

AGENDA

REGULAR CITY COUNCIL MEETING

March 29, 2010

5:30 p.m.

CITY HALL COUNCIL CHAMBER
313 COURT STREET
THE DALLES, OREGON

1. CALL TO ORDER
2. ROLL CALL OF COUNCIL
3. PLEDGE OF ALLEGIANCE
4. APPROVAL OF AGENDA
5. PRESENTATIONS/PROCLAMATIONS
6. AUDIENCE PARTICIPATION

During this portion of the meeting, anyone may speak on any subject which does not later appear on the agenda. Five minutes per person will be allowed. If a response by the City is requested, the speaker will be referred to the City Manager for further action. The issue may appear on a future meeting agenda for City Council consideration.

7. CITY MANAGER REPORT
8. CITY ATTORNEY REPORT
9. CITY COUNCIL REPORTS
10. CONSENT AGENDA

Items of a routine and non-controversial nature are placed on the Consent Agenda to allow the City Council to spend its time and energy on the important items and issues. Any Councilor may request an item be "pulled" from the Consent Agenda and be considered separately. Items pulled from the Consent Agenda will be placed on the Agenda at the end of the "Action Items" section.

OFFICE OF THE CITY MANAGER

COUNCIL AGENDA

- A. Approval of March 15, 2010 Regular City Council Meeting Minutes
 - B. Resolution No. 10-006 Concurring With the Mayor's Appointment of John Nelson to the Planning Commission
11. PUBLIC HEARINGS
- A. Public Hearing to Receive Testimony Regarding Community Development Block Grant (CDBG) for Mid Columbia Housing Resource Center 2011-12 Cycle
[Agenda Staff Report #10-020]
12. DISCUSSION ITEMS
- A. Discussion Regarding Plan for Regulating Yard Sale Signs **[Agenda Staff Report #10-021]**
 - B. Discussion Regarding Street Fund Financing **[Agenda Staff Report #10-022]**
 - C. Discussion Regarding Adoption of Residential Street Standards **[Agenda Staff Report #10-023]**
13. ADJOURNMENT

This meeting conducted in a handicap accessible room.

Prepared by/
Julie Krueger, MMC
City Clerk



Handwritten signature of Julie Krueger in blue ink, written over a horizontal line.

**CITY of THE DALLES**

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481

AGENDA STAFF REPORT

CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
March 29, 2010	Consent Agenda 10, A- B	N/A

TO: Honorable Mayor and City Council

FROM: Julie Krueger, MMC, City Clerk

THRU: Nolan K. Young, City Manager

DATE: March 17, 2010

ISSUE: Approving items on the Consent Agenda and authorizing City staff to sign contract documents.

A. ITEM: Approval of March 15, 2010 Regular City Council Meeting Minutes.

BUDGET IMPLICATIONS: None.

SYNOPSIS: The minutes of the March 15, 2010 regular City Council meeting have been prepared and are submitted for review and approval.

RECOMMENDATION: That City Council review and approve the minutes of the March 15, 2010 regular City Council meeting.

B. ITEM: Resolution No. 10-006 Concurring With the Mayor's Appointment of John Nelson to the Planning Commission.

BUDGET IMPLICATIONS: None.

SYNOPSIS: The Mayor has selected John Nelson to fill an unexpired term on the Planning Commission, term to expire April 30, 2012.

RECOMMENDATION: That City Council adopt Resolution No. 10-006 concurring with the Mayor's appointment of John Nelson to the Planning Commission.

MINUTES

REGULAR COUNCIL MEETING
OF
MARCH 15, 2010
5:30 P.M.
CITY HALL COUNCIL CHAMBER
313 COURT STREET
THE DALLES, OREGON

PRESIDING: Mayor Nikki Lesich

COUNCIL PRESENT: Bill Dick, Jim Wilcox, Dan Spatz, Brian Ahier

COUNCIL ABSENT: Carolyn Wood

STAFF PRESENT: City Manager Nolan Young, City Attorney Gene Parker, City Clerk Julie Krueger, Public Works Director Dave Anderson, Finance Director Kate Mast, Community Development Director Dan Durow, Senior Planner Dick Gassman, Police Chief Jay Waterbury, Finance Director Kate Mast

CALL TO ORDER

Mayor Lesich called the meeting to order at 5:35 p.m.

ROLL CALL

Roll call was conducted by City Clerk Krueger; Councilor Wood and Dick absent.

PLEDGE OF ALLEGIANCE

Mayor Lesich invited the audience to join in the Pledge of Allegiance.

APPROVAL OF AGENDA

It was moved by Spatz and seconded by Ahier to approve the agenda as presented. The motion carried unanimously, Wood and Dick absent.

AUDIENCE PARTICIPATION

None.

CITY MANAGER REPORT

City Manager Young reported that staff was working on some grants for the Marine Terminal project, including a grant with EDA, a Connect Oregon III Grant, and that an opportunity had arisen last week to apply for a grant to help pay for the Lewis and Clark art work proposed for the festival area. Young said the Airport was also working on a Connect Oregon III grant for runway improvements which would be used in conjunction with a \$2 million FAA grant.

Young reminded the City Council that Budget Committee meetings were scheduled for the first week of May.

CITY ATTORNEY REPORT

City Attorney Parker said he was in the process of filling the vacant Codes Enforcement Officer position, and expected to conduct interviews in the next week. Parker reported he had been working on several personnel issues recently.

Councilor Dick in attendance at 5:42 p.m.

CITY COUNCIL REPORTS

Councilor Wilcox said Airport staff was confident they would receive funding for the airport runway improvement project through the Connect Oregon III grant process.

Councilor Spatz said the Community Outreach Team had traveled to Washington, D.C. last week and had successful meetings. He commended City staff for their work to apply for the art grant, saying they had accomplished the work in only three days.

Adoption of the City Council Goals for 2010-11 Fiscal Year

It was moved by Ahier and seconded by Wilcox to adopt the 2010-11 Goals as presented. The motion carried unanimously, Wood absent.

Discussion Regarding 2010-11 Fiscal Year Council Fund Contractual Services

The City Council reviewed the current programs included in the Council Department budget. Councilor Wilcox asked why the Juvenile Work Program continued to be more expensive. City Manager Young said the figure was based on a portion of an employee salary to supervise the crew. Wilcox asked why the cost for the Riverfront Trail and street tree maintenance had increased in the past year. Young said those two programs had not been properly funded in the past for the amount of work being done.

Councilor Spatz asked if the Mural Society had requested funding for the upcoming year. City Manager Young said the donation in 2007-08 had been a one time request for repairs.

Mayor Lesich asked if the City had received quarterly reports from Six Rivers Mediation Service regarding a comparison between the number of cases and the amount paid by the City. City Manager Young said the amount budgeted for that service was not to pay for a specific number of cases, but to fund appropriate staff levels to handle the cases.

There was a discussion regarding the value of continuing to pay \$25,000 to Wasco County to pay for Discovery Center debt. It was noted the County was working on a solution to pay that debt, but they had requested the City's assistance for an additional year.

It was the consensus of the City Council to direct staff to bring the budget forward as presented for further consideration in Budget Committee meetings.

CONSENT AGENDA

It was moved by Wilcox and seconded by Spatz to approve the Consent Agenda as amended. The motion carried unanimously, Wood absent.

Items approved by Consent Agenda were: 1) approval of February 22, 2010 regular City Council meeting minutes, as amended; 2) Resolution No. 10-004 concurring with the Mayor's re-appointments to the Urban Renewal Advisory Committee; and 3) approval to declare Public Works Department vehicles and equipment as surplus property.

MINUTES (Continued)
Regular Council Meeting
March 15, 2010
Page 4

ACTION ITEMS

General Ordinance No. 10-1303 Amending Certain Provisions of the Land Use Development Ordinance (LUDO)

City Attorney Parker reviewed the staff report and said the ordinance had been posted according to Charter requirements, allowing the Council to adopt the ordinance by title if they desired. Parker said Councilor Wilcox had requested amendments number 29 and 31 be removed from the ordinance for additional discussion in the future.

Councilor Wilcox said the two amendments referred to new language banning wind energy in several districts, including the downtown business district, historic districts, and residential areas. He said no discussion had occurred regarding this issue and that in the future, wind technology could be modernized and work well in certain areas of the City. Wilcox asked that the items be excluded from adoption at this time.

It was moved by Wilcox and seconded by Spatz to amend General Ordinance No. 10-1303 by removing amendments #29 and 31 and re-numbering the remaining amendments accordingly. The motion carried unanimously, Wood absent.

City Clerk Krueger read General Ordinance No. 10-1303 by title.

It was moved by Ahier and seconded by Wilcox to adopt General Ordinance No. 10-1303 amending certain provisions of the Land Use Development Ordinance (LUDO) by title, as amended. The motion carried unanimously, Wood absent.

Approval of Ground Lease With Juniper Investment for Property at the Airport

City Attorney Parker reviewed the staff report.

It was moved by Spatz and seconded by Wilcox to authorize the City Manager, City Attorney and City Clerk to execute the Ground Lease between the City of The Dalles, Klickitat County and Juniper Investments, Inc. The motion carried unanimously, Wood absent.

Resolution No. 10-005 Authorizing the City Manager to Sign a Joint Application Agreement for an EDA Grant for the Union Street Marine Terminal Rehabilitation Project

City Manager Young reviewed the staff report.

It was moved by Spatz and seconded by Wilcox to adopt Resolution No. 10-005 authorizing the City Manager to sign a joint application agreement for an EDA grant for the Union Street Marine Terminal Rehabilitation Project. The motion carried unanimously, Wood absent.

DISCUSSION ITEMS

Discussion Regarding Proposed Language for Chenoweth Interchange Area Management Plan

Senior Planner Gassman reviewed the staff report, noting the only remaining language issue was regarding private access. Gassman included proposed language to address the Council's concerns in the staff report.

City Attorney Parker reviewed a memorandum (attached as Exhibit "A") he prepared in response to a letter from Karen Feil, representing Hattenhauer Distributing and Doug Hattenhauer.

Recess

Mayor Lesich recessed the meeting at 6:22 p.m. to allow the City Council an opportunity to read the memo.

Reconvene

The meeting reconvened at 6:28 p.m.

City Attorney Parker summarized the staff responses to the letter. He noted that the City, County and Oregon Department of Transportation (ODOT) were clearly identified as the applicable agencies responsible for reviewing proposed updates to the Interchange Area Management Plan (IAMP). Parker suggested adding language to state other IAMP projects would be subject to re-evaluation during the future development of the Webber Street IAMP. He noted the new language approved by the Oregon Traffic Commission (OTC) included the option of a round about or signal. Parker said the current language regarding to modification of access in the event of a capital improvement or project, was consistent with state administrative rules.

