



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
Planning Department

AGENDA
CITY OF THE DALLES PLANNING COMMISSION

CITY HALL COUNCIL CHAMBERS
313 COURT SREET

THE DALLES, OREGON 97058

CONDUCTED IN A HANDICAP ACCESSIBLE MEETING ROOM

THURSDAY, NOVEMBER 6, 2014

6:00 PM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES
 - A. October 14, 2014 (Bus Tour)
 - B. October 16, 2014
- V. PUBLIC COMMENT (Items not on the Agenda)
- VI. LEGISLATIVE HEARING - Residential Infill Policies
- VII. STAFF COMMENTS
- VIII. COMMISSIONER COMMENTS/QUESTIONS
- IX. FUTURE MEETING – November 20, 2014
- X. ADJOURNMENT

CITY OF THE DALLES PLANNING COMMISSION MINUTES

Special Meeting – Bus Tour

Tuesday, October 14, 2014

City Hall Council Chambers

313 Court Street

The Dalles, OR 97058

Conducted in a handicap accessible room

6:00 PM

CALL TO ORDER:

Chair Lavier called the meeting to order at 10:11 AM.

BOARD MEMBERS PRESENT:

Bruce Lavier, Sherry DuFault, John Nelson

BOARD MEMBERS ABSENT:

Chris Zukin, Dennis Whitehouse, Jeff Stiles, Mark Poppoff

STAFF MEMBERS PRESENT:

Planning Director Richard Gassman, City Engineer Dale McCabe, Administrative Secretary Carole Trautman

BUS TOUR:

City Engineer Dale McCabe gave an explanation of how the typical cross sections were formulated for the Planning Commission's consideration. He emphasized that the recommendations for street improvements for residential infill to City Council needed to come from the Planning Commission, not City Staff.

The following are notable comments from the bus tour:

- West 10th Street and Cherry Heights – Director Gassman pointed out that bike lanes were required on both sides of W. 10th Street due to high traffic volumes.
- Chenoweth Loop Road – Street was mostly developed
- Hostettler – Right-of-way varied in width; it is a county road
- Snipes – Partially developed
- Mt. Hood – Mostly developed up to the orchard just past The Dalles Irrigation. No striped bike lanes. The options are to leave the improvement the way it is (shared bike lane) or eliminate on-street parking on one side and have dual bike lanes. Gassman said most people do not want to give up on-street parking options. At the orchard, City Engineer McCabe recommended to install just the sidewalk on the west side.
- Trevitt – Mostly developed from 10th Street to 17th Street. The transition is tricky from Trevitt to Scenic. Scenic to Liberty – recommend re-doing the intersection and add sidewalk. Not a good location for crosswalk at Radio Street. At Liberty, the City may need to improve.

- Scenic headed east – There is no sidewalk on the north side
- Scenic from Viewpoint to Jefferson – City Engineer McCabe recommends sidewalk, the City may have to contribute. Without the City's contribution, there would be island improvements indefinitely. Trail intersects Scenic east of Viewpoint.
- Scenic from Jefferson to Esther Way – The City will develop improvements for a stabilization project
- East 19th up to housing subdivision – Recommends installing sidewalk on the west side
- Thompson – If development occurs, the City will actively participate in improvements.
- Old Dufur Rd. – City Engineer McCabe reported that some people have claimed no one walks or rides bicycles on Old Dufur Road, but he said there are pedestrians and cyclists that use Old Dufur Road. Several on the bus tour concurred with McCabe. McCabe recommended sidewalk and curb on the south side and give the option to the developing property owners (closer to Morton Street) regarding on-street parking.
- Fremont Street – Director Gassman noted it was one of the most difficult streets on the street grid network to determine appropriate street improvements. It was the general consensus of the tour participants that it might be best not to install any improvements, because it would result in travelers coming to I-197 with no way to cross safely.
- Columbia View Drive to Summit Ridge Drive – fully improved

ADJOURNMENT:

Chair Lavier adjourned the meeting at 11:41 AM.

Respectfully submitted by Administrative Secretary Carole Trautman

Bruce Lavier, Chairman

CITY OF THE DALLES PLANNING COMMISSION MINUTES

Thursday, October 16, 2014
City Hall Council Chambers
313 Court Street
The Dalles, OR 97058
Conducted in a handicap accessible room
6:00 PM

CALL TO ORDER:

Chair Lavier called the meeting to order at 6:00 PM.

BOARD MEMBERS PRESENT:

Bruce Lavier, Mark Poppoff, Sherry DuFault, Chris Zukin, John Nelson, Jeff Stiles

BOARD MEMBERS ABSENT:

Dennis Whitehouse

STAFF MEMBERS PRESENT:

Planning Director Richard Gassman, City Attorney Gene Parker, City Engineer Dale McCabe, Administrative Secretary Carole Trautman

APPROVAL OF AGENDA:

It was moved by Stiles and seconded by Zukin to approve the agenda as submitted. The motion carried unanimously; Whitehouse absent.

APPROVAL OF MINUTES:

It was suggested by Chair Lavier to change the words "Delayed Development Agreement" on Page 1 under "Public Comments" to "Delayed Improvement Agreement." It was moved by Nelson and seconded by and seconded by Zukin to approve the October 2, 2014 minutes as amended. The motion carried unanimously; Whitehouse absent.

PUBLIC COMMENT:

None

WORK SESSION:

Director Gassman stated there were several topics to discuss that had not been resolved, as follows:

On-Street Parking – Gassman asked the Commission if they wanted to recommend to City Council that residential infill property owners could have an option to install or not install on-street parking lanes. It was the general consensus of the Commission to give residential infill property owners an option for installing parking lanes. It would provide less improvement requirements to the property owner.

Fremont and Thompson Streets - Director Gassman said that there was discussion on the bus tour to not propose street standards for Fremont and Thompson Streets; Fremont due to the topography and the fact that the City would not want to encourage people to travel down to the highway where there was no provision to cross. Thompson Street was a political issue and the street would be developed at whatever time a unique situation arose, which would be determined by City Council, Gassman said.

Fully Improved Streets – Several streets on the street grid were fully developed, Gassman reported. Trevitt, Union and 12th Streets were examples. If someone wanted to develop on those streets, Gassman said, street improvements would probably not be required.

Partially Improved Streets – On Chenowith, Snipes, West 10th and Scenic Streets, there were portions of typical cross sections where continued improvements could be installed to match existing improvements.

There was discussion on how to prepare and present street grid network materials, including proposed typical cross sections, to City Council for their consideration. One or more proposed typical cross section would be proposed for each grid street and would be presented at a Planning Commission public hearing. Director Gassman will try to notify the media ahead of time through notice and/or a newspaper article to advise the general public on what streets would be affected by the proposals.

New Streets – Director Gassman asked if the Commission wanted street standards for new streets that would arise in the future from serial minor partitioning developments. One option would be to put in street improvements at the time of development. The other option would be to not require street improvements that would be set at a higher standard than some streets that currently had full development. Gassman pointed out it could be a gravel road, or the neighbors could agree upon an easement access only.

Richard Havig, 3015 East 12th Street, The Dalles, Oregon, stated that if improvements are not installed at the time of development, it would never get done.

Jerry Johnson, 3102 East 13th Street, The Dalles, Oregon, said if an access in a serial minor partition development decided on an agreed-upon easement, then the City should have no say on street improvements. The property is still private property.

After further discussion, it was the general consensus of the Commission to propose that if a new street, created by serial minor partitioning, became a City street, street improvements would be installed. If the street remained a private street, improvements would be decided upon by the property owner(s). The question of storm water systems to these new streets came up in discussion. City Engineer Dale McCabe advised that the City had something already in place for developments that did not wish to hook up to the City storm water system.

Island Improvements vs. Delayed Development Agreements (DDAs) – Director Gassman stated that if the intent of the City was to have full improvements of residential infill grid streets, then either street improvements would be installed at the time of development, or the property owners would be required to install improvements at some later date (by signing an agreement). Otherwise, the street improvements would not get done, Gassman said. Gassman asked the Commission if they wanted to make a certain recommendation, or give the City Council options from which to choose.

After further discussion, it was the general consensus of the Commission to recommend options for City Council to consider, as follows: 1) the City would pay for the improvements; 2) the property owner would pay for the improvements through a) installing improvements at the time of development; b) signing a Delayed Development Agreement (with a cap and sunset clause); or c) the property owner would pay into the fund. It was also suggested that, under the first option of the City paying for street improvements, a \$2/month fee could be charged that would be applied to street improvements on grid network streets.

Delayed Development Agreement “cap” and “sunset clause” terms – Director Gassman indicated that the City Engineer had information on a dollar cap amount for street improvements that could be provided at a public hearing, and Taner Elliott also had some calculations. It was the general consensus of the Commission that the DDA cap calculations and the sunset clause would be discussed at the public hearing.

Existing Waivers of Remonstrance on Grid Streets – Director Gassman commented that, from a planner’s perspective, a City should have a goal in mind for the future. Then any process accomplished thereafter would be oriented toward that goal. Regarding the Waivers of Remonstrance (Waivers) on the grid streets, Gassman wondered why the Waivers would be cancelled. He handed out a list of 21 currently-existing Waivers located on the proposed grid streets (copy attached). He said if the Planning Commission was committed to improving the grid streets, then they should consider retaining the existing Waivers. Chair Lavier asked if a dollar cap could be placed on the existing Waivers. Gassman said they could not be changed, but he proposed approaching the property owners with existing Waivers on the grid street properties to ask if they would be willing to sign a DDA (that included a cap and sunset clause) in lieu of the existing Waiver. Stiles said that the City needed to determine if they wanted to invest in the community’s growth. Zukin said Waivers become a political issue, but he felt it was the Planning Commission’s responsibility to remind the City Council of the existing Waivers on the grid streets. DuFault commented that the problem with eliminating the Waivers was that it would set a precedent, and she found it to be a bit disturbing that the City had agreements that later were eliminated. After further discussion, it was the general consensus of the Commission to suggest to City Council to make a conscientious decision on Waivers of Remonstrance for the benefit of the entire community.

Discussion followed on plans for the November 6 Planning Commission meeting. It was agreed upon by the Commission to schedule the November 6 meeting as a public hearing with the intent of formulating a recommendation on residential infill policies to present to City Council.

STAFF COMMENTS:

City Attorney Parker gave an update on the WalMart project. The last court decision was in favor of WalMart, and the Order was issued on October 10, 2014. The opposition had 60 days from the date of the Order to appeal.

COMMISSIONER COMMENTS:

None

NEXT MEETING:

November 6, 2014

ADJOURNMENT:

Chair Lavier adjourned the meeting at 7:30 PM.

