

PLANNING COMMISSION AGENDA
January 13, 2011
7:00 p.m. Regular Meeting
Newberg Public Safety Building
401 E. Third Street

- I. **OATH OF OFFICE FOR NEW COMMISSIONERS**
- II. **ROLL CALL**
- III. **OPEN MEETING**
- IV. **CONSENT CALENDAR** (items are considered routine and are not discussed unless requested by the commissioners)
 1. Election of Chair and Vice Chair for one year
If the Planning Commission wishes to follow their usual rotation then Phil Smith is in line for Chair and Tom Barnes is in line for Vice Chair
 2. Approval of December 9, 2010 Planning Commission Meeting Minutes
- V. **NOMINATION OF NUAMC ALTERNATE REPRESENTATIVE FROM PLANNING COMMISSION** (Tom Barnes was the previous Planning Commission alternate and Citizen Advisory Alternate on NUAMC, and his term expired December, 2010). This will be a recommendation to the Mayor, who will appoint the Planning Commission alternate and Citizen Advisory alternate representative on NUAMC.
- VI. **COMMUNICATIONS FROM THE FLOOR** (5 minute maximum per person)
 1. For items not listed on the agenda
- VII. **LEGISLATIVE PUBLIC HEARING** (complete registration form to give testimony - 5 minute maximum per person, unless otherwise set by majority motion of the Planning Commission)
 1. **APPLICANT: City of Newberg**
REQUEST: Consider changing the Newberg Development Code street and access standards as recommended by the Affordable Housing Action Committee. The changes would allow a narrower local residential street in certain limited low-traffic circumstances, increase the number of lots that can share a common driveway from two to three, allow alleys as access to lots in limited circumstances, and increase block length standards.
RESOLUTION NO.: 2011-286
File no. DCA-10-002
- VIII. **ITEMS FROM STAFF**
 1. Update on Council items
 2. Other reports, letters, or correspondence
 3. Next Planning Commission Meeting: February 10, 2011
- IX. **ITEMS FROM COMMISSIONERS**
- X. **ADJOURN**

FOR QUESTIONS PLEASE STOP BY, OR CALL 503-537-1240, PLANNING & BUILDING DEPT. - P.O. BOX 970 - 414 E. 1ST STREET

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact the city recorder at (503) 537-1283. For TTY service please call (503) 554-7793.

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The Affordable Housing Action Committee recommendations are to allow 28-foot local street widths and narrower right-of-ways in certain situations and to explore narrower street widths and rights-of-way where emergency access and adequate parking can be maintained.

The Affordable Housing Action Committee process:

- Reviewed current standards and *Neighborhood Street Design Guidelines*
- Met with Fire Marshall and Chief, Public Works Engineering staff, Newberg Garbage Service representatives, various individuals
- Toured local streets and Fire Department
- Developed the attached recommended draft

The objectives are to make sure the transportation system is safe, efficient, effective, and desirable; make sure land is used efficiently, and to make sure the infrastructure investments are well placed.

Mr. Brierley explained the proposed changes in detail, which included street width, lot access, and block length as well as the current street standards (see official meeting packet for details).

The street width recommendation is to adopt recommendations from *Neighborhood Street Design Guidelines* 28-foot wide curb-to-curb width under certain conditions:

- Fire marshal requirements shall be followed
- Applies only to Local residential streets
- Low volume (less than 600 average daily trips)
- Through or looped streets preferred
- Short blocks preferred (< 400 feet)
- Few homes (< 30 residences)
- On-street parking use limited or staggered

Parking one side & no parking options would be allowed only where there is a strong likelihood that the restrictions would be self-enforcing.

Questions regarding street widths:

Commissioner Wall stated when looking at this issue in the past, the Police Chief and Fire Chief stated if parking was allowed on only one side and cannot be realistically enforced then you have to assume you will have parking on both sides. If that does happen, it could cause a problem for emergency vehicle access on those streets. Enforcement is a problem on private streets.

