Inadequate Cycling Infrastructure:

The first major issue I took notice of was the lack of grade-separated cycling paths. Of course, I am happy to see that cycle paths are going to be included along E Mountainview Drive and Villa Road, however, they lack effective design that actually encourages cycling. There is a great opportunity here to develop

separated cycle paths like the ones in the figures below due to the close proximity of Joan Austin Elementary, a church, and the GFU sports centers. People *will* use cycle paths if they are designed in a way that separates them from fast traffic, they likely will *not* use them as they are currently proposed. Currently, Newberg has no cycle paths like those below, but this should be the first as there is ample room for them and numerous amenities nearby.

Newberg’s comprehensive plan clearly outlines in Goal 5 that "The City should provide safe, convenient and well-maintained bicycle and pedestrian transportation systems that connect neighborhoods with identified community destinations, such as schools, parks, neighborhood commercial centers, and employment centers." I am aware that cycling will be included, it just concerns me that the city is continuing to build narrow lanes against car traffic in places that could have much better infrastructure.



Figures 1 and 2. Bikeways

Street Width:

According to the cross-sectional plans, there will be turn lanes added at both the intersections where E Mountainview Dr. meets Center St. and Villa Rd. While it seems excessive to add more lanes I am much more concerned about the lack of pedestrian islands. The crossing at Center St. connects Joan Austen Elementary School and the surrounding neighborhoods. It is irresponsible to widen a road in the area and not provide additional infrastructure to improve the safety of crossing by foot or bike (as many children and parents will). I recommend either including pedestrian islands at both intersections or refraining from the addition of more lanes.

The DOT recommends pedestrian islands and associates them with a 32 percent reduction in collisions. (https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugelIsland2018.pdf)



<https://www.linkedin.com/in/cooper-foushee-157b931b7/>

From: [Michael Dague](#)
Sent: Friday, January 19, 2024 1:56 PM
To: [PLANNING](#)
Subject: Collina at Springbrook Subdivision/cross section mods

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Just a quick observation from an adjacent resident that travels occasionally on Mountainview road, near where the Collina subdivision will channel traffic onto this street... it is puzzling and concerning given the volume of traffic projected to exit from Collina/Villa St onto Mountainview that no provision or requirement has been made of Pahlisch for a formal traffic light to be part of this approval by the City.

Given the irregular road transition at the intersection of Villa and Mountainview which can obscure a driver's view, combined with existing traffic from the NW Church, the nearby Austin elementary school, and the existing daily commuters, adding Collina without traffic control to the equation certainly elevates the probability for congestion and accidents. It is difficult enough at present to make a turn in either direction of this intersection when stopped on Villa. Currently, the driver modus operandi is peek both ways, if clear, gun it and hope another driver isn't in the trough of that dip.

Although I'm supportive of Collina, the perception is that Pahlisch has been given a pass on several areas in exchange for the City's mandate to address the housing shortage. Short cutting, particular regarding safety, should be unacceptable.

Regards,

Michael Dague

1306 E Vintage St
Newberg

Michael Dague

West Coast Metals
541-390-6725

From: [Frances Grace](#)
Sent: Sunday, January 21, 2024 12:19 PM
To: [Jeremiah Cromie](#)
Subject: [QUESTIONABLE] Collina-Springbrook

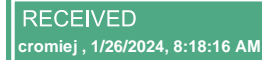
This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Jeremiah,
Our house sits at Mountainview and Thorne, so we are very interested in the new subdivision. After looking over the proposed changes to median/turn lanes it does not appear that any work will be done on the bridge over the Hess Creek on Mountainview. This bridge is already too small for the amount of traffic and foot traffic that it sees. It is a dangerous spot for pedestrians and bicyclists. Adding more traffic from this new subdivision would only make it worse. Does the city plan to address this problem?

Sincerely,
Frances Grace

20 January 2024

Written Comments: File No. MIMD223-0001



City of Newberg

Community Development Department

PO Box 970

Newberg, OR 97132

Newberg is growing. As a family physician who loves Newberg and lives and works in Newberg, I am glad to see that there is an increasing desire in the community to make it safer for pedestrians and bikes. Walking and bicycling are a great way to be healthy - unless you are maimed by being hit by a motorized vehicle.

Mountainview is a major thoroughfare for Newberg, and Pahlisch Homes plans to increase construction vehicle traffic and then residential vehicle traffic along Mountainview.