Respectfully submitted by Administrative Secretary Carole Trautman

Bruce Lavier, Chairman

List of Properties with Waiver of Remonstrance on
Potential Network Streets

Richmond & Old Dufur Road – David Kenworthy

2870 Old Dufur Road – Raymond P. Koch

3185 Old Dufur Road – Leroy & Patricia Schumacher

3016 West 10th – Don & Betty Bright

2617 West 10th – Edman & Nancy Dawkins

3114 Old Dufur Road – Jim & Phyllis Boston

2921 Old Dufur Road – Susan Daly

2910 Old Dufur Road – Edward & Cornelia Kunishi

2529 West 10th – Harry & Grace Straughn

2916 West 10th – Mary & Bryan Hodges

1350 Thompson – James & Shelly Cyphers

1300 Thompson – Ken & Cindy Vipperman

2113 West 10th – Donald & Kathleen Martin

2810 Old Dufur Road – Mark & Kay Fortin

2810 West 10th – Todd & Ann Ross

2732 Old Dufur Road – Jim Gray

3015 Old Dufur Road – Richard Jenkins

3002 Old Dufur Road – Lorenzo Kimball

2850 or 2870 Old Dufur Road – Tara Koch

2915 or 2923 Old Dufur Road – Lloyd & Patricia Fowler, Terry Johnston

City of The Dalles

Staff Report

Residential Infill Project

Public Hearing

Prepared by: Richard Gassman, Planning Director

Procedure Type: Legislative

Hearing Date: November 6, 2014

Issue: To consider proposals to change the City's requirements related to single lot residential development.

BACKGROUND INFORMATION

In 1998 the City adopted its current Land Use and Development Ordinance (LUDO). One of the sections in the LUDO set out provisions for public improvements required with development. In general, with any development, the property owner was responsible for installing full public improvements for the adjacent right of way. Full improvement meant installation of utilities, sidewalk, curb, and pavement from the curb to the existing pavement, if any. This regulation applied to all lots in the City.

In 2010 the City modified these requirements through the adoption of Resolution 10-007 which reduced the improvements required for certain local, residential streets. Resolution 10-007 set out different requirements depending on what street the property was located, in general trying to match existing conditions. The current review is to consider whether to make further changes to Resolution 10-007.

In the fall of 2013 the City Council directed the Planning Commission to review all public improvement requirements related to single family residential development. This review affects only streets in residential zones, and only development of single family buildings on individual lots. For subdivisions, for multi-family development, or for non-residential development, the current LUDO provisions would still apply. The Planning Commission started in November of 2013, and to date has met a total of 21 times. Two of those sessions were bus tours, and 6 others were work group sessions where the

Commission divided itself into a standards work group and a finance work group and invited other participants to help them look at policies in these areas.

The Planning Commission has completed this review and is now considering recommending to the City Council a series of changes to City policy. This hearing is an opportunity for the Commission to receive public input prior to making any recommendations to the City Council. The hearing is legislative in nature.

NOTIFICATION

A notice was published in The Chronicle on October 26, 2014.

COMMENTS

As of the date of the preparation of this report, no comments have been received from the public for this hearing. As the Commission is aware, various comments have been received during the review process.

RECOMMENDATION

Rather than suggest any specific recommendation, Staff is presenting to the Commission a series of issues that have been previously reviewed by the Commission. Some of these issues have been tentatively decided by the Commission, while others have been discussed but not decided. The Commission will be asked to make recommendations on each of the issues, or in the alternative, to identify options and leave it to the Council to decide. In addition, there may be other issues that will be brought up by comments from the audience or by the Commission.

STATE REGULATIONS

The City does not have a free hand in determining what improvements to require. The State of Oregon, through its Transportation System Plan, has adopted regulations that apply to local jurisdictions. In Oregon Administrative Rule (OAR) 660-012-0045, the State requires local jurisdictions “to provide for safe and convenient pedestrian, bicycle and vehicular circulation”. In addition, ORS 195.110 and 115 requires local jurisdictions to work with school districts to identify barriers and hazards to children walking or bicycling to and from school.

OVERVIEW

The Commission is considering adoption of a series of “network” or “grid” streets for enhanced public improvements. The selected streets are intended to provide access to all regions of the community and will be designed, to the extent feasible, to offer safe and convenient access for pedestrian, bicycle and vehicular circulation, in compliance with

OAR 660-012-0045 and ORS 195.115. Other issues to be considered include exceptions to full improvement, a preferred typical cross section for each of the network streets, the use and terms of delayed development agreements, pay into the fund, waivers of remonstrance, and other issues that may arise.

NETWORK STREETS

The following streets are being proposed as the residential streets that will have enhanced improvement. The proposed regulations only apply to these streets in residential areas. Chenoweth Loop, Hostetler, Snipes, West 10th, Mt. Hood from 10th to the south City Limits, Trevitt from 10th to Scenic, Scenic Drive, Union from 5th to 10th, Brewery Grade, Kelly, East 16th Place, East 19th west of Dry Hollow to the western intersection with East 18th, East 19th east from Dry Hollow, Dry Hollow, East 10th from Union to Kelly, East 12th from Kelly to Thompson, Thompson, Old Dufur, and Fremont.

The following streets are already fully improved to the extent feasible for the entire length proposed as a network or grid street: Trevitt, Union, Brewery Grade, Kelly, East 12th, Dry Hollow.

Issue: Is this the list of network or grid streets the Commission is recommending?

TYPICAL CROSS SECTIONS

Staff has prepared typical cross sections for each of the proposed network or grid streets, except Thompson and Fremont. Staff will review each of the cross sections with the Commission. These cross sections then would form the basis of required future public improvements, with exceptions. One of the exceptions would be to give the adjoining property owner the option of installing on street parking, or not. NOTE: Due to issues beyond the scope of this project, staff is not recommending a typical cross section for Thompson or Fremont.

Issue: Should property owners have the option of installing on street parking in general, or only in certain situations, such as when the adjoining slope makes it difficult?

Issue: Does the Commission agree with the proposed typical cross sections?

Issue: Does the Commission want staff to propose a typical cross section for Thompson or for Fremont?

TIMING OF IMPROVEMENTS

In general, improvements are required at the time of development. In the past this has sometimes presented difficulties when a storm water system has not been in place. For the proposed network or grid streets, all have storm water systems in place with the exception of Thompson and Fremont, and Old Dufur east of Morton. For those areas, installation of full improvements will be required, if feasible. However, in most situations on these street segments, other provisions will have to be used. In situations

where full improvement is required at the time of development, this might create an island if the improvements are not already installed on adjacent properties.

Issue: For streets with a storm water system in place, will full improvements be required at the time of development?

Issue: For streets with a storm water system in place, will full improvement be required only if property on one side or the other of the developing lot already has full improvement?

Issue: If full improvement is not required at the time of development, what option should be offered to the owner? Options include a delayed development agreement, pay into the fund, City responsibility, or other options not yet identified. NOTE: The Commission has discussed identifying the options for Council consideration but not making a recommendation.

DELAYED DEVELOPMENT AGREEMENT

If full improvement is not installed at the time of development, one option to obligate the property owner to install the improvements at some time in the future is a delayed development agreement (DDA), also sometimes referred to as a delayed improvement agreement. A DDA is an agreement between the property owner and the City which allows the owner to proceed with development and postpone the obligation for installation of public improvements. The DDA is an agreement between an individual property owner and the City and is not tied to, nor dependent on, a local improvement district being formed. As part of the Commission's discussion, two details of a DDA have been discussed, a cap on the dollar amount, and a time limit.

Issue: Should the City provide property owners with the option of signing a DDA when installation is not feasible?

Issue: Should the DDA have a dollar cap? If so, what amount?

Issue: Should the DDA have a time limit? If so, how long?

Issue: Should the DDA have specific triggers that would cause the DDA to be activated?

PAY INTO THE FUND

One of the existing options for a property owner is to pay to the City the estimated cost of public improvements. This has been used sparingly, in part because paying into the fund costs the property owner just as much as installing the public improvements, but no improvements are put in.

Issue: For those property owners who otherwise would sign a DDA, should the pay into the fund option be offered?

Issue: If a dollar cap is adopted, should the pay into the fund option be set at the dollar cap?

CITY RESPONSIBILITY

The discussions by the Commission have included allocating additional responsibility to the City for public improvements. The City has offered to provide the engineering and the installation of storm water systems in those areas that will have full improvement. In addition, there has been discussion about the City becoming responsible for all of the public improvements on the network or grid streets.

Issue: Should the City be responsible for the engineering and installation of the storm water system on the network or grid streets?

Issue: Should the City be responsible for all public improvements on the network or grid streets?

WAIVERS OF REMONSTRANCE

For the past 25 years, the City has been requiring property owners to sign a Waiver of Remonstrance (Waiver) when public improvements could not be installed at the time of development, and for other items. There are approximately 120 Waivers outstanding. Many of these are on streets not identified for full improvement, but about 20 are on a network or grid street.

Issue: Should the City cancel the Waivers that are located in residential areas on a street not listed as a network or grid street?

Issue: Should the City cancel the Waivers that are located on a street listed as a network or grid street?

Issue: If the Waivers on network or grid streets are continued, should they be subject to any dollar cap and time limit used for a DDA?

MISCELLANEOUS

SE Corner. There is no network or grid street that covers the southeast corner of the urban growth area. This was not an oversight by the Commission, but was an intentional decision based on the lack of development in that area, and the difficulty of knowing which of the streets will become the main traffic ways. Since these policies will be reviewed from time to time, it was decided that this issue could best be resolved in the future.

Finances. The finance work group discussed several ways to finance public improvements. A copy of the minutes of the December 19, 2013 finance work group meeting showing the recommendations is attached.

Issue: Should the report to the Council include the recommendations of the finance work group?

New Streets. The Commission has discussed how to handle new streets. As discussed, if the new street is installed as part of a subdivision, full improvement would be required. However, it is possible that a new street would be developed through a series of minor partition.

Issue: Should new public streets be required to be fully improved?