Commissioner Smith understands that this would need to be self-enforced, such as a situation where the public would naturally not want to park on a certain side of the street due to the lack of access to driveways, etc.

Commissioner Barnes stated he lives in a community with one 32-foot street, and the rest are all 28-foot streets. He has seen parking on the 28-foot streets when there should have been none at all.

Commissioner Smith is attracted to the 28 foot standard width with the staggered driveways that almost compel the public to park on one side or the other but not both. This design leaves room for queuing.

Barton Brierley reviewed the Lot Access current standards:

- No more than two lots may share one driveway
- Alleys may be used for access, but not frontage

Proposed Standards:

- Allow 3 lots to share one driveway
- Allow alley as access for up to 6 lots in limited circumstances

Questions regarding lot access and shared driveways:

Commissioner Smith asked if the six units would also need street frontage. Barton Brierley replied they would be allowed even without street frontage. Commissioner Smith asked if the house has no street frontage then where do visitors park. Commissioner Barnes replied they park on the streets located on either end of the alley.

Commissioner Wall asked if the alley will be publicly owned. Barton Brierley replied yes, so that vehicles could be towed if necessary.

Mr. Brierley stated one of the other recommendations regarding parking is that one additional parking space would be required for each additional dwelling that has access to only the alley, and where feasible, a public use parking space adjacent to the alley for guests. It has to be a named alley for emergency services purposes.

Barton Brierley reviewed the Block Length current standards:

Block length shall not exceed 500 feet. The average perimeter of blocks formed by streets shall not exceed 1,500 feet. Exceptions to the block length and perimeter standards shall only be granted where street location and design are restricted by controlled access streets, railroads, steep slopes, wetlands, water bodies, or similar circumstances.

Questions regarding block length:

Commissioner Smith asked if it is possible to tell a developer he is allowed certain block lengths and can have a larger block length provided there is a pedestrian walkway in between. Barton replied yes. Commissioner Smith asked if there has been any objection to walkways. Barton replied yes, the subject has been raised by many people. He has done much research regarding this issue and has found the design really makes a lot of difference. The worst scenarios are putting up two wooden fences 5 feet apart and having a very narrow walkway. Visibility is very important.

Commissioner Stuhr suggested telling the developer he would have to build R-2 density in an R-2 zone if they want to use longer block lengths.

Commissioner Wall asked what the philosophy behind the size of the blocks was and why did the state object. Barton Brierley replied from the state's point of view, it is really promoting walking as opposed

/
to driving; trying to find ways to provide more opportunities to walk or bike instead of drive, and block size does affect that.

VI. ITEMS FROM STAFF:

Update on Council items:

Barton Brierley stated that at the next meeting the new commissioners will be sworn in, and the commission will elect a chair and vice chair. Following their previous rotation, the order would be Phil Smith as Chair and Thomas Barnes as Vice Chair. The City Council held a hearing Monday night for the proposed zone change on Meridian. They closed the public testimony and will deliberate on December 20, 2010. The Fred Meyer Gas Station approval has been appealed to LUBA.

The next Planning Commission Meeting is scheduled on Thursday, January 13, 2011.

VIII. ITEMS FROM COMMISSIONERS:

None were brought forward.

IX. ADJOURN:

Chair Tri adjourned the meeting at 10:00 p.m.

Approved by the Planning Commission on this 13th day of January, 2011.

AYES:

NO:

ABSENT:

ABSTAIN:

