

**NEWBERG PLANNING COMMISSION MINUTES**  
**February 8, 2018**  
**PUBLIC SAFETY BUILDING (401 E. THIRD STREET)**

Chair PC Philip Smith called the meeting to order at 7:00p.m.

**ROLL CALL**

Members Present: Philip Smith, Chair  
Ron Wolfe  
Jason Dale  
Gary Bliss  
Allyn Edwards  
Robert Ficker  
John Wuitschick  
Miranda Piros, Student

Staff Present: Brad Allen, Assistant Planner  
Cheryl Caines, Senior Planner

**PUBLIC COMMENTS:** None

**CONSENT CALENDAR:**

Approval of the January 11, 2018 Planning Commission meeting minutes

**MOTION:** PC Wolfe/PC Edwards moved to approve the January 11, 2018 Planning Commission meeting minutes. The motion carried (7 Yes/ 0 No).

**WORKSHOP: Residential Parking Standards & Accessory Dwelling Units**

Assistant Planner Brad Allen said this would be a discussion regarding parking standards for Accessory Dwelling Units in the R-2 zone and areas that had constrained parking. One of the ideas the Commission had was requiring developments where there was constrained parking to be a Conditional Use. Applicants would have to show where the driveways were going to be and how the lots would be configured so the maximum amount of on street parking could be provided. The Commission had also suggested changing the amount of off street parking required. Currently it was two spaces per dwelling unit. He asked for more direction on whether or not to add a standard that considered on street parking and put conditions on development that addressed on street parking. He asked if it should be applied broadly or should it only apply to the R-2 zone, only those on cul-de-sacs, or only those adjacent to arterials or major collectors that did not allow on street parking. There had also been discussion regarding counting garages as an off street parking space even though people did not often use garages for parking. Another idea was giving credit to developers who provided larger garages beyond the minimum.

PC Wolfe lived on a cul-de-sac in an R-1 zone and there were many times when on street parking was inadequate. Many times garages were not being used for parking and he thought for R-2 it was an even worse situation as it was denser development with fewer opportunities for on street parking. If they added Accessory Dwelling Units to the mix, it would exacerbate the problem.

Chair Smith clarified the problem was not limited to R-2 and the direction to staff should be looking at R-1 as well.

PC Edwards was concerned that most people had visitors come over and if the additional on street parking was being used for ADUs, there would be no place for visitors to park. He was opposed to on street parking being considered to meet the requirements for ADUs.

PC Dale thought ADUs were only allowed in R-2 and R-3. Chair Smith said they were allowed as a Conditional Use in R-1. AP Allen said a recent Senate Bill required cities to allow ADUs in all zones.

PC Dale discussed the purposes of ADUs. By requiring a lot of parking, they would defeat the purpose of lowering costs and increasing density.

Chair Smith thought they should give the developer flexibility for meeting the parking requirements for ADUs.

PC Bliss concurred with Commissioner Edwards regarding not allowing on street parking to meet the requirements for ADUs.

PC Dale said ADUs were typically adding to existing developments, not new developments.

PC Wolfe thought adding the requirement to provide off street parking would deter most people from implementing an ADU and would alleviate that burden to on street parking.

Chair Smith said if they adopted that requirement some property owners would be able to put in an ADU much easier and less expensively than others because they already had off street parking.

AP Allen clarified currently in the code to establish an ADU, a third parking space had to be provided. Single family homes had to have two parking spaces, and if they already had more than that then they would not have to do anything in addition. If they had to add a parking space, it had to be a paved or improved surface.

PC Bliss thought staff should research what other cities had experienced regarding their requirements for ADUs.

PC Ficker asked if the City was getting a lot of requests for ADUs. AP Allen responded as the housing supply was constrained and with increasing housing costs, they were seeing more of these. An ADU was an independent unit with separate cooking, sleeping, and sanitation facilities.

PC Edwards commented they were embracing smaller lots in Newberg. As he looked at what other cities did, it was typically older neighborhoods with larger lots that were allowing ADUs. He still did not think on street parking should be a consideration.

PC Wolfe thought they were anticipating more ADUs as they were encouraging affordable housing and greater density.

Chair Smith said there was consensus that the extra parking space for ADUs should not be off street parking. He asked about applications, like the recent one on Wynooski, where the Commission did not think there was adequate parking and how they could deal with that situation.

AP Allen suggested at the application stage they could require consideration of on street parking. Applicants would have to provide a total number of parking spaces on and off street and if there was no on street parking that might necessitate more off street parking in anticipation of denser development over time.

PC Edwards thought any development in any zone should be required to provide one space per unit of on street parking or to develop a lot within the community to accommodate the standard.

Chair Smith went to the white board to show the issues on Wynyoski and shared the idea that for the whole development on street parking needed to be provided and tied to some percentage of the total off street parking.

PC Dale thought the percentage could be a number between the typical number of on street parking for R-2 and cul-de-sacs.

Chair Smith suggested taking a tour of parking in neighborhoods to get ideas for possible code amendments.

PC Bliss shared an email he received from Robert Soppe. Mr. Soppe referred to Development Code 15.440.030, where on street parking spaces must be directly adjoining and on the same side of the street as subject properties, must be legal spaces that met all City standards, and they could not be counted if they could be removed by planned future street widening or a bike lane on the street. Mr. Soppe suggested taking out the word "a" for "a bike lane" as it disassociated the bike lane from planned future streets.

Chair Smith said they could discuss that recommendation at a later time. He asked if the Commission wanted to consider developments meeting the parking requirement, not with on street parking but by increasing the off street parking.

PC Edwards was still concerned that there would not be enough overflow parking for the neighborhood.

PC Dale questioned who would maintain the extra off street parking, an HOA or the City.

Chair Smith concluded the workshop.

Chair Smith welcomed PC Ficker and PC Wuitschick.

**ITEMS FROM STAFF:**

Senior Planner Cheryl Caines gave Council updates including approval of the ordinance for private streets in Planned Unit Developments, approval of the ordinance for the new legal description of the City limits, and approval of the Comprehensive Plan amendment to update the population projections. The Council also received an update on the Riverfront Master Plan contract which was moving forward. The City received a grant for the Urban Growth Boundary expansion process as well.

The next Planning Commission meeting was scheduled for March 8, 2018.

**ITEMS FROM COMMISSIONERS:**


PC Bliss would be absent at the next meeting.

PC Wolfe might also be absent at the next meeting.

Chair Smith adjourned the meeting at 8:00 pm.

**Approved by the Newberg Planning Commission this March 8, 2018.**

  
PC Philip Smith Planning Commission Chair

  
Bobbie Morgan, Office Assistant II