

NEWBERG PLANNING COMMISSION MINUTES
November 9, 2017, 7:00 PM
PUBLIC SAFETY BUILDING (401 E. THIRD STREET)

Chair Jason Dale called the meeting to order at 7:00 p.m.

ROLL CALL

Members Present: Jason Dale, Chair
Cathy Stuhr
Philip Smith
Patricia Watson
Ron Wolfe
Gary Bliss

Members Absent: Allyn Edwards, excused
Miranda Piros, Student, excused

Staff Present: Doug Rux, Community Development Director
Steve Olson, Senior Planner
Cheryl Caines, Associate Planner
Bobbie Morgan, Office Assistant II

Also Present: Brett Musick, Senior Engineer

PUBLIC COMMENTS:

None

CONSENT CALENDAR:

Approval of the October 12, 2017 Planning Commission meeting minutes

MOTION: PC Stuhr/PC Wolfe moved to approve the October 12, 2017 Planning Commission meeting minutes. The motion carried (6 Yes/ 0 No).

QUASI-JUDICIAL PUBLIC HEARINGS (complete registration form to give testimony - 5 minute maximum per person except for principals, unless otherwise set by majority motion of the Planning Commission).

1. **Design review: Chehalem Pointe Apartments (continued):** Consider a design review application to construct a 140-unit multifamily apartment development at 1317 Villa Road (north of the railroad trestle).
APPLICANT: KWDS, LLC.
FILE NO.: DR217-0021 ORDER: 2017-08
CRITERIA: Newberg Development Code Sections: 15.220.050(B) & 15.220.060

Chair Dale called the hearing to order at 7:03 p.m.

CALL FOR ABSTENTIONS, BIAS, EX PARTE CONTACTS, AND OBJECTIONS TO JURISDICTION: None.

LEGAL ANNOUNCEMENT:

The legal announcement had been given at the previous meeting in October.

STAFF REPORT:

Staff report presentation given by Senior Planner Steve Olson. This hearing had been continued from last month with the direction to the applicant to do some further evaluation on the driveway location and distance. This was an application for a 140 unit apartment complex on Villa Road at the intersection of Park Lane and Villa Road. The property was granted a zone change in 2015 from R-1 to R-3. One of the requirements of the zone change was the design review application had to come to the Planning Commission. He explained the applicant's preferred proposal and the conditions of approval. The parking met the code and there were large setbacks to the western property line. They exceeded the landscaping requirements. The proposed density was above the minimum and below the maximum. The applicant would need to provide all of the utilities to the property. The TVF&R findings included trigger points that would create additional issues. The traffic study showed the area intersections would handle the increase in traffic at an acceptable level except for the Fulton and Villa intersection which would need to be upgraded to an all way stop control. The application exceeded the multi-family design standards. The applicant submitted new drawings with the updated transportation memo which showed the 150 foot setback and driveway with the jog and the 120 foot setback and driveway that did not include a jog. The 120 foot setback was the applicant's preference, and the 150 foot setback met the code. The 150 foot setback almost perfectly aligned with the driveway of the house to the north and at the 120 foot setback, it created a couple of T intersections which improved the transportation system. The internal circulation with the 120 foot setback was simpler and with the 150 foot setback it created some internal congestion. He discussed the code standard exceptions. The applicant's traffic consultant prepared a report where they analyzed moving the driveway and the main benefit was instead of having the driveway directly across from the single family home, it created a couple of T intersections. Other benefits included safer access, fewer conflict points, less congestion, and more functional internal circulation.

PUBLIC TESTIMONY:

Proponent:

Keith Jones, representing the applicant, said the main issue was the access and setback. It was the difference between 120 feet or 150 feet. The applicant's preference was the 120 foot setback which allowed a greater setback to the residential neighborhood. It was not beneficial for the driveway to line up with the neighbor's driveway as the neighbor might be backing out as people were leaving the apartment complex and it would create a conflict. Also headlights would be shining into the neighbor's house. The 120 foot setback created an off-set so these issues did not occur. He thought these factors showed how the 120 foot setback met the exception criteria.

Patrick Marnell, Kittelson and Associates, had done the traffic report. The proposed 120 foot setback allowed for safer access and would be less congested. It created a straighter drive aisle which was preferable for emergency vehicle access. He had looked at the queuing for the left turn onto Park Lane, and the forecast queues showed it would not be an issue.