Planning Recording Secretary

Planning Commission Chair

TYPE IV, LEGISLATIVE PUBLIC HEARING PROCEDURE

1. OPEN THE PUBLIC HEARING, ANNOUNCE THE PURPOSE, DISCUSS TESTIMONY PROCEDURE, AND TIME ALLOTMENTS¹
2. CALL FOR ABSTENTIONS, CONFLICTS OF INTEREST AND OBJECTIONS TO JURISDICTION
3. STAFF REPORT
 - A. PROJECT SUMMARY AND RECOMMENDATION BY STAFF
 - B. STAFF SUMMARY OF LATE CORRESPONDENCE SUBJECT TO PLANNING COMMISSION REQUEST²
4. PUBLIC TESTIMONY (SEE "HOW TO TESTIFY" FORM)^{3 4}
 - A. THE PLANNING COMMISSION CHAIR WILL CALL YOUR NAME WHEN IT'S YOUR TURN TO TESTIFY (NOTE: COMMISSIONERS MAY ASK QUESTIONS DURING THE TESTIMONY PERIOD, AT THE DISCRETION OF THE CHAIR)
5. STAFF SUMMARY OF WRITTEN TESTIMONY FROM REGISTRATION FORMS
6. CLOSE OF PUBLIC TESTIMONY PORTION OF HEARING (GAVEL)
7. FINAL COMMENTS FROM STAFF
8. DELIBERATION OF COMMISSION
9. ACTION BY THE PLANNING COMMISSION

NOTE: No new public hearings will be started after 10:00 p.m. (except by majority vote of the Commission).

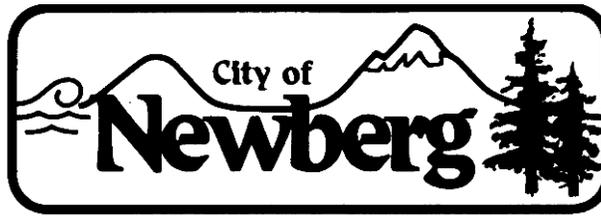
¹ The Chair of the Planning Commission may set time limits on the public testimony portion of the hearing.

² ORS 197.763(3)(j) allows the City to establish procedures for submittal of evidence. The Planning Commission has established a period of one week prior to hearing for submittal of written evidence in order to be considered at the hearing. Written testimony received late will only be considered at the discretion of the Planning Commission.

³ Questions by those wishing to testify should be directed to the Chair during the PUBLIC TESTIMONY (Step 4) portion of the public hearing.

⁴ Questions may be asked by the Commissioners thru the chair during the PUBLIC TESTIMONY (Step 4) portion of the public hearing.

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Planning and Building Department

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STAFF REPORT

FILE NO: DCA 10-002

REQUEST: Amend the Newberg Development Code related to street and access standards

APPLICANT: Initiated by Newberg City Council (Ord. 2619, Reso. 2843)

PREPARED BY: City of Newberg Planning Staff

DATE OF HEARING: January 13, 2011

ATTACHMENTS:

Resolution 2011-286 with:
Exhibit A: Proposed Development Code Text Amendments
Exhibit B: Findings
Public Comments

A. SUMMARY

The proposed amendments would:

- (1) Create a limited residential street standard for certain low volume streets. The standard would allow these streets to be 28-foot wide (curb to curb) with parking allowed on both sides. The standard residential street width is 32 feet. This standard only could be used in limited circumstances, such as where on-street parking usage is estimated to be low, where blocks are short, or where streets are not dead-end. The proposal also would allow streets with parking one-side (24-foot width) or no parking (20-foot width) in very limited circumstances where providing parking is not feasible.
- (2) Allow three lots to share one common driveway. The current limit is two lots per driveway.
- (3) Allow alleys as access to lot in limited circumstances
- (4) Increase block length standards.

B. BACKGROUND

The City Council requested that the Planning Commission review and make recommendations on potential modifications to street and access standards as part of the last update of the Transportation System Plan. That plan recommended the following studies:

1. A study and public process to consider local street width standards, with the objective of considering whether the current standards should be retained or should be replaced with a narrower width standard. This study

should include consideration of the recommendations of the Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths.

2. A study and public process to consider private street/common driveway standards. The objective should be to consider whether the current standards should be retained or should allow greater use of common driveways, such as to allow a common driveway to serve up to four lots.

4. A study to consider allowing expanding the allowable use of cul-de-sacs.

In addition, the Affordable Housing Action Plan, adopted by the City Council, recommends the following actions:

Action 4.2N Allow 28 foot local street widths and narrower right-of-ways. Explore narrower street widths and rights-of-way where emergency access and adequate parking can be maintained.

