



CITY of THE DALLES

313 COURT STREET  
THE DALLES, OREGON 97058

(541) 296-5481

SUPPLEMENTAL AGENDA

REGULAR CITY COUNCIL MEETING

November 28, 2011

5:30 p.m.

CITY HALL COUNCIL CHAMBER  
313 COURT STREET  
THE DALLES, OREGON

**Item to be Added to the November 28, 2011  
City Council Meeting Listed Below**

14. ACTION ITEMS

- B. Recommendation Regarding 19<sup>th</sup> and Thompson Street Local Improvement Districts [**Agenda Staff Report #11-106**]

  
Julie Krueger, MMC, City Clerk



## AGENDA STAFF REPORT CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
November 28, 2011	Action Items 14, B	11-106

**TO:** Mayor and City Council

**FROM:** Nolan K. Young, City Manager *nyj*

**DATE:** November 21, 2011

**ISSUE:** 19<sup>th</sup> and Thompson Local Improvement Districts (LIDs)

**BACKGROUND:** Since the joint meeting with the School District and Council the School District has had the 19<sup>th</sup> Street LID on their agenda at one more meeting. With the information from that meeting and the joint meeting there were questions that have risen that the staff believes requires further direction from the City Council. It would help frame the discussion with the School Board and citizens.

Below are several decision points on which staff is requesting guidance from City Council. We have separated the two projects in this memo because it is felt that if one of the LIDs is not pursued it does not automatically preclude us from pursuing the other. We have also attached the following:

1. Comments on the 17<sup>th</sup> Street option.
2. Questions and responses on the 19<sup>th</sup> Street LID
3. Questions and responses on the Thompson Street LID
4. Minutes from the October 27<sup>th</sup> City Council/School Board joint work session.
5. Minutes from the October 20<sup>th</sup> meeting with property owners in LIDs.
6. PowerPoint for the October 20<sup>th</sup> meeting with property owners.

### Issues for 19<sup>th</sup> Street:

- Is 19<sup>th</sup> Street the best option for connecting the East side to this portion of the community? There are currently three options that have been identified:
  1. 19<sup>th</sup> Street: We recommend 19<sup>th</sup> Street as being the most direct and best connection from a traffic standpoint.
  2. 17<sup>th</sup> Street: A member of the School Board is recommending 17<sup>th</sup> Street because he has concerns that the road way will be too close to the track and could have a negative impact on it. He also believes that the 17<sup>th</sup> Street route has less impact on the track and less elevation challenges. Attached is a one-page analysis of 17<sup>th</sup> Street vs. 19<sup>th</sup> Street.
  3. 16<sup>th</sup> Street: Property owners adjacent to the 19<sup>th</sup> Street access and above 16<sup>th</sup> Street on Thompson are recommending 16<sup>th</sup> Street. This is not possible because when the Planning Commission in 1998 approved the Sun Ridge subdivision they determined that 16<sup>th</sup> Street should not be extended until 19<sup>th</sup> Street is. This requirement is now protected by an agreement with the original developer. There is a one foot section of property owned by the Developers between the original 16<sup>th</sup> Street and the new subdivision. It will remain as a barrier until the 19<sup>th</sup> Street extension takes place. When the 19<sup>th</sup> Street extension is built 16<sup>th</sup> Street would be extended for general circulation. Because 19<sup>th</sup> Street will be a more direct route most through traffic will take 19<sup>th</sup> Street. Even if the 16<sup>th</sup> Street extension was possible from a traffic engineering standpoint 19<sup>th</sup> Street is a much better through access/collector street. 16<sup>th</sup> Street will have three more curves and a steeper grade, which is usually a deterrent to motorists taking the route as a primary collector.
  
- Bike Lanes: Some members of the School Board felt that bike lanes should be located on 19th Street. There is no requirement by the State of Oregon that we put bike lanes on this street. The City's bike plan does recommend bike lanes through this area including down 19<sup>th</sup> Street to Dry Hollow and down Thompson Street. It is unlikely that we will be able to install bike lanes down Thompson Street, and currently it would be difficult with traffic patterns to put bike lanes down the existing 19<sup>th</sup> Street. The City's Transportation Improvement Plan does not specifically call for bike lanes on 19<sup>th</sup> Street. If bike lanes were installed we would need an additional two feet for a total of 44' from the School District. We could requested the 44' feet from the School District but initially striped the improvement for parking on the north side. At the time the School District develops the property for a school on this site or when the opportunity exists to further extend bike lanes down 19<sup>th</sup> or Thompson we would then have the necessary pavement to stripe for bike lanes.
  
- Radius: When initially designed 19<sup>th</sup> Street had a normal radius at its intersection with Thompson. Later it was changed to a larger radius to enable school buses to make the turn without going into the other traffic lane. There has been some discussion regarding making the radius the same as other areas to not prompt higher speeds on both 19<sup>th</sup> and Thompson. If the School Board desires the

smaller radius the larger radius could be put in at the time a school was built on the site.

