

VI. COMMUNICATIONS FROM THE FLOOR:

Chair Smith offered an opportunity for non-agenda items to be brought forth. None appeared.

VII. LEGISLATIVE PUBLIC HEARING:

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

Chair Smith opened the public hearing.

Mr. Barton Brierley, Planning and Building Director, presented the staff report with the use of a PowerPoint (see official meeting packet for full report). The proposed standard is for 28 foot curb to curb width streets with parking on both sides applying only to local residential streets with low traffic volumes, few homes, and limited on-street parking; through or looped streets and short blocks are preferred.

Commissioner Lon Wall asked who will make the decision on preferences when a proposal is submitted. Staff replied it is at the discretion of the reviewing body to allow situations that may not be preferred by looking at the sum of all the criteria.

Chair Smith asked about the process for a developer who wants 28' streets and has some but not all of the criteria, and if this is a staff or Planning Commission (PC) decision. Staff replied 80% of subdivisions are approved with a type 2 review, which is a staff level decision with notice to neighbors; 20% come to the PC due to specific situations triggering a PC review.

Mr. Brierley continued with the report by showing various street designs with different widths and parking scenarios using diagrams; comparing current lot access standards (no more than two lots may share one driveway) with the proposed (allowing three lots to share one driveway); and alley access standards.

Commissioner Allyn Edwards asked about the current regulations for alley width. Staff replied it must be at least 20 feet wide for fire access.

Commissioner Cathy Stuhr commented that a through alley seems just like a street and asked what the difference is. Staff replied just that there are no sidewalks or curbs, so the right-of-way is much narrower. Staff described the proposed standards, which would only allow alleys as the main access if street access was not feasible, the alley has access on both ends, there are no more than six houses, and one additional parking space was provided per lot.

Chair Smith asked if there are any regulations for speed on alleys. Staff replied state law allows a standard of 15 mph for alleys.

Mr. Brierley completed the staff report and recommended approval of the resolution, which would recommend that the City Council adopt the proposed amendments. He added that two thousand notices were sent about the proposed amendments and an ad was placed in a newsletter; no public appeared and only one comment was received.

Commissioner Gary Bliss asked staff about some inconsistencies within the diagrams used in the PowerPoint vs. what was in the packet; staff replied the recommendation is based on the standards in the table the Commissioners have in their packets. Commissioner Bliss continued with questions about how the Fire Chief and Fire Marshall felt about these proposed standards meeting fire codes. Staff replied they were both at the meetings and they felt satisfied these standards would meet fire code requirements.

Chair Smith stated he liked the idea of staggered driveways and spoke of there being few areas where parking is allowable on both sides; he asked staff why this is not made as a requirement. Staff replied that could be done, but they were thinking of circumstances where there could be long lots and narrow driveways and they did not want to require wide driveways everywhere.

Student Commissioner Kale Rogers added if there was pre-existing development it could be difficult to stagger driveways to work with that.

Commissioner Bliss asked if abutting driveways were not allowed. Staff replied it can occur, typically with one parking space in between, but there are areas where only a rock strip is used as a division because of the current rule of only two lots sharing one driveway.

Commissioner Art Smith asked if the city attempted to make similar recommendations years ago and if the Oregon Department of Transportation (ODOT) had been against it. Staff clarified this was the case concerning the block length standard, and the City was asked to look at this as a condition of some state grant funding.

Commissioner Thomas Barnes asked about sidewalks being required on both sides if they are trying to conserve the amount of paved area. Staff replied it was to encourage walking and to allow for a space to place trash cans; if a developer is building affordable housing they can apply to have a sidewalk on only one side, however.

Commissioner Wall asked staff to explain the philosophy behind having smaller block lengths in low-density residential (R-1) zones vs. those lengths for medium (R-2) and high (R-3) density residential. Staff noted that R-2 and R-3 areas are often developed as complexes with internal driveways, play areas, and more houses on the same amount of land. It is an advantage for the city and the property owner for the complex to have enough units to support an onsite manager. In order to justify this they have to have fifty units or so; if there is a street running through the development they may end up with not enough land to reach critical mass to develop. That is why the larger block lengths are needed for multifamily housing, not single family.

Chair Smith recessed 8:17 PM and reconvened at 8:21 PM.