Narrower street widths may result in less land, money, and resources being used for streets, and potentially allow construction of more affordable housing. In determining appropriate street widths, the City should follow the process outlined in Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths. City officials, including the Public Works Director, Fire Chief, Police Chief, Planning and Building Director, Building Official, should be consulted in recommending the standards. In addition, the City should convene a community stakeholders group, including a representative of the Affordable Housing Ad Hoc Committee, large vehicle users such as Newberg Garbage Service, engineers, and other groups suggested in the guide, to review and make recommendations. Recommendations for changes should undergo broad public review.

Action 4.2L Modify driveway standard to allow more than two lots per driveway.

To implement these directives, the Affordable Housing Action Committee held a series of meeting to consider the recommended standards in the *Neighborhood Street Design Guidelines* and other design ideas. They solicited input from the Newberg Fire Department, Newberg Police Department, Newberg Public Works Department, Newberg Garbage Service, and various citizens. They also held a tour of streets in the community to visualize different street widths. Based on this research, the committee recommended approval of the attached draft.

Summary of Changes

Street Standards

The draft would adopt the recommended standards from *Neighborhood Street Design Guidelines*: a 28-foot wide street, or options for a 24-foot wide street with parking one side or 20-feet with no parking. The draft would call these “limited residential streets,” and would allow them only under certain circumstances: low-volume streets, low parking usage, short blocks, and so forth.

The draft also would allow curb-side sidewalks on these streets, with some caveats.

Access Standards for shared driveways/private streets

This recommendation comes from Action 4.2L of the *Newberg Affordable Housing Action Plan*. Prior to 1999, the City allowed 6 lots per driveway. The current standard was established because the Planning Commission felt that driveways connecting multiple lots often experienced issues with cars parking on the relatively narrow driveways. They felt that this situation created a safety issue by limiting the access width of the driveway for public safety vehicles to reach homes in need. By limiting the number of houses per driveway to two, rectification of any parking problem on with the driveway became much simpler: you only were dealing with one person and his neighbor. In addition to lowering the number lots allowed on a driveway, the City also eliminated

the ability of developers to create new private streets. The Planning Commission felt that private streets projected exclusivity and did not promote a sense of community in Newberg.

However, the current standard has brought its own set of issues. Access to a piece of property can produce multiple parallel driveways, taking up additional land and therefore driving up cost of housing. Also, multiple parallel driveways require additional landscaping between them, taking up additional valuable land. In addition, these landscaped areas may be difficult to maintain.

Planning staff has solicited comments from the Police and Fire Departments regarding expanding the use of shared driveways. They expressed concerns in two areas. First, the Fire Department's main concern is maintaining adequate access for emergencies. Where multiple lots share common driveways, that driveway may be the only access for fire trucks, ambulances, and other emergency vehicles to reach the house. Fire access standards require a minimum 20 feet wide clear access where a home is more than 150 feet from the main street. While providing a 20-foot wide access is not usually an issue, keeping that access clear can be. Residents may see this fire access driveway as convenient place to park boats, RVs, or other equipment. When this occurs, emergency vehicles may be unable to immediately reach the location of the emergency, and those in the residence may have difficulty exiting the area. Second, the Police Department has expressed concerns that allowing shared driveways to access greater than two lots may potentially create more neighbor conflicts that would require police intervention. How shared driveways are to be used and maintained are not always fully understood or agreed upon by those using the driveway, creating the possibility of conflicts. In addition, police actions may be required to insure that designated fire lanes remain clear.

Driveways are often used where access to developable land is not large enough to accommodate a public street (private streets are no longer allowed in Newberg.) The use of driveways instead of public streets is one way to support affordable housing, as driveways are much cheaper to construct than public streets. In addition, private driveways do not have to be maintained by the city, funds that can be put to better use in the community.

The Affordable Housing Action Committee recommended increasing the standards to allow 3 lots to share one driveway instead of two. They also recommended allowing alley access as the sole access is certain limited circumstances with conditions, as spelled out in the draft.