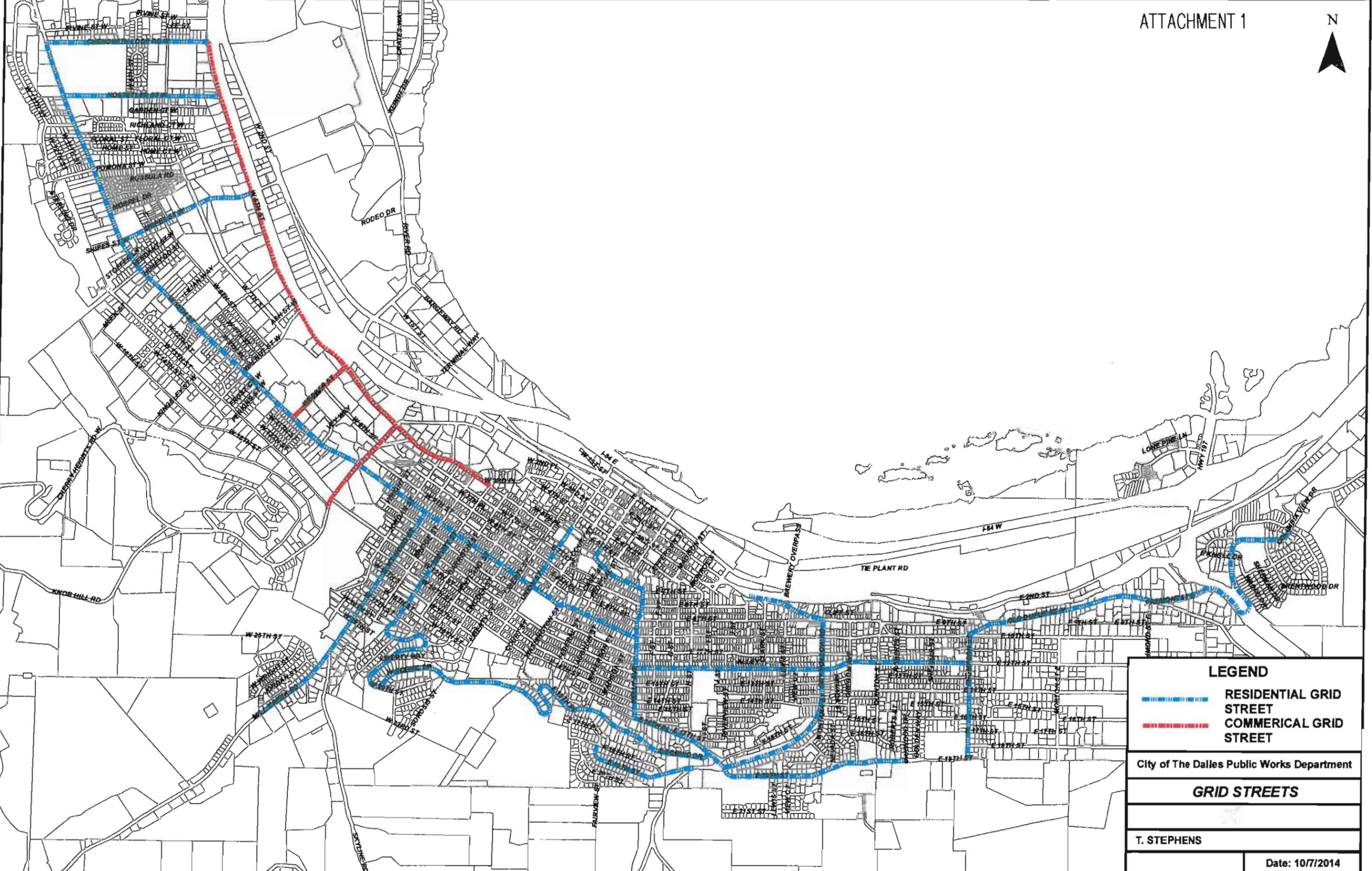
ATTACHMENTS

Map of Network Streets

Typical Cross Sections

OAR 660-012-0045 and ORS 195.110 and 115

Minutes of the December 19, 2013 Finance work group



LEGEND

-  RESIDENTIAL GRID STREET
-  COMMERCIAL GRID STREET

City of The Dalles Public Works Department

GRID STREETS

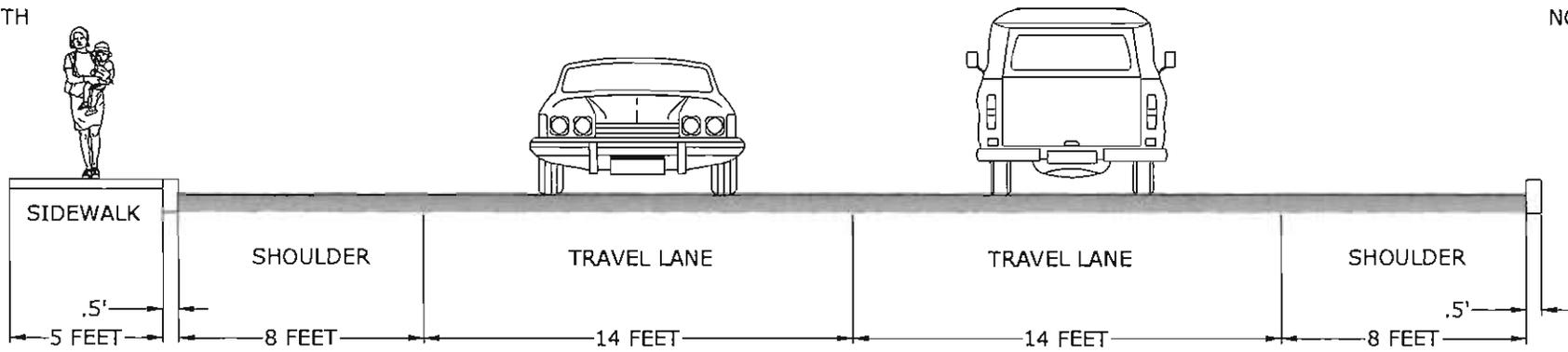
T. STEPHENS

Date: 10/7/2014

BREWERY GRADE CROSS SECTION

SOUTH

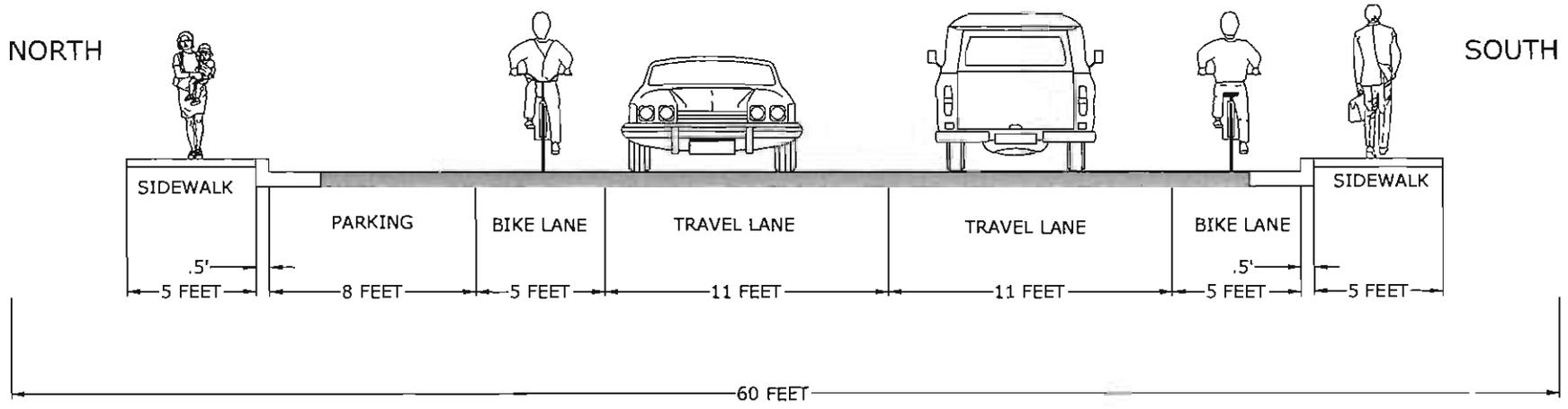
NORTH



CITY OF THE DALLES	
	GRID STREET CROSS SECTION
DATE: 10/17/2014	
STREET: BREWERY GRADE	

CHENOWITH LOOP ROAD CROSS SECTION

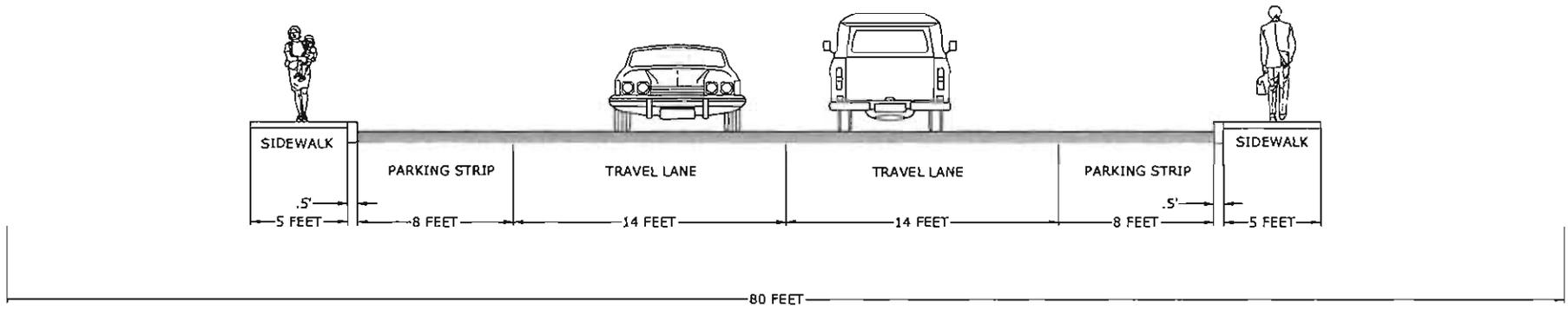
CHENOWITH LOOP ROAD RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: CHENOWITH LOOP ROAD	