### **Issues for Thompson Street LID:**

- **Interest Rates:** The information shared with the property owners stated that if the City finances LID assessment it will be at 10% interest rate for ten years. The ordinance for the formation of LIDs calls for the City to provide 10% interest rate or, if the City finances the LID through bonds, one percent above the bond issue rate. Because part of the LID assessment is being financed through bond funds, not entirely used on the 1<sup>st</sup> Street LID the Council has the option to allow for 5% interest rate, the same rate that was allowed on 1<sup>st</sup> Street. The paybacks were also at 15 years. Staff recommends that as long as there are bond funds involved in the LID financing of Thompson Street LID and any other LID, that we use the 5% interest rate and the payback used for 1<sup>st</sup> Street.
- **Timing for Thompson LID:** At both the meetings staff had with the property owners (copy of minutes attached) and the School Board meetings property owners on Thompson Street as well as some members of the School Board have expressed concern about the timing of this project. The concern is that due to the economy, this would place undue hardship on the property owners. Although the lower interest rate will help, there will still be a financial burden on property owners. The Council could choose at this time to not pursue Thompson Street and still pursue 19<sup>th</sup> Street. If this is done, we recommend any motion include the following *“If 19<sup>th</sup> Street is not extended the City will continue to provide minimal maintenance of Thompson Street until which time an LID is formed. If 19<sup>th</sup> Street is extended direct staff to develop a pavement improvement plan to provide an additional 5-10 year life to the existing travel surface until which time a LID can be formed.”*
- **Property Owner Support/Opposition:** The ordinance calls for the project to be suspended for six month if 2/3’s of the property owners oppose the project. Because of hard economic times the Council may at this time make the statement that if the majority of the owners in a postcard survey oppose this project that the Council will suspend the project for two to five years to allow property owner to start saving for the expense and for the economy to improve. It should be noted that the current financing package has the property owners only paying for approximately 1/3 of the costs of the LID, with the City using public funds to pick up the remaining costs. If the project is suspended for two to five years, the City may have used those resources for other projects, and property owner assessments could be significantly higher, in addition the associated costs could increase with inflation.

**BUDGET IMPLICATIONS:** The City currently has a funding package available for both Thompson and 19<sup>th</sup> Street LIDs, as proposed. If the Council chooses to go with 17<sup>th</sup> Street instead of 19<sup>th</sup> Street, we will need to find an additional \$130,000. If neither Thompson nor 19<sup>th</sup> Street is pursued at this time, funds designated for those projects will be available for other similar projects.

**COUNCIL ALTERNATIVES (19<sup>th</sup> Street):**

1. **Staff recommendation:** *Direct staff to inform the School District that the Council is not interested in 17<sup>th</sup> Street; and direct staff to give the School Board the option of increasing the right of way provided for 19<sup>th</sup> Street from 42 to 44 feet, so that bike lanes may be included in the future; and the option to provide a larger or smaller radius at Thompson.*
2. Amend the above motion to include giving the School Board the option to either donate 17th Street or 19<sup>th</sup> Street right of way.

**COUNCIL ALTERNATIVES (Thompson Street):**

1. **Staff recommendation:** *Direct staff to include in the engineers report that City financing will be available at 5% interest for 15 years as was allowed in the 1<sup>st</sup> Street LID; also direct staff to send out a post card survey to property owners on Thompson Street providing them with their assessed costs and annual payment over 15 years. Further direct staff to notify property owners that the City Council will suspend the project for two to five years if the majority of the property owners oppose the project at this time and there will be minimum maintenance on Thompson Street.*
2. Based on the economy suspend the project for two to five years with minimal maintenance on Thompson Street.
3. Direct staff to amend the above motion to only provide the 10%, 10 year financing.
4. Direct Staff to wait until after the engineering report has been done to allow property owners to remonstrance against the project.

## Comments on 17<sup>th</sup> Street Extension to 19<sup>th</sup> Street

1. ROW width should be 44' so we have 1 foot behind curb. 54' if bike lanes added all from D21.
2. 72,278 sq ft of ROW would be needed from D21 rather than the originally requested 33,675 square feet for the extension of 19<sup>th</sup> Street with a T Intersection.
3. The project will cost about \$130,200 more as summarized in a through f below:
  - a. 450 more feet of roadway and sidewalks would need to be constructed at an estimated cost of \$113,600.
  - b. 550 more feet of 12" storm water collection piping would need to be constructed at an estimated cost of \$56,000.
  - c. 1275 more feet of 8" water main would need to be constructed to provide required fire hydrants along proposed E 17<sup>th</sup> Street loop at an estimated cost of \$62,000.
  - d. 450 more feet of 8" sanitary sewer line would need to be constructed at an estimated cost of \$38,000.
  - e. 300 more feet of fence would need to be constructed at an estimated cost of \$6,800
  - f. The estimated cost of the retaining walls that are proposed to be constructed on the south side of E 19<sup>th</sup> Street is \$112,000; these costs would not be spent if 17<sup>th</sup> Street was extended.
4. Intersection of 17<sup>th</sup> Street at Thompson will not align (east and west sides) properly.
5. The extension of E 17<sup>th</sup> Street would impact 13 residential lots rather than the 3 lots impacted by the extension of 19<sup>th</sup> Street.

## LID Question and Responses 19<sup>th</sup> Street

1. What will be the height of the retaining walls on the south side of 19<sup>th</sup> Street?  
Response: Somewhere between 3 and 5 feet.
  
2. What is the driving force behind this project?  
Response: *The City has not received a request for the 19<sup>th</sup> Street extension from any outside organization. The City Council through its regular goal setting process for determining priorities for community development has determined that because of continued development on the east side and the available State funding, now is the right time to proceed with 19<sup>th</sup> Street.*
  
3. Is the City required by State law to put bike lanes on both Thompson and 19<sup>th</sup> Street extension?  
Response: *No, the City is required to use 1% of its State funds on pedestrian or sidewalk improvements and sidewalks are a part of this project.*
  
4. What impact would bike lanes have on parking along 19<sup>th</sup> Street?  
Response: *21 parking spaces would be removed.*
  
5. If the School District does not provide property at this time for the 19<sup>th</sup> Street extension, would the extension be required later?  
Response: *Yes, because this section of street is required by the City's Street Master Plan. When the Thompson Track property is developed, the Developer of the property would have to build the 19<sup>th</sup> Street extension at their expense.*
  