Senior Planner Gassman noted the Oregon Traffic Commission had already adopted the Chenoweth IAMP, but they knew it may come back for amendments if there were any significant changes from the City.

Councilor Wilcox said staff had done an excellent job of responding to the letter from Ms. Feil, saying her questions had been responded to.

Councilor Spatz agreed, saying the City Council's intent had been clarified well.

Councilor Ahier asked why the word "increase" needed to be included in staff's suggested language to replace the bullet points on page 152. City Manager Young said staff was trying to present a neutral position.

Councilor Dick said he had never received information confirming that the Attorney General's Office would not allow language calling out a specific property. He said he was uneasy with the power of ODOT. Dick said language to guarantee access was good, but he wanted the State to acknowledge the Council's concerns and he did not believe there was any harm in adding specific language to protect access #13.

City Attorney Parker said language on page 152 guaranteed access permit protection to all existing private accesses.

The Council was in agreement with the language proposed in the City Attorney's memo addressing amendments A through C.

Councilor Spatz said he was satisfied with the language addressing amendment D. Councilor Wilcox agreed, saying it was more fairly stated to guarantee protection to all access points, and seemed wrong to specifically protect only one access point.

City Manager Young said he had concerns spelling out the rights to one specific access, saying it could set a precedent and was not needed in the IAMP unless there was a specific reason for it.

Doug Hattenhauer, 3205 Doane Road, The Dalles, said there was no difference between public and private accesses. He said it did not appear that the State was concerned with the City's language proposals since they had adopted the Plan without the City's approval. Hattenhauer expressed concern that if West Sixth Street was widened, he could lose access to his property.

Staff was directed to bring the final language for Council consideration at a future meeting.

MINUTES (Continued)
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ADJOURNMENT

Being no further business, the meeting adjourned at 7:08 p.m.

Submitted by/
Julie Krueger, MMC
City Clerk

SIGNED:

Nikki L. Lesich, Mayor

ATTEST:

Julie Krueger, MMC, City Clerk



CITY OF THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1122
FAX (541) 296-6906

MEMORANDUM

TO: Honorable Mayor and City Council
Nolan Young, City Manager

FROM: Gene E. Parker, City Attorney GP

DATE: March 15, 2010

RE: Review of Karen Feil's letter of March 9, 2010, on behalf of Hattenhauer Distributing Co. and Doug Hattenhauer

City staff has had an opportunity to review the letter dated March 9, 2010, by Karen Feil on behalf of her clients, Hattenhauer Distributing Co. and Doug Hattenhauer. Staff offers the following information in response to the issues and concerns outlined in Ms. Feil's letter.

Response to Item A -- Concerning Staff Report No. 10-012

The conflict stems from language in Part D of Councilor Dick's Motion to Amend and add to the Plan a Deviation Access protection to access #13 (Hattenhauer's northern driveway). The conflict, as identified by ODOT staff, is that ORS 374.305 provides that persons who seek a private access to a state highway must apply for a permit. ORS 374.310 provides the Oregon Department of Transportation can adopt reasonable rules and regulations for the permit issuance process.

ODOT has adopted an administrative rule (OAR 734-051-0135) which provides for the granting of a deviation from Access Management Spacing Standards. OAR 734-051-0135(3) provides that the Region Access Management Engineer for the State has the authority to approve a deviation if certain specific criteria is found to exist. The conflict stems from including language in the IAMP that would give the City Council the apparent authority to grant a deviation access, when that authority is vested in ODOT by state statute and state administrative rule.

Response to Amendment A

As a preliminary matter, City staff was advised on March 11, 2010, that the Oregon Transportation Commission had approved the Chenoweth IAMP. Staff has obtained a copy of the version approved by the OTC, which was last revised in February 2009, and has observed that it

City Council Meeting Minutes
March 15, 2010

Exhibit "A"
Page 1 of 13

contains some different provisions than some of the provisions cited in Ms. Feil's letter. Staff's memorandum will include copies of the applicable provisions from the version of the IAMP which was approved by the OTC.

On page 173 of the IAMP, the City of The Dalles, Wasco County, and ODOT are clearly identified as the applicable agencies responsible for reviewing proposed updates to the IAMP, which could include projects E-2 and W-1. The language reflects the intent that the initial review of the IAMP "triggers" shall occur at the staff level through a meeting which is initiated by the City of The Dalles or ODOT. The IAMP provides that, "If the findings and conclusions from the IAMP review meeting demonstrate the need for an update to the plan, participants will initiate an IAMP update process." As part of that process, any proposed update to the plan, which could include the proposed implementation of projects E-2 or W-1, would need to be reviewed by the Planning Commission and City Council.

To clarify the process, staff would recommend that the following sentence be inserted at the top of page 174, to replace the sentence which begins with the words "Once completed":

"Once the review process at the staff level as described above has been completed, any proposed IAMP updates will be required to go through a legislative process, requiring public hearings before the Planning Commission and City Council, and adoption of the update by the City Council as an amendment to the City of The Dalles Transportation System Plan, which update would need to be adopted by the Wasco County Board of Commissioners (if affected) and the Oregon Transportation Commission as an update to the Oregon Highway Plan."

Response to Amendment B

To address the issue of including language concerning reconsideration of the I-84 Chenoweth IAMP Projects, staff would recommend the seventh bullet item under Phase 2 of the Phasing Plan on page 140 be revised to include the following sentence:

"Other I-84 Chenoweth IAMP projects may be subject to reevaluation during the future development of the Webber Street IAMP."

Response to Amendment C

Copies of Figures 7-6, 7-7, 7-8, and 7-11 in the IAMP approved by the OTC show Project W-2 as a roundabout or a signal. Staff would recommend that language be added in the third box on Table 9-1 on page 178, and to the fourth box on Table 9-1 on page 180 to include the option for a signal for the roundabout at River Road and West 6th Street.

Response to Amendment D

OAR 734-051-0135(1) provides that ODOT will consider a deviation from the access management standards when an approach does not meet spacing standards and the approach is consistent with safety factors listed in OAR 734-051-0080(9). ORS 734-051-0080(9)(b) lists traffic character as one of the safety factors considered by ODOT. ODOT has adopted an administrative rule concerning project delivery which applies to highway and interchange operations projects, or other highway and interchange projects. OAR 734-051-0285(1) includes the following language:

“The Department encourages the development of Access Management Strategies and Access Management Plans during project delivery to maintain and improve highway performance and safety by improving system efficiency and management before adding capacity.”

The justification as set forth by Councilor Dick, cited in Ms. Feil's letter, does not fit within any of the listed criteria for approval of a deviation under OAR 734-051-0135. Staff believes the language included in the version approved by the OTC, referring to potential modification of the accesses in the event of a capital improvement on the project site, or development/redevelopment of the project site, is consistent with the state administrative rules concerning the granting of a deviation from the state's access standards.

One potential option the Council may want to consider is to replace the entire paragraph at the top of page 152, and the list of bullet items, with the following sentences:

“The private access points on the section of West 6th Street administered by ODOT are controlled by the provisions of ORS 374 and OAR 734-051. Nothing in the I-84 Chenoweth IAMP can increase or decrease the access rights of the property owners.”

be administered through the City's existing System Development Charge (SDC) program but will have its own methodology for assessing fees (*See Appendix "I"*). Because the STSDC involves a new fee, state law and City regulation requires that it be adopted through a formal amendment process that includes a public review and comment period and approval of the new methodology by ordinance [ORD 3-8.4(B)]. Pursuant to the existing City ordinance, the procedure to enact an STSDC improvement fee includes adopting a plan that contains the list of projects needed to serve growth in the fee area (in this case, adoption of the IAMP) and providing written notice at least 30 days prior to adoption of the proposed fee to those who have requested notice [ORD 3-8.8].

MONITORING ELEMENTS

The purpose of the IAMP is to ensure that capacity at the interchange is preserved for its intended function. The IAMP needs to remain dynamic and responsive to development and changes to the adopted land use and transportation plans. To accomplish this goal, monitoring should be agreed upon by the City of The Dalles, Wasco County, and ODOT in an Intergovernmental Agreement (IGA) identifying triggers for reviewing the IAMP and how development within the Overlay District will be reviewed and coordinated with all parties.

Intergovernmental Agreement (IGA)

To ensure that the Chenoweth IAMP continues to preserve operational integrity and safety of the I-84 Chenoweth Interchange, the City of The Dalles, Wasco County, and ODOT will develop an Intergovernmental Agreement (IGA) stipulating each agency's funding obligations to the transportation improvements in the Plan and to the following monitoring and update program:

- The agencies will review the IAMP pursuant to the "triggers" described below to ensure that the original assumptions and recommendations regarding the interchange, local circulation system, funding obligations, access management, land use management, and coordination efforts are still appropriate and effective given the current and projected future conditions inside the interchange management area. This review should be conducted through a meeting initiated by the City of The Dalles or ODOT and should include all affected agencies.
- In addition to the established triggers for IAMP review, the agencies can request a review of the IAMP at any time if, in their determination, specific land use or transportation changes warrant a review of the underlying assumptions and/or recommendations within the IAMP.
- If the participants in the IAMP review meeting agree that, once the impacts of the "trigger" that necessitated the review are examined, an IAMP amendment is not warranted, a recommendation of "no action" may be documented and submitted in the form of a letter to the City of The Dalles City Council, Wasco County Court, and the Oregon Transportation Commission.
- If the findings and conclusions from the IAMP review meeting demonstrate the need for an update to the plan, review participants will initiate an IAMP update process. Initial steps in

updating the IAMP will include scoping the planning process, identifying funding, and outlining a schedule for plan completion. Once completed, IAMP updates will be required to be legislatively adopted, requiring a City Council public hearing, as an amendment to the City of The Dalles Transportation System Plan and will be adopted by Wasco County Court (if affected) and the Oregon Transportation Commission as an update to the Oregon Highway Plan.

IAMP Review Triggers

Periodically, the IAMP implementation program will need to be evaluated to ensure it is accomplishing this goal. Events that will trigger an IAMP review include:

- Every fifth year from the date of IAMP adoption or latest update.
- Every cumulative addition of 250,000 sq. ft. of floor area within the IMSA.
- Cumulative trips from approved development within the IMSA exceed the combined trip budget for the subject parcels by more than 200 trips.
- Plan map and zone changes that have a "significant affect" per the Transportation Planning Rule⁴ and impact the I-84 Chenoweth Interchange.⁵
- Mobility measures at the River Road/I-84 Ramp Terminal intersections or River Road/West 6th Street/US 30 intersection exceed the forecasted mobility measures presented in Section 7.