1. Whatever changes are made need to focus on INCREASING the safety of pedestrians and bikes on Mountainview.
2. The pedestrian bridge that Pahlisch Homes plans across Hess Creek needs to be built BEFORE Pahlisch Homes adds construction vehicle traffic to the currently unsafe stretch of Mountainview between Villa and Aspen.

For the City of Newberg to allow construction vehicle traffic and a planned increase in residential vehicle traffic to Mountainview in its current state, the City would be acting in a negligent manner and decreasing the safety of the people who live in Newberg.

Sincerely,

A handwritten signature in black ink that reads "Ben Calvert". The signature is written in a cursive style.

Dr. Ben Calvert

822 E. Henry Rd., Newberg

benjamin.calvert@providence.org

Oak Knoll Homeowners Association,

January 20, 2024



RE: Collina Springbrook Subdivision: File No. MIMD2323-0001

City of Newberg Planning Commission:

I am writing today in opposition to elements of the street modifications proposed for the Collina at Springbrook subdivision. I am the President of the Board of Directors of the Oak Knoll Homeowners Association, representing 198 homes located on the NW border of the Collina Springbrook Subdivision. Our HOA is located along Foothills Drive, east of OR219 (College Street) from Sunset Drive to Oak Knoll Ct.

The proposed modification of Foothills Drive from a Major Collector to a Local Street is in conflict with the City's adopted Transportation System Master Plan. From the 2016 Transportation Master Plan (with updates in 2021):

Connectivity Needs: The ability to travel between different areas of the city conveniently and efficiently (a direct route) is an important part of transportation system planning. The following Citywide connectivity needs have been identified for Newberg:

- The extensions of Villa Road to the north and Foothills Drive to the east are planned in the northeast area of Newberg. It will be important to provide these **collectors** through the development process.*

The concept that Foothills Drive be continued as a Major collector is further reinforced with a future identified projects, S17 and B13 in the Master Plan: *Reconstruct Foothills from Main to Aldersgate to Major Collector street standards between Main Street and Aldersgate Drive to include sidewalks and bicycle lanes on each side.*

This proposal to narrow Foothills from Aldersgate to Villa would degrade the connectivity options for cyclists and vehicles. We encourage the City to reject this element of the proposed modifications to Foothills Drive.

Given that Foothills Drive should remain a Collector, we would like City Engineering to review the access spacing of Alleys D and F in the proposed Collina Subdivision. Access spacing for intersections, and presumably alleys, should meet the intersection spacing standards of 200' for

Major Collectors (section 5.5.2 of the City's 2015 Public Works Design and Construction Standards). As shown in the Collina plans, the spacing for Alley's D and F are less than 100'.

Additionally, when we protested the change in zoning (SUB322-0002), the developer held a call with our HOA board. In response to our concerns about parking challenges related to the higher density housing adjacent to our HOA (instead of the original large lots approved in the original Springbrook Masterplan), she stated that Pahlisch Homes does not allow on-street parking within their subdivisions; this proposed change to local roads of Hillsdale Drive and Sunset Drive are not in alignment with her stated commitment to us. Their proposed Local Road option K-1 should be applied to Hillsdale and Sunset between Aldersgate and Villa.

On behalf of the Oak Knoll HOA, thank you for hearing our concerns to protect our community.

Sincerely,

Mark Carleton
Oak Knoll HOA President
markoakknollhoa@gmail.com
(503) 415-1138
1107 E Sunset Dr
Newberg

1-22-24

Why do you pester us with the width of median turn lanes on this project? Because you are required to address the needs & concerns of citizens on this matter? If you were really concerned you wouldn't have approved this project in the first place. I have not met even one person in the Oak Knoll / Fenway Park neighborhoods who is in favor of this project. The impact on wildlife in the undeveloped areas will be devastating. Among other factors animals require food, shelter and concealment for their survival. All three will be lost here, the habitat will be utterly destroyed. The ~~st~~ simple mitigation factors you have approved for the width of the stream / watercourse in the area simply is a feel good measure for a loss of habitat. Your Planning Dept. seems more than willing to allow heavy development of any remaining open space / natural area in Newberg, all the while disregarding the needs and wants of the people who live here. You seem hell-bent on making us look like another Tigard. So a special thank you to Planning, City Hall and the Austen family for doing your part to destroy the quality of life in Newberg. We won't sign this letter because we're not naive enough to believe government can be trusted any longer.