COLUMBIA VIEW DRIVE CROSS SECTION

RIGHT-OF-WAY = 80 FEET

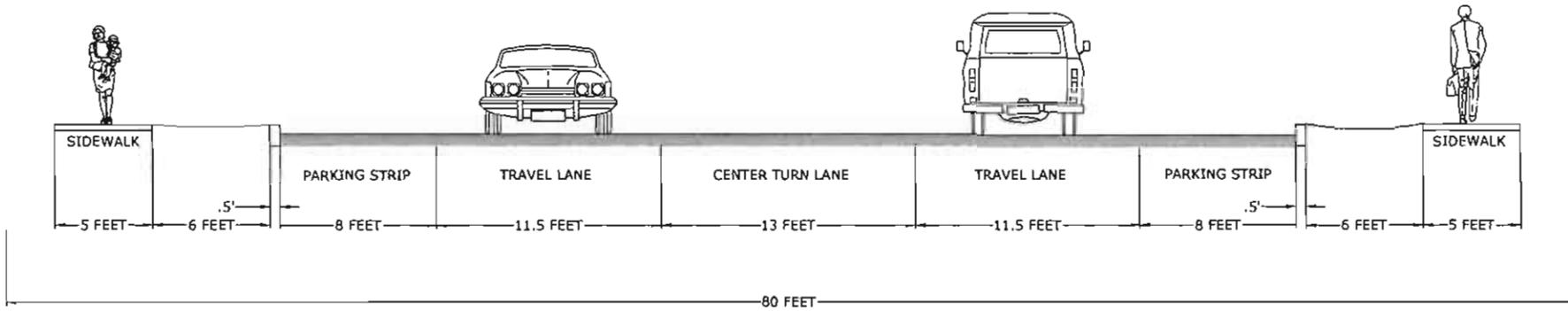


CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: COLUMBIA VIEW DRIVE	

DRY HOLLOW ROAD CROSS SECTION

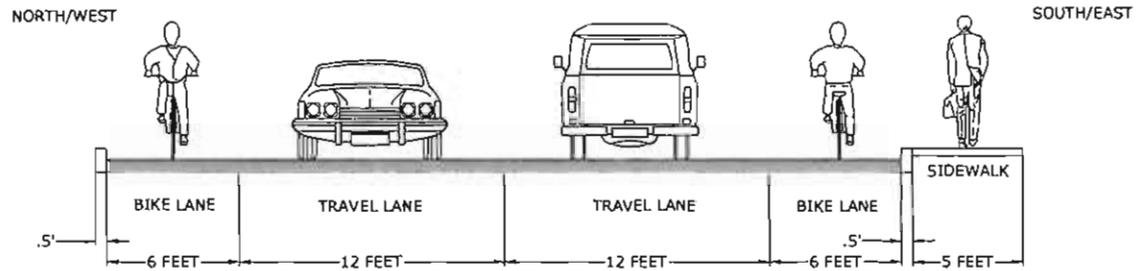
RIGHT-OF-WAY = 80 FEET

14TH TO 9TH STREET



DRY HOLLOW ROAD CROSS SECTION

19TH TO 14TH STREET



CITY OF THE DALLES



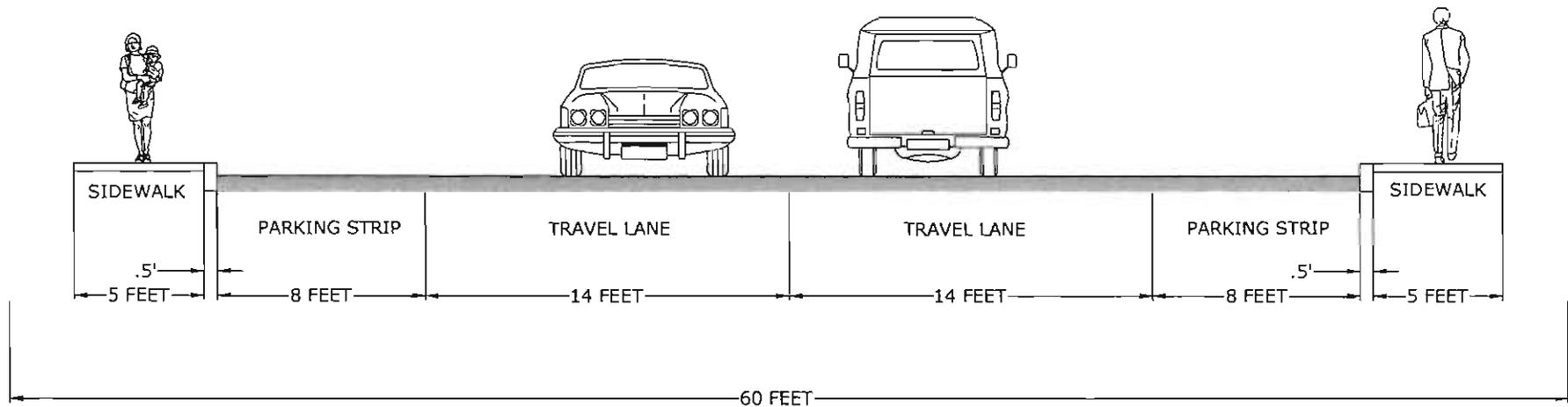
GRID STREET
CROSS SECTION

DATE:
10/17/2014

STREET:
DRY HOLLOW ROAD

EAST 19TH STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET
EAST OF DRY HOLLOW ROAD

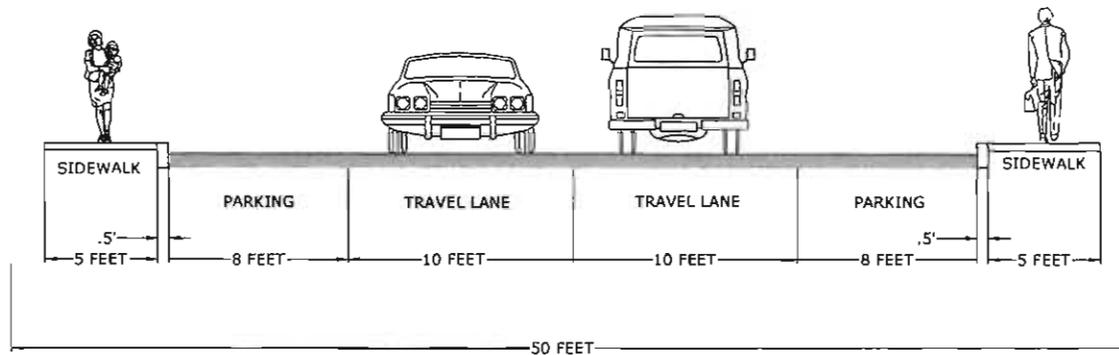


CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 19TH STREET - EAST	

EAST 19TH STREET CROSS SECTION

RIGHT-OF-WAY = 50 FEET

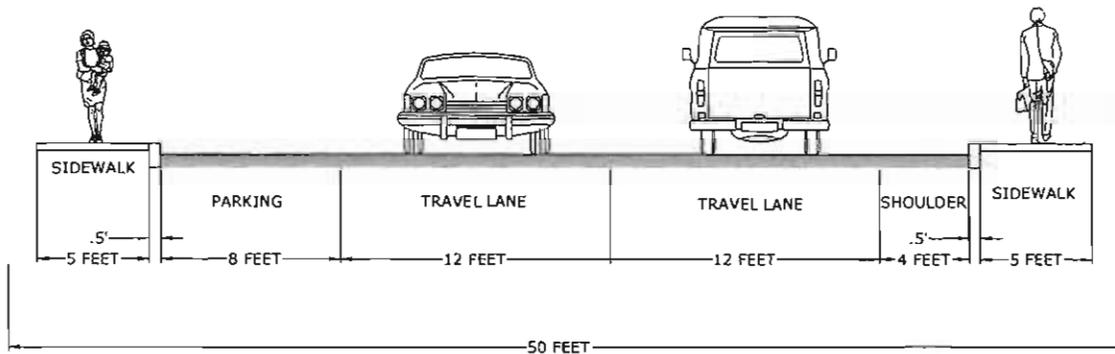
18TH TO 18TH STREET (WEST OF DRY HOLLOW ROAD)



EAST 19TH STREET CROSS SECTION

RIGHT-OF-WAY = 50 FEET

EAST 18TH TO DRY HOLLOW ROAD



CITY OF THE DALLES



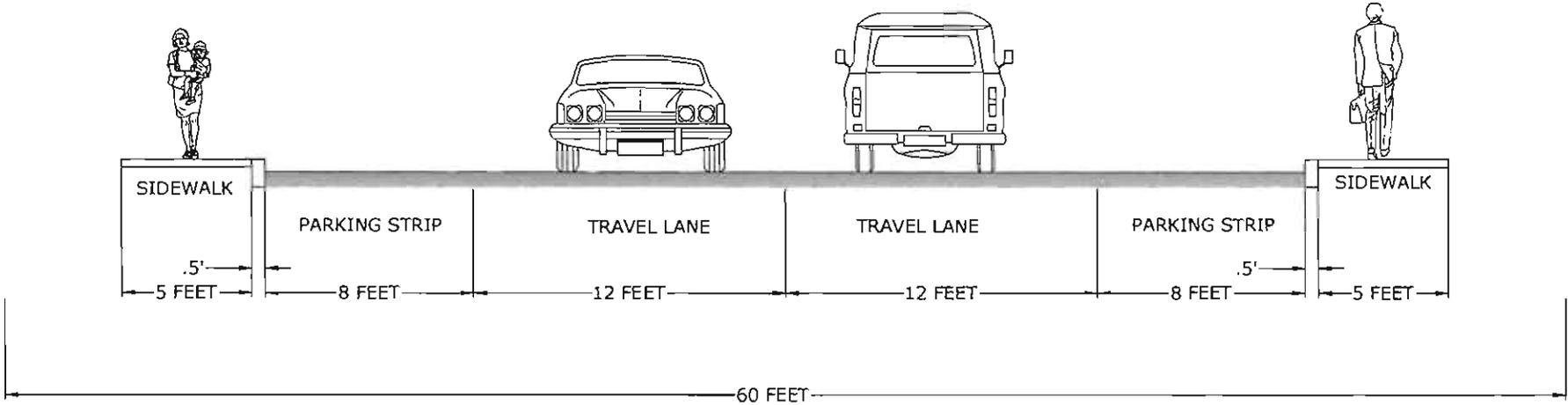
GRID STREET
CROSS SECTION

DATE:
10/17/2014

STREET:
SNIPES STREET

EAST 7TH PLACE CROSS SECTION

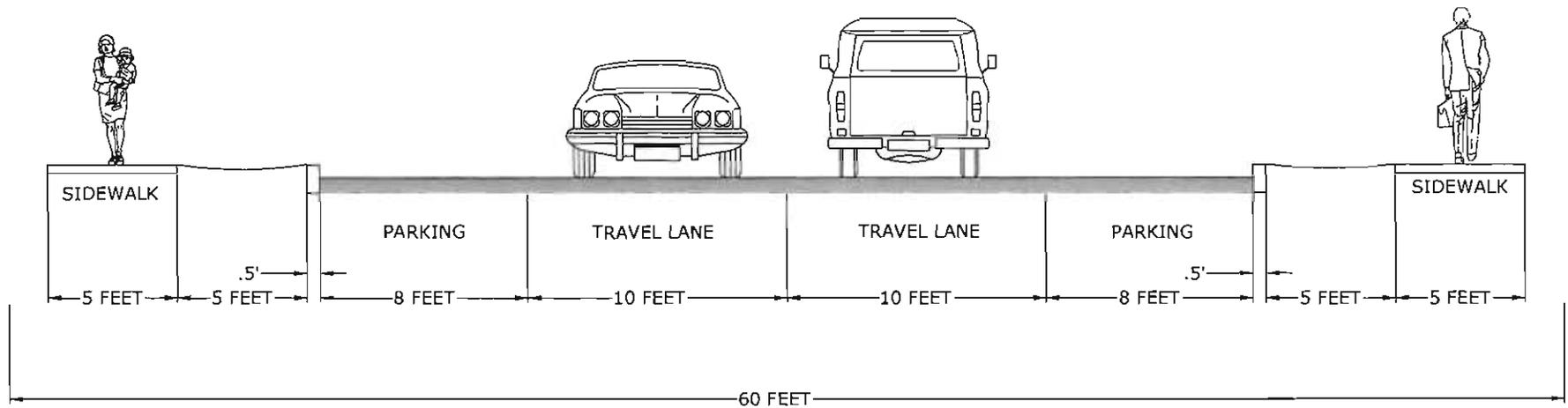
RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 7TH PLACE	