Kim McAvoy passed on speaking,

Opponent:

Shirley Cooper, Newberg resident, was concerned about increased traffic on Aldersgate Lane. The area on Aldersgate Lane from Park to Crestview was a 55+ senior development, and in the application they called it a City street with single family homes on either side. When there was a queue line waiting on Villa off of Park, the traffic would turn west onto Aldersgate. There were mail kiosks on the east side of the street as well as a clubhouse further down and people using walkers and canes crossed the street in the day and night. There were also two private streets that entered from the west onto Aldersgate. The college was building a sports park on Crestview which would also increase traffic. When they were talking about adding 900 more trips per day from the apartment complex, she thought that would add 400 to 500 cars going up and down Aldersgate. There were hidden driveways on both sides of the street as it was a hilly area and Aldersgate was the only access for the two private streets. She requested some speed deterrents be placed on Aldersgate. It was a short street, and people would speed through there.

PC Smith asked if she thought a majority of the cars from the complex would use Aldersgate. He thought most people would use Villa. Ms. Cooper said if there was a long line to get on Villa from Park, they would use Aldersgate.

PC Smith said the Traffic Safety Commission was the group that could look at speed deterrent options.

PC Stuhr asked Mr. Jones and Mr. Marnell if there was a way the applicant could make the residents aware of the senior population in the area.

Kim McAvoy responded that was something they could do. They wanted to be good neighbors.

Chair Dale closed the public testimony portion of the hearing at 7:24 p.m.

FINAL COMMENTS FROM STAFF AND RECOMMENDATION:

SP Olson stated the traffic study looked at the intersections and did not find a significant increase on Aldersgate. Traffic studies were estimates and it was possible traffic would route differently than expected. It was the best judgment of the traffic professionals, both of the City and the applicant. Staff recommended approval of the application. The findings and conditions were based on approval of the exception for the 120 foot setback.

PLANNING COMMISSION DELIBERATION AND ACTION:

PC Smith said Condition C for the exception said the exception had to improve traffic both externally and internally. He thought it was clear that the 120 foot setback improved the traffic flow internally and they had received good information showing how it would improve the traffic flow externally because the 150 foot setback would be aligned with the neighbor's driveway. He thought the exception was justified. He was concerned about Aldersgate. Anytime there was a street with an unusual population living on it, it deserved extra attention regarding traffic volumes. He thought the Planning Commission should ask the Traffic Safety Commission to take a look at the traffic volumes on Aldersgate, both before and after the project to see what needed to be done. Chair Dale agreed that it should go to the Traffic Safety Commission.

Chair Dale thought the exception was justified as there needed to be an off-set from the neighbor's driveway.

MOTION: PC Stuhr/PC Watson moved to approve Order 2017-08.

PC Bliss made a friendly amendment that a condition be added that stated a notice to the residents of the apartment complex shall be posted in a conspicuous location to observe traffic safety along residential neighborhoods as well as internal driveways.

PC Stuhr and PC Watson agreed to the amendment.

The motion carried (6 Yes/0 No).

2. **Conditional Use Permit – 420 S. Meridian St**, Consider a conditional use permit application to allow use of an existing single-family dwelling and accessory dwelling unit as a vacation rental.

APPLICANT: Mark and Susan MacLeod-Harrison

FILE NO.: CUP-17-0006

ORDER: 2017-09

CRITERIA: Newberg Development Code Sections: 15.225.060, 15.445.300-350

Chair Dale called the hearing to order at 7:30 p.m.

CALL FOR ABSTENTIONS, BIAS, EX PARTE CONTACTS, AND OBJECTIONS TO JURISDICTION:

PC Smith said the applicant was a close friend and a colleague. He recused himself from the hearing.

PC Bliss drove by this neighborhood occasionally and he drove by it on Tuesday to look at it for this hearing.

LEGAL ANNOUNCEMENT:

Chair Dale read the legal announcement.

STAFF REPORT:

Staff report presentation given by Associate Planner Cheryl Caines. This was an application for a proposed vacation rental at 420 S Meridian Street. This was an existing four bedroom home with a studio accessory dwelling unit above the garage. The site was south of downtown Newberg at the corner of E Fifth and S Meridian. The site was mostly surrounded by R-2. There was also R-3 and C-3. The proposal was compatible with the surrounding neighborhood and had minimal impacts on livability. Currently the home and studio were being used as long term rentals. The location was near downtown. There were four off street parking spaces provided on the site, two in the garage and two in the driveway. It was convenient and functional, attractive living, and was consistent with the code. This was an attractive location for a

vacation rental as it was close to downtown and it would be used similarly to a single family home. The maximum occupancy was two per bedroom, and in this case that would be eight guests. Staff interpreted the studio to be like a one bedroom and the maximum for the studio was two guests.