It is recommended that the IAMP monitoring program be linked to a review of the system development charge methodology and fees associated with the Overlay District. Examining the STSDC program as part of an IAMP update will ensure that sufficient revenue is being generated to finance necessary improvements. During an IAMP review, trips may be reallocated, provided that the overall area total for the Overlay District is not exceeded.

Development Review within the Overlay District

The following outlines the transportation requirements for development and zone change applications within the Chenoweth Interchange Overlay District and describes how The City of The

⁴ Plan map or zone changes that result in equal to or less trips than included in the Trip Allocation Budget (see Appendix "C") would not have a "significant affect".

⁵ A City amendment of the UGB in the vicinity of the interchange would also require an IAMP update, as land would be re-designated to allow urban uses. The Dalles Growth Management Report (2007) documents the City's intent to amend the Urban Growth Boundary and designate URA areas to the north/northwest of the city, including lands in the vicinity of the interchange. While the City has not adopted the report in its entirety through a legislative process, supportive source reports and analyses, such as the population forecast, have been adopted. Due to uncertainty as to when, or if, the UGB may be expanded within the National Scenic Area, the IAMP assumes that areas outside of the current UGB will not generate new trips within the 20-year planning horizon. The IAMP should be amended to reflect a revised future growth scenario when the UGB is updated.



Phasing Plan

Four roadway improvement phases (near-term, mid-term, long-term, and vision beyond planning horizon) were developed in order to estimate the amount of new development that could occur within the IMSA before implementation of various components of the local access and circulation plan are required. These phases were developed as planning milestones, since improvements will likely be needed incrementally as development occurs. The phases are intended to show the increments of development that can occur before major improvements (e.g., new east-west crossing, Chenoweth Interchange Bridge widening, intersection control treatments, etc.) are needed.

The major components of each improvement phase are summarized below. Figure 7-5 through Figure 7-8 illustrates the lane configurations at the study intersections under each of the following improvement phases:

Phase 1 – Near-term Improvements (Figure 7-5)

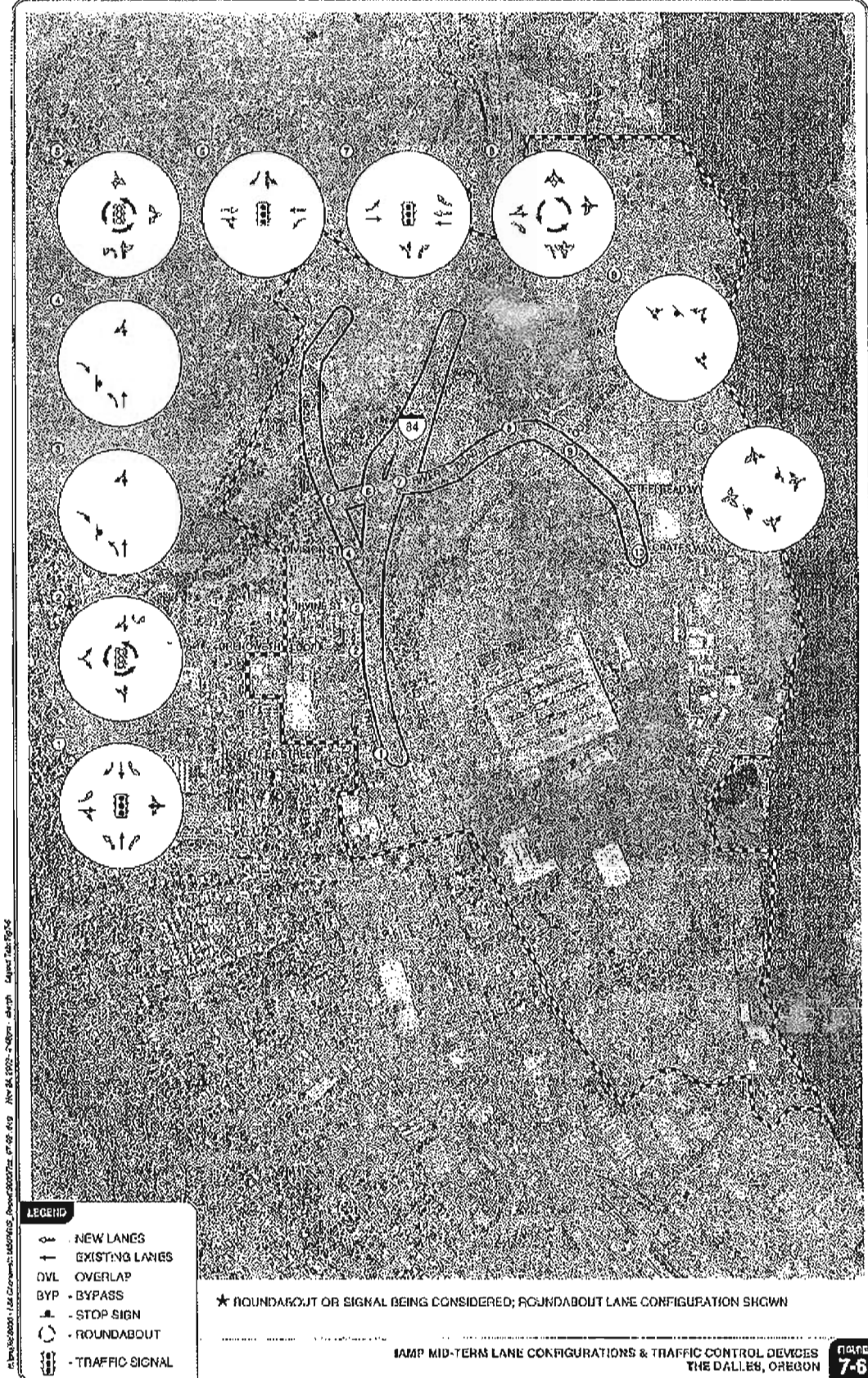
- Traffic signal installed at West 6th Street/Hostetler Street intersection (Project #W4)
- Restriping of River Road overpass of I-84 to provide 4-lane cross-section (Project #I1)

Phase 2 – Mid-term Improvements and Actions (Figure 7-6)

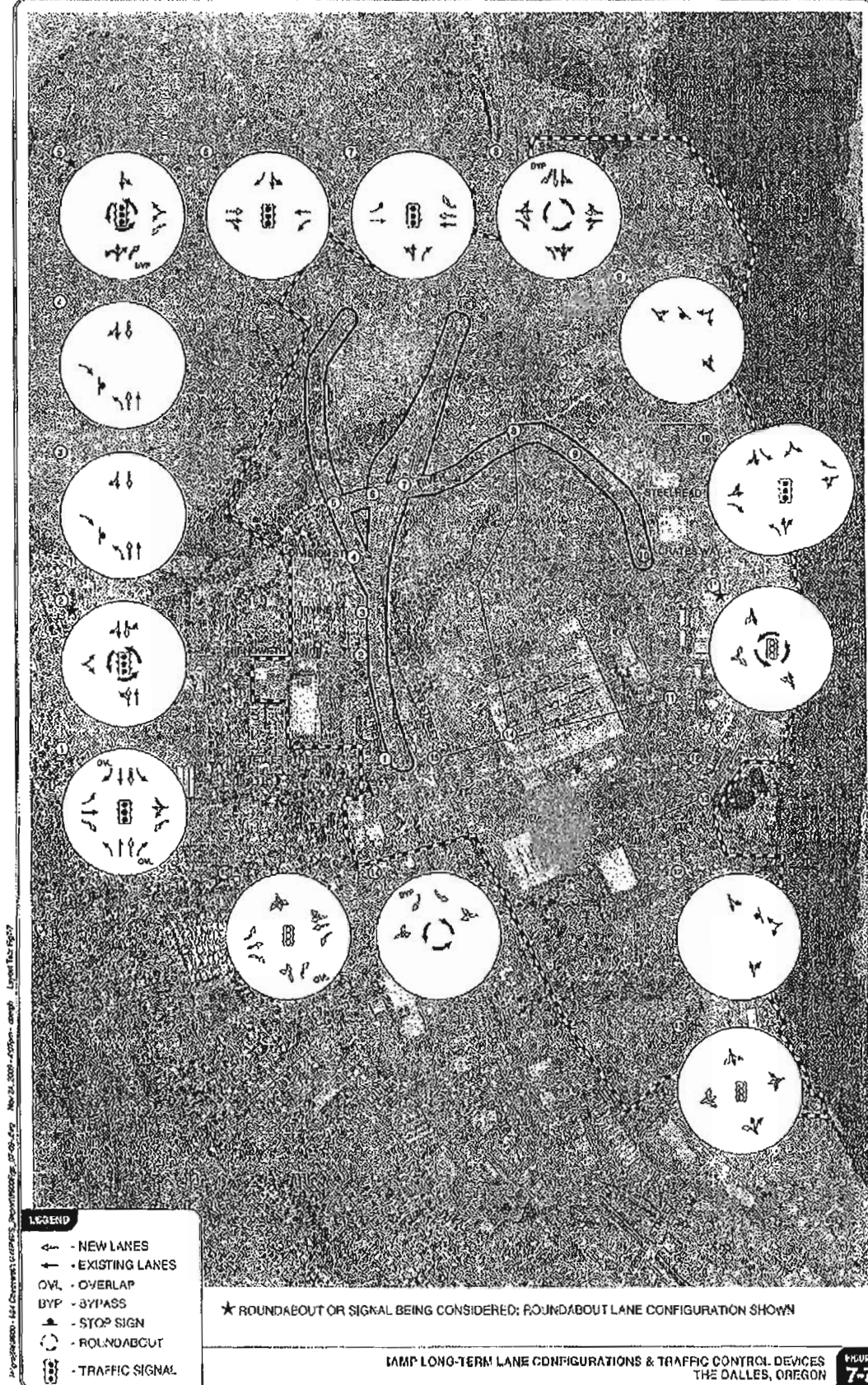
- Roundabout constructed at River Road/River Trail Way (Project #E10)
- Traffic signal installed at River Road/I-84 Westbound Ramp Terminal, westbound and off-ramp approach widening (Project #I2)
- Traffic signal installed at River Road/I-84 Eastbound Ramp Terminal and eastbound approach widening (Project #I3)
- Roundabout or signal constructed at River Road/West 6th Street (US 30) (Project #W2)
- Roundabout or signal installed at West 6th Street/Chenoweth Loop (Project #W3)
- At the first triggered IAMP review, reevaluate improvement projects shown in Table 7-2 (W-1: 6th Street Median and E-2: Grade-Separated Crossing of the UP Railroad at Hostetler) based on updated forecasts.
- During the future development of the Webber Street IAMP, reevaluate the need for 6th Street widening (Project W-5).