Deliberations:

Commissioner Bliss stated this proposal complies with State goal twelve, and the concerns he had were addressed by staff with the conversations with the fire department. He likes the narrow streets and parking on both sides, and if the fire chief and marshal are not concerned for emergency access then he is satisfied.

Commissioner Wall said he was involved with developing the standards we have now and at that time the only concern was from the fire chief, since there is a different chief now that makes the difference. The only thing he does not like is adding the third lot on private driveways.

Commissioner Edwards had concerns for pipe stem driveways, but if the fire chief is okay with it not being a safety issue then it is fine with him.

Student Commissioner Rogers felt the standards were good because the rivers of asphalt do not need to be there. He said longer blocks may be more appealing to the eye with trees and such, but this will help with creating more affordable housing which is severely deficient.

Commissioner Stuhr shared some concerns and thought that staff did a good job of addressing the issues raised at the workshop.

Commissioner Barnes felt the less amount of earth that gets paved over the better. He only disagreed with sidewalks on both sides and that parking should be on one side.

Chair Smith spoke of serving on the affordable housing committee and that he liked the idea of having some motivation to provide cheaper options. He also shares Commissioner Barnes concerns for sidewalks on both sides and felt this could be something held out to developers in order for the city to get their desires met.

MOTION #4: Stuhr/Bliss to approve **Resolution 2011-286** recommending the City Council adopt the proposed Development Code amendments.

MOTION #5: Barnes/ to amend **Resolution 2011-286** to vary from the given recommendations to have 28 foot wide streets with parking on one side and to allow sidewalks on one side. Motion failed for lack of a second.

Student Commissioner Kale felt there would be little difference then going from 32 foot widths to 28 foot, and that the street would almost be bigger is there were no sidewalks or parking on one side of a 28 foot wide street.

Commissioner Barnes said it eliminates queuing.

Commissioner Stuhr said there is a traffic calming effect to navigating parking on both sides and having alternating driveways.

Commissioner Art Smith said he was supportive for more sidewalks to encourage more walking in the community and he likes sidewalk on both sides wherever possible.

Commissioner Wall said sidewalks are only needed on one side or the other, but he was concerned more for the third house on a driveway because it could soon go to four and then private streets will come back; he said it is hard to know where to draw the line.

Commissioner Bliss liked having sidewalks on both sides because of children playing in front of houses where there is no longer room for large back yards, and did not think it would be safe for them to cross the street to play.

Chair Smith spoke of a time when wider streets were wanted because the City was listening to the drivers and ignoring the concerns of pedestrians. The benefits of narrower streets will be slower traffic, which is safer.

VOTE #4: To approve **Resolution 2011-286** recommending the City Council adopt the proposed Development Code amendments. (7 Yes/0 No) Motion carried.

VIII. ITEMS FROM STAFF:

Update on Council items:

Mr. Brierley gave updates on Council items and stated the item approved tonight will go the City Council on March 21, 2011, according to agenda availability. The Meridian Street zone change has been delayed until February 7, 2011, to allow time for the applicants and neighbors to find a compromise. The City Council adopted a new mission statement for the city. The Fred Meyer design review for the gas station has been appealed to the State Land Use Board of Appeals. The next PC meeting will be hearing proposed amendments to the Comprehensive Plan regarding ODOT's latest bypass decision in order to make everything mesh.

The next Planning Commission meeting is scheduled for Thursday, February 10, 2011.

IX. ITEMS FROM COMMISSIONERS:

Chair Smith suggested introductions occur for the sake of the new commissioners. The commissioners each briefly described their backgrounds.

Commissioner Barnes asked for an Alice Way update regarding a non-conforming use, and it was discussed that a code enforcement letter will go out tomorrow.

Commissioner Stuhr asked for an update on the UGB/URA. Staff gave a summary of the process so far and gave approximate decision dates anticipated from the various appeals and remands that have occurred.

X. ADJOURN:

Chair Tri adjourned the meeting at 9:04 PM.

Approved by the Planning Commission on this 10th day of February, 2011.

AYES: 6 NO: \emptyset ABSENT: (A. Edwards) ABSTAIN: \emptyset



Planning Recording Secretary



Planning Commission Chair