



**AGENDA**  
**CITY OF THE DALLES PLANNING COMMISSION**

CITY HALL COUNCIL CHAMBERS  
313 COURT SREET  
THE DALLES, OREGON 97058

CONDUCTED IN A MEETING ROOM IN COMPLIANCE WITH ADA STANDARDS

**THURSDAY, MARCH 16, 2017**

**5:30 P.M.**

**I. CALL TO ORDER**

**II. ROLL CALL:**

**Commission Chair:** Bruce Lavier

**Commissioners:** Sherry DuFault, John Nelson, Mark Poppoff, Steve Ross,  
Jeff Stiles, Chris Zukin

**III. APPROVAL OF AGENDA**

**IV. APPROVAL OF MINUTES: February 16, 2017**

**V. PUBLIC COMMENT: Items not on the agenda**

**VI. PUBLIC HEARINGS:**

**A. ZONING ORDINANCE AMENDMENT ZOA 95-17** – Proposed Land Use and Development Ordinance Amendments pertaining to recreational retail marijuana establishments separation requirements and establishing odor control and screening requirements for personal grow sites

**B. COMPREHENSIVE PLAN AMENDMENT CPA 42-17 AND ZONING ORDINANCE AMENDMENT ZOA 94-17** – Pertaining to adoption of updated Transportation System Plan and various amendments to the Comprehensive Land Use Plan and the Land Use and Development Ordinance

**VIII. RESOLUTIONS:**

**561-17:** CPA 42-17 and ZOA 94-17 City of The Dalles

**562-17:** ZOA 95-17 City of The Dalles

**IX. STAFF COMMENTS**

Next scheduled meeting: April 6, 2017

**X. COMMISSIONER COMMENTS OR QUESTIONS**

**XI. ADJOURNMENT**

*This page intentionally left blank.*



**MINUTES**  
**CITY OF THE DALLES PLANNING COMMISSION**

CITY HALL COUNCIL CHAMBERS  
313 COURT SREET

THE DALLES, OREGON 97058

CONDUCTED IN A MEETING ROOM IN COMPLIANCE WITH ADA STANDARDS

**THURSDAY, FEBRUARY 16, 2017**

**5:30 P.M.**

**I. CALL TO ORDER**

**II. ROLL CALL:**

**In Attendance:**

**Commission Chair:** Bruce Lavier

**Commissioners:** Mark Poppoff, Steve Ross, Jeff Stiles, Chris Zukin

**Absent:** Sherry DuFault, John Nelson

**Staff:** City Attorney Gene Parker, Planning Director Steve Harris, Senior Planner Dawn Hert

**III. APPROVAL OF AGENDA**

Commissioner Zukin moved to approve the agenda as written. Commissioner Stiles seconded the motion and the agenda was unanimously approved by the Commission.

**IV. APPROVAL OF MINUTES**

Commissioner Zukin moved to approve the minutes and Commissioner Stiles seconded the motion. The minutes were unanimously approved by the Planning Commission.

**V. PUBLIC COMMENT – *Items not on the agenda***

Chair Lavier invited public comments for items not listed on the agenda. There were none.

**VI. DISCUSSION / WORK SESSION**

**Item V.i. Zoning Ordinance Amendment: ZOA 93-17**

Request: Proposed text amendments pertaining to recreational retail marijuana facilities separation requirements and to establish odor control and screening requirements for personal grow sites.

Director Harris provided a brief introduction stating that City Council directed Staff to revisit separation distances and draft alternative language. He stated that

Commissioner Nelson had prepared written comments to be distributed in his absence, Exhibit 1.

Director Harris further clarified that odor control and screening requirements would be discussed after the alternative separation requirements.

Director Harris gave a presentation on current and alternative language provided by Staff and included maps illustrating buffer zones with each option, Exhibit 2.

Director Harris reviewed existing separation requirements that would remain in effect if no changes were adopted. He also clarified the following proposed alternatives:

Alternative 1 – Reduces the 1,000 foot separation requirement to a 500 foot minimum separation requirement between recreational marijuana retailers. The use would still be allowed by right, subject to operating standards.

Alternative 2 – Allows for a reduction in the 1,000 foot separation requirement to a minimum of 500 foot separation with the issuance of a Conditional Use Permit (CUP). Recreational marijuana retailers would be allowed by right if they were located more than 1,000 feet apart. Whether allowed by right or through the issuance of a CUP the use would be subject to operating standards.

Alternative 3 – Allows for a reduction in the 1,000 foot separation requirement with no minimum separation requirement, with the issuance of a Conditional Use Permit (CUP). Recreational marijuana retailers would be allowed by right if they were located more than 1,000 feet apart. Whether allowed by right or through the issuance of a CUP the use would be subject to operating standards.

The “Physical Barrier” alternative approach was not pursued by Staff due to the difficulty in defining a physical barrier as well as the permanence of such a barrier.

Norm Brock, Columbia River Herbals, stated his difficulties regarding the permitting process. He said a monetary investment could be at risk if permits were not issued.

It was the consensus of the Commission to adopt Alternative 2 language as prepared by Staff. It was further the consensus that Staff would work on a solution to the problem experienced by previous applicants.

The Commission also requested Staff consider language that would establish a temporary moratorium on accepting new applications within 1000 feet once an application has been submitted for a recreational retail marijuana facility.

Director Harris presented alternatives for odor control and screening requirements for personal marijuana grow sites. The Commission expressed support for the draft language prepared by Staff.

**VII. STAFF COMMENTS**

Director Harris stated there were no public hearings scheduled for the March 2, 2017 Planning Commission meeting. It was the consensus of the Commission to cancel the March 2, 2017 meeting of the Planning Commission.

Director Harris informed the Commission that the Transportation System Plan was scheduled for review at the March 16, 2017 Planning Commission meeting. He reminded the Commission of the Columbia River Regional Forum scheduled for March 17, 2017 and stated funds were available for registration.

**VIII. COMMISSIONER COMMENTS**

There were no comments.

**IX. NEXT SCHEDULED MEETING: March 16, 2017**

**X. ADJOURNMENT**

Chair Lavier adjourned the meeting at 6:48pm.

Respectfully submitted by Planning Secretary Paula Webb.

---

Bruce Lavier, Chairman

*This page intentionally left blank.*



# PLANNING COMMISSION STAFF REPORT CITY OF THE DALLES

---

## PLANNING DEPARTMENT

**DATE:** MARCH 16, 2017

**TO:** HONORABLE CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

**FROM:** STEVEN HARRIS, AICP  
PLANNING DIRECTOR

**ISSUE:** ZONING ORDINANCE AMENDMENT ZOA 95-17 - PROPOSED LAND USE AND DEVELOPMENT ORDINANCE AMENDMENTS PERTAINING TO RECREATIONAL RETAIL MARIJUANA ESTABLISHMENTS SEPARATION REQUIREMENTS AND ESTABLISHING ODOR CONTROL AND SCREENING REQUIREMENTS FOR PERSONAL GROW SITES

### BACKGROUND

The City has adopted regulations pertaining to the sale and production of recreational and medical marijuana. The proposed amendments to the City's Land Use and Development Ordinance (LUDO) address the separation requirements for recreational retail marijuana establishments, and screening and odor control for personal grow sites.

### PROCEDURE

This is a legislative type hearing. The Planning Commission's role is to conduct a public hearing, review the proposals and make a recommendation to the City Council. The Council will also hold a public hearing, and any recommendations adopted by the Council would be formalized in an ordinance and become part of the LUDO.

### NOTIFICATION

These proposed code changes require a 35 day notice to the Department of Land Conservation and Development. That notice was sent on January 27, 2017, more than 35 days before this hearing. A notice was also published in The Dalles Chronicle on March 5, 2017. Direct notification of this public hearing, as well as the Planning Commission's February 16, 2017 meeting on this item was

also provided to the operators of the existing recreational retail marijuana establishments in the city.

## COMMENTS

As of the date of the preparation of this report, no comments have been received from the public for this hearing. Comments by Mr. Norm Brock, operator of Columbia River Herbals, were received at the Planning Commission's meeting of February 16, 2017 (see attached draft meeting minutes). The February 16<sup>th</sup> meeting was a non-public hearing discussion.

## DISCUSSION

The City Council directed staff to draft potential amendments to the 1,000 foot separation requirements for recreational retail marijuana establishments provided for in General Ordinance No. 16-1343, adopted September 12, 2016. Council discussion at their November 14, 2016 meeting also included recognizing that "physical barriers" between recreational retail establishments may constitute a mitigating factor in allowing the facilities to be located closer than 1,000 feet from each other, as provided for in existing regulations.

### Separation Requirements

The 1,000 foot separation requirement for recreational marijuana retailers is established in the CBC (Central Business Commercial District), CG (General Commercial District) and the CLI (Commercial/ Light Industrial District):

*The retail facility must be located more than 1,000 feet from... any other recreational marijuana retailer registered with the Oregon Liquor Control Commission...measured in a straight line from the closest edge of the property on which the other facility is located.*

Staff has prepared three text amendment alternatives addressing the 1,000 foot separation requirement. The alternatives discussed by the Commission at their February 16<sup>th</sup> meeting, are summarized below:

- **Alternative No. 1** – reduces the 1,000 foot separation requirement to a 500 foot minimum separation requirement between recreational marijuana retailers. The use would still be allowed by right, subject to operating standards (e.g., hours of operation, no drive-up facility, etc.).