Phase 3 – Long-term Improvements (Figure 7-7)

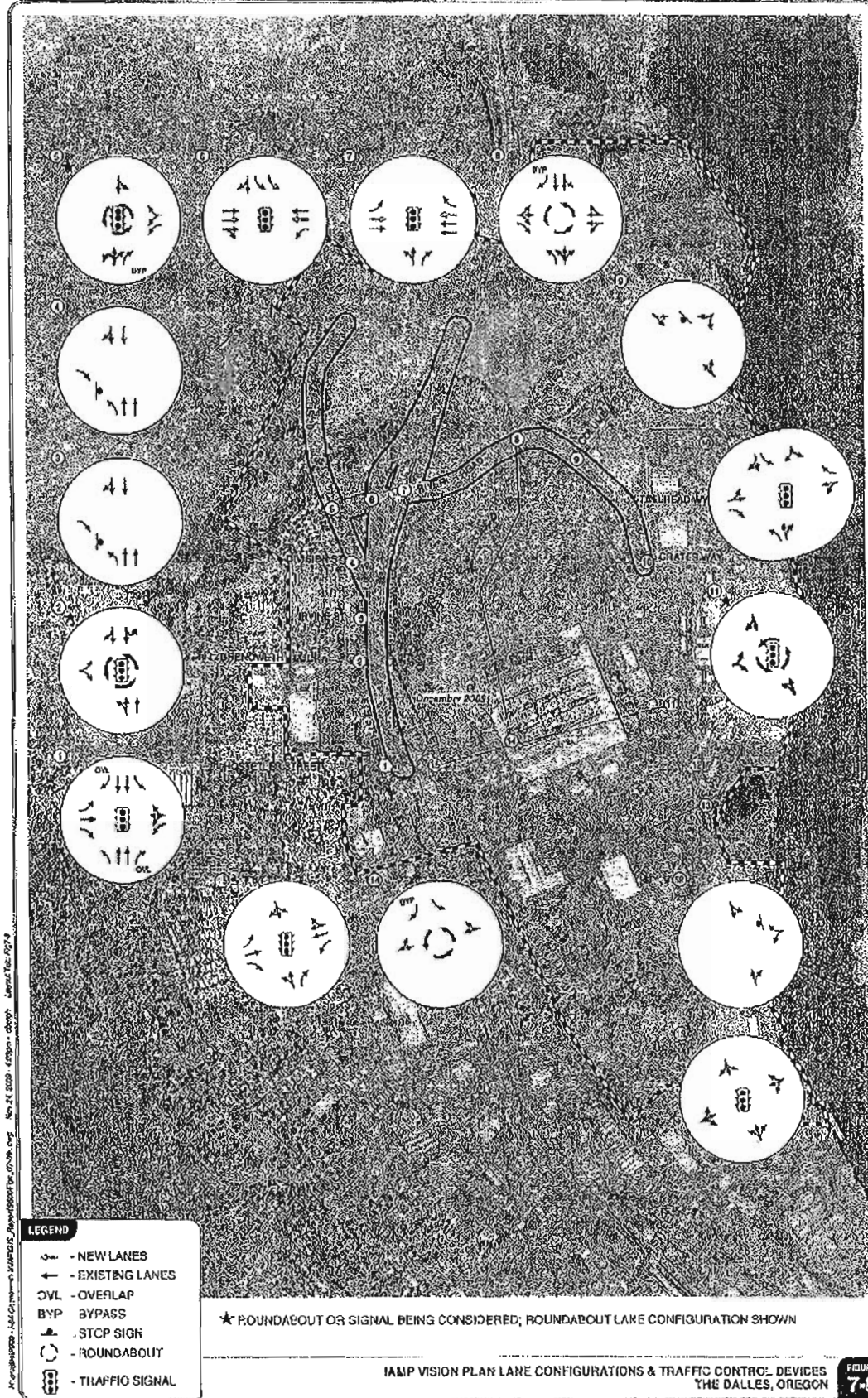
- Construct new east-west connection at Hostetler Street, either as an at-grade crossing (pending approval by ODOT Rail and UPRR) or a railroad undercrossing of Hostetler Street (Projects #E2, E2B, E3)
- Construct new collector roadway that extends River Trail Way from River Road to the Hostetler Street Extension (Project #E1)
- Provide dual westbound left-turns at River Road/West 6th Street (US 30) roundabout or signal (Project #W2)



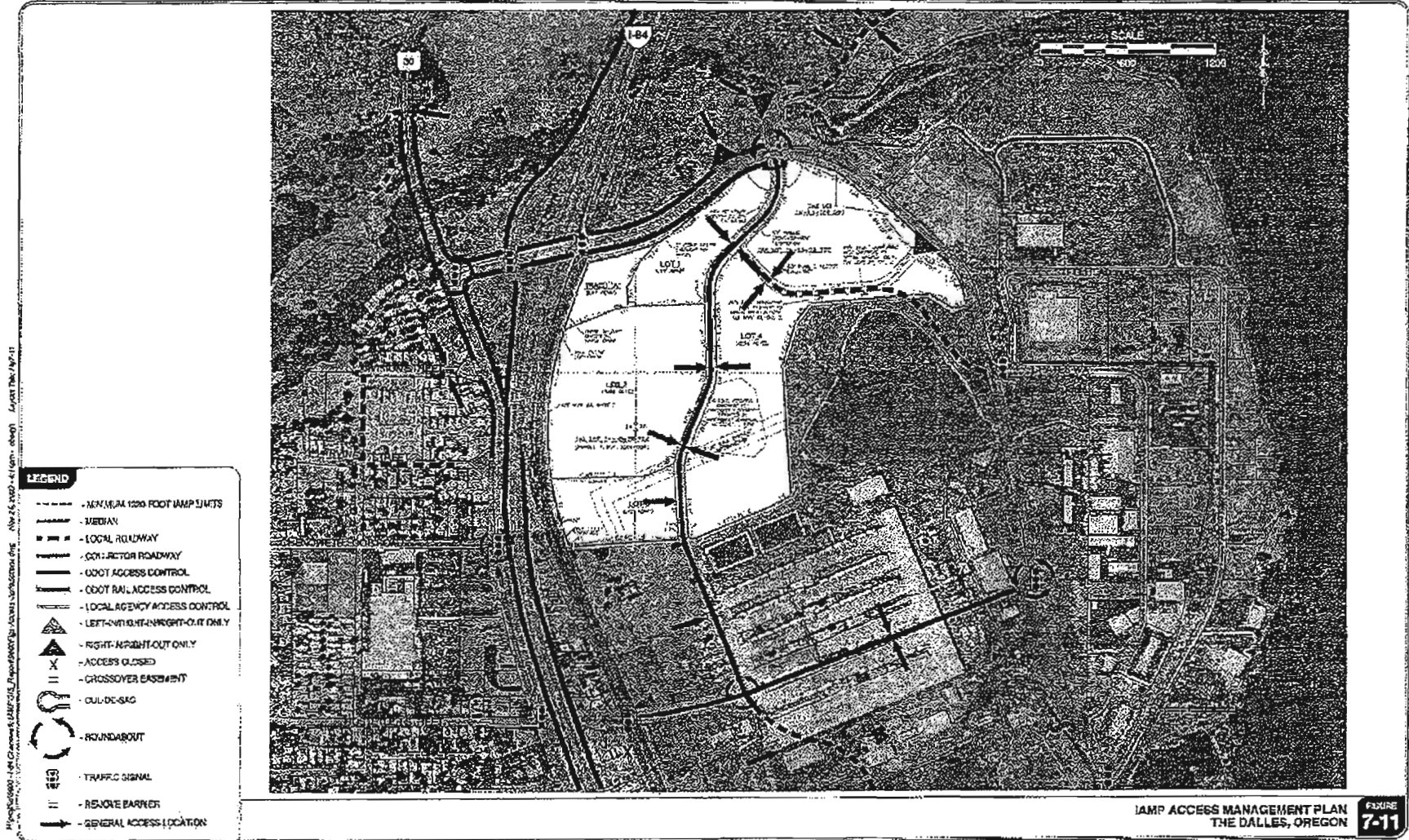
KITTTELSON & ASSOCIATES, INC. 10000 NE 10TH AVE, SUITE 100, VANCOUVER, BC V6P 1C1, CANADA TEL: 604.271.1111 FAX: 604.271.1112



PROJECT NO. 184 SHERWOOD INTERCHANGE AREA MANAGEMENT PLAN, NOV 24, 2009, 184-001-001-001, LAYOUT TAB 7-7



KITTILSON & ASSOCIATES, INC. 1000 N. 10TH AVE. SUITE 1000, DENVER, CO 80202-1000 TEL: 303.733.1000 FAX: 303.733.1001



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

OAR and OHP Compliance

The following section discusses the Oregon Administrative Rule (OAR) and 1999 Oregon Highway Plan (OHP) policy based compliance issues that pertain to the development of the I-84 Chenoweth IAMP.

OAR COMPLIANCE

The I-84 Chenoweth IAMP was developed in collaboration with the City of The Dalles, Wasco County, and ODOT and was developed in accordance with the guidelines set forth in the State of Oregon's Oregon Administrative Rules for Interchange Access Management Planning and Interchange Area Management Planning. Table 9-1 identifies the required planning elements from OAR 734-051 and documents how the I-84 Chenoweth IAMP satisfies the requirements.