Block Length Standards

The draft also would modify block length standards. Short block lengths are desirable in residential neighborhoods to promote walking, biking, and even short car trips within the neighborhood. Johnny shouldn't have to walk a mile around the neighborhood to play with the kid in the house over the back fence. On the other hand, requirements for short blocks require more street construction, which increases housing costs and limits the number of dwellings that can be in an area.

Newberg current block length standards are a strong "one-size fits all" approach. They require 500 foot maximum block lengths and 1500 foot maximum block perimeters. While these are good average numbers for typical single family developments, these maximums are inflexible for many developments that don't fit the mold: multi-family developments, institutional developments, commercial and industrial developments, and even single family developments that don't fit a perfect world.

The committee's recommendation would expand the maximum block length and perimeter standards. By raising the "maximum" block length to 800 feet and the "maximum" perimeter to 2,000 feet for single family, you will still end up with an "average" block length of no more than 500 feet. However, there will be much more flexibility to deal with real world situations.

C. STAFF RECOMMENDATION

The staff recommendation is made in the absence of public testimony and may be modified prior to the close of the hearing. At this time, staff recommends:

Adopt Resolution 2011-286 which recommends that the City Council adopt the proposed Development Code amendments.

Attachments

Resolution 2011-286 with
Exhibit "A": Proposed Amendments
Exhibit "B": Findings

Public Comments

PLANNING COMMISSION RESOLUTION NO. 2011-286

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG
RECOMMENDING THAT THE CITY COUNCIL AMEND STREET AND ACCESS
STANDARDS IN THE NEWBERG DEVELOPMENT CODE**

RECITALS:

1. The Newberg City Council, through Ordinance 2005-2619, which adopted the Newberg Transportation System Plan and initiated amendments to the Newberg Development Code to consider changes to various street and access standards.
2. The Newberg City Council also adopted Resolution 2843, which accepted the Newberg Affordable Housing Action Plan and directed the Affordable Housing Action Committee to consider amendments to the street and access standards.
3. The Newberg Affordable Housing Action Committee considered various changes and recommended the amendments substantially as attached.
4. The proposed amendments would provide for safe streets and access, while providing more economical standards.
5. After proper notice, the Planning Commission held a hearing on January 13, 2011, and considered testimony.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg that it recommends that the City Council approve the amendments to the Newberg Development Code as shown in Exhibit A. This recommendation is based on the staff report and the findings in Exhibit B.

Adopted by the Newberg Planning Commission this 13th day of January, 2011.

AYES: NAYS: ABSTAIN: ABSENT:

ATTEST:

Planning Commission Secretary

Planning Commission Chair

Exhibit A: Development Code Text Amendments
Exhibit B: Findings

Exhibit “A” to Resolution 2011-286 Development Code and Comprehensive Plan Amendments

Note: New text is shown in double underline

Deleted text is shown in ~~strikeout~~

The Newberg Development Code is proposed to be renumbered on January 3, 2011. Code references are to these renumbered provisions.

SECTION 1: Newberg Development Code Section 15.505.060 shall be amended as follows:

15.5050.060 STREET WIDTH AND DESIGN STANDARDS.

A. Design standards. All streets shall conform with the standards contained in Table 15.505.060. Where a range of values is listed, the Director shall determine the width based on a consideration of the total street section width needed, existing street widths, and existing development patterns. Preference shall be given to the higher value. Where values may be modified by the Director, the overall width shall be determined using the standards under divisions (B) through ~~(E)~~(I).