*The current 1,000 foot separation requirement for recreational marijuana retailers and elementary and secondary schools, public libraries, public parks and recreational facilities will remain, as will the 500 foot separation requirement for recreational marijuana retailers and the RL, RH, or RM Residential Districts.*

- **Alternative No. 2** – allows for a reduction in the 1,000 foot separation requirement to a minimum of 500 feet separation with the issuance of a

Condition Use Permit (CUP). Recreational marijuana retailers would be allowed by right if they were located more than 1,000 feet apart. Whether allowed by right or through the issuance of a CUP the use would be subject to operating standards.

*The current 1,000 foot separation requirement for recreational marijuana retailers and elementary and secondary schools, public libraries, public parks and recreational facilities will remain, as will the 500 foot separation requirement for recreational marijuana retailers and the RL, RH, or RM Residential Districts.*

- **Alternative No. 3** – allows for a reduction in the 1,000 foot separation requirement with no minimum separation requirement established, with the issuance of a Conditional Use Permit (CUP). Recreational marijuana retailers would be allowed by right if they were located more than 1,000 feet apart. Whether allowed by right or through the issuance of a CUP the use would be subject to operating standards.

*The current 1,000 foot separation requirement for recreational marijuana retailers and elementary and secondary schools, public libraries, public parks and recreational facilities will remain, as will the 500 foot separation requirement for recreational marijuana retailers and the RL, RH, or RM Residential Districts.*

Following discussion, the Commission expressed a preference for Alternative No. 2. The Commission also expressed a desire that the Council consider establishing a temporary moratorium on accepting new applications within 1,000 feet once an application has been submitted for a recreational retail marijuana operation. Additional permitting requirements (e.g., an annual operator's permit) for recreational marijuana retailers were also discussed by the Commission.

(The City of Bend currently requires an annual operator's permit for recreational marijuana retailers. This requirement is separate from any City business license requirement.)

Staff did not include language in the proposed text amendments addressing the issue of "physical barriers" in the locational requirements for the recreational retailers, citing the difficulty in defining such barriers as well as their permanency. If the so directed, staff will return to the Commission at a later date with alternative language to address this issue.

### **Odor Control and Screening Requirements**

Additionally, staff has prepared proposed text amendments addressing odor control and screening requirements for personal marijuana grow sites in the RL (Residential Low Density District), RM (Residential Medium Density District) and RH (Residential High Density District).

The proposed text amendments would address concerns raised pertaining to the visibility of and odors emanating from homegrown recreational or personal medical marijuana grow sites in the RL, RM and RH Residential Districts. Current State and City regulations allow for the cultivation of homegrown recreational and personal medical marijuana. Specifically, LUDO Sections 5.010.040, 5.020.040 and 5.040.040 would be amended to add the following to prohibited uses in those zoning districts:

- Odor associated with marijuana allowed to *“emanate from the (subject) property...to any other property.”*
- Marijuana to be located in place where *“the grow site may be seen by normal unaided vision from a public space or neighboring property.”*

Appropriate screening materials are defined in LUDO Section 6.010.050, while odor complaints would be addressed pursuant to nuisance abatement procedures established in General Ordinance Chapter 5 Nuisances.

### **RECOMMENDATION**

Staff recommends that the Planning Commission conduct a public hearing on the proposed LUDO text amendments. Following closure of the public hearing, move to recommend that the City Council adopt the text amendments as deemed appropriate.

The Commission also has the option of forwarding to the City Council a recommendation of “no change.” Such an action would convey to the Council that the Commission is of the opinion that the existing Code requirements are sufficient. This action could apply to both or either one of proposed text amendments; separation requirements and the odor control and screening requirements.

In addition to the proposed LUDO text amendments, the Commission may wish to consider requesting that the City Council direct staff to draft language pertaining to the establishment of temporary area-specific moratoriums upon the submission of a recreational retail marijuana application and/or establishing the requirement of an annual operator’s permit for recreational marijuana retailers.

### **ATTACHMENTS**

- Draft Planning Commission meeting minutes (dated February 16, 2017)
- Resolution No. PC 562-17



## PLANNING COMMISSION CITY OF THE DALLES

---

### RESOLUTION NO. P.C. 562-17

#### A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING CITY COUNCIL APPROVAL OF VARIOUS AMENDMENTS TO THE LAND USE AND DEVELOPMENT CODE, ORDINANCE NO. 98-122, AS AMENDED, PERTAINING TO THE SALE OF RECREATIONAL RETAIL MARIJUANA AND THE CONTROL OF ODOR AND SCREENING OF PERSONAL GROW SITES

**WHEREAS**, an application was submitted for Zoning Ordinance No. 95-17 proposing various amendments to the Land Use and Development Code pertaining to the sale of recreational retail marijuana and the control of odor and screening of personal grow sites; and

**WHEREAS**, the City Planning Commission conducted a public hearing on March 16, 2017 to take public testimony on the proposed Zoning Ordinance Amendment No.95-17; and

**WHEREAS**, the Planning Commission has considered the public testimony and reviewed the proposed legislative amendments set forth in Zoning Ordinance Amendment No. 95-17, and based upon the proposed findings of fact and conclusions of law in Exhibit "A" which is attached hereto and by this reference incorporated herein, and testimony presented during the hearing, the Planning Commission voted to recommend the legislative amendments be forwarded to the City Council for their review and adoption;

#### **NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION AS FOLLOWS:**

Section 1. The Planning Commission recommends that the proposed Zoning Ordinance Amendment No. 95-17 be approved and forwarded to the City Council for its review and adoption.

Section 2. This Resolution shall be effective upon its passage and approval. The Secretary of the Commission shall (a) certify to the adoption of the Resolution; (b) transmit a copy of the Resolution to the Applicant.

APPROVED AND ADOPTED THIS 16<sup>TH</sup> DAY OF MARCH, 2017.

\_\_\_\_\_  
Bruce Lavier, Chairman  
Planning Commission

I, Steven K. Harris, Planning Director for the City of The Dalles, hereby certify that the foregoing Resolution was adopted at a regular meeting of the City Planning Commission, held on the 16<sup>th</sup> day of March, 2017.

AYES:

NAYS:

ABSENT:

ATTEST:

\_\_\_\_\_  
Steven K. Harris, AICP, Planning Director  
City of The Dalles

## EXHIBIT "A" FOR RESOLUTION NO. P.C. 562-17

### AMENDMENTS CONCERNING DISTANCE RESTRICTIONS FOR RETAIL MARIJUANA FACILITIES AND REGULATIONS CONCERNING PERSONAL MARIJUANA GROW SITES

#### Land Use and Development Ordinance (LUDO) Amendments

The current provisions in the LUDO provide for a 1,000 foot separation requirement for recreational marijuana retailers in the CBC Central Commercial District, the CG General Commercial District, and the CLI Commercial Light Industrial District. ORS 475B.500(1)(d) provides that local governments may adopt local time, place and manner regulations which include reasonable limitations on where a marijuana grow site of a person designated to produce marijuana by a registry identification cardholder, a marijuana processing site, or a medical dispensary may be located. ORS 475B.500(2) provides that notwithstanding ORS 633.738, the governing body of a city may adopt ordinances that impose reasonable regulations on the operation of marijuana grow sites of persons designated to produce marijuana by registry identification cardholders, marijuana processing sites, and medical marijuana dispensaries that located in the area subject to the jurisdiction of the city. Concerning the 1,000 separation requirement between existing retail marijuana facilities, the Planning Commission selects the following option:

1. Option #1. The Planning Commission finds and concludes that it is in the best interest of the health and safety of the citizens of The Dalles to not recommend any change in the current LUDO provisions establishing a 1,000 boundary between existing facilities which sell recreational marijuana. The Planning Commission determined that the 1,000 foot boundary was necessary and appropriate to prevent the proliferation of retail marijuana facilities throughout the City. The Planning Commission finds and determines that the 1,000 foot boundary still provides a sufficient number of locations upon which retail marijuana facilities may be located, and that a sufficient number of such facilities will be allowed in the City to ensure that a sufficient supply of recreational marijuana is available to customers who desire to purchase recreational marijuana.
2. Option #2. The Planning Commission finds and concludes that it is in the best interest of the health and safety of the citizens of The Dalles to reduce the 1,000 foot minimum separation requirement between recreational marijuana retailers to 500 feet. The reduction in this separation requirement will still address the concern as to the potential of a proliferation of retail marijuana facilities within the city; and it will also create the potential for additional economic activity by creating additional

potential locations for the operation of retail marijuana facilities. The retail marijuana facilities would still have to comply with operating standards for such facilities provided in the LUDO. The current 1,000 foot separation requirement for recreational marijuana retailers from elementary and secondary schools, public libraries, public parks and recreational facilities, and the 500 foot separation requirement for recreational marijuana facilities and the RL, RH and RM residential districts would remain in effect.

