

NEWBERG PLANNING COMMISSION MINUTES
February 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.

Affirmation and Oath of Office new members:

Mayor Bob Andrews administered the Oath of Office to Patricia Watson.

ROLL CALL

Members Present: Jason Dale, Chair
Gary Bliss
Ron Wolfe
Allyn Edwards
Philip Smith
Patricia Watson
Miranda Piros, Student

Members Absent: Cathy Stuhr, excused

Staff Present: Doug Rux, Community Development Director
Steve Olson, Senior Planner
Brad Allen, Assistant Planner
Bobbie Morgan, Office Assistant II

Also Present: Mayor Bob Andrews, Ex-officio

PUBLIC COMMENTS: None

CONSENT CALENDAR:

Approval of the January 12, 2017 Planning Commission meeting minutes

MOTION: PC Allyn Edwards/PC Patricia Watson moved to approve the January 12, 2017 Planning Commission meeting minutes. The motion carried (6 Yes/ 0 No).

WORK SESSION: Residential Parking Standards and Accessory Dwelling Units

Community Development Director Doug Rux introduced the agenda item. The Planning Commission had concerns regarding a previous application about adequate parking and accessory dwelling units. The Commission asked staff to investigate the issue further and come back with a proposal. Staff also sent out a survey regarding accessory dwelling units as a part of the Newberg 2030 project. The results were 53% in favor, and 43% optimistic but had some concerns. The concerns included parking and if the units were being used as vacation rentals.

Assistant Planner Brad Allen had looked at how other cities addressed parking in residential districts, and found most did something similar to what Newberg did. Either one or two spaces of off-street parking were required for single family dwellings. Some considered the already available on-street parking and reduced the number of required spaces, or if the development had transit nearby or if it was senior housing, the parking could be reduced. In Newberg, two off-street parking spaces were required. On-street parking credits only came into play for multi-family developments. If there was regular transit service, there was an option for a reduction. There

was one city that did not count garages as part of the off-street parking, as garages were often not used for parking. Other cities counted the garage. In some cities, additional parking was required for visitor parking. Regarding accessory dwelling units, there were many variations. In Newberg, an accessory dwelling unit had to provide one space in addition to what was already required for the single family home without any consideration to the available on-street parking. Some cities did not require the additional space if there was on-street parking, and some considered how many of these units were on the block.

PC Smith asked if the Code was assuming there would be extra on-street parking spaces. This was not the case for cul-de-sacs. AP Allen was not sure if that assumption was built in to the Code requirement, but cul-de-sacs were a concern.

PC Bliss asked if there would be a discussion on industrial, commercial, and institutional parking at a later date. There were issues about the Cultural Center parking, and he thought that should be addressed. CDD Rux said the Commission had only directed staff to get information on single family residential.

PC Edwards asked if there were on-street parking space requirements per unit. AP Allen said there was not. He explained the Newberg standards for residential parking.

There was discussion regarding the previous application that prompted this item and whether or not to count a garage as a parking space. PC Smith suggested changing the requirements that in a cul-de-sac, a garage could not be counted as a parking space.

PC Bliss said most townhomes did not have storage, and the garage became the storage. He did not think they should consider the garage as an off-street parking space. CDD Rux explained what other communities did about this issue. He said often households had more than two cars. The issue also had to do with driveway spacing, lot layout, lot dimensions, and setbacks.

PC Edwards made a drawing of a cul-de-sac on the whiteboard and discussed off-setting driveways to allow for more off-street parking. He also suggested having the developer create a designated area for extra parking per dwelling unit. CDD Rux thought creating a designated area would require parking lot design standards and it would only provide a couple more parking spaces especially with pie shaped pieces of property on cul-de-sacs and it might not be cost effective for developers.

Chair Dale thought it could be an option for developers to get the two required parking spaces per unit.

PC Smith was in favor of accessory dwelling units and increasing density, however he did not think they should be permitted on cul-de-sacs.

Chair Dale thought if they started to require more off-street parking and the garage did not count, it would decrease the amount of density.

PC Smith thought staff could come back with details for a parking area and whether or not it would work.

PC Wolfe thought garages should not be considered as a parking space. CDD Rux responded some communities did have that regulation, and staff could research the impact of not counting garages as parking spaces. They could also take a look at the issue of accessory dwelling units on a cul-de-sac and parking.

Chair Dale suggested counting garages as .5 parking spaces.

PC Edwards suggested checking in with the Meridian multi-family, low cost housing and how that parking arrangement was working. He thought off-set driveways would improve the overall parking.

PC Smith commented on Deskin Commons, and how there was always parking available there.

Senior Planner Steve Olson suggested at the subdivision stage to have developers show driveway locations. He discussed options for parking in tandem or two cars side by side in a front yard driveway.

PC Watson asked if there were different regulations for affordable housing. CDD Rux said right now the standard for a single family residential home was two parking spots. The standard was different for multi-family, commercial, industrial, and institutional. Affordability was not taken into consideration.

PC Bliss suggested making an exception or allowing a variance to count the garage for affordable housing. SP Olson said it was not a requirement to have a garage, which could also help keep it affordable.

PC Edwards suggested a requirement that no more than 25% of the lots in any subdivision could have an accessory dwelling unit. Any dwelling unit with a two or more car garage would be counted as one parking space.

ITEMS FROM STAFF:

CDD Rux gave an update on the following Council items: Newberg 2030 program which was the Urban Growth Boundary process, buildable lands inventory, and population projection. He then discussed the anticipated schedule of Planning Commission items and applications. Interviews had been conducted for the Associate Planner position.

The next Planning Commission meeting was scheduled for March 9, 2017.

ITEMS FROM COMMISSIONERS:

PC Bliss would be absent for the next two meetings.

Chair Jason Dale adjourned meeting at 8:15 pm.

Approved by the Newberg Planning Commission this March 9, 2017.



Jason Dale, Planning Commission Chair



Bobbie Morgan, Office Assistant II