PUBLIC TESTIMONY:

The applicant was in attendance and was there to answer any questions. The Commission had no questions.

Proponents: None.

Opponents: None.

CLOSE OF PUBLIC TESTIMONY:

Chair Dale closed the public testimony portion of the hearing at 7:38 p.m.

FINAL COMMENTS FROM STAFF AND RECOMMENDATION:

AP Caines said staff recommended approval of the application.

PLANNING COMMISSION DELIBERATION AND ACTION:

PC Stuhr thought the application met all of the criteria. There were some comments from a neighbor who was concerned about how this might change the neighborhood. While it was not part of the criteria, she thought that there might need to be a conversation about the number of vacation rentals allowed in a neighborhood.

Chair Dale agreed there seemed to be a trend towards vacation rentals. It was something that should be monitored.

PC Wolfe concurred it was something to be aware of as the tourism industry expanded. This application met all of the criteria.

MOTION: PC Stuhr/PC Wolfe moved to approve Order 2017-09. The motion carried (5 Yes/0 No/1 Recused).

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. **Private street regulations in Planned Unit Developments (continued):** Consider a proposal to amend the Newberg Development Code to allow the creation of private streets within a Planned Unit Development.
Applicant: J.T. Smith Companies
File No.: DCA-17-0004

RESOLUTION: 2017-335

Chair Dale called the hearing to order at 7:42 p.m.

STAFF REPORT:

Staff report presentation given by SP Olson. This was a request to consider a proposal to allow the creation of private streets within a Planned Unit Development. It was a request from an applicant who was considering a future development that would include private streets. It would be a Development Code amendment and would apply City-wide. The Council approved the initiating of this process. The Planning Commission would make a recommendation to the Council, and the Council would also hold a public hearing on this issue and would make the final decision. The Planning Commission made decisions on all Planned Unit Developments. They were similar to subdivisions, but allowed more flexibility on the design standards. They were also typically larger master plan sites. Newberg did have private streets, but they were legacy streets. The City prohibited private streets in 1999. The chief concern was about lack of parking enforcement on the narrow streets. This affected emergency vehicle access and there were maintenance issues as well. The private streets were small, dead end streets and the homeowners were responsible for parking enforcement and street maintenance. The positive aspects of private streets were more design flexibility and narrower streets slowed down traffic and allowed denser neighborhoods that could be more walkable. Ways to address the issues that had come up in the past were to keep the general prohibition of private streets for most developments as they would have to go through the PUD process. Staff recommended the minimum number of homes on the private street to be 19. The PUD had to have a Homeowners Association to enforce the parking rules and maintain the street in perpetuity. The PUD must be a Class 1 Planned Community as defined in the ORS. This required an annual assessment for maintenance and the HOA had to have reserve

funds. Some of the findings included: private streets could be a tool to allow more flexible designs, they could be used to develop affordable housing, they could help the City reduce maintenance costs, PUDs went through a higher level review than most subdivisions, and private streets would not be allowed in small PUDs under 19 homes. With each PUD the Planning Commission would make a condition of approval that the PUD must enforce the parking restrictions and maintain the streets in perpetuity and meet ORS requirements for a Class 1 Planned Community.

PC Stuhr asked why not just allow unique street designs and narrower streets for all streets. Community Development Director Doug Rux responded that would require amending the Transportation System Plan and Development Code, which would be a long and expensive process. There was a limited residential street that allowed for a narrower public street. One option was allowing private streets in PUDs which gave that flexibility without having to change all of the other documents.

PC Stuhr asked about right-of-way for utilities on private streets. Senior Engineer Brett Musick responded private streets had to have utilities. If public utilities were going down the private street, there would be an easement for those utilities.

PC Smith clarified the Class 1 Planned Community had to collect funds for maintenance, but there was no one that they had to report to. They needed a plan that would work long into the future when the original residents were no longer there. He thought they should report to the City and pay the City if they did not do it right.