3. Option #3. The Planning Commission finds and concludes that it is in the best interest of the health and safety of the citizens of The Dalles to reduce the 1,000 foot minimum separation requirement between recreational marijuana retailers to 500 feet, subject to the issuance of a conditional use permit. The reduction in this separation requirement will still address the concern as to the potential of a proliferation of retail marijuana facilities within the city; it will also create the potential for additional economic activity by creating additional potential locations for the operation of retail marijuana facilities; and it would provide an opportunity for comment at a public hearing concerning any potential negative impacts which the proposed facility would create, and those impacts would need to be addressed by a condition (or conditions) of approval. The retail marijuana facilities would still have to comply with operating standards for such facilities provided in the LUDO. The current 1,000 foot separation requirement for recreational marijuana retailers from elementary and secondary schools, public libraries, public parks and recreational facilities, and the 500 foot separation requirement for recreational marijuana facilities and the RL, RH and RM residential districts would remain in effect.
4. Option #4. The Planning Commission finds and concludes that it is in the best interest of the health and safety of the citizens of The Dalles to allow for a reduction in the 1,000 foot separation requirement, without establishing any minimum separation requirement, subject to the issuance of a conditional use permit. Under this amendment, recreational marijuana retailers would be allowed by right in the designated zones if they were located more than 1,000 feet apart. Any concerns regarding possible negative impacts generated by such facilities can be addressed through the imposition of a condition (or conditions) or approval as part of the conditional use permit process.

Concerning the proposed amendments establishing regulations for odor generated by a Homegrown Recreational Marijuana Grow Site or a Personal Medical Marijuana Grow Site, and provisions regulating the screening of such grow sites, the Planning Commission finds and concludes that the proposed regulations for the RL, RH, and RM zoning districts which would prohibit the emanation of odors from such grow sites on to other property, and require the

grow sites to be screened in such a manner that the grow sites cannot be seen by normal unaided vision from a public place or neighboring property, are reasonable and necessary to protect residents and adjoining property owners from any potential nuisance conditions created by the odors from the grow site, and to protect the aesthetics and property values of properties which are adjacent to properties upon which the grow sites are located.

*This page intentionally left blank.*



**PLANNING COMMISSION  
STAFF REPORT  
CITY OF THE DALLES**

---

**PLANNING DEPARTMENT**

**DATE:** MARCH 16, 2017

**TO:** HONORABLE CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

**FROM:** STEVEN HARRIS, AICP *sh*  
PLANNING DIRECTOR  
DALE MCCABE  
CITY ENGINEER

**ISSUE:** COMPREHENSIVE PLAN AMENDMENT CPA 42-17 AND ZONING ORDINANCE AMENDMENT ZOA 94-17 – PERTAINING TO ADOPTION OF UPDATED TRANSPORTATION SYSTEM PLAN AND VARIOUS AMENDMENTS TO THE COMPREHENSIVE LAND USE PLAN AND THE LAND USE AND DEVELOPMENT ORDINANCE

**BACKGROUND**

The City of The Dalles Transportation System Plan (TSP) update project is a comprehensive update that will ensure the transportation system supports the economic and community goals of the City for the next 20 years. The updated TSP will support the implementation of The Dalles Comprehensive Land Use Plan by developing a transportation system for all modes that will support the planned residential, commercial, and industrial growth in the City. The updated TSP will provide a priority project list, costs, and a funding plan. The updated TSP will also comply with Statewide Planning Goal 12, the Transportation Planning Rule (TPR), and the Oregon Highway Plan.

In addition to the proposed Comprehensive Plan amendments, the TSP update project includes a number of Land Use and Development Ordinance (LUDO) text amendments to ensure consistency between the TSP goals and objectives and the development regulations found in the LUDO.

**PROCEDURE**

This is a legislative type hearing. The Planning Commission's role is to conduct a public hearing, review the proposals and make recommendations to the City Council. The Council will also hold a public hearing, and any recommendations

adopted by the Council would be formalized in an ordinance and become part of the 2011 Comprehensive Land Use Plan and LUDO.

### **NOTIFICATION**

These proposed Comprehensive Plan and LUDO changes require a 35 day notice to the Department of Land Conservation and Development. That notice was sent on February 9, 2017. A notice was also published in The Dalles Chronicle on March 5, 2017.

### **COMMENTS**

As of the date of the preparation of this report, no comments have been received from the public for this hearing.

The City Council appointed both a Public Advisory Committee (PAC) and a Technical Advisory Committee (TAC) to assist the consultant/staff Project Management Team (PMT) with their work. The PAC was made up of sixteen members from the community representing different agencies and community interest groups. A twelve member TAC consisting of representatives from other governing agencies within the community provided technical review and guidance to the eight member PMT.

Throughout the process, a total of five joint TAC/PAC meetings were held and two public presentations were conducted. The TAC/PAC meetings and the public presentations resulted in the development of six technical memorandums and ultimately the draft updated TSP which was presented to the Planning Commission and the City Council at the February 6<sup>th</sup> joint PC/CC workshop. Public comments as well as comments from Commission and Council members were received at this meeting.

### **DISCUSSION**

The City has entered into a professional services agreement with Kittleson & Associates, Inc. and Angelo Planning Group to prepare an updated TSP, along with various Comprehensive Plan and LUDO text amendments. The current TSP dates from 1999 and is need of updating to address the needs of a growing community, and to keep current with changing state and federal requirements.

Some of the issues addressed in the updated TSP include the following:

- Nearly 850 acres of residential and industrial lands have been annexed into the city since 1999.
- Jurisdiction of West 6<sup>th</sup> and 2<sup>nd</sup> Streets has transferred from ODOT to the City.

- The Chenoweth Interchange Area Management Plan adopted in 2010 needs to be integrated into an updated TSP.
- Transportation system improvements are required to support industrial uses and the updated TSP must address the freight needs of rail, marine and truck operators as well as the Port of The Dalles.
- Transportation system improvements to provide safe access to and from schools, bicycle/pedestrian connections to downtown and the overall community.
- Identify and implement strategies which promote accessibility and connectivity to preserve the local character of The Dalles.
- Provide consistency with revised zoning ordinances and align with the City's Comprehensive Plan and Development Code and identify policies to support compact, pedestrian-oriented development.

Adoption of the updated TSP also requires the consideration and adoption of various text amendments under Goal 12: Transportation of the Comprehensive Plan. These proposed amendments can be found in the attached memorandum dated December 16, 2016. Additionally the attached memorandum dated March 9, 2017 provides a list of edits to the December 2016 draft TSP which resulted from the February 6<sup>th</sup> joint PC/CC workshop.

A list of TSP implementation construction projects (Prospectus Sheets) will be available at the Planning Commission. The project sheets describe each recommended project, its estimated cost and funding source, and priority ranking. These projects were discussed at the February 6<sup>th</sup> meeting.

### **Proposed LUDO Amendments**

In order to fully implement the goals and objectives of the updated TSP a number of text amendments to the LUDO are proposed. The complete list of amendments (which are summarized below) is found in the attached memorandum dated December 16, 2016.

- Permit outright transportation improvements which are consistent with the updated TSP by creation of a new Section 10.060(k).
- Require LUDO amendments to be consistent with the updated TSP by amendments to Sections 3.100.030 and 3.110.030.
- Modify site plan review and conditional use permit evaluation criteria to include multi-modal transportation and safety considerations by amendments to Sections 3.030.040 and 30.050.040.
- Develop clear and objective standards for the Airport Approach Zone by amendments to Section 5.120 creating new definitions and establishing

new provisions for land use and permit applications within the Overlay Zone Area.

- Ensure access management requirements are consistent with the updated TSP by amendments to Sections 6.050.030, 6.050.040, and 6.050.050.
- Allow for the redevelopment of existing parking areas for transit-oriented uses by amendments to Section 7.020.040.
- Review traffic study requirements and modify them to be consistent with the updated TSP by amendments to Sections 3.0303.020 and 10.060 allowing for limited traffic impact studies and full traffic impact studies.
- Update local street standards to be consistent with the updated TSP by amendments to Sections 9.030.040 and 10.060.
- Consider incorporating transit-supportive development requirements by establishing a new Section 10.130.

### **RECOMMENDATION**

Staff recommends that the Planning Commission conduct a public hearing on the draft updated Transportation System Plan document, and the proposed Comprehensive Plan and LUDO text amendments. Following closure of the public hearing, move to recommend that the City Council adopt the draft updated TSP, including the edits described in the March 9, 2017 memorandum, and the Comprehensive Plan and LUDO text amendments.

### **ATTACHMENTS**

- Draft TSP (dated December 2016); previously distributed
- Draft TSP errata memorandum (dated March 9, 2017)
- Comprehensive Plan Amendments memo (dated December 16, 2016)
- Development Code Amendments memo (dated December 16, 2016)
- Meeting minutes Joint PC/CC Workshop (date February 6, 2017)
- Resolution No. PC 561-17

## MEMORANDUM

---

Date: March 9, 2017 Project #:  
18495

To: Dale McCabe  
City of The Dalles

From: Ashleigh Ludwig and Susie Wright, PE

Project: The Dalles TSP

Subject: Draft TSP Edits after February 6, 2017

---

This memorandum provides a summary of the changes that were made to the Draft TSP following the Joint City Council and Planning Commission Worksession on February 6, 2017.