6. If the 19<sup>th</sup> Street acquisition does not take place at this time and in the future the School District or a developer develops this property will it cost more to do the street improvements?  
Response: *Yes, in addition to inflationary costs it will cost about \$300,000 more because the School District would be responsible for putting in the full street section required by the development. Currently, the City is picking up 50% of those costs as they relate to the south side of the street.*
  
7. Smaller radius: Response: *This would reduce the School District property square footage needed from 41,186 square feet by 7,511 to 33,675.*
  
8. Do the proposed improvements create hazards and drop the value of the track?  
Response: *Public safety will be improved, as the track will have better defined parking and pedestrian facilities. The track is currently located on a dead end street. Traffic becomes very congested and dangerous during track meets. Sidewalks and fences will improve the over public safety of the facility. By providing better definition of the track area and better traffic circulation it should decrease, not increase the traffic hazards.*

## LID Questions and Responses Thompson Street

1. Even if 19<sup>th</sup> Street doesn't go through is the City interested in pursuing Thompson Street improvements?

Response: *Yes, Thompson Street is in poor repair. Thompson was initially developed as a rural road with minimal improvements. It is the City's policy that as streets become urbanized the property owners pay for the initial improvements and the City then maintains the streets.*

2. Why does the City use Local Improvement Districts?

Response: *It is the City's policy that property owners pay for initial improvements to streets. The City had a taskforce that looked at the whole issue and the timing of Local Improvement Districts in response to development. The City amended its LID ordinance to require property owners to pay into future LIDs at the time of development, but still requires property owners pay for initial improvements through LIDs.*

3. Can property owners have their own concrete contractor to pour their section of sidewalk to try to reduce their costs?

Response: *No, the City will get a better overall product for the community if all the work is done by one contractor.*

4. Concern has been expressed about how treacherous it is now at the intersection at 19<sup>th</sup> and Thompson and the concern that the LIDs will increase traffic.

Response: *The City will be conducting traffic counts to determine the current level of traffic at that intersection. The improvement of Thompson and subsequent 19<sup>th</sup> Street extension may bring in some additional traffic. Much of the traffic will be redirected from either continuing down 10<sup>th</sup> Street or up Thompson to 12<sup>th</sup> before heading to the eastern part of the community. The City is also looking at this intersection to determine if other improvements may be needed.*

5. If someone doesn't pay the LID assessments will they lose their home?

Response: *It is unlikely. The LID assessments are placed on the home as a lien. The City, although having the ability, has never foreclosed on any property. Most liens remain on the property and are collected when the property is sold.*

6. Those who attended the property owners meeting on Thompson Street indicated that they did not want the street specifications to be changed to include on street parking on Thompson, include bike lanes, or to have sidewalks on both sides of the street.

7. What percent of opposition is required to stop the project?

Response: *The ordinance says that 2/3 remonstrance (opposition) is needed to suspend the project for six months. The City Council could suspend the project with a lesser amount of remonstrance if desired.*

8. What are the property owners on Thompson Street being required to pay for?

Response: *Unlike other LIDs they are only being asked to pay for the road construction. The City will be paying for the storm and sidewalk improvements that are normally paid for by property owners in the LID.*





**North Wasco County School District 21  
Board Work Session  
October 27, 2011  
The Dalles Middle School Library**

**Mission Statement**

*"Provide foundational skills that encourage life-long learning and positive citizenship."*

**Minutes**

*(These minutes have not been approved by the Board)*

**D21 Present:** Ernie Blatz, Robert Bissonette, Clay Smith, Dave Jones,

**D21 Excused:** Brian Stahl, Bob Snyder

**City Council:** Tim McGlothlin, Brian Aheir, Dan Spatz, Carolyn Wood, Bill Dick, Gene Parker, Dave Anderson, Nolan Young

**Staff/Audience:** Candy Armstrong, Cindy Miller, Randy Anderson, Jason Corey, Dennis Whitehouse, Carol Roderick, Sheldon Ayers, Debbie Richelderfer, Diana Cheadle, Shirley W., Diana Portwood, Bill Hughitt, Bill Portwood, RayLynn Ricarte, Tom Nichols, Jade McDowell,

**1. Call to Order & Pledge of Allegiance**

Chairman Bissonette opened the school board work session at 7:00 pm and led the audience in the pledge of allegiance. Chairman Bissonette thanked the City Council for attending and being part of the Joint Work Session and introduced Nolan Young, City Manager.

**2. City of the Dalles presentation on 19<sup>th</sup> street extension proposal**

Nolan Young reported that the joint work session was called to present to the School Board along with community members the City's proposal for extending 19<sup>th</sup> Street. Mr. Young stated that the City feels that there is a need to connect the eastern community to facilities such as Mid-Columbia Medical Center, Columbia Gorge Community College and Sorosis Park. In the proposal, the City is requesting 42 feet of district property for the street. The 42 ft would be about 25 ft from the current track leaving the bleachers in place. The proposal includes two travel lanes with a sidewalk and parking on the north side of street. There would be no south side access to the adjoining property. Mr. Young reported that it was requested by School Board members to add bike lanes to the current proposal. Adding bike lanes would increase the travel lanes by 2ft. Allowing bike lanes on both sides of the street would however lose 21 parking spots along 19<sup>th</sup> street. Mr. Young stated that the City is offering to pick up the improvement costs on Thompson and 19<sup>th</sup> street in exchange for school district property.

Mr. Young reported that there are six funding sources for this project: transportation system develop charges; state shared transportation revenue; prepaid assess from the Sun Ridge Development; LID assessment from MCMC; City water utility funding; City wastewater utility funds (storm water).

