



Community Development Department
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MEMORANDUM

TO: Newberg Planning Commission
FROM: Keith Leonard, Associate Planner
SUBJECT: Supplemental packet for March 14, 2019 Planning Commission meeting
DATE: March 13, 2019

On pages 136 and 137 of your packets there was a reference to ~~strikethrough~~/underline text but the paragraph that followed did not have the text correctly displayed. The attached pages illustrate the missing ~~strikethrough~~/underline text.

Please review these updated pages for the March 14, 2019 Planning Commission Public Hearing.

satisfy requirements of the fire marshal and city engineer; and

Finding: On October 11, 2018 the Planning Commission adopted Condition of Approval (CoA) #65 as part of Planning Commission Order 2018-10 (Attachment 4):

65. The applicant shall follow City Engineer requirements for sidewalks along both sides of private streets to be a 5-foot wide ADA accessible surface matching the applicant's cross-sectional detail on sheet C300. The private street width shall be measured from the back of the 12-inch mountable curb. The sidewalk shall be measure from the back of walk to the back of the 12-inch mountable curb. The design of weep holes in the proposed rolled curb will be reviewed as part of the Public Improvement Permit, direct connection to the stormwater system may be required.

The applicant has proposed a modification to CoA #65.

On February 19, 2019, as part of the modification request to aforementioned previously approved CoA, the applicant submitted additional information clarifying pedestrian circulation within this PUD. The additional information included a narrative, plan view and cross section exhibits showing the overall pedestrian circulation plan and cross sections details for the various private streets. The definition for "private street" in NMC Section 15.05.030 references the definition for "service drive", which is defined as a vehicular access which provides ingress and egress from a driveway approach to an improved parking space(s). The applicants' additional information states "Sidewalks along both sides of each private street and service drives were deliberately not proposed to discourage pedestrian use of areas where vehicles are likely to be parked or frequently maneuvering".

The applicants' additional information explains that the pedestrian network within the PUD was designed to ensure that all single-family homes within the plan are served by a sidewalk, which provides direct pedestrian access to each home's front door. The additional information shows that, within this PUD, the private streets are service drives that in some locations function more as alleys than as streets. All of the private streets shown on the exhibit dated February 14, 2019 provide vehicular access to parking spaces or garages. Preliminary plans submitted with the PUD application and the applicants' Pedestrian Circulation Plan dated February 14, 2019, show concrete aprons/driveway approaches at the connection to public streets.

Locations of marked crosswalks on the applicants' Pedestrian Circulation Plan dated February 14, 2019 were not evaluated at this time. Determination of marked crosswalk locations for public streets within the PUD will be part of the public improvement permit plan review process.

The applicants' proposed text changes to Condition of Approval #65 are proposed below. The format of the proposed changes is a ~~strike through~~/underline (new language is underlined):

The Applicant shall follow City Engineer requirements for sidewalks along ~~both sides of~~ private streets to a 5-foot wide ADA accessible surface

matching the applicant's ~~cross-sectional detail~~ **Pedestrian Circulation Plan and Section Exhibits dated February 14, 2019 on Sheet C300**. The private street width shall be measured from the back of the 12-inch mountable curb. The sidewalk shall be measured from the back of walk to the back of the 12-inch mountable curb. The design of weep holes in the proposed rolled curb will be reviewed as part of the Public Improvement Permit, direct connection to the stormwater system may be required.

Staff has found that the additional information provided for the private streets adequately clarifies the pedestrian circulation plan and is acceptable to provide adequate circulation through the site. Staff recommends the following modified Condition of Approval #65:

In order to provide safe and adequate pedestrian circulation within the Crestview Crossing PUD the proposed CoA #65 must be modified to read as the applicant shall follow City Engineer requirements for sidewalks along private streets to be a 5-foot wide ADA accessible surface matching the applicant's Pedestrian Circulation Plan and Section Exhibits dated February 14, 2019. The private street width shall be measured from the back of the 12-inch mountable curb. The sidewalk shall be measured from the back of walk to the back of the 12-inch mountable curb. The design of weep holes in the proposed rolled curb will be reviewed as part of the Public Improvement Permit, direct connection to the stormwater system may be required.

15.505.030 Street standards.

A. Purpose. The purpose of this section is to:

- 1. Provide for safe, efficient, and convenient multi-modal transportation within the City of Newberg.**
- 2. Provide adequate access to all proposed and anticipated developments in the City of Newberg. For purposes of this section, "adequate access" means direct routes of travel between destinations; such destinations may include residential neighborhoods, parks, schools, shopping areas, and employment centers.**
- 3. Provide adequate area in all public rights-of-way for sidewalks, wastewater and water lines, stormwater facilities, natural gas lines, power lines, and other utilities commonly and appropriately placed in such rights-of-way. For purposes of this section, "adequate area" means space sufficient to provide all required public services to standards defined in this code and in the Newberg public works design and construction standards.**

B. Applicability. The provisions of this section apply to:

- 1. The creation, dedication, and/or construction of all public streets, bike**