EAST 12TH STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES



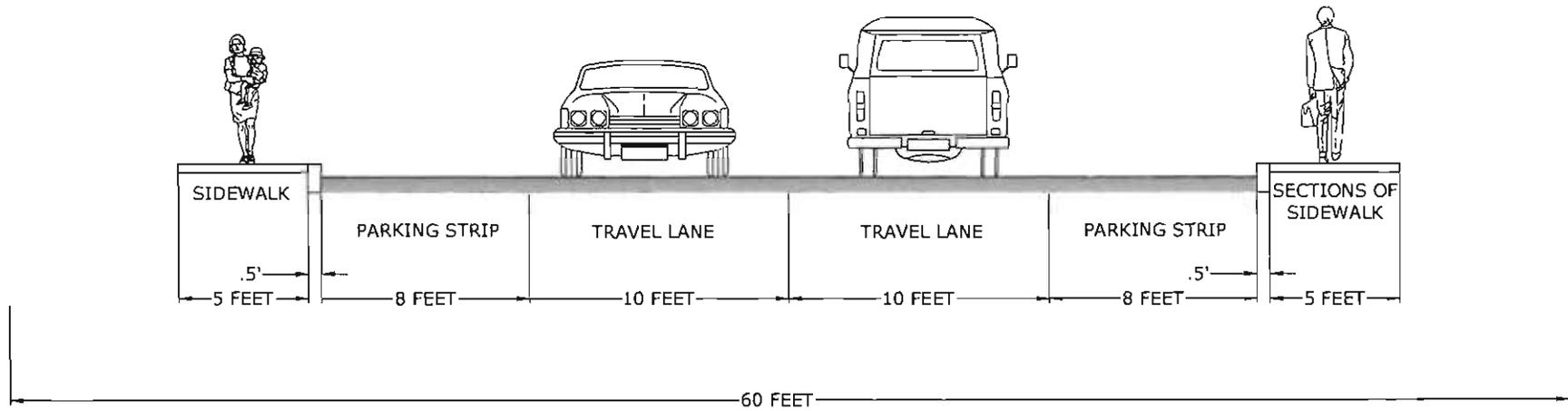
GRID STREET
CROSS SECTION

DATE:
10/17/2014

STREET:
EAST 12TH STREET

EAST 16TH PLACE CROSS SECTION

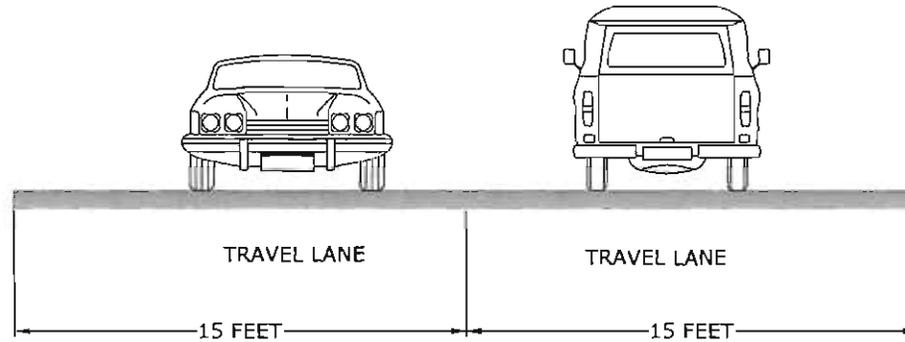
RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 16TH PLACE	

FREMONT STREET E CROSS SECTION

FREMONT STREET RIGHT-OF-WAY = VARIES
CURRENT CROSS SECTION

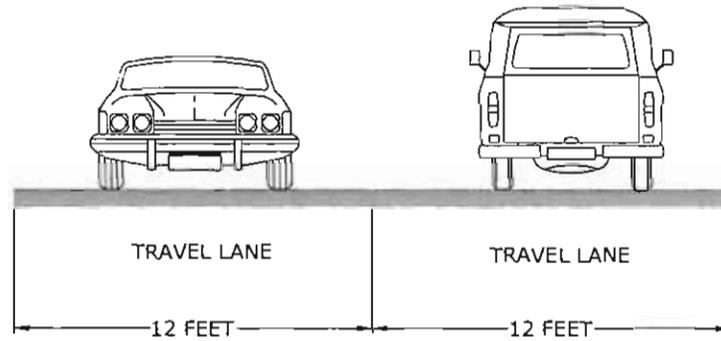


CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: FREMONT STREET - EAST	

FREMONT STREET W CROSS SECTION

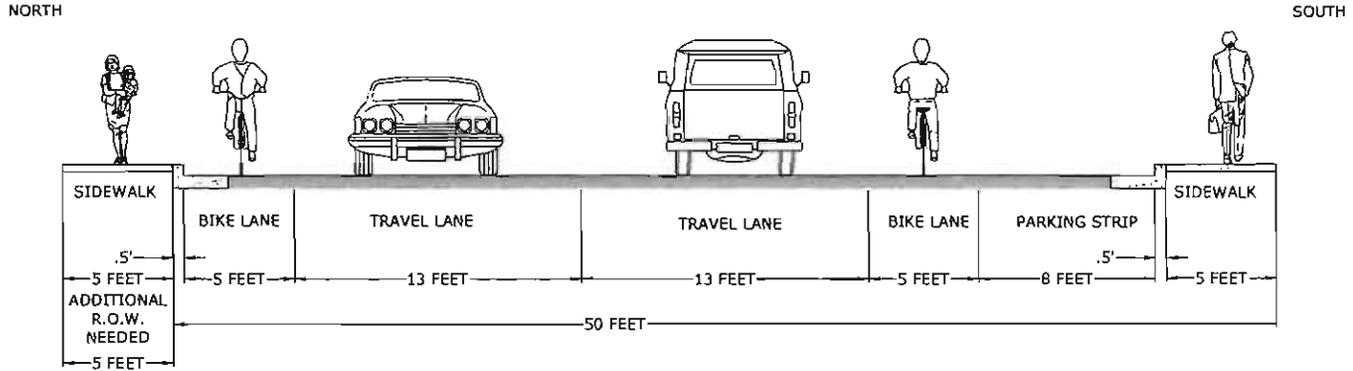
FREMONT STREET RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION

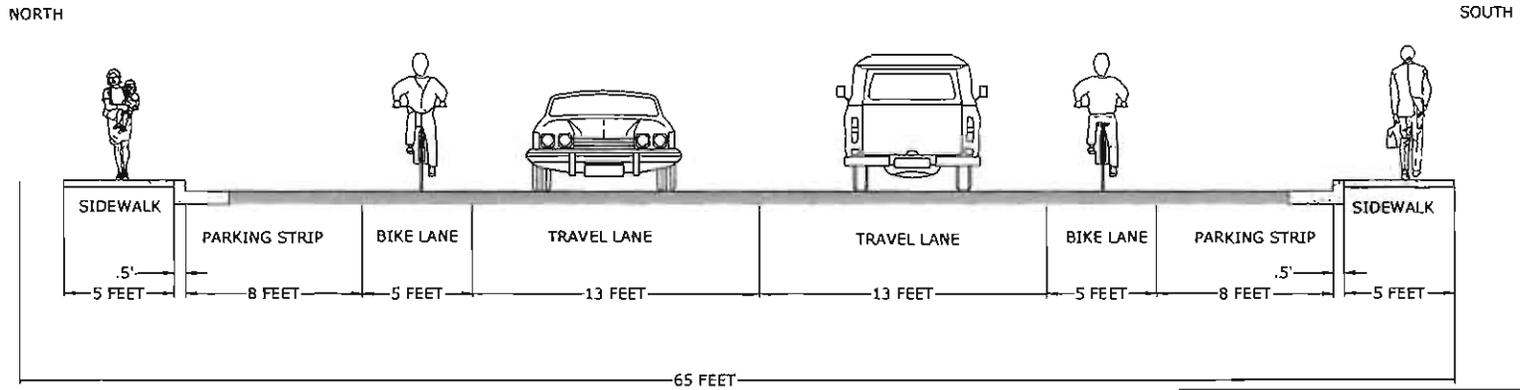


CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: FREMONT STREET - WEST	

HOSTETLER STREET CROSS SECTION
 PROPOSED STREET SECTION WITHIN 50 FT RIGHT OF WAY



HOSTETLER STREET CROSS SECTION
 PROPOSED STREET SECTION WITH 65 FT RIGHT OF WAY



CITY OF THE DALLES



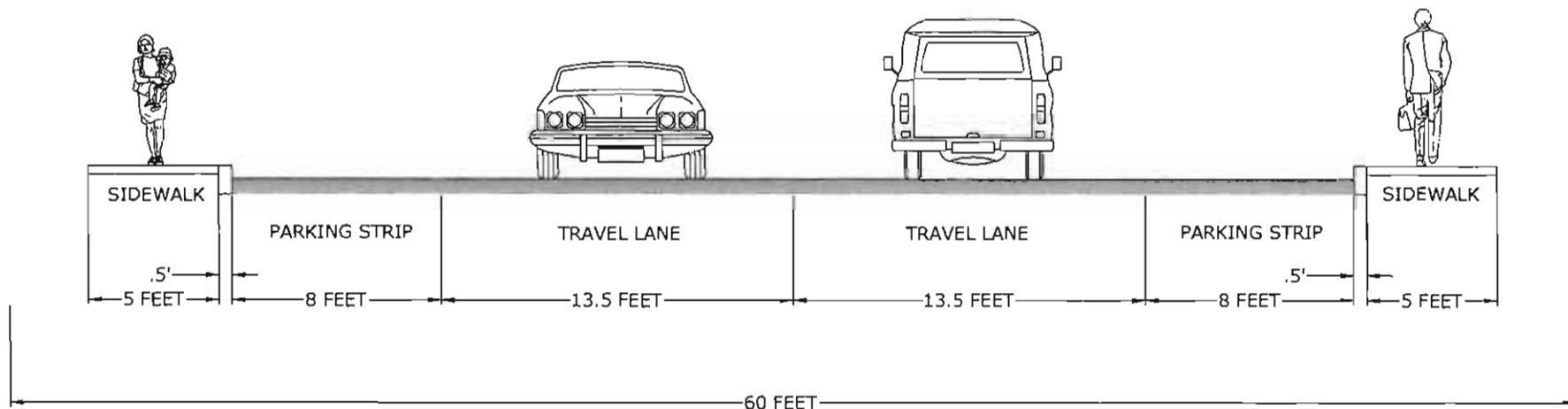
GRID STREET
 CROSS SECTION

DATE: 10/17/2014

STREET:
 HOSTETLER STREET

KELLY AVENUE CROSS SECTION

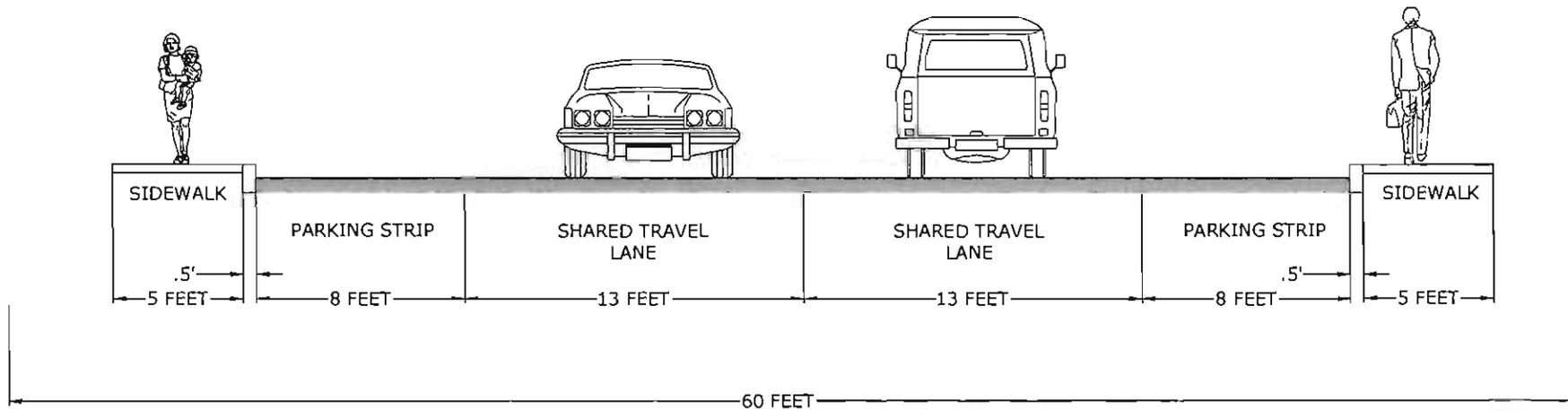
RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: KELLY AVENUE	