A concern with the curve at the Thompson/19<sup>th</sup> Street intersection came up prompting questions for a smaller curve.

Mr. Young reported the timeline for the City: complete the design work December 2011; form a local improvement district with construction starting in Spring 2012 (with some flexibility built into these dates); and completion would be in November 2012.

Mr. Young reported about the potential Thompson Street Improvement. He stated that the two projects do not have to be tied together, but some surface treatment should be done on Thompson. Mr. Young noted that the Thompson Street local improvement will proceed even if the school district is not in favor.

Dave Anderson, Planning Director, stated that less than an acre of district property would be used including the curve at Thompson and 19<sup>th</sup> if using the larger curve. He noted that if a retaining wall is used, it would be on the property line with 4 ft from the back of the wall to the curb. Mr. Anderson stated that the retaining wall is about 3 ft. in height only. The retaining wall would be the same with both scenario's; with bike lanes and without bike lanes.

With a "T-intersection" a stop sign would be used instead of the larger curve scenario. Concerns were noted that with activities going on and having a new street there may not be a controlled speed and how would this be handled. It was noted that with a smaller radius curve, it may help with controlling traffic. Mr. Young stated that with new streets if/when concerns do come up involving traffic; the first step is to have additional traffic enforcement patrol that area. If additional options are needed for slowing traffic down then there is City policy in place for non-structural modifications. This process helps with educating drivers first and then if needed can move into structural modifications. Chairman Bissonette asked if a fence would be constructed around district property. Mr. Young stated the City has included as part of the proposal a fence next to the property.

Jason Corey asked about diagonal parking along Thompson street using school property. It was stated that an 11 ft encroachment beyond the current parking would give 15 parking spaces. The City would pave the parking area.

Mr. Young stated that if both projects were approved the projected completion would be November 2012. Jason Cory asked if the City isn't able to get approval from Thompson Street citizens – what is the back up plan. Mr. Young stated that we would still want to do 19<sup>th</sup> Street.

Director Blatz stated he would like school zone speed limits which would keep traffic down. He also noted that this proposal is a lot of property the district would be giving up – especially if the district wants to build in the future.

Mr. Young reported that if this transaction is not completed, then if the district builds a school in future, they would be required to develop required items. Dennis Whitehouse stated the district would roughly pay the same amount or about 5% more than what the City is currently proposing for required improvements if the district ends up building on this property. Mr. Whitehouse stated that Thompson track is used a lot with school activities and community activities and would recommend that enough space be kept available for egress and the parking needs. The more space for transition is best in a school setting.

Nolan Young stated that the school would be required to pay for the entire street if developing later. With a local improvement district – the property owner is required to pay for ½ the street while the City is required to pay for the other ½. If a developer comes in later without the City – they would be responsible for paying for the entire street. If the properties next to the street don't benefit – then they would not have to pay for improvements. It was noted that the 19<sup>th</sup> street extension would not benefit those residents on the south side of the street, so they would not be required to help pay for improvements.

Jason Corey clarified that if 19<sup>th</sup> street didn't go through - then Thompson would still improve. He asked about how much would the district incur in costs for this improvement? It was stated that about \$78,000 would be district's responsibility for ½ street (2 traffic lanes, parallel parking, and a side walk on the west side). Residents on the opposite side of the street would incur the other part of the improvement. If 19<sup>th</sup> isn't extended – then additional discussion will be needed requesting easements for angled parking (this is by City Council approval only).

### **3. Discussion/Questions & answers (City Council and School Board)**

Brian Aheir, City Council, stated that he is in hope the school district will consider this proposal as it is critical to the plans for improving the City. He noted that this improvement helps with emergency access along with local resident access. Mr. Aheir stated that comprehensive planning is expanding the urban growth boundary which needs to expand and this is an important part of that plan.

Carolyn Wood, City Council, stated that this improvement has been on the City's agenda for about 20 years and she feels that this is a "win win" situation for school district and the City.

Nolan Young stated that he would like to clarify a comment about local improvement. A local improvement district allows for those being assessed to oppose if they want to. The school district would have a vote in a local improvement district as it the assessed land not resident owners who make up the local improvement district.

Mr. Young reported that on October 20<sup>th</sup> the City held an open forum with residents in this area for a review of the proposal. He noted that there was not a lot of community support for this proposal with two major concerns noted: 1.) difficulty in paying for the improvements and, 2.) increased traffic in this area. Mr Young stated that the improvements proposed included two travel lanes and a sidewalk on one side of the road (Thompson). The City asked residents if increasing the width of the street would help, but residents were not in favor of this idea.

Jason Corey asked if the sidewalk would cause those residents to pay additional. Mr. Young stated that the sidewalk funding was taken out of other areas so residents would not be charged.

#### **4. Audience comments/questions**

**Diana Portwood**: Asked if the local hospital was involved and if so, were they helping to pay for improvements? Ms. Portwood also expressed concerns with additional traffic with no stop signs is dangerous especially around children.

**Sheldon Ayers**: Requested that a letter be read into the minutes. Mr. Ayers expressed his concerns with the 19<sup>th</sup> street proposal.