TABLE 9-1 OAR 734-051 ISSUES ADDRESSED

OAR 734-0051-0155 Requirement	How Addressed	Report Reference
Should be developed no later than the time the interchange is being developed or redeveloped -0155(7)(a)	This plan was developed in order to determine the future impacts of recent land use decisions on the function of the interchange. The plan was completed before any of the identified improvements to the interchange are necessary.	Section 1
Should identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt strategies and development standards to capture those opportunities -0155(7)(b)	The access and land use management elements identified in this plan, as well as incorporated into the proposed land development ordinance amendments and a proposed ordinance for a new Supplemental Transportation System Development Charge, will result in operational and capacity improvements.	Section 1 Section 6 Section 7 Section 8
Should include short, medium, and long-term actions to improve operations and safety in the interchange area -0155(7)(c)	The IAMP includes a phasing plan for the transportation system improvements, which includes a threshold analysis for determining how much development can be accommodated by each phase of improvements. Phase 1 (Intersection Improvements) includes short-term actions necessary to accommodate 10% of full build-out of the area. Phase 2 mid-term improvements include signalizing the interchange ramp terminals and a series of roundabouts on the local street system, will accommodate 55% of full build-out of the area. The Hostetler Street Connection is the major component of Phase 3, long-term improvements, which will allow for 75% build-out. The final phase is the long-term "Vision Improvements." This Phase 4 will likely occur beyond the 20-year time horizon and involves bridge widening to accommodate a 6-lane cross-section. The proposed Access Management Plan can be developed concurrently with improvements at all locations with the exception of along West 6th Street where it cannot be fully implemented until both proposed roundabouts on West 6th Street are operational (Phase 3).	Section 7 Section 8



THE PLAN WILL DETERMINE		
OAR 734-051-0155 Requirement	Determination	Report Reference
Driveway and roadway spacing and connections	The operational analysis considered all access points and intersections within approximately ½ mile from the existing I-84 Chenoweth Interchange, including all key intersections that have potential to affect traffic operations in the interchange area over the planning period. The resulting Access Management Plan implements the ¼ mile spacing requirements with the exception of public street access points on River Road at River Trail Way and on 6 th Street at Division Street and Irvine Street.	Section 7
Local street connections to ensure adequate access to properties and off-highway circulation	The IAMP includes a proposed local street circulation pattern (Figure 7-1, Transportation Improvement Plan, and Table 7-1).	Section 7 Section 8
Median treatments	Median treatments are proposed for West 6 th Street to meet ODOT access management standards (Figure 7-1, Transportation Improvement Plan).	Section 7
Location and type of traffic control devices needed to ensure safe and efficient operations in the operational area of the interchange	Signalizing the ramp terminals is included in Phase 2 improvements. Roundabouts at River Road/River Trail Way, River Road/West 6th Street (US 30), and West 6th Street/Chenoweth Loop are also planned as part of Phase 2. Signals at the Hostetler under-crossing are included in Phase 3 improvements. Figure 7-7 shows all necessary traffic control within the TMSA.	Section 7
Location of sidewalks and bicycle lanes	Sidewalks and bicycle lanes will be constructed on the local street system consistent with City standards. Bridge widening in Phase 4 (expected sometime beyond the IAMP planning horizon) will include sidewalks and bicycle lanes.	Section 7
Sidewalk and bicycle lane crossings (highway and ramp crossings)	NA – See above.	NA
Location of potential transit facilities (turnouts, shelters, park and ride areas)	Transit facilities were not considered as part of the IAMP because fixed route transit service does not exist nor is planned within the study area.	NA
Is new policy language needed in the City of The Dalles and/or Wasco County Comprehensive Plan to support adequate long-term Interchange operations?	The City of The Dalles and Wasco County will amend their respective Transportation System Plans to incorporate the interchange policy statement (see Section 8). In addition, the City will amend its zoning ordinance to implement transportation demand management measures and development review standards.	Section 8



In the near- and mid-term no access modifications will be made to the four existing private access approaches located on the west side of West 6th Street unless land use changes occur involving the properties served by these accesses or if increases in traffic volumes on West 6th Street warrant a modification for operation and safety reasons. ODOT guarantees Access Permit protection, as allowed within ORS374.305 & 310, to all existing private accesses. Each will remain a valid access as long as the existing uses remain on property/site (per OAR734.051.0045) and there is no capital improvement project that would trigger review of the access (per OAR734.051.0285). An access evaluation will be required, but is not limited to, when any of the following land use actions occur within 1,320 feet of the I-84 ramp terminal intersections:

- Modifications to existing land use or zoning;
- Changes to plan amendment designations;
- Construction of new buildings;
- Increases in floor space of existing buildings;
- Division or consolidation of property boundaries;
- Changes in the character of traffic using the driveway/approach;
- Safety or operational improvements;
- Changes to internal site circulation design or inter-parcel circulation;
- Reestablishment of a property's use (after discontinuance for two years or more that trigger a Traffic Impact Assessment as defined below) that occurs on the parcels served by the approaches; or,
- Capital improvement projects.

Long-Term Access Management Implementation

As traffic volumes increase with new development, access management can help maintain the operational integrity and safety of the primary roadways. Access management goals for each access identified in Figure 7-11 are outlined in Table 7-5. In general, the types of improvements identified include:

- Modifying, mitigating or removing existing approaches pursuant to an access management strategy as part of the highway project development and delivery process (OAR 734-051). This may include restricting left-turning egress movements along West 6th Street by constructing a raised median;
- Improving traffic safety and operations by improving the local street network to provide alternate access, better local street connections to the highway, and reducing conflict points. This may include consolidating access on West 6th Street from private approaches and minor public streets where traffic can be rerouted to a major public approach; and,

RESOLUTION NO. 10-006

**A RESOLUTION CONCURRING WITH THE
MAYOR'S APPOINTMENT OF JOHN NELSON
TO THE PLANNING COMMISSION**

WHEREAS, there are expired terms on the Planning Commission; and

WHEREAS, Mayor Lesich has selected John Nelson for appointment to the Planning Commission;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AS
FOLLOWS:**

Section 1. The City Council hereby concurs with the appointment of John Nelson to the Planning Commission, term to expire April 30, 2012.

Section 2. This Resolution shall be effective March 29, 2010.

PASSED AND ADOPTED THIS 29th DAY OF MARCH, 2010

Voting Yes, Councilors:

Voting No, Councilors:

Absent, Councilors:

Abstaining, Councilors:

AND APPROVED BY THE MAYOR THIS 29th DAY OF MARCH, 2010

SIGNED:

ATTEST:

Nikki L. Lesich, Mayor

Julie Krueger, MMC, City Clerk

AGENDA STAFF REPORT

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
March 29, 2010	Public Hearings 11, A	#10-020

TO: Honorable Mayor and City Council

FROM: Dan Durow, Community Development Director

THRU: Nolan Young, City Manager *Nly*

DATE: February 18, 2010

ISSUE: The City Council's first Public Hearing in the Community Development Block Grant (CDBG) application process for 2011/12 funds.

PROJECTS: The proposed project for the 2011/12 CDBG funding in the amount of \$48,000 per year, involves the continued operation of the Mid-Columbia Housing Resource Center. The Mid-Columbia Housing Resource Center is currently operating under a Community Development Block Grant in the amount of \$48,000 for calendar year 2010. In addition to CDBG funding, the Mid-Columbia Housing Resource Center has received approximately \$25,000 from Columbia River Bank, Washington Mutual Bank, Wells Fargo Bank, Freddie Mac and the Oregon Realtors Association.

The Mid-Columbia Housing Resource Center has been providing information, education, counseling and referrals to housing and other affordable housing service providers in the Mid-Columbia Region since January 1, 2007. Since its inception, the Center has provided service to over 1000 families in its two locations one at 312 Court Street, The Dalles and at 205 Wasco Loop, Suite 101 in Hood River.

In addition to providing information, education, counseling and referrals, the Mid-Columbia Housing Resource Center has been involved in several important housing events: Workforce Housing Summit (2007), Employer Assisted Housing Workshop (2007), Get The Facts on Home buying Workshops (in partnership with Oregon Realty Association 2009). The Mid Columbia Housing Resource Center also participates in the April Home and Garden Show and assists with the Wasco County Home Repair Program.

To date the Mid Columbia Housing Resource Center is in good standing with the Oregon Housing and Community Services Division. The Center has received no adverse findings

from OHCS reviews. More importantly, the Center has met or exceeded its contractual obligations with OHCS for the past two years.

The Mid Columbia Housing Resource Center is committed to helping families and individuals learn about and access existing housing programs and services and/or become successful homeowners. Beneficiaries of the Mid-Columbia Housing Resource Center have been primarily persons of low and moderate income seeking housing opportunities residing within the region or who are moving into the region. However, information and services is available to anyone who requests it.

RELATED CITY COUNCIL GOAL: Goal 2. Work with partner with governmental agencies to ensure coordination of services and open communication & Objective E: Work with appropriate agencies to foster economic development; Goal 3 Promote and initiate economic development opportunities that will provide job creation and enhance the community's livability Tier 3 Objective 2 Promote housing rehabilitation program

BACKGROUND: The CDBG Citizen Participation Plan procedures require that at least one public hearing is held before the City Council prior to submitting the application. The hearing must cover **both** the overall community development and housing needs of the City and the proposed project.

The Citizen Participation Plan provides that groups or individuals can make oral or written comments about the need for community development or housing needs, and comments about the proposed use of the grant monies. Notice of this opportunity has been published in The Dalles Chronicle as required.

Community development or housing needs:

Regional Housing Resource Centers throughout Oregon have increased access to existing housing programs and services in their area. They have also provided the State with information regarding additional types of housing programs and products that may be needed in their region.

The Mid Columbia Housing Resource Center is one of the newest resource centers in the state. Before the Center became operational in January 2007, the nearest one stop center was in Portland, Bend or LaGrande.

Now, thanks to CDBG Funding, the Mid-Columbia region has its own "one stop" housing resource center. Residents of our region now have access to new programs such as Information and access on first time homebuyer programs; Information and access to owner occupied repair programs; ABCs of Home buying Workshops; Foreclosure prevention counseling; and Information and referral on rental homelessness and emergency assistance programs.

Through its partnership with the Oregon State Extension Service the Mid Columbia Housing Resource Center can provide Financial Literacy Education. In addition the Mid-Columbia Housing Resource Center provides access to an Individual Development Account Program (IDA) through the Mid Columbia Housing Authority.

Clearly housing, particularly affordable housing, still remains a problem for our regional economy. In addition, helping families keep their homes is becoming a greater and greater challenge as our regional economy struggles. The Mid-Columbia Housing Resource Center helps address the affordable housing issue by giving families access to unbiased information, education and referrals to make informed housing decisions.

BUDGET IMPLICATIONS:

The maximum fifth and sixth year grant allocation is \$48,000 per regional center per year. If the grant is approved, funds will continue to pass through the City budget so the revenue will equal the expenditure.

ALTERNATIVES:

- A. Staff Recommendation.** Direct staff to proceed with the 2011/12 Community Development Block Grant application for the Mid Columbia Housing Resource Center.
- B.** After hearing public testimony, direct staff to proceed with the 2011/12 Community Development Block Grant application for another project if available.
- C.** Do not approve the project for 2011/12 round of funding.

Public Notice and Notice of Public Hearing

The City of The Dalles is eligible to apply for a 2010 Community Development Block Grant from the Oregon Business Development Department. Community Development Block Grant funds come from the U.S. Department of Housing and Urban Development. The grants can be used for public facilities and housing improvements, primarily for persons with low and moderate income.