MT. HOOD STREET CROSS SECTION

MT HOOD STREET ROAD RIGHT-OF-WAY = 60 FEET



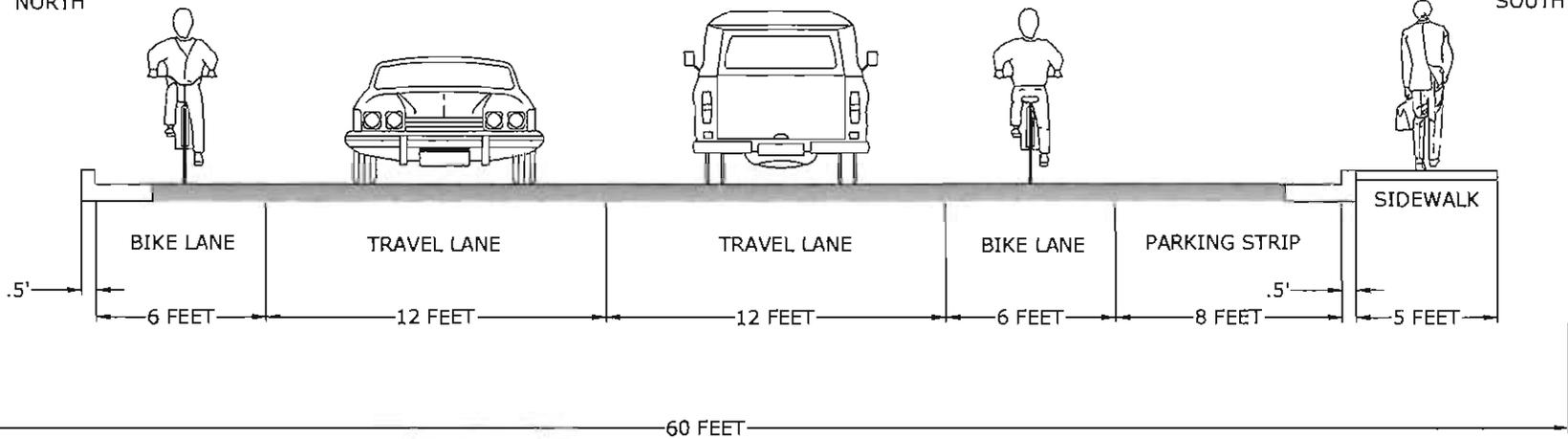
CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: MT. HOOD STREET	

OLD DUFUR ROAD CROSS SECTION

RIGHT-OF-WAY = 60 FEET

NORTH

SOUTH



CITY OF THE DALLES



GRID STREET
CROSS SECTION

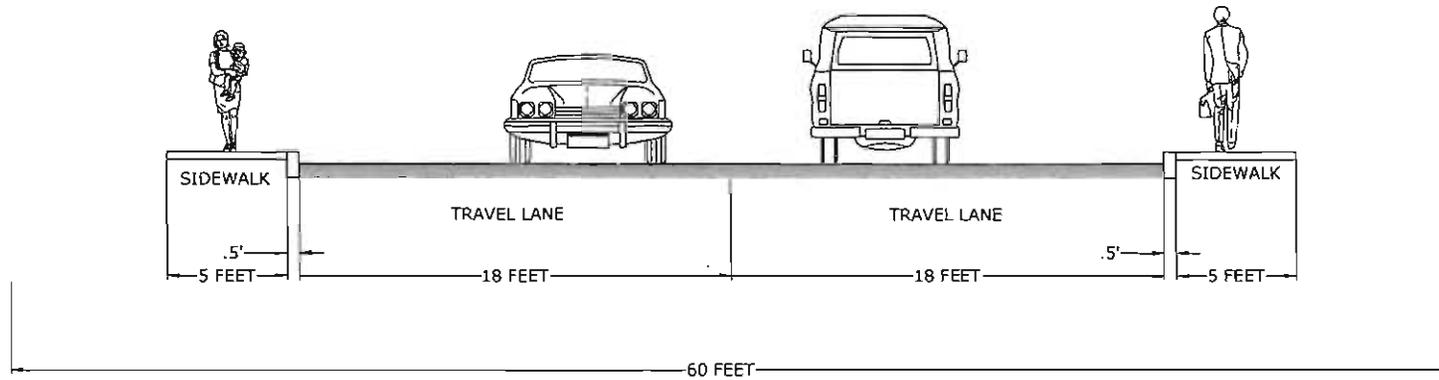
DATE:
10/17/2014

STREET:
OLD DUFUR ROAD

SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET

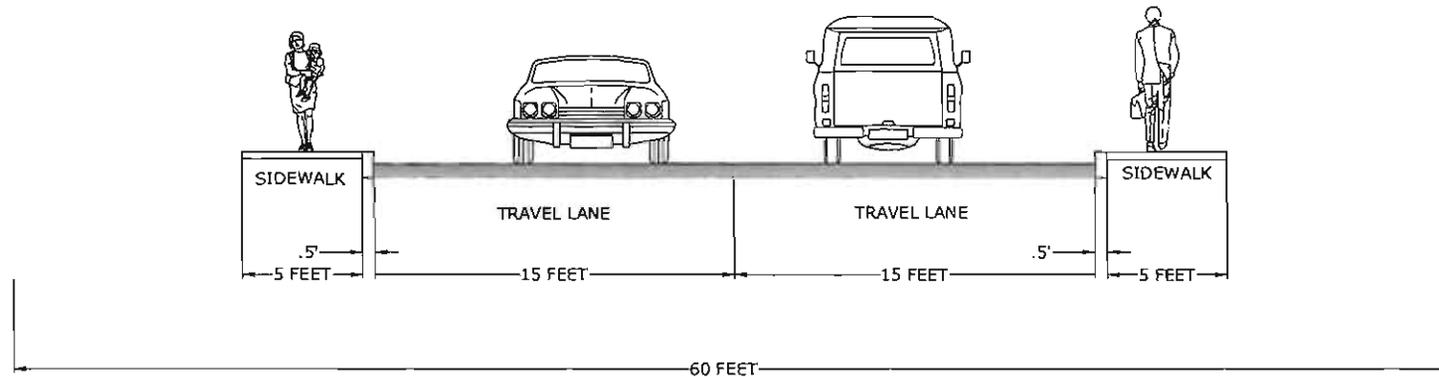
36 FT ROAD SECTION



SCENIC DRIVE CROSS SECTION

SCENIC DRIVE RIGHT-OF-WAY = 60 FEET

30 FT ROAD SECTION



CITY OF THE DALLES



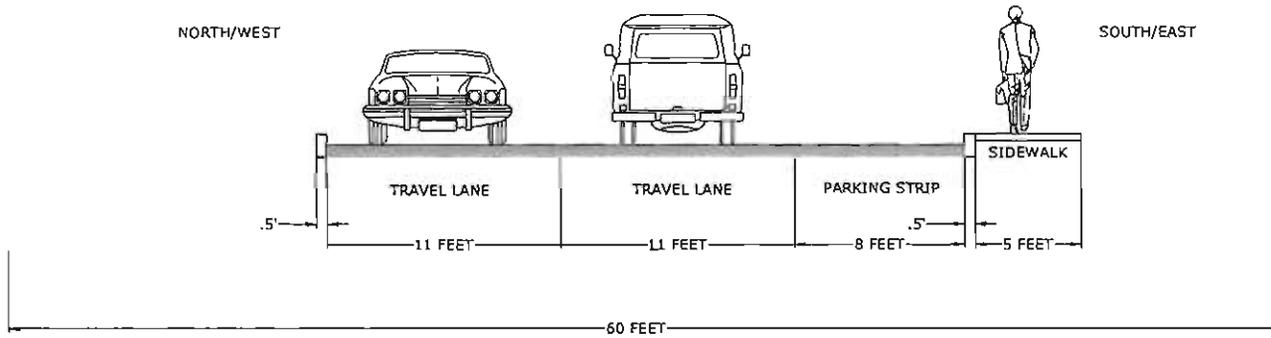
GRID STREET
CROSS SECTION

DATE:
10/17/2014

STREET:
SCENIC DRIVE

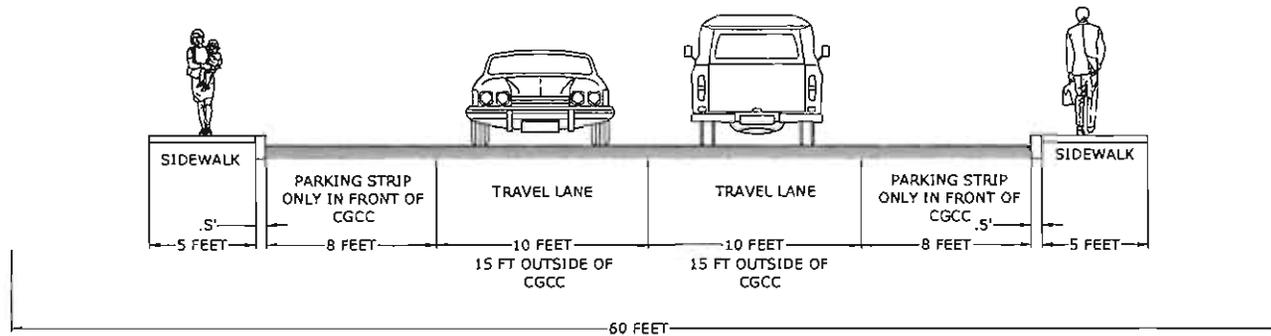
SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET
20TH STREET TO VIEW POINT



SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET
VIEW POINT TO JEFFERSON STREET