**Debbie Richelderfer**: Asked the scheduled 20 minutes for audience comments/questions could be extended as there are a lot of concerns and issues with this 19<sup>th</sup> street extension. She noted that this has been going on for 20 years and she feels that many residents have been coerced by this project. Ms. Richelderfer questioned about how this project continues to be included in the City's strategic plan when it keeps being put down. She feels that voices of concerns are not being heard by both the City Council and school district. She stated that in discussions with the City she keeps hearing that the City will pay for the street, however, it is the residents who are the ones actually paying for the improvements. Taxes are paid by the residents. Ms. Richelderfer stated that emergencies are not going to get to the hospital faster by going this route. She stated that she feels this street is for the benefit of MCMC not for the community. She feels that the school district is for helping and educating students and doesn't see how this is benefitting students. Ms. Richelderfer stated that she is also concerned about the school district having an executive session with the City without having citizens invited. She noted that she is frustrated that executive sessions started this process.

Director Blatz stated the he as a school board member is looking at the future with possibly building another school (flat property) and may have to have 19<sup>th</sup> street improved. He asked the audience who are residents in that area if they want a school built there and if one is built there is having a through road then ok? Sheldon Ayers stated that if a through road needs to be put in this area then it should in another area. Mr. Ayers stated that he is willing to have a conversation with the school board to negotiate more property for improvement if they are looking at building a school on this property.

Mr. Young clarified that the Transportation system plan was updated 2006 and the memo Mr. Ayers asked to be read into the minutes that spoke to an easement issues was written in 2002. Mr. Young stated that the proposal is requesting the entire right of way from the school district because the easement is not available. Ms. Richelderfer stated that she has requested that the 19<sup>th</sup> street plan be removed from the transportation system plan because the easement is not available.

Sheldon Ayers stated that the urban growth should be separated by open land. Mr. Young reported that this is not unique.

Citizen: to school district members. Thompson street traffic is currently very fast. If a school is built then a school zone would be in place. She is not happy with the additional costs for improvements on Thompson street. She noted that accidents on Thompson street happen regularly and would like the school board to look at what is beneficial for students, residents and community.

Shirley W stated that she is concerned that the street is to close to track now and land will be lost in case a school is building in the future.

Brian Ahier stated that during City Council meetings there are specific times for public comments however he noted that during the planning time on this proposal that no citizen has come and made any statements until now. He appreciates that community members are voicing their concerns but is concerned that 'allegations' have been made tonight stating that this process has been in secret.

Diana Portwood stated that if an agreement is made between the school district and City, then the school district wouldn't have to pay additional costs, but the residents would be assessed. Mr. Young stated the City is required to offer financing to residents (including 10% interest) when improvements are made and they are part of the improvement district. He noted that there are several procedures that must be done before this process is finished. A local improvement district first must be formed. He noted that Thompson street improvements (assessments) may be approximately: \$1,112 to \$18,000. Many of those residents are in the \$7-8,000 range.

Bill Portwood asked if the City can legally charge the resident for improvement? Mr. Young stated that by State law it allows the City to attach a lien to the property.

Bill Hughitt thanked the property owners for their understanding of massive parking when school activities are happening at Thompson Street track and noted that structured parking would help neighbors with the numerous cars needing to park.

Diana Cheadle stated that she is a new resident to the Thompson street area. She stated that earlier she was informed that residents would be responsible for paying for sidewalks with improvements; however, she is now hearing that the City will pay for the sidewalk and residents would be responsible for paying for the street. She stated that she would be responsible for up to \$10,000 for this improvement. This would be a horrible hardship on residents. She stated that she would hate to lose the quiet atmosphere and would like to have a school built in that area.

Sheldon Ayers asked what options have been looked at with the 16<sup>th</sup> street rule? Mr. Young stated that this is a planning commission discussion and is not recommended by the City.

Debbie Richelderfer requested that a citizen be involved in executive session. Chairman Bissonette stated that there is no executive sessions planned at this time for this discussion. Mr. Young reported that with public meeting laws around executive sessions, the media is allowed in executive session, however they cannot report what is discussed.

Supt Armstrong clarified about the executive session process. She reported that Nolan Young approached the school district about this project, and with proposals that include district property the school board needs to hear the proposal/information first so questions can be asked. Executive session is only for listening with no

decisions being made. Supt Armstrong stated that concerns brought up with the "staking" on district property was requested by the district to see what property was being requested. The school board will not make a decision in private but in an open session.

Tim McGlothlin stated that as a City Council member he has not heard a lot of information about this process so having this meeting was beneficial for him to listen to residents and their concerns and comments.

Nolan Young stated that the October 20<sup>th</sup> meeting was held with property owners first so they were well informed about the process along with listening to feedback, input and suggestions about improvements.

## **5. Adjourn Work Session**

Chairman Bissonette adjourned the board work session at 8:25 pm.

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Robert Bissonette, Chair

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Candy Armstrong, Superintendent

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Cindy Miller, Recorder

Thompson Street and 19<sup>th</sup> Street Property Owner's Meeting  
Council Chambers – City Hall  
October 20, 2011

Meeting started at 6:01p.

Staff present: Dave Anderson – Public Works Director, Dale McCabe – City Engineer, Mike Bosse – Project Engineer, Cindy Keever – Administrative Secretary

Public Present: See attached sign in sheets.

Dave started the meeting by showing the Power Point presentation he had created to provide information to those in attendance. See attached hard copy. Most questions below are a result of information presented in the Power Point presentation.

**Questions/Comments from Audience**

- Money has already been collected thru taxes and payments for services and the City is asking for money again. Property owners think it isn't right to ask for more money.
- Even if 19<sup>th</sup> Street doesn't go thru, is the City still interested in pursuing the Thompson Street improvements? Answer: yes.
- Has there been other Local Improvement Districts (LIDs) within the City? Dave replied yes, and the most recent one was on West 1<sup>st</sup> Street but it was in a commercial area, not a residential area.
- For properties outside of the Urban Growth Boundary (UGB) what will be the height of the retaining wall? Mike said somewhere between 3 feet and 5 feet.
- Who is the driving force behind wanting this project done? Is it the hospital? Area residents don't want it done. Dave said MCMC has not, to his knowledge, requested this project, although he understands they support it.
- Can property owners hire their own sidewalk concrete contractors to pour their own section of sidewalk, or do it themselves, to help reduce costs? Dave said he did not know, as he had never been asked that question, but would do some research.
- Is there a discount if assessment is paid in full? Dave said there is no discount, but interest charges would not occur.