- Page 9 (Preface): The Transit Feasibility Study Advisory Committee members were added to this page for acknowledgement in their role throughout the project. Members included Joni Bramlett, Rich Eberle, Dan Hoyt, and Ron Nails.
- Page 35: Within the Existing Conditions chapter, the Jurisdiction section was clarified to indicate that all Wasco County roads within The Dalles City Limits were transferred to The City of The Dalles in 2016.
- Transit Analysis: The transit analysis was updated to reflect population estimates for 2016.
- Project R-1 (E-19<sup>th</sup> Street Extension) was clarified to indicate that projects I-6, the Thompson Street/Old Dufur Street/10<sup>th</sup> Street intersection realignment, and project P-32, Thompson Street sidewalks, should be completed in conjunction with or prior to the completion of the E 19<sup>th</sup> Street extension to assist in accommodating the increase in traffic that Thompson Street will carry with the E 19<sup>th</sup> Street extension.
- The Dalles Riverfront Trail:
  - Project P-15 (The Dalles Riverfront Trail) was modified to High priority and the alignment was corrected to reflect the current work planning underway for this project. However, no City funding sources were assigned to the project.
  - Previous Project P-16 was removed because it was covered by the modification in alignment of Project P-15.
- Mill Creek Trail:
  - Previous Project P-17 was removed because Project P-20 (Shared-Use Path between W 8<sup>th</sup> Street and W 6<sup>th</sup> Street) completed the Mill Creek Trail project as shown in current Mill Creek Trail planning documents.
  - Project P-21 was extended to provide the connection to P-20.

- Project P-33 (1<sup>st</sup> Street Streetscape Urban Renewal Project) was added to the project list as a high priority project. The project description includes: Construct enhanced pedestrian facilities on the south side of 1<sup>st</sup> Street, install street lights, and resurface the street. The detailed street section will be determined by the Urban Renewal project development process. Cost estimate will be developed as part of project development. Depending on project timing and downtown on-street parking needs, the project may result in shared-use one-way eastbound travel lanes with parking on the north side of the street or one-way vehicular traffic with bike lanes but no on-street parking. Funding will be provided through the Urban Renewal program.
- Prospectus Sheets: Prospectus sheets are provided in Attachment A of Volume 1 of the Draft TSP. These sheets summarize the project information for each individual project on one page. The information in the prospectus sheets was already provided in the tables and figures in Chapter 6 of the Draft TSP.

Attachment A of this memorandum provides Table 6-11 (Pedestrian Projects) and Figure 6-9 (Pedestrian Plan) to illustrate the more modifications that were made to the Pedestrian Plan.

## ATTACHMENT A: REVISED PEDESTRIAN PLAN

**Table 6-11. Pedestrian Projects**

Map ID	Location	Project Description	Project Type	Cost Estimate	Expected City Contribution**	Priority	Potential Funding Source			
							ODOT	City	Private	Federal
P-1	W 7 <sup>th</sup> Street Sidewalk	Add a sidewalk on both sides of the street to fill sidewalk gaps from Chenoweth Loop Road to Walnut Street. (Note: Sidewalk is only desired for the west side of W 7 <sup>th</sup> Street between Chenoweth Loop Road and Hostetler.)	Sidewalk	\$ 560,000	\$ 560,000	Medium		✓		
P-2	W 10 <sup>th</sup> Street Sidewalk	Add a sidewalk on both sides of the street to fill sidewalk gaps from Chenoweth Loop Road to Vey Way	Sidewalk	\$ 610,000	\$ 610,000	Medium		✓		
P-3	Hostetler Street Sidewalk	Add a sidewalk on both sides of the street from West 10 <sup>th</sup> Street to West 6 <sup>th</sup> Street	Sidewalk	\$ 200,000	\$ 200,000	Low		✓		
P-4	W 10 <sup>th</sup> Street/Hostetler Street intersection	Stripe high emphasis crosswalk markings and install appropriate school crossing signal	Crossing	\$ 2,000	\$ 2,000	High		✓		
P-5	Chenoweth Loop Road Sidewalk	Add sidewalk on the south side of the street from Chenoweth Elementary School to W 10 <sup>th</sup> Street	Sidewalk	\$ 46,000	\$ 46,000	High		✓		
P-6	W 10 <sup>th</sup> Street/Chenoweth Loop Road Crosswalk	Stripe crosswalk markings and install appropriate school crossing signage	Crossing	\$ 2,400	\$ 2,400	High		✓		
P-8	E 19 <sup>th</sup> Street Sidewalk	Add sidewalk on the north side of the street from East 18 <sup>th</sup> Street to Dry Hollow Road	Sidewalk	\$ 30,000	\$ 30,000	Medium		✓		
P-9	E 16 <sup>th</sup> Place/E 19 <sup>th</sup> Street/Dry Hollow Road Crosswalk	Stripe crosswalk markings and install upgraded school crossing signage	Crossing	\$ 2,500	\$ 2,500	High		✓		
P-10	W 14 <sup>th</sup> Street/Bridge Street Crosswalk	Stripe crosswalk markings and install upgraded school crossing signage	Crossing	\$ 2,200	\$ 2,200	High		✓		
P-11	W 14 <sup>th</sup> Street/Trevitt Street Crosswalk	Stripe crosswalk markings and install upgraded school crossing signage	Crossing	\$ 2,200	\$ 2,200	High		✓		
P-12	W 16 <sup>th</sup> Street/Bridge Street Crosswalk	Stripe crosswalk markings and install upgraded school crossing signage	Crossing	\$ 2,200	\$ 2,200	High		✓		
P-13	W 16 <sup>th</sup> Street/Trevitt Street Crosswalk	Stripe crosswalk markings and install upgraded school crossing signage	Crossing	\$ 2,200	\$ 2,200	High		✓		
P-14	W 6 <sup>th</sup> Street Sidewalk	Fill gaps between Snipes Street and Hostetler Street. Note: this should be conducted in conjunction with project S-3.	Sidewalk	\$34,000	\$34,000	High		✓		
P-15	The Dalles Riverfront Trail	Complete construction of the Riverfront Trail from The Dalles Marina to The Dalles Dam Visitor Center.	Shared-Use Path	Unknown	Unknown	High*				✓
P-16		Intentionally left blank.								
P-17		Intentionally left blank.								
P-18	Chenoweth Creek Trail^	Construct trail along the creek from W 10th Street to the Riverfront Trail, including an at-grade crossing of US 30 (Historic Columbia River Highway) and an	Shared-Use Path	Unknown	Unknown	Low		✓		