Table 151.685.CSTREET DESIGN STANDARDS

Type of Street	Right of Way Width	Curb to Curb Pavement Width	Motor Vehicle Travel Lanes	Center Turn Lane	Striped Bike Lane (both sides)	On-Street Parking
Arterial Streets						
Expressway	**	**	**	**	**	**
Major Arterial	85-100 feet	74 feet	4 lanes	Yes	Yes	No*
Minor Arterial	60-80 feet	46 feet	2 lanes	Yes*	Yes	No*
Collectors						
Major	60-80 feet	34 feet	2 lanes	No*	Yes	No*
Minor	56-65 feet	34 feet	2 lanes	No*	No*	Yes*
Local Streets						
Local Residential	54-60 feet	32 feet	2 lanes	No	No*	Yes
<u>Limited Residential Parking both sides</u>	<u>44 - 50 feet</u>	<u>28 feet</u>	<u>2 lanes</u>	<u>No</u>	<u>No</u>	<u>Yes</u>

<u>Limited Residential, Parking one side</u>	<u>40-46 feet</u>	<u>24 feet</u>	<u>2 lanes</u>	<u>No</u>	<u>No</u>	<u>One side</u>
<u>Limited Residential, No Parking</u>	<u>36 – 42 feet</u>	<u>20 feet</u>	<u>2 lanes</u>	<u>No</u>	<u>No</u>	<u>No</u>
Local Commercial/Industrial	56-65 feet	34 feet	2 lanes	No*	No*	No*
* May be modified with approval of the Director. Modification will change overall curb-to-curb and ROW width.						
** All standards shall be per ODOT Expressway standards.						

B. Motor Vehicle Travel Lanes. Collector and arterial streets shall have a minimum width of 12 feet. Where circumstances warrant, the Director may allow a reduction of this width to 11 feet.

C. Bike Lanes. Striped bike lanes shall be a minimum of five feet wide. Where circumstances warrant, the Director may allow a reduction of this width to four feet. Bike lanes shall be provided where shown in the Newberg Transportation System Plan.

D. Parking Lanes. Where on-street parking is allowed on collector and arterial streets, the parking lane shall be a minimum of eight feet wide. Where circumstances warrant, the Director may allow a reduction of this width to seven feet.

E. Center Turn Lanes. Where a center turn lane is provided, it shall be a minimum of 12 feet wide.

F. Limited Residential Streets. Limited residential streets shall be allowed only at the discretion of the review body, and only in consideration of the following factors:

- (1) The requirements of the fire marshal shall be followed.
- (2) The estimated traffic volume on the street is low, and in no case more than 600 average daily trips.
- (3) Use for through streets or looped streets is preferred over cul-de-sac streets.
- (4) Use for short blocks (under 400 feet) is preferred over longer blocks.
- (5) The total number of residences or other uses accessing the street in that block is small, and in no case more than 30 residences.
- (6) On-street parking usage is limited, such as by providing ample off-street parking, or by staggering driveways so there are few areas where parking is allowable on both sides.
- (7) Streets with no on-street parking or parking on one side will be allowed only where providing parking both sides is not feasible, and where there is a strong likelihood the no parking area will be self-enforcing, such as where the street abuts the back sides of houses that access a different street. For parking one-side streets, the plans shall designate which side of the street is designated no-parking.

GF. Sidewalks. Sidewalks shall be provided on both sides of all public streets. Minimum width is five feet.

HG. Planter Strips. Except where infeasible, a A planter strip shall be provided between the sidewalk and the curb line. This strip shall be landscaped in accordance with the standards in NMC 15.420.020. Curb-side sidewalks may be allowed on limited residential streets. Where curb-side sidewalks are allowed, the following shall be provided where possible:

(1) Additional reinforcement is done to the sidewalk section at corners.

(2) Sidewalk width is six feet.

IH) Slope easements. Slope easement shall be provided adjacent to the street where required to maintain the stability of the street.

SECTION 2: The definitions in Newberg Development Code Section 151.003 shall be amended as follows:

ALLEY. A public way not over 30 feet wide providing a secondary means of access for vehicular or service access to properties otherwise abutting on a street, except as otherwise allowed.

PRIVATE DRIVE. A private way which affords principal means of access to two-three or fewer lots (see also service drive).

PRIVATE STREET. A private way which affords principal means of access to three-four or more lots (see also service drive).