Approximately \$14 million will be awarded to Oregon non-metropolitan cities and counties in 2010. The maximum grant that a city or county can receive is \$1,500,000.

The City of The Dalles will be applying for the maximum fifth and sixth year grant of \$48,000

The City of The Dalles is preparing an application for a 2010 Community Development Block Grant from the Oregon Business Development Department for continued operation of the Mid-Columbia Housing Resource Center during calendar year 2011/12.

The Mid Columbia Housing Resource Center is located at 312 Court Street in The Dalles with a satellite office at 1308 12th Street, Hood River. The Mid Columbia Housing Resource Center provides information, education, and referrals to agencies and programs to help families make informed housing decisions through a "one-stop-shop" approach. It is estimated that the Mid Columbia Housing Resource Center will benefit all of the 47,000 residents of Hood River, Wasco and Sherman counties of whom at least 51 percent of the users of the Center will be low or moderate income families and individuals.

A public hearing will be held by The Dalles City Council March 29, 2010 at 5:30 on at the City Council Chambers, 313 Court Street, The Dalles, Oregon 97058. The purpose of this hearing is for The Dalles City Council to obtain citizen views and to respond to questions and comments about: 1. Community Development and Housing needs, especially the needs of low and moderate income persons, as well as other needs in the community that might be assisted with a Community Development Block Grant Project and, 2. The Mid Columbia Housing Resource Center.

Written comments are also welcomed and must be received by March 25, 2010 at 5:00PM. Both oral and written comments will be considered by The Dalles City Council in deciding whether to apply for the 2010 Community Development Block Grant.

The location of the hearing is accessible to persons with disabilities. Please let the Administrative Secretary at 541.296.5481 extension 1119 know if you will need any special accommodations to attend or participate in the meeting.

More information about Oregon Community Development Block Grants, the proposed project and records about the City of The Dalles past use of Community Development Block Grants funds is available for public review at City Hall, 313 Court Street, The Dalles, Oregon 97058 during regular office hours. Advance notice is requested. If special accommodations are needed, please notify Administrative Secretary at 541.296.5481 Extension 1119 so that appropriate assistance can be provided.

Permanent involuntary displacement of persons or business is not anticipated as a result from continuation of the proposed project. If displacement becomes necessary, alternatives will be examined to minimize the displacement and provide required/reasonable benefits to those displaced. Any low and moderate income housing which is demolished or converted to another use will be replaced.

**CITY of THE DALLES**313 COURT STREET
THE DALLES, OREGON 97058(541) 296-5481 ext. 1122
FAX: (541) 296-6906**AGENDA STAFF REPORT**
CITY OF THE DALLES

MEETING DATE:	AGENDA LOCATION:	AGENDA REPORT #
March 29, 2010	Discussion Items 12, A	10-021

TO: Honorable Mayor and City Council

FROM: Gene E. Parker, City Attorney
Daniel Durow, Community Development Director

THRU: Nolan K. Young, City Manager *NKY*

DATE: March 17, 2010

ISSUE: Discussion regarding plan for regulation of yard sale and garage sale signs.

RELATED CITY COUNCIL GOAL: None

PREVIOUS AGENDA REPORT NUMBERS: None.

BACKGROUND: For several years, the City has not had an effective plan to address the placement of yard sale and garage sale signs within the public right-of-way, or on City-owned property. On March 15, 2010, the Council adopted General Ordinance No. 10-1303, amending several provisions of the City's Land Use and Development Ordinance. Included in this ordinance is a new section which prohibits the placement of yard sale and garage sale signs within the public right-of-way and on City-owned real property. With enforcement of this new provision, the Council indicated to staff that alternative arrangements should be considered that would allow for information concerning the location of yard and garage sales to be made available to interested persons.

The approach recommended by City staff is essentially a two-pronged approach. Persons who desire to conduct a yard or garage sale upon their property have the right to erect a sign upon their property promoting the sale without having to obtain a permit. These types of signs are

limited to one per calendar month for each premise, with a maximum size of three square feet in area, and the signs must be removed within 72 hours of being placed.

Under the second part of the recommended plan, persons who are interested in holding a garage or yard sale will be encouraged to contact the City Code Enforcement Officer, who works in the Legal Department, to provide information as to the dates, time, and place of the sale. The Code Enforcement Officer will prepare a list of the sites of the proposed sales. This list of proposed sites will be kept in a display case which will be on display at the Mid-Columbia Senior Center, the Salvation Army, and St. Vincent de Paul. In some cases the display case will be placed outside the building so that after hours pick up will be available. Other display cases will be placed inside next to a check-out counter or other convenient location. The list will be delivered to these sites on a weekly basis prior to Friday, Saturday and Sunday which are the typical days when yard and garage sales are held. The Code Enforcement Officer will be responsible for collecting the lists at the beginning of each week to ensure that outdated information is not being displayed. City staff has identified other potential sites for the display of these display cases. There may also be the potential of placing the list of sale sites upon the City's website.

BUDGET IMPLICATIONS: The cost of the display cases is \$10 to \$20 each depending upon the style needed for the display.

ALTERNATIVES:

- A. Staff Recommendation. This is a discussion item, and staff is seeking input from the Council as to the recommended plan for regulating the yard and garage sale signs.



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481
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AGENDA STAFF REPORT CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
March 29, 2010	Discussion Items 12, B	10-022

TO: Mayor and City Council

FROM: Nolan K. Young, City Manager

DATE: March 17, 2010

ISSUE: Street Fund Challenges

BACKGROUND: The City has varying degrees of responsibility for approximately 88.20 miles of streets within the City limits of the following types:

- Asphalt concrete – 70.38 mi
- Chip seal – 3.24 mi
- Gravel – 10.82 mi
- Unimproved (public roads) – 3.76 mi

Prior to recent annexations, there were 43 County roads with a total road length of about 18 miles and another 36 unmaintained “public roads”, 4.8 miles, outside the City limits but within the UGB; these roads will eventually fall under City jurisdiction as all areas within the UGB are annexed, a 25% increase in total road miles.

As we prepared the budget for Fiscal Year 2009-10 (current year) we had a negative balance of \$69,403. We projected that we would be able to cover this short fall by an increase in the state funding package approved by the legislature. Six months of the non-gas tax portion of the funding was all that was available in FY 09-10. In FY 10-11 the gas tax increase portion will not be available until January 2011.

The Street Fund is still in poor condition financially. A carryover of only \$65,072, down from last year’s carryover of \$166,486 is all we can anticipate. To achieve this amount of

carryover we had to eliminate two projects; the construction of a Lincoln Street pedestrian crossing and the grind and inlay paving on West 10th Street from Mill Creek to Cherry Heights. The cost of those two projects was estimated at \$39,420.

Even with preparing a draft 2010-11 budget with no transfers to reserves, no contingency, no summer intern and no capital projects the overall budget is 3.5% less than the current year and we are in the red in the amount of \$100,924.

City Manager proposed reductions: We have been able to reduce this deficit and balance the Street Fund budget by making the following adjustments:

1. Reduce Street Fund participation from 22% to 15% for all shared Public Works personnel except Mechanic and Maintenance Worker – cost reduction of \$41,423. This option would transfer additional financial burden to the Water and Wastewater Enterprise Funds. This is justified because of the decreased activity in the Street Fund over the last decade.
2. Eliminate Lead Operator assignment from Street Division – cost reduction of \$6,041.
3. Transfer costs of Union St Undercrossing maintenance to General Fund – cost reduction of \$4,730.
4. Eliminate one Equipment Operator position and create a second shared Mechanic position – cost reduction of \$48,730. The managers of the Water Distribution, Wastewater Collection, and Street Divisions are all in agreement that the Department's vehicle and equipment maintenance needs exceed the resources available in having one Mechanic. All Manager's have suggested trying to fund a second mechanic to help keep up with the needs of an aging fleet, especially as we try to complete more infrastructure projects in-house. By eliminating one Equipment Operator position from the Street Division and creating a second Mechanic position, we retain the worker, available to assist with larger Street projects and snow plowing, but reduce the costs to the Street fund by 2/3 FTE. The Water and Wastewater Funds would each have to pay for 1/3 of the position.

We feel we have made the budget as tight as we can and that any additional expenditure reductions will affect the level of service the street department provides to the public. This plan will be presented to the Budget Committee for consideration.

Further Adjustments: The proposed budget plan falls far short on meeting the basic maintenance need of street repairs and allows further deterioration of the public infrastructure. Attached is the five year Capital Improvement Plan (CIP) for the Street Fund. This is just a list of needs; very little of it can be accomplished with our current financial resources. We have also attached the CIP for the Street and Bridge Reserve Fund where we have contract street projects. These projects are currently only made possible with systems development charges and federal allocations we receive each year. Both of these sources of funds are restricted to projects that benefit the arterial and collector streets.

In fiscal year 2011-12, we should receive an additional \$118,457 in State gas tax receipts, an 8.8% increase in Street Fund revenues. This is both a year late of the need and inadequate to properly maintain our street system. In fiscal year 2010-11 we are approximately \$130,000 short on revenue for needed projects and more than \$500,000 short in fiscal year 2011-12. Below are some options to obtain the funding to meet some of those needs.

Revenue Options:

1. NW Natural Gas franchise fee. The General Fund includes \$109,000 per year from this source. If we choose to move the NW Natural Gas franchise fee from the General Fund we would need to replace that revenue stream or reduce General Fund programs.
2. General Fund Transfer for Street Fund's Share of Public Works Facility Bond Payment. (Approximately \$60,000 per year) As with #2, we would need to either reduce General Fund programs or obtain additional revenue to do this.
3. PUD Fee: The City Council has a goal to look at PUD fees. The fee is currently at 3%, where most cities tax the local utilities 5%. One option is for the City Council to increase the PUD franchise by ½ of one percent per year over four years up to the 5% amount. One-half of a percent raises approximately \$115,000. This could replace the natural gas funds in the General Fund. The issue of increasing more than ½ percent is something we could review in the future. If we increase the PUD fee, we should also increase the 3% fee we charge our water and sewer utilities. This would raise an additional \$40,000 for street maintenance.
4. Dedicated funding for streetlights: Streetlight expenses are \$83,180 we could either:
 - a. Transfer funds from the General Fund. Some cities do fund streetlights from the General Fund. We would need either to replace that revenue or decrease General Fund programs.
 - b. Another option for streetlight funding is to operate the street lighting as a utility and add it on to the utility bill, as we have with storm water.
5. Chenoweth Water PUD Franchise Fee. The City has the authority to charge the PUD a franchise fee for revenue for services delivered over City annexed Right of Ways. We currently charge our water system a 3% fee. It would seem equitable to charge the PUD the same fee. This would raise approximately \$28,000 per year.
6. Transfer Street Sweeping function to Wastewater Collection Division – cost reduction of \$60,600. Street sweeping is currently a function within the Street Division that utilizes about 0.5 FTE. This operator also assists with paving, patching, material handling, snow removal, crack sealing, and equipment maintenance. Street sweeping provides a cleaner environment within the City, reclaims about 60% of the sanding rock for reuse, and picks up leaves before they wash into and plug storm drains. In some cities, street sweeping is performed as a

stormwater function. In The Dalles, the responsibility of stormwater system maintenance lies with the Wastewater Collection Division. The cost of 0.5 FTE in the Street Division is about \$32,500 (position with least seniority) which could be transferred to the Wastewater Collection Division in addition to \$15,680 budgeted for sweeper disposal fees and \$15,382 for sweeper maintenance.