PC Bliss asked about the findings of staff and how these had a higher level of review than subdivisions. He did not think that was true. SP Olson responded that the Planning Commission did not review most subdivisions as they were Type 2, staff review. PUDs would always go to the Planning Commission.

PC Bliss did not think the HOA would be able to collect funds for future maintenance of the street.

Chair Dale asked if there was an example of a previous PUD in the City. SP Olson responded the PUDs in the City were examples of what not to do. Most were built in the 1960s and 1970s.

PUBLIC TESTIMONY:

Proponent:

Michael Robinson, representing the applicant, said they agreed with the staff report and recommendation to approve the amendments. He lived in a PUD with a Homeowners Association and every year they did a reserve study. They looked out years ahead to make sure they were collecting enough in assessments to maintain the private street. They had a community management company that helped them with the process. He thought for the most part PUDs were generally well managed. To amend the TSP, they would have to determine an adequate standard for street widths and what constituted unique designs. He thought allowing private streets in PUDs made sense because it would come to the Commission as a public review and the Commission could make sure the applicant had done a good job in the design. Regarding access to utilities, applicants would have to coordinate with the utilities to make sure they were providing enough access in the right locations. Most PUDs had a Homeowners Association and a management company to help manage them. They were asking for this change for two reasons. The first was that a typical width public street was not needed on the interior of a PUD. The second was it would help improve housing affordability. This amendment would allow the Commission to approve a private street if the criteria were met. It was a development option and another tool in the toolbox. Private streets were common in PUDs. Some of the issues included safety and coordination with the Fire Department, financial responsibility, and enforceability. A good example in Newberg was Orchard Lair. He did not think it would create problems in his client's application as the applicant would continue ownership after the units were built. This was an appropriate amendment and would help with housing affordability.

Andrew Tull, 3J Consulting, stated this amendment would apply to all of the City. The applicant's particular site had challenges in its size and shape, and there were goals for housing density and affordability, walkability, and access to open space and amenities. He thought use of private streets made that plan work better. There would still be some public streets, but some sections would function better as private streets. He owned a house in a PUD with a strong and active HOA and his office had done a lot of subdivision designs. With a private street they could focus more on pedestrians, connections, and access and that flexibility produced a much nicer community and design. He thought this could be done with the HOA managing the maintenance of the private street.

Alex Rix, president of Blue Mountain Community Management, lived in the Greens in Newberg. He could answer any questions regarding reserve studies and long term maintenance of streets. At the Greens there was a fountain that required maintenance and long term planning. The payment for these improvements came from annual assessments. The goal of reserve studies was to make sure these costs did not come from extra assessments from the homeowners.

PC Smith asked if there were standards or certifications for property management companies. Should the HOA report to the City? Mr. Rix responded there was a difference between a community management company and property management company. Property management required certain licenses, and for community management there were no licenses, but there were certifications. A lot of Homeowners Associations were being required to have professional management.

Mr. Robinson added that most PUDs had Homeowners Associations and most HOAs had community management assistance. The Commission could put in the text amendment a requirement that the HOAs include in their CC&Rs that they retained a qualified community management company.

PC Bliss asked if they could legally require HOAs to hire a management company. He did not know if it was in their purview. Mr. Robinson responded it was in their legal ability to add it to the legislative amendment as they were currently creating the law.

Chair Dale was concerned about parking and emergency access, especially since the police could not enforce it. Mr. Rix responded the community management company would also manage the parking. They would be able to tow people who parked on the private street.

Chair Dale asked if the costs for the HOA off-set the affordable housing component of the development. Mr. Rix thought it depended on the size of the development. If it was a larger development with smaller homes and there were more homes on the lots, the cost was divided among more people and worked out to be very affordable.

Mr. Tull added the private streets would be similar to public streets in maintenance, such as street sweeping and paving overlays which would have to be done periodically. He understood that parking was a concern, and there would have to be adequate parking for the developments.

PC Stuhr asked about the organization of the HOA, and Mr. Rix explained how it would be set up.

PC Smith wanted to prevent the worst case scenario, and he suggested adding the language, "The HOA must employ a state registered community management company to make sure City goals were met." Mr. Robinson thought the word "qualified" should be used instead of "state registered." Mr. Rix added the City could also require the company to report on their financials annually.

Opponents: None.