SECTION 3: Newberg Development Code Section 15.404.200 D. and F., Vehicular Access Standards, shall be amended as follows:

D. Alley access. Where a property has frontage on an alley and the only other frontages are on collector or arterial streets, access shall be taken from the alley only. The review body may allow creation of an alley for access to lots that do not otherwise have frontage on a public street provided all of the following are met:

1. The review body finds that creating a public street frontage is not feasible.

2. The alley access is for no more than six dwellings and no more than six lots

3. The alley has through access to streets on both ends.

4. One additional parking space over those otherwise required is provided for each dwelling. Where feasible, this shall be provided as a public use parking space adjacent to the alley.

F. Shared driveways.

1. The number of driveways onto arterial streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The city shall require shared driveways as a condition of land division or site design review, as applicable, for

traffic safety and access management purposes ~~in accordance with the following standards:~~

~~(1)~~ Where there is an abutting developable property, a shared driveway shall be provided. When shared driveways are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway temporarily ends at the property line, but may be accessed or extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

2. Access easements (i.e., for the benefit of affected properties) and maintenance agreements shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.

3. No more than ~~two~~three lots may access one shared driveway.

4. Shared driveways shall be posted as no-parking fire lanes where required by the fire marshal.

5. Where three lots or three dwellings share one driveway, one additional parking space over those otherwise required shall be provided for each dwelling. Where feasible, this shall be provided as a common use parking space adjacent to the driveway.

SECTION 4: Newberg Development Code Section 15.505.160, Platting standards for Blocks, shall be amended as follows:

~~Block length and perimeter. Block length shall not exceed 500 feet. The average perimeter of blocks formed by streets shall not exceed 1,500 feet. Exceptions to the block length and perimeter standards shall only be granted where street location and design are restricted by controlled access streets, railroads, steep slopes, wetlands, water bodies, or similar circumstances.~~

A. Purpose. Streets and walkways can provide convenient travel within a neighborhood and can serve to connect people and land uses. Large, uninterrupted blocks can serve as a barrier to travel, especially walking and biking. Large blocks also can divide rather than unite neighborhoods. To promote connected neighborhoods and to shorten travel distances, these following minimum standards for block lengths are established.

B. Maximum Block Length and Perimeter. The maximum length and perimeters of blocks in the zones listed below shall be according to the following table. The review body for a subdivision, partition, conditional use permit, or a Type II design review may require installation of streets or walkways as necessary to meet the standards below.

<u>Zone (s)</u>	<u>Maximum Block Length</u>	<u>Maximum Block Perimeter</u>
<u>R-1</u>	<u>800 feet</u>	<u>2000 feet</u>
<u>R-2, R-3, RP, I,</u>	<u>1200 feet</u>	<u>3000 feet</u>

C. Exceptions.

1. If a public walkway is installed mid-block, the maximum block length and perimeter may be increased by 25 percent.

2. Where a proposed street divides a block, one of the resulting blocks may exceed the maximum block length and perimeter standards provided the average block length and perimeter of the two resulting blocks does not exceed these standards.

3. Blocks in excess of the above standards are allowed where access controlled streets, street access spacing standards, railroads, steep slopes, wetlands, water bodies, pre-existing development, ownership patterns or similar circumstances restrict street and walkway location and design. In these cases, block length and perimeter shall be as small as practical. Where a street cannot be provided because of these circumstances but a public walkway is still feasible, a public walkway shall be provided.

4. Institutional campuses located in an R-1 zone may apply the standards for the Institutional zone.

5. Where a block is in more than one zone, the standards of the majority of land in the proposed block shall apply.

6. Where a local street plan, concept master site development plan, or specific plan has been approved for an area, the block standards shall follow those approved in the plan. In approving such a plan, the review body shall follow the block standards listed above to the extent appropriate for the plan area.

SECTION 5: Newberg Comprehensive Plan Policy K.9.c.6. shall be amended as follows:

6) Local Streets. Local streets provide direct access to adjoining properties and connect to collector streets. The system design criteria for local streets include:

- 54-65 feet of right-of-way with 10 foot public utility easements.
- For standard residential streets, standard 32 feet curb to curb with parking on both sides.
- A minimum four and one half foot wide planting strip and five foot wide sidewalk on both sides of the street.
- Where approved, limited residential streets may have narrower dimensions.