CITY OF THE DALLES



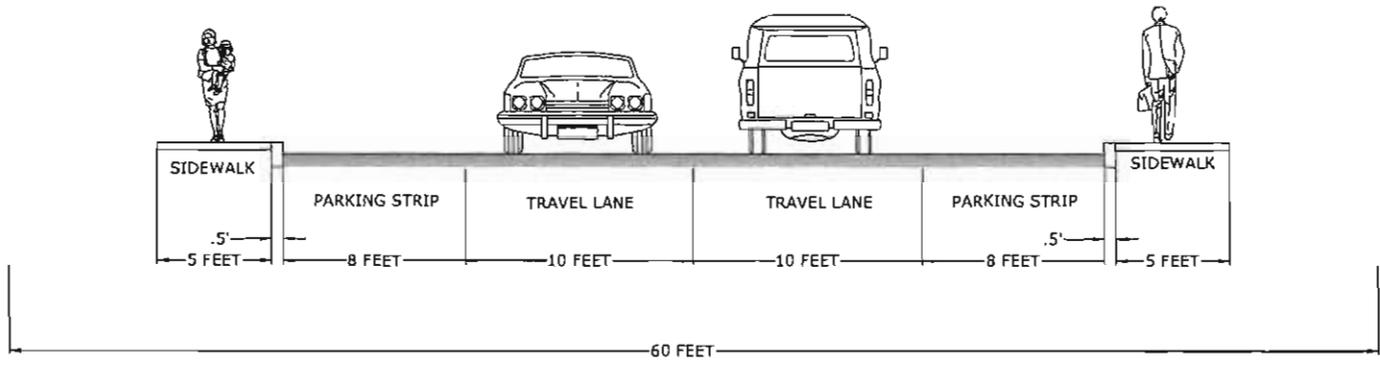
GRID STREET
CROSS SECTION

DATE: 10/17/2014

STREET:
SCENIC DRIVE - EAST

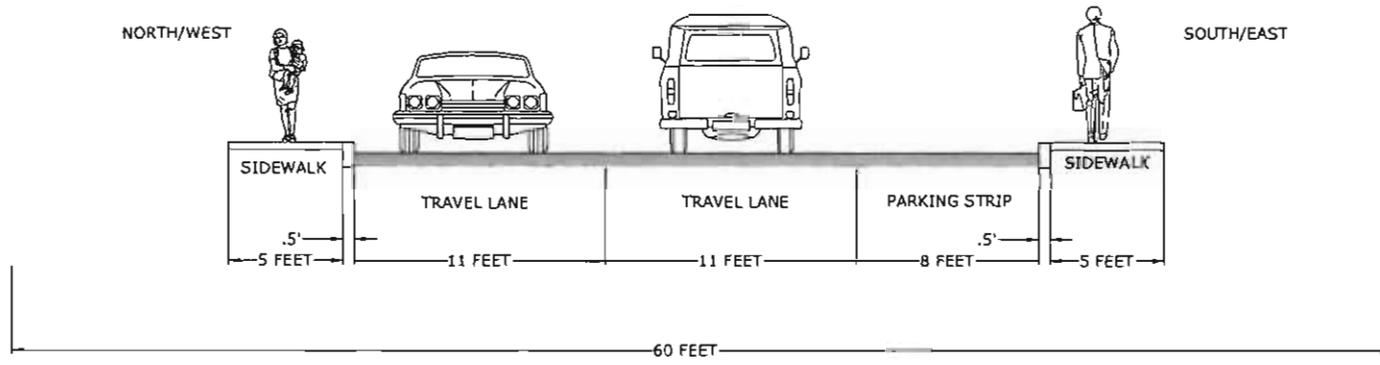
SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET
 17TH STREET TO LIBERTY WAY



SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET
 LIBERTY WAY TO 20TH STREET



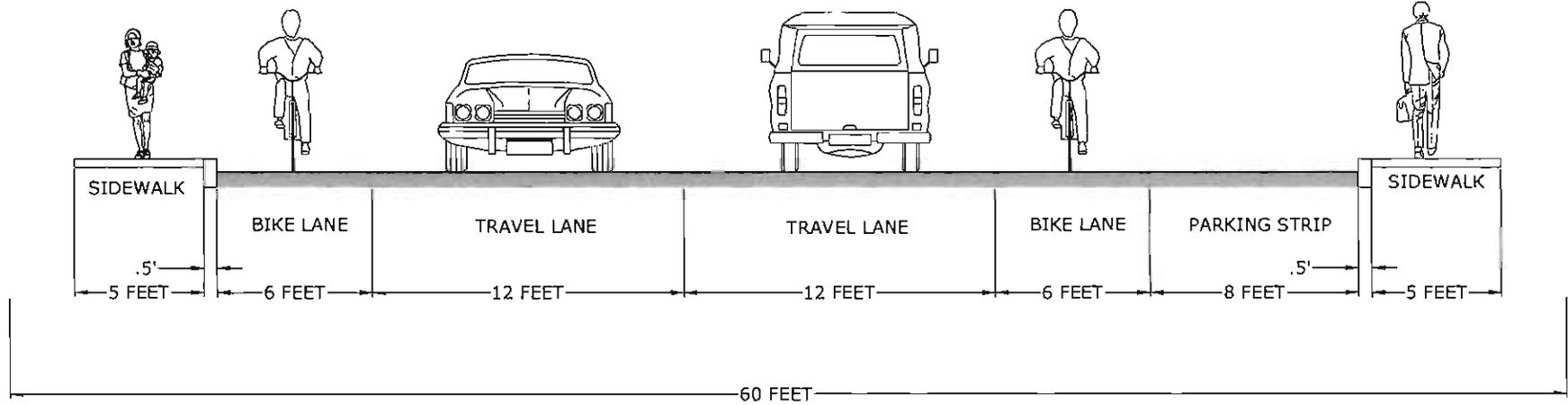
CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: SCENIC DRIVE - WEST	