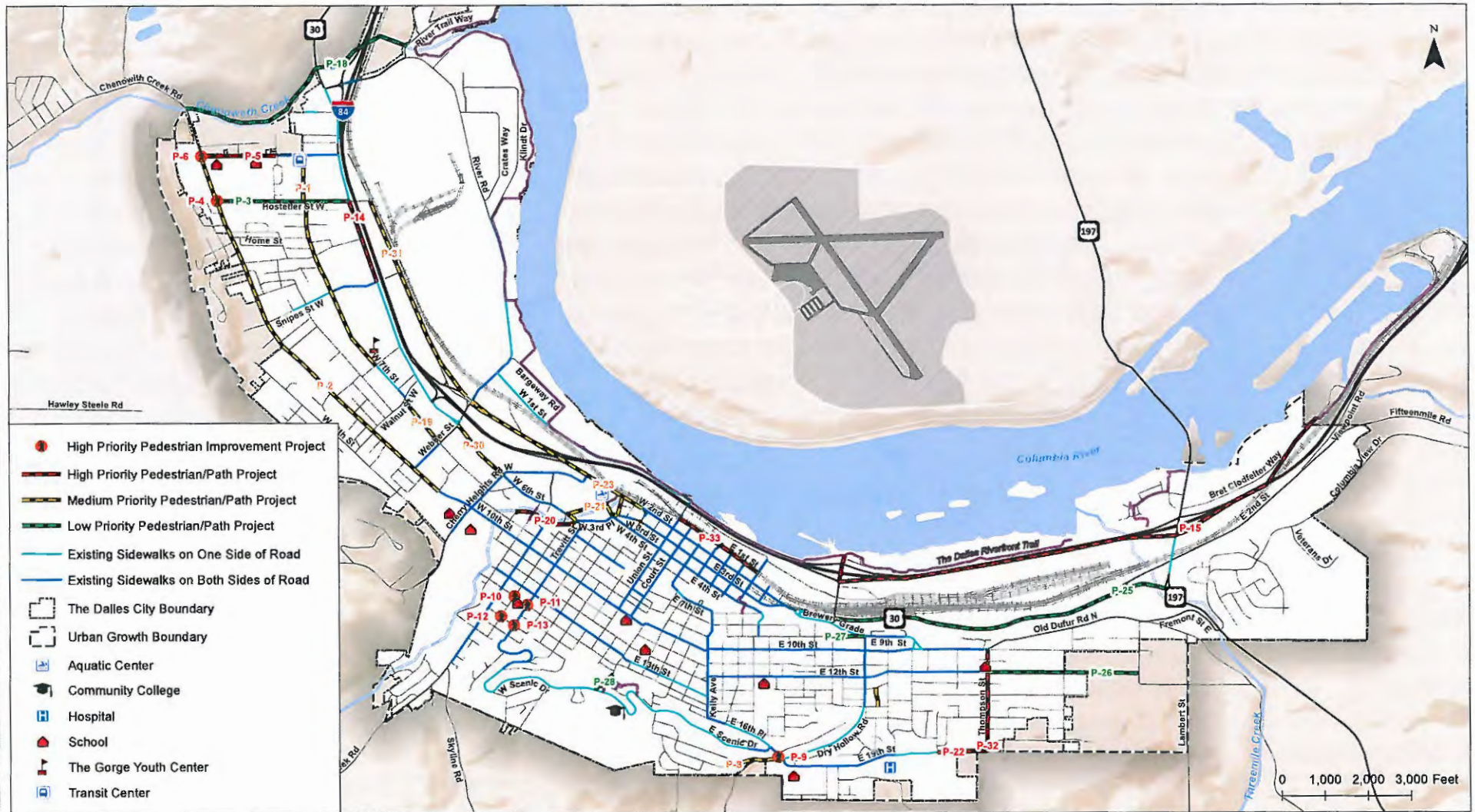
Map ID	Location	Project Description	Project Type	Cost Estimate	Expected City Contribution**	Priority	Potential Funding Source			
							ODOT	City	Private	Federal
		undercrossing of I-84.								
P-19	Shared Use Path between West 7 <sup>th</sup> Street and West 8 <sup>th</sup> Street	Construct a shared-use path between West 7 <sup>th</sup> Street and West 8 <sup>th</sup> Street (from Walnut to Webber)	Shared-Use Path	\$30,000	\$30,000	Medium		✓		
P-20	Shared-Use Path along between W 8 <sup>th</sup> Street and West 6 <sup>th</sup> Street	Construct a shared-use path between W 8 <sup>th</sup> Street and West 6 <sup>th</sup> Street. Pre-engineering for part of this trail has begun. Further plans should be coordinated with The Dalles Watershed Council and the Riverfront Trail Committee.	Shared-Use Path	\$37,000***	\$37,000	High		✓		
P-21	Shared-Use Path to the Aquatic Center	Construct a shared-use path between the intersection of West 3 <sup>rd</sup> Place and West 4th Street to connect to the Aquatic Center and the Thompson City Park. This path should use the existing bridge. Much of this section of the path will be constructed on private property. Construct path on the west bank of Mill Creek from 6 <sup>th</sup> Street to 2 <sup>nd</sup> Street.	Shared-Use Path	\$7,000***	\$7,000	Medium		✓		
P-22	Sidewalks and Bicycle Lanes on East 19 <sup>th</sup> Street and Thompson Street	Install sidewalks and bicycle lanes on the future East 19th Street connection to Thompson Street. This will be accomplished through roadway project R-1 and is included in the cost estimate for that project.	Sidewalk	--	--	High		✓		
P-23	W 2 <sup>nd</sup> Street: Lincoln Street to Webber Street	Add a sidewalk on both sides of the street from Lincoln Street to Webber Street, based on result of streetscape study.	Sidewalk	\$250,000	\$250,000	Medium		✓		
P-25	E 2 <sup>nd</sup> Street Sidewalks	Construct sidewalks on one side of East Second Street between Brewery Overpass Road and Highway 197	Sidewalk	\$380,000	\$95,000	Low	✓	✓		
P-26	E 12 <sup>th</sup> Street Sidewalks	Construct sidewalks on E 12 <sup>th</sup> Street between Thompson and Richmond	Sidewalk	\$170,000	\$170,000	Low		✓		
P-27	E 9 <sup>th</sup> Street Sidewalk Infill	Construct sidewalks on E 9 <sup>th</sup> Street from Lewis Street to Brewery Grade to provide a complete connection.	Sidewalk	\$13,000	\$13,000	Low		✓		
P-28	Sorosis Park Trail Connection Study	Study the feasibility of improving the trail connections between Sorosis Park and Washington Street.	Study	\$20,000	\$20,000	Low		✓		
P-29	Pedestrian Access Study	Evaluate the best locations for pedestrian/bicycle connections across the interstate and railroad to access the river, Riverfront Trail, and Lone pine.	Study	\$20,000	\$20,000	High	✓	✓		
P-30	6 <sup>th</sup> Street/Cherry Heights Road Pedestrian Access Study	Complete a study to examine pedestrian access in the area and determine the appropriate location and design for a mid-block crossing(s) of 6 <sup>th</sup> Street between Cherry Heights Road and Webber Street.	Study	\$5,000	\$1,000	Medium	✓	✓		
P-31	W 2 <sup>nd</sup> Street Sidewalks from Webber to Hostetler	Install sidewalks on the west side of W 2 <sup>nd</sup> Street.	Sidewalk	\$510,000	\$510,000	Medium		✓		

Map ID	Location	Project Description	Project Type	Cost Estimate	Expected City Contribution**	Priority	Potential Funding Source			
							ODOT	City	Private	Federal
P-32	Thompson Street Sidewalks	Install sidewalks on both sides of Thompson Street between E 19 <sup>th</sup> Street and E 10 <sup>th</sup> Street. This project should be completed in conjunction with or prior to the E 19 <sup>th</sup> Street extension (R-1).	Sidewalk	\$228,000	\$228,000	High		✓		
P-33	1 <sup>st</sup> Street Streetscape Urban Renewal Project	Construct enhanced pedestrian facilities on the south side of 1 <sup>st</sup> Street, install street lights, and resurface the street. The detailed street section will be determined by the Urban Renewal project development process. Cost estimate will be developed as part of project development. Depending on project timing and downtown on-street parking needs, the project may result in shared-use one-way eastbound travel lanes with parking on the north side of the street or one-way vehicular traffic with bike lanes but no on-street parking. Funding will be provided through the Urban Renewal program.	Streetscape	Unknown	Unknown	High				
<b>Total Cost of High Priority Pedestrian Projects</b>				<b>\$382,700</b>	<b>\$382,700</b>					
<b>Total Cost of Medium Priority Pedestrian Projects</b>				<b>\$2,003,000</b>	<b>\$1,998,000</b>					
<b>Total Cost of Low Priority Pedestrian Projects</b>				<b>\$783,000</b>	<b>\$498,000</b>					
<b>Total Cost of Pedestrian Projects</b>				<b>\$3,168,700</b>	<b>\$2,878,700</b>					

\*This project is not included in the cost-constrained plan at this time but costs for the trail connection are currently under development as part of another process.

\*\*For projects in which the City will be a funding partner with multiple agencies, a 25% match is assumed to be the City's contribution and is used for the funding evaluation.

\*\*\* Cost estimate for engineering only.



**Pedestrian Plan**  
**The Dalles, Oregon** **Figure 6-9**



Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl  
Data Source: Wasco County  
©aces, Enr, USG, NOAA

*This page intentionally left blank.*

# Memorandum

**Date:** June 14, 2016, REVISED December 16, 2016

**To:** The Dalles Technical and Community Advisory Committees

**From:** Darci Rudzinski and Clinton “CJ” Doxsee, Angelo Planning Group

**CC:** Susan Wright and Ashleigh Griffin, Kittelson & Associates, Inc.

**Re:** Development Code Amendments

---

## Land Use Development Ordinance Amendments

Elements of The Dalles’ Transportation System Plan (TSP) are implemented in the requirements of the Land Use Development Ordinance (LUDO). The LUDO regulates development within City limits and implements the long-range land use vision embodied in The Dalles’ Comprehensive Plan, of which the TSP is a part.

The LUDO has been audited to ensure that City requirements reflect the goals and objectives of the TSP update, as well as address transportation-related issues that have been raised over the course of the project to date. The intent of this exercise is to identify potential consistency issues between local code requirements and the TSP goals and objectives, as well as note any possible Oregon Transportation Planning Rule (TPR) compliance concerns, early in the planning process. Table 1 contains a list of recommendations resulting from this audit. Provided information includes an overview of existing requirements and how these provisions are proposed be modified in order to better implement the City’s new TSP. Specific “adoption-ready” amendments to the LUDO follow the table, under numbered headings that correspond with the recommendations in the table.



Table 1: Land Use Development Code Recommendations

Recommendation	LUDO Section	Relevant TSP Goal/Objective
<p>1. <b>Permit outright transportation improvements that are consistent with the adopted TSP.</b> Specific transportation facilities, services, and improvements are commonly not subject to land use regulation due to the minimal impact on land use.<sup>1</sup> These should be listed as permitted outright in individual zones, or made exempt through a provision added to land use regulations in LUDO Chapter 3 (Application Review Procedures) or Chapter 10 (Improvements Required with Development).</p>	<p>Applications Review Procedures 3.020 (Review Procedures)  Or  General Regulations 10.060 (Street Requirements)</p>	<p>Goal #3: Integration  OAR 660-012-0045(1)</p>
<p>2. <b>Require ordinance amendments to be consistent with the TSP.</b> Review criteria for ordinance amendments can be strengthened by directly referencing the TSP as part of required conformance with the Comprehensive Plan. In addition, the City should consider adopting language requiring proposals that “significantly affect” an existing or planned transportation facility (pursuant to the TPR, Section -0060) demonstrate consistency with the identified function, capacity, and performance standards of the facility.</p>	<p>Ordinance Amendments 3.110.030 (Review Criteria)</p>	<p>TSP Goal #3: Integration  OAR 660-012-0045(2)(g)  OAR 660-012-0060</p>
<p>3. <b>Modify site plan review and conditional use permit evaluation criteria to include multi-modal transportation and safety considerations.</b> Both conditional use review and site plan review (which is a condition of approval for a CUP) approval require consistency with the transportation system. Requirements in both Sections can be improved to include bike and pedestrian access and circulation improvements, as well as reference to TSP access management and spacing standards.</p>	<p>Site Plan Review 3.030.040.B (Public Facilities Capacity)  Conditional Use Permits 3.050.040.C (Impact)</p>	<p>TSP Goal #3: Integration  Goal #4: Economic Development  OAR 660-012-0045(2)(e)</p>

<sup>1</sup> Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals. Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards. Changes in in the frequency of transit, rail, and airport services.