Exhibit "B" to Resolution 2011-286 Findings

Statewide Planning Goal 12: *To provide and encourage a safe, convenient and economic transportation system.*

Finding: The proposed amendments address all three parts of the Goal 12. The amendments encourage a *safe* transportation system by reducing excessive street widths on low volume residential streets, thus discouraging excessive speeds. The amendments keep a *convenient* transportation system by creating appropriate street widths, creating realistic block length standards, and making the cost of street construction more economical by reducing the total width and length of street construction needed.

OAR 660-012-0045 (3):

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

* * *

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;

(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and

(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.

(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

OAR 660-012-0045 (6):

(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

OAR 660-012-0045 (7):

Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.

Finding: The proposed amendments do address all of the above rules. The proposal does minimize pavement width and total right-of-way needed by reducing the street width, the right-of-way width, and the total block length standards. This reduces the costs of construction and provides for more efficient use of urban land. It also discourages inappropriate traffic volumes and speeds on local residential streets. Emergency vehicle access has been carefully considered in cooperation with the Newberg Fire Department. The proposal does keep safe and convenient access for pedestrians and bicycles by requiring, where appropriate, walkways between cul-de-sacs and short block lengths. The proposal does increase block lengths, but not to the extent that pedestrian or bicycle trips would be inordinately long. The prior standards were appropriate more as average block lengths than as maximums. The block lengths still would be significantly shorter than the lengths of many existing blocks in Newberg.

Newberg Comprehensive Plan Policy K.5.a

The City shall 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.

Newberg Comprehensive Plan Policy K.9.b.1

Enhance existing and add alternative routes for local travel. 1) The City development code shall encourage the development of a continuous interconnected street pattern that connects adjacent developments and minimizes the use of cul-de-sacs.

Newberg Comprehensive Plan Policy K.9.b.1

The City shall coordinate the development of an integrated bike and pedestrian system that provides for connections between and through adjacent development and that provides convenient links to community destinations.

Finding: The proposed amendments maintain an integrated and connected street and bike/pedestrian system. The amendments require shorter block lengths than exist in many current Newberg neighborhoods that were constructed in the latter part of the 20th century. This minimizes the use of cul-de-sacs. This will enhance walking and bicycling as alternatives to vehicle travel.



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December 20, 2010

Mayor Bob Andrews
Newberg City Council
414 E. First Street
Newberg OR 97132

Re: Proposed street, access and block standards, File DCA 10-002

Dear Mayor Andrews and Council members:

Thank you for the opportunity to provide comments on the proposed changes to street width standards, alley and common driveway access, and new block standards.

The proposed changes will allow more efficient use of Newberg's lands, while reducing the costs to provide public services such as storm water management and street repair. Narrow streets are widely considered more livable and pedestrian-friendly, and should increase Newberg's attractiveness to prospective new residents. Alley and shared driveway accesses create new opportunities for infill, while facilitating more efficient new development.

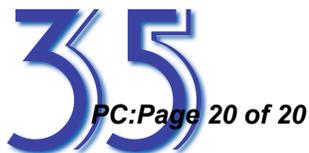
Narrower streets also increase safety by slowing cars through residential neighborhoods. The 2000 Oregon TGM publication *Neighborhood Street Design Guidelines* notes "[t]here is growing appreciation for the relationship between street width, vehicle speed, the number of crashes, and resulting fatalities. Deaths and injuries to pedestrians increase significantly as the speed of motor vehicles goes up. * * * A typical 36-foot wide residential street has 1.21 collisions/mile/year as opposed to 0.32 for a 24-foot wide street. The safest streets were narrow, slow, 24-foot wide streets."

We commend your foresight in considering these improvements to your land use code. Please include this letter in the official record of these proceedings and notify us of any decisions in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mia Nelson".

Mia Nelson
1000 Friends of Oregon
220 East 11th, Suite 5
Eugene, OR 97401



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