Undecided:

Charlie Harris, Newberg resident, was in favor of affordable housing. He thought if this created more affordable housing it should be done across the board, not just limiting it to PUDs. HOAs were no guarantee that the parking issue would be enforced. The crux of the issue was how it would be enforced long term. He thought typically there were parking issues in these situations and he did not see in the language how the PUD would enforce parking restrictions. He was in favor of making streets smaller throughout the City. He thought this was the wrong tool to use for the objective that they wanted. He also questioned requiring a minimum of 19 homes.

PC Stuhr thought they could require more off-street parking for these developments.

Stuart Brown, Newberg resident, was a housing advocate and mortgage manager and was committed to affordable housing. He shared a story of how he developed a PUD in a small town in Texas. He spent almost five years working with that city to create standards for construction and a historic preservation overlay area. to access rear garages in these homes. That town was passionate about their history. Newberg was passionate about their livability, sense of community, openness, and diversity. Affordable housing was important in that effort and projects like this were opportunities to shift policy and blaze new trails. He encouraged the Commission to make these code changes.

Mr. Robinson said they were trying to find a way to reduce the housing costs, and one way to do that was to build narrower streets. Most citizens did not want narrower public streets. He shared a story of a development in Sherwood called Langer Farms that was a PUD with a Homeowners Association that used a community management company. It was one of the most attractive and sought after places to live in Sherwood. It worked because the developer created a good design. The code change allowed private streets as an option, and it gave the Planning Commission the ability to say yes or no to private streets. He asked for approval.

CLOSE OF PUBLIC TESTIMONY:

Chair Dale closed the public testimony portion of the hearing at 8:56 p.m.

FINAL COMMENTS FROM STAFF AND RECOMMENDATION:

SP Olson said there was some language in the purpose statement for the PUDs that might be useful. The minimum of 19 units came from looking at past history and issues with small communities with private streets where no one was doing maintenance or parking enforcement. Staff thought there would be more of a chance for functioning well if it was a larger community and the HOA was active. There could be 18 units on a cul-de-sac, and that gave staff a measuring stick to say 19 units as a minimum for private streets. It was difficult to guarantee that an HOA would effectively manage parking. It could be written into the code that they had community management company oversight and the company should have the ability to tow.

CDD Rux said this was proposed language and could be changed. The number of 19 units could be increased or reduced. This was a way to address livability, affordable housing, and unique site conditions. Staff had a lot of discussions regarding the width of a private street and parking. They had to design criteria to mitigate for the worst case scenarios.

The Commission took a five minute break.

PLANNING COMMISSION DELIBERATION AND ACTION:

PC Smith recommended continuing the hearing so that staff could add language with the idea that the HOA must employ a qualified community management company to make sure that the City's purposes for the PUD development regulations were met, in particular the enforcement of any parking conditions in the PUD approval.

PC Stuhr said they might also want to include that the HOA report their financials annually to the City. She also wanted to include a way to say no if there were other reasons to deny the private streets.

Chair Dale suggested a five year review for the HOA instead of annually.

PC Smith thought if they referenced Section 15.240 they would be able to deny a private street application if they did not meet those goals.

PC Stuhr thought the next time they looked at the Transportation System Plan, they should add more creativity in street standards. Chair Dale thought they could use the PUD private streets as a test case for updating the TSP to allow narrower streets.

PC Bliss thought there needed to be a large enough development that the monthly fee was reasonable and could generate enough revenue to do the maintenance. He suggested staff come back with a number of units that would be the minimum needed to be able to maintain the private road.

PC Stuhr suggested the applicant do an analysis of what the future maintenance costs would be to determine how many units were needed to pay for the maintenance.

PC Wolfe thought there still needed to be a minimum number in the code.

PC Smith did not think 19 units was enough.

PC Watson stressed how the wording was important to get right, especially for future Commission decisions. She agreed 19 units was too small.

PC Stuhr would also like staff to think about off-street parking and if there was a certain density that should require more off-street parking.

PC Bliss wanted to make sure the maintenance costs were feasible and that the housing would remain affordable. This PUD included private alleyways

MOTION: PC Stuhr/PC Watson moved to continue the hearing for Resolution 2017-335 to December 14, 2017. The motion carried (6Yes/0 No).