- Any future plans to put the sidewalk on the East side of Thompson Street? Will any assessments occur on future sidewalks? Answer: There are no plans to come back again and construct sidewalks on the east side.
- 10<sup>th</sup> and Thompson is currently a treacherous intersection, and resident said they are trying to discourage more traffic from using it, not encourage more traffic. More traffic would put too much of a load on the road. Is this going to be a truck route for orchardists or other trucks? Dave said the road is not proposed as a truck route.
- 10% interest rate on the payment schedule is ridiculous. Why charge any interest at all? When was the last residential LID done? Speaker thought it was in 2007 and had distributed paperwork showing it was \$351 per lineal foot. Dave clarified that the \$351 per lineal foot was not relevant to this project, the assessment rate for this project is estimated to be \$150/foot before corner lot relief is applied. The 10% per year is not required of property owners, but is available.
- Will the residents be informed of the Council meeting in January 2012, relating to the Thompson Street and 19<sup>th</sup> Street LIDs? Dave said a mailing like was sent out for the current meeting can be sent to residents reminding them of the Council meeting in January.
- Thompson Street widening project was brought to the property owners in 1985, 2004, 2007 and was rejected then too.
- At the intersection of 13<sup>th</sup> and Thompson, how will the banks be addressed and sidewalk built, and how will visibility of traffic be addressed when pulling out of 13<sup>th</sup> onto Thompson? Both east bound and west bound directions are difficult. Dale said some areas may require retaining walls to be built in order to create an area for sidewalks.
- Commenter wished she had the time, money and staff to prepare a Power Point presentation showing why they don't want Thompson Street changed from as is, and how does she get the Thompson Street and 19<sup>th</sup> Street LIDs taken off of the Council's 5 Year CIP plan? Answer: Removing the project from the Council's 5 Year CIP would require action by the City Council.
- What is the definition of a major collector street and how many cars is it supposed to handle? Audience member said it was 5000 cars. Dave said he did not know the specific number of cars, but answered that collector streets are intended to connect neighborhood traffic to arterial streets and destinations.
- Isn't the City already in bed with the hospital and the school district to get this project done? Discussions have occurred with the School District related to acquisition of the needed ROW for 19<sup>th</sup> St.

- If 19<sup>th</sup> and Thompson are to become collector streets, where is the nearest arterial street? Dave said 2<sup>nd</sup> and 3<sup>rd</sup> Streets are considered arterial streets and were probably the closest ones.
- 19<sup>th</sup> Street and Thompson Street can be two separate LIDs, correct? Dave said yes.
- Prior to the planned January 2012 City Council meeting, can letters be sent to residents reminding them of the Council meeting? Yes.
- What was the reallocating assessment after District 21 monies were taken out? Dave reviewed the proposed funding for the project from Power Point presentation.
- What is the cost of the Thompson Street LID project? Dave replied 1.05 million.
- There are 4 parcels where the back side of the property faces 19<sup>th</sup> Street, will they be assessed for the LID project also? Dave said those properties have already been assessed when the Golden Way project went in, so no they would not be assessed again.
- What is the general rule of maintenance for the streets, sidewalks and curbs? Dave said in an ideal world a road should last about 15 years, and once a street has been built to standards, the City maintains them within resources available. The curbs and sidewalks are the property owner's responsibility to be maintained and replaced.
- Can the Transportation System Development Charges (SDCs) be used for maintenance? Dave said no they can not.
- How long can the Transportation SDC money be held? Does it get taken away if not used within a certain length of time? Does the City get kudos for spending the money? Dave said there are restrictions on how they can spend the money, no time limit, and the City receives no kudos from the State for spending the money.
- Neighbor thought it was a poor excuse to use the bus as an excuse to spend all of the money on road improvements. Doesn't see it needing to be done now. What is the big rush now? Dave explained the City's Transportation System Plan and Council's long term CIP list and said the Thompson Street and 19<sup>th</sup> Street LIDs have been on the CIP list for a long time and are not an "all of a sudden" project.
- Heartfelt statement by a neighbor said she felt that the majority of the neighbors are senior citizens on fixed incomes, and with the current economic times how can the City impose these expenses on them, and with a 10% interest rate on the payment schedule.



- When this same issue came before the Council several years ago, the Mayor at the time, Robb Van Cleave, said there will not be one person who loses their home because they couldn't afford the improvements. He said "The project would not go thru as long as I am Mayor". Dave said he did have each persons cost assessment at the meeting and would share that information with anyone interested after the meeting.
- A neighbor who identified herself as the newest resident on Thompson, said she can't imagine how we can propose such expenses in this recession, when people are just barely keeping their heads above water. She also added that additional cars on Thompson would make that area more unsafe with all the pedestrian traffic that uses the track and all the cars using the improved street.
- One neighbor said she has walked up and down the street and observed there are mainly modest homes in the area. An extra \$100 to \$200 per month added to their already stretched budgets to pay for these improvements is forcing people to do something they can't do. Feels the City has a disconnect between pots of money and the people who put the money in the pots.
- A neighbor who lives directly across from the track said there are people on the track at the least from 5a until 10p every day of the week. Where are all of the people who use this track going to be parking? Dave explained the plan for diagonal parking on the east side of the track adjacent to Thompson Street, and the parallel parking along the track on 19<sup>th</sup> Street.

