

**NEWBERG AFFORDABLE HOUSING ACTION COMMITTEE
LEGISLATION SUBCOMMITTEE MINUTES**

Wednesday, March 24, 2010

4 p.m. to 6 p.m.

Newberg City Hall

Permit Center Conference Room

414 E. First Street, Newberg, OR

I. Open meeting: The meeting opened at 4:05 p.m.

II. Roll call:

Present: Denise Bacon, Doug Bartlett, Mike Willcuts,
Mike Gougler (joined 4:15 p.m. at fire station)

Absent: none

Staff Present: Steve Olson, Associate Planner

III. Minutes of February 24, 2010

Denise Bacon made a motion to approve the minutes as is, which was seconded by Doug Bartlett. The motion was approved unanimously.

IV. Streets tour:

The group headed first to Newberg Fire Station 21, where Chris Mayfield, the Fire Marshal, had set up the ladder truck with outrigger stabilizers to demonstrate the full 18-foot width of the fire truck. The truck is 10 feet wide mirror-to-mirror without the stabilizers. He also placed orange cones farther out to demonstrate how the truck would fit on 20, 24, 28 and 32 foot wide streets. The truck needs a clear width of 26 feet at a fire hydrant. Mike Gougler took photographs of the truck and cones. This ladder truck is sent out on every fire call. It is 41 feet long, and has rear wheel steering to make it more maneuverable. Chris Mayfield mentioned that serpentine on-street parking can work. The big difficulty is enforcement of parking rules on skinnier streets, especially private streets. Design details like mountable curbs with load-bearing sidewalks can widen the effective width of the street for fire access. Chris offered to drive the fire truck down any streets the committee was interested in, as a demonstration.

One committee member asked how strong the load-bearing sidewalks would have to be. Chris replied later that each outrigger has to have at least 5,000 pounds of pressure placed on it before they can operate the truck. The total load could be greater, but that is the minimum to operate the truck.

The group headed out in a single vehicle to Thorne Street, which has a paved width of 26 feet. One group member noted that with a 7 foot wide parking space on each side, that left 12 feet in the middle for the fire truck, which is 10 feet wide. There was little traffic on the street while the group was there. The street had setback sidewalks with street trees. There was plenty of on-street parking, which was partly due to the wide lot frontages. Briar Court was just off Thorne and was

similar, except with a cul-de-sac bulb. There was parking along only about half of the cul-de-sac frontages, due to the narrower frontages on the pie-shaped lots.

The next stop was Johnson Drive, which is a private 22-foot wide street with a mountable curb and sidewalk on one side. Parking appeared to be allowed on both sides (there were no signs prohibiting parking) but since it is a private street there may be CC&Rs that prohibit on-street parking. The sidewalk was narrow and partially blocked by a group mailbox at several points. The blocking could have been avoided if the sidewalk was merely widened behind the mailbox location. The street appeared to work well, but this might be partly due to active management by an owners' association. There was little traffic while the group was there.

The group made an unplanned stop on Aldersgate to view its curbside sidewalks, which are uncommon in Newberg. The group commented that one plus was that it made it obvious to the homeowners that they needed to maintain the landscaping up to the sidewalk. It also set the street trees farther back from the street, so that they didn't need to be harshly trimmed on one side to provide clearance for 14-foot tall trucks. One minus of curbside sidewalks was that they dipped at driveway curb cuts, making a rolling surface. Mike Willcuts commented that in Dundee they allow curbside sidewalks but pull them back at driveways, to keep the sidewalk path level.

The group stopped briefly at Fircrest Drive, which is a dead-end without a cul-de-sac or other turnaround due to its short length (under 150 feet). There were no sidewalks or street trees, which gave the street almost the look of an alley.

The next stop was Jaquith Park, which has 22 foot wide paved streets. The streets have "eyebrows" at the corners, which might have been done to make the turning radius better or to provide more lot frontage space. There is a mix of setback and curbside sidewalks. The group mailboxes caused some minor issues on the curbside sidewalks. On-street parking appears adequate, and the traffic level was very low while the group was there. The lots seem fairly deep. The neighborhood is attractive, partly due to good street trees.

One or more group members commented that it would be useful to hear from Chief Casey about parking enforcement issues on skinny public and private streets.

The group traveled to the Laurel/Holly/Linda/Maple area, where the streets are 28 feet wide. There were no sidewalks or street trees. Traffic was light, and parking appeared adequate. There were a couple of places where cars were parked on both sides of the street, so the group could experience how queuing would work on these streets.

The next stop was Elva, which has 29-foot wide streets with setback sidewalks and some street trees. The short blocks made the skinnier streets work better. There was a low level of traffic and adequate on-street parking. The group then drove across Third Street to Orchards Lair, which has small lots but conventional 32-foot wide streets. Traffic was moderate, due to the higher density. On-street parking was good where the houses had rear alley access, but tighter on the garage-front houses due to driveway curb cuts and narrow lot widths. The builder had grouped the driveways, however, to add on-street parking.

The group then traveled towards downtown and visited Third Street near Meridian, which is a 24 foot wide street with very wide planter strips (est. 15 feet wide) and narrow setback sidewalks. Some liked the look of the wide planter strip but others found them odd. Third Street was signed "no parking" on one side to preserve emergency access. There was some traffic on Third.

The next stop was Meridian around 6th Street, where it is 28 feet wide. This width appeared to work well for parking on both sides.

The last stop was Howard around 5th Street, where it is 28 feet wide. The width appeared OK for parking and travel. There were fairly wide planter strips, setback sidewalks, and some street trees. Traffic was light.

V. Other business: none

VI. Adjourn: The meeting adjourned at 6:05 p.m.

Approved by the Affordable Housing Action Committee – Legislative Subcommittee this 12th day of May, 2010.



Legislative Subcommittee Secretary