Recommendation	LUDO Section	Relevant TSP Goal/Objective
<p>4. <b>Develop clear and objective standards for the Airport Approach Zone.</b> Provisions are in place in LUDO 5.120 and 6.090(B) to prevent development that would negatively impact the airport. However, clear and objective standards are not currently included, and the LUDO states that regulations should be developed.</p>	<p>Zone District Regulations 5.120 (Airport Approach Zones)</p>	<p>TSP Goal #4: Economic Development OAR 660-012-0045(2)(c)</p>
<p>5. <b>Ensure access management requirements are consistent with the updated TSP.</b> Where new or modified access management and spacing standards are proposed in the updated TSP, the LUDO will need to be updated to be consistent with the standards</p>	<p>General Regulations 6.050 (Access Management)</p>	<p>Goal #2: Accessibility and Connectivity OAR 660-012-0045(2)(a)</p>
<p>6. <b>Allow for the redevelopment of existing parking areas for transit-oriented uses.</b> The City currently allows existing developments to replace up to 10% of existing parking spaces with landscaping, pedestrian amenities, or bicycle parking. This provision should be expanded to allow for transit amenities, such as bus stops and pullouts, bus shelters, and park and ride stations.</p>	<p>Parking Standards 7.020.040(C) (Reductions for Existing Uses)</p>	<p>Goal #2: Accessibility and Connectivity OAR 660-012-0045(4)(e)</p>
<p>7. <b>Review traffic study requirements and modify to be consistent with the recommendations of the updated TSP.</b> Thresholds for requiring a traffic impact study to be submitted as part of development proposal, as well as the requirements of the analysis, should be evaluated for consistency with TSP findings. Improvements to existing code language could include clarifying the thresholds and requirements of the "limited traffic study" vs. "full traffic study." Site Plan Review Traffic System Impact requirements (Section 3.030.020 Review Procedures) may also need to be revised for consistency, or to include a cross-reference to Section 10.060.</p>	<p>General Regulations 10.060.A (Traffic Studies)</p>	<p>Goal #1 Safety and Mobility OAR 660-012-0045(2)(b)</p>



Recommendation	LUDO Section	Relevant TSP Goal/Objective
<p><b>8. Update local street standards to be consistent with the updated TSP.</b> In updating the City’s street requirements, consider the following:</p> <ul style="list-style-type: none"> <li>• Removing street standards from the LUDO and referencing the (updated) table in the TSP. Adopting the TSP standards into the LUDO by reference would eliminate the need to modify standards in both documents in the future. If design standards are to be retained in both the TSP and the LUDO, the LUDO should also include local street standards (not just arterial and collector).</li> <li>• Incorporating the “network streets” from the Residential Street Public Improvement Guidelines in the TSP street classifications. If these streets are addressed in the TSP, the list can be removed from the LUDO. In addition, the City should distinguish “guidelines” from development requirements, eliminating or modifying the resolution language so that the LUDO retains only relevant applicability provisions and development requirements.</li> </ul> <p><i>The Residential Street Public Improvement Guidelines will be retained in the LUDO. The guidelines were recently adopted by City Council and city staff advised that these should be retained in Chapter 10. However, staff raised concerns that the application of these guidelines, which exempt street and sidewalk improvements for lots not abutting a network street, partition, and “serial” partitioning could result in de facto subdivisions that are underserved by city roads and sidewalks. APG has drafted alternative code language in Chapter 9, under Partition Application Review, in response to staff’s concerns.</i></p>	<p>Improvements Required with Development 10.060 (Street Requirements)</p>	<p>Goal #1: Safety and Mobility OAR 660-012-0045(7)</p>



Recommendation	LUDO Section	Policy/Goal/Strategy
<p><b>9. Consider incorporating transit-supportive development requirements.</b> The Dalles' currently has fixed-route transit within City limits, with a new transit center planned on Chenoweth Loop near W 6<sup>th</sup> Street. Transit stops are permitted outright as accessory uses; however, there are no additional transit supportive provisions in the LUDO. Amendments to increase transit supportive language should be discussed and considered given the current transit improvements underway in the City and the enhanced emphasis on multi-modal transportation in the TSP update project.</p>	<p>Chapter 10 Improvements Required with Development  (new Section)</p>	<p>Goal #2: Accessibility and Connectivity  OAR 660-012- 0045(4)(a)</p>

Recommendation 1

**10.060 Street Requirements**

[...]

**K. Transportation Improvements Permitted Outright. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:**

- 1. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.**
- 2. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.**
- 3. Projects that are consistent with projects identified and planned for in the Transportation System Plan.**
- 4. Landscaping as part of a transportation facility.**
- 5. Emergency measure necessary for the safety and protection of property.**
- 6. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan.**
- 7. Construction of a street or road as part of an approved subdivision or land partition consistent with the applicable land division ordinance.**

Recommendation 2

**3.110 Zone Changes**

**3.100.030 Review Criteria**

A Zone Change shall be granted if the following criteria are met:

[...]

- A. Conformance. The proposed Zone Change conforms to the Comprehensive Plan, including the Transportation System Plan, and all other provisions of this Ordinance.

[...]

- C. Streets and Traffic. The site is, or will be, adequately served by streets for the type and volume of traffic generated by uses that may be permitted in the new zone and the planned function, capacity, and performance standards as adopted in the Transportation System Plan. Requirements of the State of the impacted transportation facility or facilities. Requirements of the State Transportation Planning Rule shall apply to those land use actions that significantly affect the transportation system, as defined by OAR 660-012-0060.

### 3.110 Ordinance Amendments

#### 3.110.030 Review Criteria

Proposed text amendments shall be consistent with the Comprehensive Plan, and State Laws and Administrative Rules, including the State Transportation Planning Rule OAR 660-012-0060. Proposed text amendments shall be consistent with the adopted Transportation System Plan and the planned function, capacity, and performance standards of the impacted facility or facilities. Requirements of the State Transportation Planning Rule shall apply to those land use actions that significantly affect the transportation system, as defined by OAR 660-012-0060.

Recommendation 3

#### 3.030 Site Plan Review

##### 3.030.040 Review Criteria

The following criteria shall be used to approve, approve with conditions, or deny the site plan:

- A. City Ordinance Provisions. All the provisions from the applicable City ordinances have been met or will be met by the proposed development.
- B. Public Facilities Capacity. Adequate capacity of City facilities for water, sanitary sewer, storm sewer, and streets and sidewalks can and will be provided to, and where applicable, through the subject property in order to: 1) meet connectivity standards per the Transportation System Plan and other documents, and ; 2) provide for future development of surrounding property.
- C. Improvements Required of Development. The Proposal complies with all of the applicable LUDO Chapter 10 standards, including, but not limited to:
  1. Section 10.040 Bicycle Requirements
  2. Section 10.050 Pedestrian Requirements
  3. Section 10.060 Street Requirements



**3.050 Conditional Use Permits**

**3.050.040 Review Criteria**

A conditional use permit shall be granted if the Commission finds that the proposed use conforms with, or can be made to conform with through added conditions, any related requirements of this and other City Ordinances and all of the following criteria:

[...]

- B. Standards. The proposed use conforms to all applicable standards of the zone district where the use is proposed to be located. The proposed use will also be consistent with the purposes of this ordinance, and any other statutes, ordinances, or policies that may be applicable.
- C. Impact. The proposed structure(s) and use(s) shall be designed and operated in such a way as to meet the standards of this section. Impacts caused by the construction of the conditional use shall not be considered regarding a decision on the validation of the application.

[...]

- 6. The transportation system is capable, or can be made capable, of supporting the additional transportation impacts generated by the use. Evaluation factors shall include, but are not limited:
  - a. Street designations and capacities; ~~and~~
  - b. On-street parking impacts;:
  - c. Bicycle safety and connectivity;
  - d. Pedestrian safety and connectivity; and
  - e. Transit capacity and efficiency.

Recommendation 4

**5.120 Airport Approach Overlay Zone**

**5.120.010 Purpose**

The City of The Dalles is a part owner of the Columbia Gorge Regional Airport, located in Klickitat County, Washington. The airport is a valuable asset to the City and the citizens and businesses of Wasco and Klickitat Counties. The topography of the region restricts approaches to the airport and the City desires to protect those approaches as much as possible. When the approaches use airspace over the areas within the zoning jurisdiction of the City of The Dalles, the City will protect that airspace. No development or operational characteristic will be allowed that would hinder the use of the airspace. ~~The city will develop regulations that will delineate the approaches and what will be allowed to develop under those approaches. Until those detailed regulations are in effect, the City has adopted a general regulation set out in~~



Section 5.120 is adopted to implement Oregon Revised Statutes (ORS) 836.600 through 836.630 and policies of the Comprehensive Plan as they relate to private use airports. When applied, it provides for the continued operation and vitality of the Columbia Gorge Regional Airport consistent with state law. It also provides for safety standards to reduce the potential for safety hazards for property and for persons living, working or recreating on lands near the airport. The Airport Approach Overlay Zone shall be applied to the underlying zone.