Dave asked if, after looking at the proposed plans, did people attending the meeting want to change the specs to include on-street parking on Thompson? Answer was No!

Dave again stressed to attendees that the meeting was to try and get opinions, questions and concerns out on the table. Nothing has been finalized yet. City needs to hear the input from the neighbors.

Dave asked if people would be interested in widening the proposed Thompson St improvements to provide bike lanes. Answer was No!

- What is the difference between remonstrance and non-remonstrance agreements and does the City still do them? Answer: That is a process no longer utilized for new residential development, but there may be a few existing recorded non-remonstrance agreements related to Thompson St.
- Is 51% of the vote still applicable? Answer: Dave was not certain.
- Is this project at the total discretion of the City Council? Answer: After public hearings, Council would decide whether to move forward with formation of an LID.

- When was the LID ordinance rewritten? Dave said it was re-written in 2007 based upon input from a public work group and passed by Council in 2007. Dave also described what was rewritten. Neighbor would like to see the comparison of the LID ordinance prior to 2007 and the current LID ordinance.
- Galen Rose with MCMC said that they had no “dog in the fight” other than improved public health and safety, and the Thompson Street improvements and the extension of 19<sup>th</sup> Street will increase emergency access and allow better access to the hospital.
- If 19<sup>th</sup> doesn’t go thru, will you use the money set aside to complete the project on Thompson Street? There are currently no plans to increase the amount of City funding proposed for Thompson St.
- Isn’t extending 16<sup>th</sup> St an option to extending 19<sup>th</sup> St? Dave explained the reasons why 16<sup>th</sup> Street is not a viable option for a thru access to the hospital. Terms of agreement when Sun Ridge Subdivision was developed, private property directly behind the current barricade – no right of way, 4 stop signs would have to go in -- causing stops and starts for emergency vehicles and streets with fairly steep inclines to get up in the winter. 16<sup>th</sup> St route would impact more residents than 19<sup>th</sup> St.
- Gentleman who raises Alpaca animals read notes and quotes from Oregon’s Statewide Planning Goals and Guidelines, Goals #3 and #5. Believes the increased traffic will have a negative effect on his alpacas and their birthing rituals and said Thompson Track is an open space and should not be disturbed by road improvements. Dave replied Thompson Track was a developed site, not a natural open space, and the City’s street improvements are not going to do anything to the Thompson Track. Gentleman asked what can we do to remove the barricade on 16<sup>th</sup> to get the road completed thru 16<sup>th</sup>?
- Also, added that we would be making a half street and we should be finishing other streets in town before the City does anything on Thompson or 19<sup>th</sup>.
- Question was asked if the 4 parcels (there are actually 3) that are out of the Urban Growth Boundary (UGB) will have new access built onto 19<sup>th</sup> Street? Dave and Dale both said no, current access easements on private properties would continue to be used for those properties.
- What is currently proposed for the corner at 19<sup>th</sup> Street and Thompson? Will it be a sweeping corner or a T intersection? The project has currently been designed with a sweeping corner but a T intersection is being considered instead.
- Will there be street lights on the new and improved streets? Dale said there will be street lights at the intersections.

- Will the property owners on the east side be required to pay for the sidewalk too since it is on the west side? Dave said yes, the cost of the sidewalks is spread thru out all of the property owners, not just the adjacent property owners. Dave then corrected that statement, clarifying that the City is proposing to pay for the construction of the sidewalk with Transportation SDC funds.

Dave asked the question to those people present if they wanted sidewalk on both sides of Thompson. Answer was no.

- Question was asked regarding what exactly are the property owners being asked to pay for. Dave said the complete road construction from the grade up.
- When will the construction occur? Dave said that, under the soonest schedule, it would be from March 2012 thru November 2012 and construction would be phased on Thompson to try to maintain as much access as possible.
- Neighbor feels that the City is bullying District 21 into going thru with 19<sup>th</sup> Street access right of way. District will know that if they don't agree to trade the ROW along 19<sup>th</sup> to the City, then the City will force them to pay for the LID improvements on Thompson.

Meeting adjourned at 7:50 p.m.

Many members of the audience spoke with Dave, Dale and Mike after the meeting to review the engineer's estimate of LID assessments for their respective properties.

## **Proposed East 19<sup>th</sup> Street Extension and Thompson Street Improvements**

Extending East 19<sup>th</sup> Street from Oakwood to Thompson Street and Reconstructing Thompson Street from East 10<sup>th</sup> to East 19<sup>th</sup> Street

## **Transportation System Plan (TSP)**

- The City's TSP is the Master Plan for the City's vehicular, bike and pedestrian transportation systems.
- TSP developed in 1999 with input from Transportation Advisory Committee, City Planning Commission and City Council; TSP updated in 2006.
- It classifies streets according to function and prioritizes projects to enhance transportation systems within the community.
- Projects are justified and prioritized based upon Access, Economic, Safety, Operations, and Upgrade factors.

## **Transportation System Plan (cont'd)**

- Extending E 19<sup>th</sup> Street is recommended in the TSP based upon Access, Economic and Operations factors.
- Reconstructing the substandard Thompson Street is recommended in the TSP based upon Access, Safety, Operations and Upgrade factors.
- Both streets are classified as Major Collectors, streets used to connect local neighborhoods or districts to the primary arterial street network.

## **Philosophies and Rules of Funding Community Development**

Underlying philosophy for Community Development is that property owners are responsible for constructing street and utility improvements that serve the property being developed when the property is developed.

