

**NEWBERG AFFORDABLE HOUSING  
ACTION COMMITTEE – LEGISLATION SUBCOMMITTEE  
Wednesday, February 24, 2010  
4 p.m. to 6 p.m.  
Newberg City Hall  
Permit Center Conference Room  
414 E. First Street, Newberg, OR**

**OPEN MEETING:**

**I. ROLL CALL:**

**Present:** Denise Bacon, Mike Gougler,  
**Absent:** Doug Bartlett, Mike Willcuts  
**Staff Present:** Barton Brierley, Planning & Building Director  
Les Hallman, Fire Chief  
Jack Miller, Newberg Garbage Service  
Paul Chiu, Newberg Public Works Senior Engineer  
Howard Hamilton, Newberg Public Works Director

**II. STREET AND ACCESS STANDARDS REVIEW:**

Barton Brierley presented information on the existing street standards. He showed that different street classifications have different street widths. This discussion will focus only on the local residential streets. Barton showed an example of a recent subdivision to explain the concept of “queuing.” On many low volume residential streets, it is a rare case that you have cars parked on both sides of the street, plus have cars trying to pass each other. Therefore, you really only need three lanes, not four. He said cars were easy: the real issue was larger vehicles such as fire trucks and garbage trucks, which need more room to maneuver.

Jack Miller from Newberg Garbage Service said they have issues on narrow, busy streets. In the mornings, families are busy getting to school on time, and don’t want to wait behind the garbage truck. They have issues on streets like Wyooski and Elliot Road.

Mike Gougler said he’d like to see the sidewalks against the curb. While the trees are nice, he’d like to make sure they last. Cars hit the trees in the planter strip. They also buckle the sidewalk. Pedestrians get out of the car onto the sidewalk instead of the planter strip. He suggested thickened concrete at the corners in case vehicles cross onto the sidewalk.

Jack Miller said they have issues with the planter strips too. The garbage cans end up in the planter strip, where they tend to tip. They also hit the trees when lifting the cans. He’d like to see the curbside sidewalks.

Barton Brierley pointed out that the garbage can blocks the sidewalk, meaning people can’t walk on it. Also, curbside sidewalks mean there is a slope at each drive approach, making it harder for people in wheelchairs.

Les Hallman said he looked at the proposed queuing concept, and that it works for them. Per code they are supposed to have a 20 foot wide unobstructed lane. A fire truck is about 10 feet wide mirror to mirror. They need at least 12 feet clear to drive down a street. When setting up a truck with outriggers, they need 18 feet. At a fire hydrant they need 26 feet. Illegal parking is a concern. Keeping the corners clear is important because of the turning radius needed. On many private driveways fire lanes are not maintained.

Les said shorter blocks are an advantage, and might be a compensating factor to allow narrower streets, since there is the possibility of going around the block for access. For roads under 24 feet wide there should be no parking on the street. If there are over 30 dwelling units, there needs to be two accesses. Head-on parking in cul-de-sacs is a problem. For longer driveways, you need a turn around. For streets and driveways under 150 feet they don't need a turnaround. Fire sprinklers would be a definite advantage – they would be willing to look at different standards for homes that had sprinklers, such as different hydrant spacing.

Jack Miller said each house has two cans. On shared driveways, the residents have to take the cans out to the street. If there are several houses, then you can end up with a long row of cans at the street. One way streets would be an issue, because people will want to go the other way. The garbage truck only picks up on side. Shared garbage cans always seem to create conflict between neighbors.

Mike Gougler said he'd like to see streets allowed like within Friendsview Manor

Paul Chiu suggested looped streets might have different treatment than through streets or dead end streets.

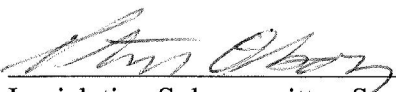
Mike Gougler suggested using the alley concept, with roll up curbs and shared parking easements. He would like to evaluate allowing three houses on a shared driveway, with an indent for parking. He would like to see the option of having sidewalk against the curb.

## **V. OTHER BUSINESS:**

None.

7. **ADJOURN:** The meeting adjourned at 5:45 p.m.

**Approved by the Affordable Housing Action Committee – Legislative Subcommittee this 24<sup>th</sup> day March, 2010.**

  
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Legislative Subcommittee Secretary