5.120.020 Protection of Approach Zones-Definitions

~~No development or operation shall in any way negatively affect the approach zones to the airport or the safe use of the approach zones by aircraft landing or taking off from the airport.~~

Airport. The strip of land used for taking off and landing aircraft, together with all adjacent land used in connection with the aircraft landing or taking off from the strip of land, including but not limited to land used for existing airport uses.

Airport Direct Impact Area. The area located within 5,000 feet of an airport runway, excluding lands within the runway protection zone and approach surface.

Airport Elevation. The highest point of an airport's usable runway, measured in feet above mean sea level.

Airport Imaginary Surfaces. Imaginary areas in space and on the ground that are established in relation to the airport and its runways. Imaginary areas are defined by the primary surface, runway protection zone, approach surface, horizontal surface, conical surface and transitional surface.

Airport Secondary Impact Area. The area located between 5,000 and 10,000 feet from an airport runway.

Airport Sponsor. The owner, manager, or other person or entity designated to represent the interests of an airport.

Approach Surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface.

A. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

1. 2,000 feet for a utility runway having a non-precision instrument approach;
2. 3,500 feet for a non-precision instrument runway, other than utility, having visibility minimums greater than three-fourths statute mile;
3. 4,000 feet for a non-precision instrument runway, other than utility, having visibility minimums at or below three-fourths statute mile; and
4. 16,000 feet for precision instrument runways.

B. The approach surface extends for a horizontal distance of:

1. 5,000 feet at a slope of 20 feet outward for each foot upward for all utility runways;
2. 10,000 feet at a slope of 34 feet outward for each foot upward for all non-precision instrument runways, other than utility; and
3. 10,000 feet at a slope of 50 feet outward for each one foot upward, with an additional 40,000 feet at slope of 40 feet outward for each one foot upward, for precision instrument runways.

C. The outer width of an approach surface will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

Department of Aviation. The Oregon Department of Aviation, the State agency chiefly responsible for matters relating to the continuing development of aviation as part of the state's transportation system, and the safety of its airways.

FAA. The Federal Aviation Administration.

Height. The highest point of a structure or tree, plant or other object of natural growth, measured from mean sea level.

Horizontal Surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

- A. 5,000 feet for all runways designated as utility.
- B. 10,000 feet for all other runways.
- C. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000 foot arc is encompassed by tangents connecting two adjacent 10,000 foot arcs, the 5,000 foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

Non-precision Instrument Runway. A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach has been approved, or planned, and for which no precision approach facilities are planned or indicated on an FAA- approved airport layout plan or other FAA planning document.

Obstruction. Any structure or tree, plant or other object of natural growth that penetrates an imaginary surface.

Other than Utility Runway. A runway that is constructed for and intended to be used by turbine driven aircraft or by propeller-driven aircraft exceeding 12,500 pounds gross weight.

Precision Instrument Runway. A runway having an existing instrument approach procedure utilizing air navigation facilities that provide both horizontal and vertical guidance, such as an Instrument Landing



System (ILS) or Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA-approved airport layout plan or other FAA planning document.

Public Assembly Facility. A permanent or temporary structure or facility, place or activity where concentrations of people gather in reasonably close quarters for purposes such as deliberation, education, worship, shopping, employment, entertainment, recreation, sporting events, or similar activities. Public assembly facilities include, but are not limited to, schools, churches, conference or convention facilities, employment and shopping centers, arenas, athletic fields, stadiums, clubhouses, museums, and similar facilities and places, but do not include parks, golf courses or similar facilities unless used in a manner where people are concentrated in reasonably close quarters. Public assembly facilities also do not include air shows, structures or uses approved by the FAA in an adopted airport master plan, or places where people congregate for short periods of time such as parking lots or bus stops.

Runway. A defined area on an airport prepared for landing and takeoff of aircraft along its length.

Significant. As it relates to bird strike hazards, "significant" means a level of increased flight activity by birds across an approach surface or runway that is more than incidental or occasional, considering the existing ambient level of flight activity by birds in the vicinity.

Structure. Any constructed or erected object which requires location on the ground or is attached to something located on the ground. Structures include but are not limited to buildings, decks, fences, signs, towers, cranes, flagpoles, antennas, smokestacks, earth formations and overhead transmission lines. Structures do not include paved areas.

Transitional Surface. Those surfaces that extend upward and outward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to the point of intersection with the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at a 90 degree angle to the extended runway centerline.

Utility Runway. A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight or less.

Visual Runway. A runway intended solely for the operation of aircraft using visual approach procedures, where no straight-in instrument approach procedures or instrument designations have been approved or planned, or are indicated on an FAA-approved airport layout plan or any other FAA planning document.

Water Impoundment. Includes wastewater treatment settling ponds, surface mining ponds, detention and retention ponds, artificial lakes and ponds, and similar water features. A new water impoundment includes an expansion of an existing water impoundment except where such expansion was previously authorized by land use action approved prior to the effective date of this ordinance.



5.120.030 Notice of Land Use and Permit Applications within Overlay Zone Area.

Except as otherwise provided herein, written notice of applications for land use or limited land use decisions, including comprehensive plan or zoning amendments, in an area within this overlay zone, shall be provided to the airport sponsor and the Department of Aviation in the same manner as notice is provided to property owners entitled by law to written notice of land use or limited land use applications in accordance with Section 3.020.

- A. Notice shall be provided to the airport sponsor and the Department of Aviation when the property, or a portion thereof, that is subject to the land use or limited land use application is located within 10,000 feet of the sides or ends of a runway:
- B. Notice of land use and limited land use applications shall be provided within the following timelines.
  - 1. Notice of land use or limited land use applications involving public hearings shall be provided prior to the public hearing at the same time that written notice of such applications is provided to property owners entitled to such notice.
  - 2. Notice of land use or limited land use applications not involving public hearings shall be provided at least 20 days prior to entry of the initial decision on the land use or limited land use application.
- C. Notice of the decision on a land use or limited land use application shall be provided to the airport sponsor and the Department of Aviation within the same timelines that such notice is provided to parties to a land use or limited land use proceeding.
- D. Notices required under Paragraphs A-C of this section need not be provided to the airport sponsor or the Department of Aviation where the land use or limited land use application meets all of the following criteria:
  - 1. Would only allow structures of less than 35 feet in height;
  - 2. Involves property located entirely outside the approach surface;
  - 3. Does not involve industrial, mining or similar uses that emit smoke, dust or steam; sanitary landfills or water impoundments; or radio, radiotelephone, television or similar transmission facilities or electrical transmission lines; and
  - 4. Does not involve wetland mitigation, enhancement, restoration or creation.

5.120.040 Height Limitations on Allowed Uses in Underlying Zones.

All uses permitted by the underlying zone shall comply with the height limitations in this Section. When height limitations of the underlying zone are more restrictive than those of this overlay zone, the underlying zone height limitations shall control.

- A. Except as provided in subsections B and C of this Section, no structure or tree, plant or other object of natural growth shall penetrate an airport imaginary surface.

- B. For areas within airport imaginary surfaces but outside the approach and transition surfaces, where the terrain is at higher elevations than the airport runway surfaces such that existing structures and permitted development penetrate or would penetrate the airport imaginary surfaces, a local government may authorize structures up to 35 feet in height.
- C. Other height exceptions or variances may be permitted when supported in writing by the airport sponsor, the Department of Aviation and the FAA. Applications for height variances shall follow the procedures for other variances and shall be subject to such conditions and terms as recommended by the Department of Aviation and the FAA.

5.120.050 Procedures.

An applicant seeking a land use or limited land use approval in an area within this overlay zone shall provide the following information in addition to any other information required in the permit application:

- A. A map or drawing showing the location of the property in relation to the airport imaginary surfaces. The Planning Department shall provide the applicant with Departure Surface Profile maps in the Columbia Gorge Regional Airport Master Plan upon which to locate the property.
- B. Elevation profiles and a site plan, both drawn to scale, including the location and height of all existing and proposed structures, measured in feet above mean sea level.
- C. If a height variance is requested, letters of support from the airport sponsor, the Department of Aviation and the FAA.

5.120.060 Land Use Compatibility Requirements.

Applications for land use or building permits for properties within the boundaries of this overlay zone shall comply with the requirements of this chapter as provided herein.

- A. Outdoor Lighting. No new or expanded industrial, commercial or recreational use shall project lighting directly onto an existing runway or taxiway or into existing airport approach surfaces except where necessary for safe and convenient air travel. Lighting for these uses shall incorporate shielding in their designs to reflect light away from airport approach surfaces. No use shall imitate airport lighting or impede the ability of pilots to distinguish between airport lighting and other lighting.
- B. Glare. No glare producing material, including but not limited to unpainted metal or reflective glass, shall be used on the exterior of structures located within an approach surface or on nearby lands where glare could impede a pilot's vision.
- C. Industrial Emissions. No new industrial, mining or similar use, or expansion of an existing industrial, mining or similar use, shall, as part of its regular operations, cause emissions of smoke, dust or steam that could obscure visibility within airport approach surfaces, except upon demonstration, supported by substantial evidence, that mitigation measures imposed as approval conditions will reduce the potential for safety risk or incompatibility with airport



operations to an insignificant level. The review authority shall impose such conditions as necessary to ensure that the use does not obscure visibility.