The intent is to avoid or minimize charging the costs of new development to the community at large.

## **Philosophies and Rules of Funding Community Development (cont'd)**

Improvements within already-developed areas can be completed through the formation of Local Improvement Districts (LIDs) if authorized by City Council.

LIDs are funded, in whole or in part, through special assessments on the properties benefiting from the improvements; all project costs are eligible for assessment (engineering, administration, construction).

## **Philosophies and Rules of Funding Community Development (cont'd)**

- City Council updated the City's Local Improvements Ordinance in 2007 allowing "multi-frontage relief" (corner lot relief) for street improvements.
- Corner lot relief allows residential corner lots to only pay for improvements on one side of the property.
- City Council adopted a 5-Year Capital Improvement Plan for Local Improvement Districts in 2007 which included extending 19<sup>th</sup> Street east to Thompson Street, and reconstructing Thompson Street from 10<sup>th</sup> Street to 19<sup>th</sup> Street, as recommended in the TSP.

## Alternatives

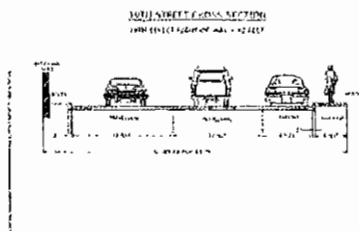
Some have suggested improving E 16<sup>th</sup> Street as an alternative to extending E 19<sup>th</sup> Street. This option has not been selected because:

- 16<sup>th</sup> Street would provide a more circuitous route, with more Stop signs, more stopping/starting on hills, and impacting more residents than 19<sup>th</sup> Street.
- As a condition of approval for the Sun Ridge development, E 16<sup>th</sup> Street is not to be extended until after E 19<sup>th</sup> Street.

## Proposed Project Definition

- The extension of E 19<sup>th</sup> Street is currently designed as follows:
  - Acquire needed Right-of-Way from School District.
  - Construct curbs on both sides of the street and a 5-foot wide sidewalk on the north side of street
  - Pave 32' wide street with parking on the north side of the street
  - Install paved drive approaches in driveways from street to edge of ROW or existing driveways
  - Construct retaining walls as needed along the south side of the street
  - Upgrade existing and install new water and sewer services, install fire hydrants, and install storm water collection system

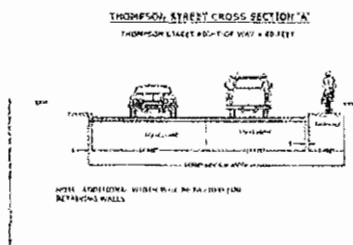
## 19<sup>th</sup> Street Cross Section



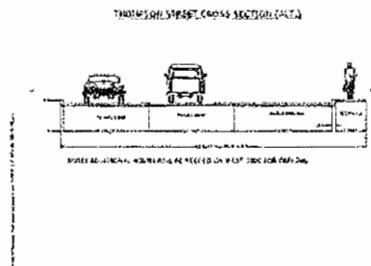
## Proposed Project Definition (cont'd)

- The reconstruction of Thompson Street is currently designed as follows:
  - Construct all improvements within existing 60-foot Right-of-Way.
  - Construct curbs on both sides of the street and a 5-foot wide sidewalk on the west side of street
  - Pave 28' wide street with no on-street parking
  - Install ADA (wheelchair) ramps at all intersections
  - Install 20-foot long paved drive approaches in driveways
  - Construct retaining walls as needed on both sides of street
  - Relocate water meters and install storm water collection systems

## Thompson St Cross Section



## Thompson St near Thompson Track



### Funding – E 19<sup>th</sup> Street

Six different funding sources are proposed for the extension of E 19<sup>th</sup> Street:

- Transportation System Development Charges (SDCs)
- State shared transportation revenues
- Prepaid assessment from the Sun Ridge development
- LID assessments from MCMC
- City Water Utility funds
- City Wastewater Utility (Storm water) funds

### Funding – E 19<sup>th</sup> Street (cont'd)

- Transportation SDCs are funds collected from new development in the community which can only be used for construction of new transportation systems, not maintenance or re-construction.

### Funding – Thompson Street

Six different funding sources are proposed for the extension of Thompson Street.

- Transportation System Development Charges (SDCs) for sidewalks - \$176,000
- State shared transportation revenues - \$71,000
- Corner lot relief - \$212,000
- City Water Utility funds - \$1700
- City Wastewater Utility (Storm water) funds - \$210,000
- LID assessments from property owners - \$385,000

City is proposing to pay about 2/3 cost of the project.

### Funding – Thompson Street (cont'd)

- The LID assessments for Thompson Street are estimated to be about \$150 per lineal foot of property frontage before any corner lot relief has been applied.
- Examples
  - #1: Property with 100' of frontage on Thompson and no corner lot relief would be assessed \$15,000.
  - #2: Property with 100' of frontage on Thompson and 50' on another improved street would be assessed \$3,750.

### Financing Alternatives

- Estimated residential property assessments on Thompson St after corner-lot relief is applied range from \$1,112 to \$18,167.
- 25 of 33 residential properties on Thompson St qualify for corner lot relief.
- Payment plan is available: 10 years @ 10% per year, payments due every 6 months. Payments = \$90 to \$1460 every 6 months.

### Project Schedule

- Surveying and design engineering is nearly completed
- LID Hearing with City Council – January 2012
- If approved by City Council, award construction contract February 2012
- Construct project March – November 2012
- LID assessments sent out January 2013

## Contact Info

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## Audience Forum

- Questions and Comments
  - Project design
    - Bike lanes?
    - On-street parking?
  - Project schedule
  - Funding

Thank you