7. **Telecom Tax.** Several cities have adopted or are considering a Telecom tax that expands the franchise fee charged to the historic telephone provider to new alternate methods, including cellular, wireless, cable and modems. If we go this route, we propose this tax be dedicated to public safety, allowing us to do options #1, #2 and #4 (\$242,000). We estimate a 7% telecom tax could raise about \$180,000 per year. Three justifications for this tax are: 1) it makes up for the loss of revenue we are experiencing with our telephone franchise as people use new methods to communicate. Over the past five years, our telephone franchise fee receipts have reduced on average of about 8% per year; 2) it levels the competitive field by charging all telecom providers the same; and 3) it provides a stable funding source that grows with the community for Police Department funding.

One option not available for the next five years due to the passage of the 2009 Transportation package is to increase the Local Option Gas Tax.

COUNCIL ALTERNATIVES:

This item is a discussion item for which we are seeking guidance from the City Council as we work on the Street Fund Budget. Below we have listed some alternatives the Council can take based on the options identified above. Our goal is to increase the number of streets that we can provide maintenance to each year.

1. Transfer \$83,180 from the General Fund to the Street Fund pay for streetlights. This could be either a temporary or a long-term commitment. We feel that at least for this one year we can afford to do this by reducing nonessential capital projects or reducing our reserve for future capital projects or lower the contingency below 10%.
2. Transfer the NW Natural Gas Franchise fee of \$109,000 to the Street Fund and direct staff to pursue a .5% of gross revenue increase in the general Northern Wasco County PUD franchise fee (from 3% to 3.5%) with at least 90 days notice and budget a .5% of gross revenue increase in water and sewer utilities right of way fees.
3. Pursue implementation of a telecom tax.

**Fiscal Year 2010/11
Public Works Capital Improvements Plan
01/15/2010**

Fund 05: Public Works - Street

Project Description	10/11	11/12	12/13	13/14	14/15
Crack Seal material	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Pave short gravel streets	\$25,000	\$25,000	\$30,000	\$30,000	\$30,000
Alley b/w 1st & 2nd; Washington to Federal New gravel, grade overlay	Project timing depends on if any water improvements are necessary - Ray?				
Morton St: Old Dufur Rd to 9th St - Stormline	Street and Stormline To be completed w/ LID				
West 10th St: Cherry Hts to Mill Creek	\$32,500 In- house				
Sidewalk: 4th St Grade to Jefferson & to 4th	\$22,000 Contract				
Lincoln: 3rd to 4th (3rd St Urban Renewal?)	\$14,000 contract	Do w/3rd St Urban Renewal			
E Scenic Drive rebuild/pave: Jefferson East to Esther Way	\$40,000 Geo Tech Surveying	X			
Brentwood Drive: Col Dr to Summit	\$25,000 In-house	\$50,000 In-house			
Bridge Street: 10th- 18th (WW?) zip/pave		\$105,000 In- house			
7th St: Washington to 10th & Kelly		\$100,000 In- house			
Harris St: 9th - guardrail (consider WD/WWC needs) zip/pave		\$40,000 In-house			
E 14th: Quinton - Thompson (WD?) w/storm zip/pave		\$75,200 In-house			
15th: Trevitt to Liberty Way		\$86,480			
W 2nd Street Improvements: Webber to Snipes Armor Seal		\$47,500 County			
Kelly: 10th to 18th Armor Seal		\$49,000			
E 18th Street rebuild/pave		X			
Dry Hollow: 9th to 19th			\$62,000		
Union St: profile/pave, curbs 4th to 14th			\$563,960		
East 12th Street: Kelly to Dry Hollow- profile/pave			\$180,000 In-house		
E 13th: Quinton - Thompson (WD?) profile/pave			\$70,000 In-house		
E 14th: Washington to Kelly				\$500,000 Contract	
Trevitt Street: 3rd Pl to 17th profile/pave (widen?) w/curbs				\$604,138 In-house	
2008 FFCO pmt- PW relocation	\$59,420	\$59,971	\$60,444	\$59,853	\$59,223
W 6th: 3rd Pl to Lincoln (Urban Renewal?)					

Fiscal Year 2010/11
Public Works Capital Improvements Plan
01/15/2010

Fund 13: Public Works - Street/Bridge Reserve

Project Description	10/11	11/12	12/13	13/14	14/15
Brewery Grade chip seal East Gateway to Hecka Park	\$40,000 do w/ East Gateway				
East 10th Widening: J to Lewis curbs, s/w	\$230,000 O&M/Concrete SDC's				
W 6th Revisions Cherry Heights - West City Limits - phased (STP) profile/pave	\$403,700 Webber to Snipes	Cordinate with Chen PUD?, Embarq? Snipes to City Limits.			
W 6th Improvmnts, Bi-Mart to Hostetler	\$39,500				
Federal, 7th to 10th reconstruction w/curbs	\$125,475 contract				
12th Street: Dry Hollow to Thompson profile/pave	\$165,000 contract				
E 10th ROW Acq'n	\$105,000				
Opportunity-driven projects					
Oakwood Drive to 14th connection		\$77,062 Bill?			
East 19th St re-construct : Dry Hollow to MCMC		\$300,000 City Prep/ Contract pave			
E 19th: Oakwood to Thompson- complete w/curbs, s/w, ADA ramps SDC's or LID + Fund 13 (gas tax)		\$400,000 SDC's?			
E 10th: Union to Kelly		\$103,800			
Hostetler widening (41% SDC)			Eng-ing In-house		
Morton: 10th to Old Dufur Rd- Partial LID			\$82,250 (50%)		
4th St Grade- repave/sw			\$72,183 In-house Contract		
9th: Morton to Richmond- Partial LID			\$205,000 (50%)		
West 2nd St Improvements: Lumberman's exit to Webber - \$235,000				\$235,000	
W 10th: Union to Mt Hood				X	
West 2nd/Cherry Heights Signal		Delayed to allow E 19th St. tied to W Gateway project			\$300,000 SDC's
West 6th/Snipes Signal		Amend TSP to allow SDC's On hold pending IAMPs			\$300,000

**Fiscal Year 2010/11
Public Works Capital Improvements Plan
01/15/2010**

Fund 36: Public Works - LID Reserve

Project Description	10/11	11/12	12/13	13/14	14/15
Thompson 16th to 19th - complete w/curbs, s/w, ADA ramps Full LID	\$330,000				
Lincoln St: 13th to 14th - Gravel St no s/w	\$21,000				
Clark Street: 10th to 11th gravel st policy, SW east side only	\$18,120	W/ 10th St widening			
E 18th, gravel W to 19th Full LID	\$146,500				
E 19th: Dry Hollow W to current Full LID	\$435,000				
1st St/Bargeway/Terminal - Full LID phase 2		\$1,100,628			
E 19th: Oakwood to Thompson - complete w/curbs, s/w, ADA ramps SDCs &/or LID + Fund 13 (gas tax)		\$550,694			
Thompson 10th to 16th - complete w/curbs, s/w, ADA ramps Full LID		\$710,500			
Morton: 10th to Old Dufur Rd - Partial LID			\$82,250 (50%)		
E 9th: Morton to Richmond - Partial LID			\$205,000 (50%)		
Pentland: 11th - 12th					
2009 FFCO pmt - W 1st St LID					



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058


(541) 296-5481 ext. 1125
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AGENDA STAFF REPORT

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
March 29, 2010	Discussion Items 12, C	10-023

TO: Honorable Mayor and City Council

FROM: Dick Gassman, Senior Planner
Community Development Department

THRU: Nolan Young, City Manager 

DATE: March 29, 2010

ISSUE: Public Improvement Requirements for Local Streets in Residential Zones.

RELATED CITY COUNCIL GOAL: N/A

PREVIOUS AGENDA REPORT NUMBERS: December 8, 2008 discussion item; 09-076 - October 12, 2009.

BACKGROUND: Council has requested staff to review the public improvement requirements for local streets in residential areas of the City. Currently the Land Use and Development Ordinance (LUDO) has a set of specific requirements for residential streets. At the March 15, 2010 session, the Council adopted changes to the LUDO that, when effective, will remove local streets in residential zones from the provisions of the LUDO street standards. The new provisions in the LUDO state that the Council will set new standards for these selected streets by Resolution.

PROCESS: This agenda item is for discussion. Once the guidelines are agreed upon by the Council, staff will return with a Resolution.

PLAN: The new plan is that each street segment categorized as local in the City's Transportation System Plan that is also located in a residential zone would be placed in one of the categories as shown on the attached list. The lists are intended to be guidelines. The actual public improvement requirements will be decided depending on the existing conditions on site. The actual requirements could be lesser than the guidelines, but not greater.

BUDGET IMPLICATIONS: There are no costs associated with the adoption of the new plan other than time spent on preparing and adopting the necessary LUDO amendments. There are also no City costs associated with the changes in the public improvement requirements.

STAFF RECOMMENDATION: Approve the attached new guidelines for streets listed as "local" in the City's Transportation System Plan that are also located in residential zones.

Suggested Motion: *Move to adopt the attached guidelines and direct staff to return with a Resolution at a future meeting.*

Alternate Motion: Move to return this item to staff for additional work.

Street Segment List

This list of public improvement requirements for the specified street segments is a supplement to the street standards in the LUDO. In order to qualify for this list a street segment must be identified as a local street in the City's Transportation System Plan and be located in a residential zone.

The street segments are divided into categories based on a variety of on site factors including the level of current public improvements, the extent of existing build out of the adjacent lots, the topography, the length and location of the street segment, and the position of the street segment as part of an overall City wide pedestrian network.