WORKSHOP: Comprehensive Plan Change regarding R-3/Annexation Regulations

SP Olson said staff took the information from the last workshop on this topic and assimilated it as well as brought back items that still required direction. This would be a Comprehensive Plan text change and Development Code text change. This was a policy that for large annexations, some R-3 land would be designated to provide a mix of housing in the City. This was one way to get more affordable housing in the City, and other incentives would need to be developed for affordable housing. Adding R-3 land did not necessarily mean that apartment complexes would be built. Some of the items that had consensus were: the definition for large annexations was 15 acres or more and the definition of some was 10% of the net size of the application, the net size of the parcel would be used instead of the gross size, the net size would not include any stream corridors, and the size was based on the aggregate size and not on the size of individual parcels.

CDD Rux asked about the scenario of an application that had land in the map stream corridor and a wetland that was not in the stream corridor. Would the wetland not be included in the net size?

Chair Dale thought that would be up to the developer to figure out.

PC Bliss said the problem was there was no map of national wetlands and a developer might not know about them and it could make some of the property undevelopable. PC Stuhr said there could be an over delineation also where the wetland could be smaller than what was on a map.

PC Smith clarified the key issue was whether the stream corridor or wetland made the land undevelopable. He did not think that land should be counted in the total. CDD Rux said the difficulty was this was an annexation stage and the applicant would have to do a delineation for the wetlands to find out what the net developable acreage would be on the caveat that they were not going to go through the process to fill in the wetlands.

SP Olson said there was a process to apply with DSL to mitigate the wetlands. Wetlands were more of a variable and they did not know how the wetlands would affect the net amount of land. He thought it should either be on the applicant at the UGB phase or knowable at the annexation phase.

SP Olson said in regard to location policies, the language low and moderate income housing would be changed to multi-family housing and where it talked about rentals, it would be changed to multi-family. The statement was added that the Planning Commission's intent was that high and medium density should be located on immediate access to collectors, not cause traffic to go through low density, and should be easily accessible to arterials and located near commercial. While these were desirable, they were not absolute and were lower priority than the goal of dispersing R-3 throughout the City. Regarding the process, there was a UGB phase and annexation phase. There was consensus on the UGB amendment approach that it was the point where HDR, which would allow R-3, was included on large parcels as the Comprehensive Plan analysis was already being done. At the annexation stage, there were three options. The first was telling applicants that they would have to concurrently apply for a Comprehensive Plan map amendment to make a portion of the land HDR with the annexation application. The part that was HDR would be developed as R-3. The second was if a developer did not want to include some HDR land, they could pay a fee that would go into the affordable housing fund. This was like an excise tax, and there had been discussions regarding placing an excise tax on all developments. The third was to allow a percentage of currently zoned LDR to be turned into R-3 which would require an analysis of all the master plans to make sure the systems could handle the increased density.

Charlie Harris, Newberg resident, asked about the differences between options 1 and 3. SP Olson responded the drawback of option 3 was the analysis of the master plans. Option 1 was the applicant had to do the analysis.

CDD Rux added for option 3 staff would have to look at all the master plans to see where modifications would need to be made, and the modifications would have to be approved by the Planning Commission and City Council.

SP Olson said there was a consensus that the zoning use table should be changed to allow elementary and secondary schools in the Institutional zone and consensus that the mixed Comprehensive Plan designation should include R-3.

CDD Rux clarified to make those changes, a TPR analysis would need to be done and that was not currently included in the budget. It would have to be added in the next fiscal year's budget. The changes to the Comprehensive Plan would also create changes to the Development Code to implement them.

There was consensus to go with option 1 for the annexation stage.

ITEMS FROM STAFF:

CDD Rux gave updates on the Housing Newberg proposals, tracking vacation rentals of which the City now had 31, and the Community Development Block Grant funding for repairs to manufactured homes and how there were six applications currently for that program.

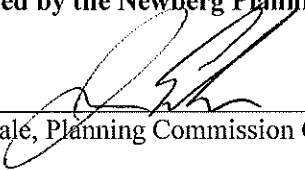
The next Planning Commission meeting was scheduled for December 14, 2017.

ITEMS FROM COMMISSIONERS:

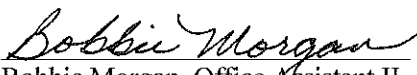
PC Bliss discussed the Argyle application, and how the applicant had not done what they said they would do. Since it was not a condition, they were not required to do it. In the future if an applicant said they would do something, he suggested it become a condition so it could be enforced.

Chair Jason Dale adjourned meeting at 10:01 pm.

Approved by the Newberg Planning Commission this December 14, 2017.



Jason Dale, Planning Commission Chair



Bobbie Morgan, Office Assistant II