SNIPES STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET

SOUTH

NORTH



CITY OF THE DALLES



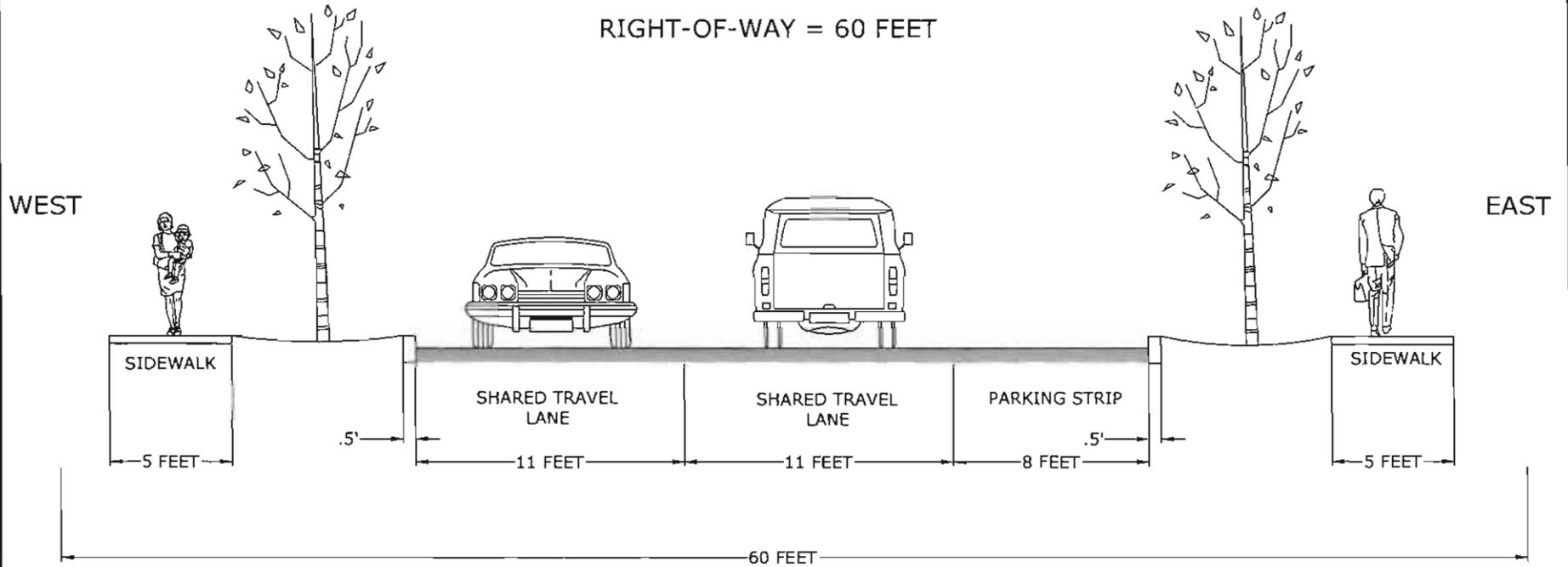
GRID STREET
CROSS SECTION

DATE:
10/17/2014

STREET:
SNIPES STREET

TREVITT STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES



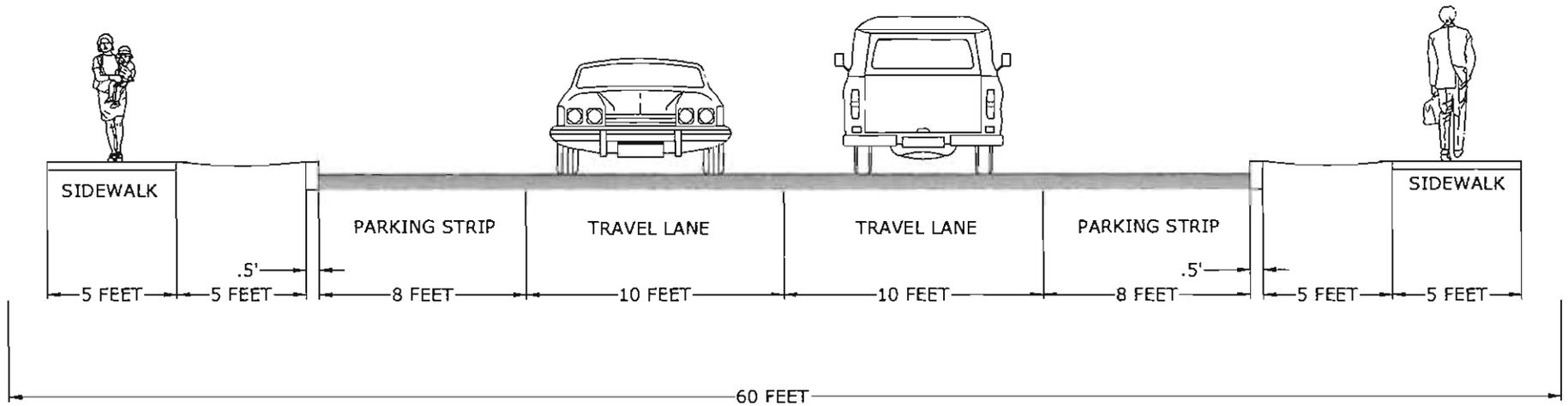
GRID STREET
CROSS SECTION

DATE:
10/17/2014

STREET:
TREVITT STREET

UNION STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES

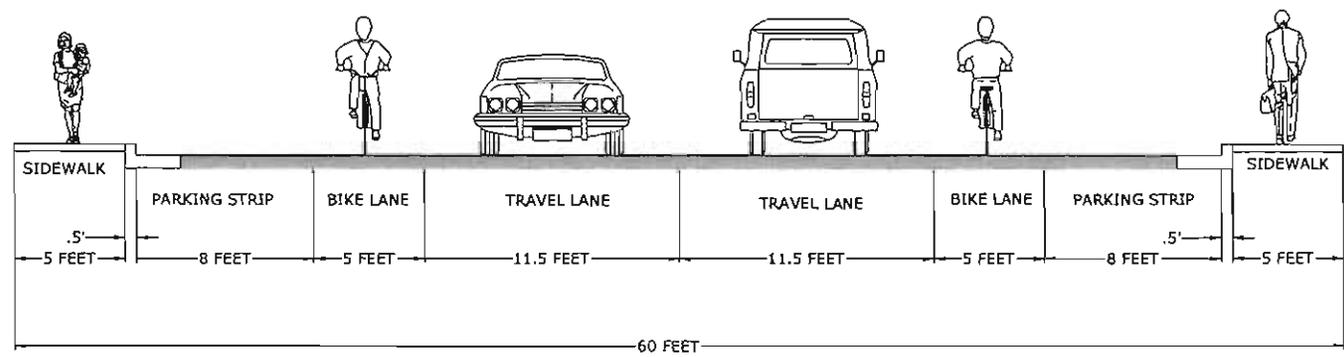


GRID STREET
CROSS SECTION

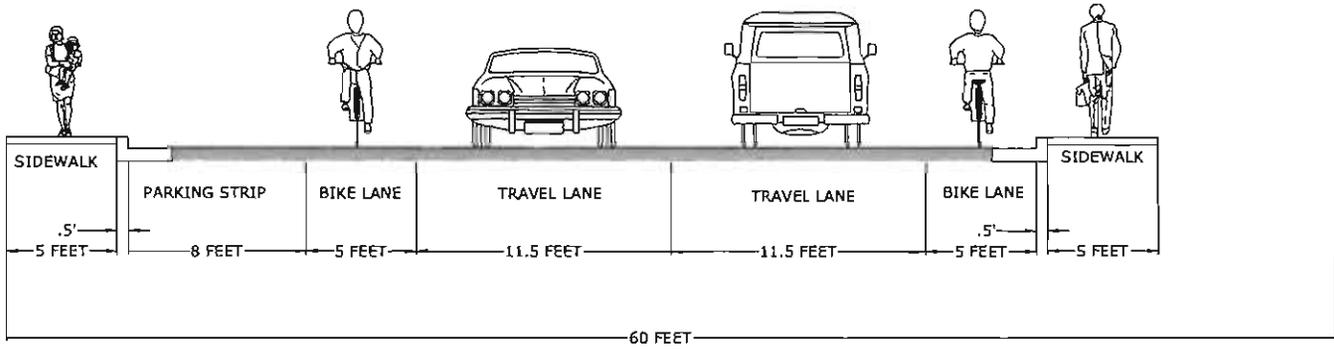
DATE:
10/17/2014

STREET:
EAST 7TH PLACE

WEST 10TH STREET CROSS SECTION
 WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET
 PROPOSED SECTION - PARKING BOTH SIDES



WEST 10TH STREET CROSS SECTION
 WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET
 PROPOSED SECTION - PARKING ONE SIDE



CITY OF THE DALLES	
	GRID STREET CROSS SECTION
	DATE: 10/17/2014
STREET: WEST 10TH STREET	

660-012-0045

Implementation of the Transportation System Plan

(1) Each local government shall amend its land use regulations to implement the TSP.

(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:

(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;

(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;

(C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and

(D) Changes in the frequency of transit, rail and airport services.

(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;

(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.

(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:

(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

(b) Standards to protect future operation of roads, transitways and major transit corridors;

(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;

(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;

(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;

(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:

(A) Land use applications that require public hearings;

(B) Subdivision and partition applications;

(C) Other applications which affect private access to roads; and

(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and

(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;

(E) Streets and accessways need not be required where one or more of the following conditions exist:

(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;

(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and

(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.

(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)–(g) below:

(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;

(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.

(A) Walkways shall be provided connecting building entrances and streets adjoining the site;

(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have

potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;

(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:

(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;

(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;

(iii) A transit passenger landing pad accessible to disabled persons;

(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and

(v) Lighting at the transit stop.

(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;

(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;

(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;

(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.

(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:

(a) Allow transit-oriented developments (TODs) on lands along transit routes;

(b) Implements a demand management program to meet the measurable standards set in the TSP in response to OAR 660-012-0035(4);

(c) Implements a parking plan which:

(A) Achieves a 10 percent reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;

(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);

(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and

(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.

(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:

(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;

(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;

(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;

(D) Exempt structured parking and on-street parking from parking maximums;

(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and

(F) Provide for designation of residential parking districts.

(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.

(6) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.

Stat. Auth.: ORS 197.040

Stats. Implemented: ORS 197.040

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDC 11-1995, f. & cert. ef. 12-22-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 3-2004, f. & cert. ef. 5-7-04; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06; LCDD 1-2014, f. & cert. ef. 8-15-14

FINANCE WORK GROUP
(A sub-group of the City of The Dalles
Planning Commission Work Session
Re: Residential Infill Policies)
City Hall Upstairs Conference Room
313 Court Street
The Dalles, OR 97058
Conducted in a handicap accessible room

Minutes
Thursday, December 19, 2013
6:00 PM

CALL TO ORDER

Chair Stiles called the meeting to order at 6:06 PM.

ROLL CALL

Committee Members Present: Jeff Stiles, Dennis Whitehouse, Alex Hattenhauer, Damon Hulit, R G Hager

Committee Members Absent: Mike Zingg

Staff Present: City Manager Nolan Young, City Attorney Gene Parker, Administrative Secretary Carole Trautman

CLARIFICATION OF SUB-GROUP'S PURPOSE

Chair Stiles stated the main purpose of the sub-group was to determine the City's and property owners' financial responsibilities in regards to residential infill and to discuss current and future funding options available for street standards that are in review by the Planning Commission's Street Standards sub-group.

KEY COMMENTS/QUESTIONS

- City Manager Young highlighted his December 13, 2013 memo regarding information that was requested by committee members (Attachment 1).
- It was the general consensus of the committee to remove all existing residential waivers of non-remonstrance and local improvement districts.
- City Attorney Parker said the County Assessor reported that the City's options were somewhat limited, and local budget laws would allow general funds to be used for street improvements. The City could adopt a property levy for a specific purpose, but there were strict tracking regulations in place to ensure the designated funds were used for their intended purpose. The only way to capture new revenue from newly developed properties to pay for public improvements would be to form a new urban renewal district which would include the newly developed properties. The City could decide to dedicate property taxes to street improvements, but it would require going through the budget process and determining funding priorities. The tax rate of \$0.0030155 multiplied times the assessed property value increase from development within the city limits could be used for street improvements, but Parker was unsure if the amounts collected would be sufficient to help with all street improvement costs.

- Whitehouse asked if it was the City's opinion that the homeowner should pay 100% for residential infill development. Young stated the current policy required homeowners to fund development 100 percent. Young said that the City was proposing to participate in cost reduction by contracting an engineer for one year to work strictly on residential infill street improvement that would lessen the current cost estimate of \$351 per linear foot. The City would also allow private contractors to do the work which would, most likely, be at a lower rate than the City's estimated work cost.
- Hattenhauer said he questioned if one year would be enough time for a contracted engineer to do the work, and how would that engineering remain effective through potential street development plan changes? Young recognized plans could change, but to have the base engineering work completed would be good. Young was uncertain how many projects could be done; it would be helpful to prioritize projects.
- In light of "loose end" projects that are unrelated to larger areas of development, Hattenhauer asked if the strategy would be to "sweep the town" or pick up pods of projects. Young said the hope would be to prioritize pods. The current policy of the City Council was to put in infill. The engineering costs would fall on the City, and if problems arose, the responsibility would fall upon the property owners. Young said the neighbors in a problem area might have to form a coalition to do a small project in an area. Costs would be expensive for property owners as R G Hager's Attachment 2 pointed out.
- Hager reviewed his handout (Attachment 2) and summarized by saying property owners could not afford the expenses. Hager also said infrastructures needed to take place in the core area rather than in outlying areas. Hager stated rural areas needed minimum street enhancement and storm water swales.
- Hager stated there was wanton neglect on the City's part to use tax funded money for street maintenance on the east side. Young referred back to three key questions on page 3 of his December 13, 2013 memorandum and asked if some of the City's priorities should shift to do chip seals in those undeveloped areas until there was development. Jerry Johnson, 3102 East 13th Street, The Dalles, Oregon, said it was the infrastructure that hindered development. He said the community should finance street maintenance, and the street department got very little revenue for maintenance. Whitehouse said there was no way to solve the three questions without more revenue. Hattenhauer suggested raising the street maintenance priorities within the City's budget to gain more funds.
- Hagar said he would like to pursue gaining federal funds for streets by recognizing this community's past contribution in the aluminum industry. He was currently working with Representative John Huffman on that issue.
- There was discussion on the current City policy for providing/installing new utility services for new development. Stiles asked if a new policy could be considered whereby the City would install and extend utility service lines beyond new development then get reimbursed by future development property owners. Young advised there was no such policy for that now, but the City Council could consider it.
- There was discussion on the Wasco County Transportation Committee (Attachment 3) to seek production of a new transportation district and appropriate funding to bring county and city road systems out of the potential dangers they face. Young stated the financial aspects would be that the City would receive \$750,000 which could help meet current maintenance needs. Policies would need to change to divert monies to the three areas mentioned in his memo regarding the maintenance of streets. A concern would be property tax compression, Young stated.

- Stiles asked if property tax rates could be changed. Parker said the rates were locked in. Young felt property taxes were not the solution.
- There was discussion on raising a utility rate by one or two dollars a month to generate revenue. Young advised that the current residential storm water rate was \$2 a month, with revenues to be used for extending storm lines into infill areas. Young said one option could be to potentially remove storm sewer in some areas as a standard, allow more swales, and increase the storm water charge to \$4 a month. Calculated out, in a year's time it would increase the storm revenue close to \$500,000.

COMMITTEE RECOMMENDATIONS

1. Remove all existing residential waivers of non-remonstrance and local improvement districts.
2. Research the feasibility of prioritizing street funding through the City's general fund.
3. Consider having the City invest in extended utility infrastructure to be paid back as infill occurs through amendment of the City's Reimbursement District Ordinance.
4. City contract an engineer for one year to work on residential infill infrastructure.
5. Increase the storm water monthly fee up to \$4, and consider storm water a community issue rather than a neighborhood issue.
6. City increase maintenance work on unimproved streets (other than subdivision development or existing dwellings required to come up to street standards).

ADJOURNMENT

The meeting was adjourned at 8:05 PM.