When determining public improvement requirements for these street segments, City staff are encouraged to be flexible, using the following categories as guidelines. If on site conditions prevent using the standards established for a category, City staff are authorized to require a lesser set of public improvements.

From time to time new streets are created that have not yet been identified in the TSP. If these streets meet the general requirements for this list, City staff are authorized to determine the public improvement requirements until such time as the Council has the opportunity to revise this list.

Private streets are included at the end of the list for the sole purpose of identifying them as private streets. The City does not maintain private streets. As private streets they generally do not come within the requirements for public improvements.

This List generally identifies what type of development would be required for each category. For those with less than full public improvement, the actual public improvement requirements will be detailed as part of the permit process. In addition to public improvements, right of way is also sometimes an issue. This list does not attempt to suggest what right of way width is appropriate, although a width of 40 feet is a minimum preferred width. The right of way width is a separate issue that applies to only a few of these streets as most of the right of way widths have already been set. Right of way width would also be established on a case by case basis where needed at the time of permit application.

As properties develop, or redevelop, the owner would be required to develop the streetscape to the minimum requirements of the relevant category. Additional improvements, if feasible, would be allowed and encouraged, but not required.

STREET SEGMENT CATEGORIES

A-1 Full Improvement. Properties adjacent to these street segments will be responsible for full improvement, which is full pavement of the roadway, curbs, sidewalks on both sides of the street, and a storm water system in place. Category A-1 includes street segments that can handle this level of public improvement at this time. The improvements would be required to be installed at the time of development. This category includes street segments with one or more of the following characteristics:

1. Located in a new subdivision with required full improvement.
2. Street segments that are already fully improved or predominantly fully improved.
3. Street segments that will provide future access to significant areas of town.

6th from 3rd Place to Liberty

7th Pl from Court to Case

7th from Trevitt to Court

7th from Hostetler to Chenoweth Lp

8th from Snipes to Walnut

8th from Bridge to 4th St Grade

8th Pl from Court to Case

9th from Cherry Heights to 10th
 11th from Wright to E of Thompson
 12th from Jordan to Kelly
 13th from Kelly to H St
 13th from Riverview to Lewis
 13th from View Ct to Oregon
 13th from Quinton to Thompson
 13th Pl from Riverview to Clark
 13th Pl from View Ct to Dry Hollow
 14th from Jordan to Dry Hollow
 14th from Riverview to Lewis
 15th from W of Mt. Hood to Bridge
 15th from Trevitt to Liberty
 15th from Jefferson to H St
 15th from Riverview to end
 15th from Montana to Quinton
 15th from 16th to Thompson
 16th from Bridge to Liberty Way
 16th from Riverview to end
 16th from Oregon to Oakwood
 16th Court E and W of Nevada
 16th Pl from Monroe to Kelly
 17th from H to Riverview
 17th from Montana to Nevada
 17th from Thompson to E of Thompson
 17th Pl from Jefferson to Fairview
 18th from Mt. Hood to Bridge
 18th from Jefferson to 19th
 19th from W of Garrison to Garrison
 19th from Fairview to Dry Hollow
 20th from 18th to 19th
 21st from end to Lewis
 21st from View Ct to E of Claudia Lane E Knoll Ct
 22nd from W of Garrison to Garrison
 23rd from Wright Street to Mt. Hood
 Brentwood Dr from E of Summit Ridge to Columbia View
 Bridge St from 18th to 8th
 Case St from 8th Pl to 7th
 Chenoweth St from Cherry Heights to 8th Pl
 Clark St from end to N of 9th St
 Court St from S of 14th to 12th
 Crest Court
 Elberta
 Esther Way
 F St from 14th to 7th
 Fairview from S of 21st Pl to 20th
 Federal from 14th to 7th
 G from 16th Pl to 7th
 Garrison from S of 22nd to Scenic
 Garrison from 16th to 6th
 H from 17th to 10th
 Harris from 12th to 13th Pl
 I Street from 13th to 9th
 I St from 17th to 15th
 J St from 13th to 9th
 Jordan from 9th to 14th

Jordan from S of 23rd to 23rd
 Knoll Ct
 Knoll Dr
 Laughlin from 14th to 7th
 Lewis from S of 21st to 19th, from 14th to 9th
 Liberty from 15th to 6th
 Lincoln from 16th to N of 8th
 Lincoln Way from Grant Cir to 16th
 Madison from 15th to 11th
 Minnesota
 Montana from Dry Hollow to 14th
 Nevada
 Oregon
 Pomona from 10th to commercially zoned property
 Pentland from 16th to 6th
 Quinton from end to 10th
 Riverview
 Roberts from 12th to 10th
 Royal Crest
 Shearer from 12th to 13th Sherman Dr
 Summit Ridge
 Union from 14th to 10th
 Verdant from 13th to 10th
 View Ct
 Wasco Dr
 Washington from 14th to 7th Pl
 Wright St from Wright Dr to 23rd
 Wright St from 11th to 9th

A-2. Deferred Full Improvement. These street segments are appropriate for full improvement but do not as yet have a storm water system, or other needed infrastructure in place. Segments placed in this category may not be required to put in all improvements at the time of development. For those improvements not installed, the developer would pay into the City's development fund. The criteria for A-2 are generally the same as A-1 but also may include street segments that provide or are planned to provide access to significant parts of the community that are as yet undeveloped.

10th from Thompson to Richmond
 12th from Dry Hollow to E of Richmond
 14th East of Dry Hollow to Richmond
 Lambert
 Morton.
 Richmond.
 16th from Morton to Richmond

B. Status Quo. This category recognizes that certain areas of the City, as well as isolated streets and street segments, have been developed to a set of standards that are less than what we consider full improvement, but are unlikely to provide opportunities for full improvement. For these streets we will identify the area, the standard where possible, and accept the existing standard for that area. There will likely be several different sets of standards in this category. Key elements for placing street segments in this category include:

1. Existing substantially full build out.
2. A set of identifiable and common improvements.
3. A short or dead end street.

New construction will be required to meet the existing area improvements, but not be required to build to a higher standard.

Blakely Addition. Full pavement and curbs. No sidewalks.

11th from Blakely Dr to Blakely Way

12th from Blakely Dr to Blakely Way

Blakely Dr

Blakely Way

Webber from 12th to 13th

Cascade Court. Paved section, but no curbs or sidewalks.

8th between Hosteller and Chenoweth Loop

Cascade St

Cascade Ct

Sorosis Park Area. Fully paved with curbs and sidewalks, except no sidewalks adjacent to areas outside or fronting areas outside the UGB, or next to the park.

20th from Scenic Way to Dead End

21st from Radio Way to Sorosis

21st Place off W 21st

23rd from Radio way to E of Sorosis

Radio Way

Sorosis

West 6th Area

Division from W of US 30 to commercially zoned area.

Lee from 7th to commercially zoned area

Others

9th from Irvine to Chenoweth

13th from Richmond to Lambert

13th from Emerson to end

18th from 16th Place to end

19th from W of Mt. Hood to E of Mt. Hood

21 Pl from 21st to Fairview

25th from W of Wright Dr to Wright Dr

Emerson – has sidewalks on one side but not full pavement to sidewalk

Bridge street between 20th and 22nd and S of 19th

Chinook from SW of 12th to 10th

Claudia Lane at E 21

Grant Cir at Lincoln Way

Harris from 8th to 9th

Monroe from 15th to 16th Pl

Perkins

Short St – full pavement and curbs, no sidewalks.

Walnut from 13th to 10th

Wright Dr at 25th

C. Partial Improvement. Most of the lots adjacent to these street segments will be required to install partial public improvements. Full improvement is the goal, but may not always be feasible, either due to existing development, topography, or lack of needed infrastructure. In particular, these street segments are seen as being an integral part of the pedestrian network. If full improvement is not feasible, then we will work to achieve adequate and uniform right of way with sidewalks on at least one side. Actual requirements will be determined on a case by case basis.

7th from Kelly to 4th Street Grade

7th from Chenoweth to Irving

16th from Mt. Hood to Bridge

16th from Golden Way to 15th

17th from west of Mt. Hood to Garrison
18th from Thompson to Morton
18th from Jordan to Mt. Hood
Irvine from W of 13th to E of 9th from W of 7th to commercially zoned area
Jefferson from 18th to 10th (including Terrace Dr)
Kingsley from S of Loring (W 16th) to W 13th
Liberty Way
Meek
Myrtle from 8th to 10th
Roberts from Quinton to 15th
Shearer from 10th to 12th
Shearer from 13th to 14th
Verdant from W 10th to W 8th
Webber from Loring (W 16th) to W 13th

D. Minimal improvement: For development or redevelopment in these areas we will focus on obtaining uniform right of way width and pavement for travel lanes. At least 40 feet of right of way is a goal. Generally these areas will not have sidewalks, or storm water systems. Most of the lots on these streets are already developed with few existing public improvements. Generally these are streets with one or more of the following characteristics:

1. Streets that are of limited length.
2. Dead end streets.
3. Streets with a low volume of traffic.
4. Few, if any, public improvements.
5. Streets that are not scheduled to be connected to other streets in the future.
6. Existing housing.
7. Uneven right of way width.

8th from W of Chenoweth Loop to Chenoweth Loop
9th from Myrtle to Walnut
9th Pl from W of Kingsley to Walnut
11th from NW of Chinook to SE of Chinook
12th from NW of Chinook to SE of Chinook
14th from Elberta to SE of Kingsley
14th Pl from Thompson St to E of Thompson
15th Pl from W of Terrace Dr to E of Terrace Dr
15th Pl from G to E of G
Eric Ct
Fallon Ct
Flora Ct
Frost Ct
Garden Ct
Gorden Ct
Home Ct
Jordan from 14th to 18th
Kingsley from 10th to 9th
Lorenzen Ct
Loring St (W 16th) from Meek to Webber
Pleasant Court
Richland Ct
Stoffer Ln
Sandy Ln
Washington from S of 14th to 14th
Wright Street N of 9th

Other Streets

1. Streets not included in the TSP

For various reasons some streets are not listed in the TSP. In those situations, City staff will use the guidelines listed above to determine the appropriate level of public improvement. An example of one local street not in the TSP is E 9th Street east of Morton.

2. Private streets

Private streets are listed for identification purposes only. They are not subject to the LUDO requirements for public improvements.

Denton

Jordan past about 24th

Bennett Way

Streets in the Lone Pine area except Lone Pine Blvd

Floral Street

Home Street

Russula Way

Amanita Dr

Morel Ct

Morel Dr

Chantrelle

Meadow Way

Sterling Drive