D. Communications Facilities and Electrical Interference. Proposals for the location of new or expanded radio, radiotelephone, and television transmission facilities and electrical transmission lines within this overlay zone shall be coordinated with the Department of Aviation and the FAA prior to approval.

E. Landfills. No new sanitary landfills shall be permitted within 10,000 feet of any airport runway. Expansions of existing landfill facilities within these distances shall be permitted only upon demonstration that the landfills are designed and will operate so as not to increase the likelihood of bird/aircraft collisions. Timely notice of any proposed expansion shall be provided to the airport sponsor, the Department of Aviation and the FAA, and any approval shall be accompanied by such conditions as are necessary to ensure that an increase in bird/aircraft collisions is not likely to result.

5.120.070 Water Impoundments within Approach Surfaces and Airport Direct and Secondary Impact Boundaries.

Any use or activity that would result in the establishment or expansion of a water impoundment shall comply with the requirements of ORS 836.623.

5.120.080 Nonconforming Uses

Section 5.120 shall not be construed to require the removal, lowering, or alteration of any existing structure or vegetation not conforming to Section 5.120. Section 5.120 shall not require any change in the construction, or alteration of the intended use of any structure, the construction or alteration of which was begun or completed prior to the effective date of this safety overlay zone.

Recommendation 5

**6.050 Access Management**

6.050.030 General Requirements

[...]

i. In addition to the spacing standards in 6.050.040, access shall be taken from lower classification streets whenever possible.

6.050.040 Access Standards

~~(NOTE: Access to lots of record existing at time of adoption of this Ordinance shall not be denied. Table 1 identifies the City's access spacing standards as they relate to new development and redevelopment. Separation requirements between street intersections are listed in Section 9.020.020(B)(2): Size. The following regulations are for non-residential zones.~~

A. Separation Standards. Separation between access points shall conform to the access ~~is based on the City's preferred~~ spacing standards as specified below in Table 1; however, access separation may be

reduced to accommodate characteristics specific to a proposed site and/or use. In cases where separation is reduced below the preferred spacing standard, the reduction shall not be less than the appropriate stopping sight distance standard listed below in Table 2 for arterial and collector streets, unless the approving authority finds that all of the provisions of Section 6.050.050 below have been met. In no case shall the residential spacing standards for local residential streets listed in Table 3 be reduced.

[...]

Table 1: ~~Preferred Spacing Standards, All Streets~~ Access Spacing Standards for City Roadways

**[Table 1 to be replaced with TSP Table 6-3.]**

Table 2: Stopping Sight Distance, Arterials and Collectors

[...]

Table 3: Residential Minimum Spacing Standards

[...]

#### 6.050.050 Exceptions to Standards

A. The City may allow a reduction in the required minimum separation distance between access points on arterial and collector streets where such separation is impractical due to existing street frontage, topography, natural resources or physical barriers, provided a minimum separation based on safety is maintained and all of the following requirements are met:

- A. 1. Public Safety. A licensed professional engineer specializing in traffic submits proof that a reasonable standard of public safety applies.
- B. 2. Elimination of Replaced Access Points. The property owner enters into an agreement with the City to close and eliminate pre-existing connections on site which are being replaced by the new access point.
- C. 3. Legal Lot(s) of Record. The lot(s) is a legal lot(s) of record.

B. The City may require one or more of the following as a condition of approval of an exception to the minimum access spacing standards:

- 1. The non-conforming access be closed at such time that reasonable access becomes available to a local public street.
- 2. The proposal includes agreement(s) with adjacent land owners to provide either joint access points, front and rear cross-over easements, or a rear access upon future redevelopment.

## Recommendation 6

### 7.020 General Provisions



7.020.040 Allowed Motor Vehicle Parking Reductions, Waivers, and Exemptions.

[...]

C. Reductions for Existing Uses. Property owners of existing nonresidential development may take advantage of incentives to reduce vehicle parking below the minimum off-street vehicular parking standards established in Section 7.060: Minimum and Maximum Off- Street Parking Requirements as provided below:

[...]

- 3. Even when no expansion or redevelopment of the site is proposed, the property owner may replace up to 10% of existing parking spaces with the following:
  - a) Additional landscaping equal to the square footage of the parking space reduction.
  - b) On-site, publicly accessible pedestrian plazas, seating areas, shelters and/or walkways (in addition to required walkways).
  - c) Bicycle parking in addition to the number of bicycle parking spaces required in Section 7.060: Minimum and Maximum Off-Street Parking Requirements. New bicycle parking shall conform to the design standards contained in Section 7.040: Bicycle Parking Design Standards.
  - d) Bus shelters and other pedestrian and transit amenities located adjacent to streets with existing or planned transit routes.

Recommendation 7

**Section 3.030 Site Plan Review**

3.030.020 Review Procedures

H. Traffic System Impacts. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADTs), the applicant shall provide a traffic impact study ~~or traffic counts~~ pursuant to the requirements of Section 10.060 to demonstrate the level of impact of the proposed development on the surrounding street system. The determination of impact or effect, and the scope of the impact study, shall be coordinated with the provider of the affected transportation facility. The developer shall be required to mitigate impacts attributable to the project.

**10.060 Street Requirements**

A. Traffic Impact Studies.

1. Traffic Impact Studies (TIS) studies shall be required of all development proposals that meet one or more of the following:

- a. Development of 16 or more dwelling units;

- ~~b. and any~~ Any other development proposal that is likely to generate more than 400 average daily motor trips. ~~In addition, a traffic study may be required if the~~
- c. Any development proposal that is near within [500] feet of an intersection that is already at or below level of service "D".

2. Limited Traffic Impact Studies (LTIS).

- a. Notwithstanding 10.060.A.1 above the previous language, the City may require an initial, limited traffic study for development proposals to determine the level of service at nearby intersections within [500] feet of the proposed development.
- b. If the limited traffic study finds the level of service to be at or below "D", the City may require a TIS full traffic study.

3. The TIS traffic study shall be conducted in accordance with the following:

- ~~1~~a. A proposal establishing the scope of the traffic study shall be submitted for review to the Director. The study requirements shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. Large-p Projects should assess all nearby key intersections. b. Once the scope of the traffic study has been approved, the applicant shall present the results with an overall site development proposal. The study shall be sealed and signed by a Licensed Professional Engineer specializing in traffic.

4. Approval Criteria

- a. Location of new arterial streets shall conform to the Transportation System Plan, and traffic signals should generally not be spaced closer than 1,500 feet for reasonable traffic progression.
- b. The TIS demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the City and, when state highway facilities are affected, to ODOT
- c. For affected non-highway facilities, the TIS establishes that level-of-service standards adopted by the City have been met.

5. Conditions of Approval

- a. The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for improvements; and to require construction of improvements to ensure consistency with the future planned transportation system.
- b. Construction of off-site improvements may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to city standards.



c. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

~~2. If the traffic study identifies level of service conditions less than the minimum standard established in The Dalles Transportation Master Plan, improvements and funding strategies mitigating the problem shall be considered concurrent with a development proposal.~~

~~3. Location of new arterial streets shall conform to The Dalles Transportation Master Plan, and traffic signals should generally not be spaced closer than 1500 feet for reasonable traffic progression.~~

Recommendation 8

**9.030 Partitions, Minor Replats, and Lot Line Adjustments**

9.030.040 Partition Application Review

A. Review Procedure. Partition applications shall be processed as administrative actions, per the provisions of Section 3.020.040: Administrative Actions. Where the Director determines that continuous partitioning of a tract of land may occur in subsequent years, potentially resulting in the need for new road(s), utilities, or stormwater drainage facilities to be constructed and unmitigated impacts to City services and surrounding property, the application shall be referred to the Planning Commission, pursuant to Section 3.020.050 Quasi-Judicial Actions for a determination as to the applicability of the LUDO subdivision requirements.

**10.060 Street Requirements**

[...]

J. Location, Grades, Alignment and Widths. [...]

[...]

5. ~~Except for streets designated in the Transportation System Plan as local and located in residential zones, Street right-of-way and improvement shall conform to the widths and standards in Table 6-1 of the Transportation System Plan shall be as specified in the chart below, or as modified in subsection 6. Streets designated in the Transportation System Plan as local and located in residential zones shall meet development standards as established by City Council resolution. A copy of the latest resolution can be obtained from the Community Development Department Planning Department.~~

Recommendation 9

**Chapter 10: Improvements Required with Development**

[...]

10.130 Transit Requirements

Improvements at transit stops. A proposed development that is adjacent to or includes an existing or planned transit stop will be required to plan for access to the transit stop and, where determined necessary in consultation with the transit agency, provide for transit improvements. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Development requirements and improvements may include the following:

- A) Intersection or mid-block traffic management improvements, as needed and practicable, to allow for pedestrian crossings at transit stops.
- B) Building placement within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.
- C) Transit passenger landing pads accessible to disabled persons to transit agency standards.
- D) An easement or dedication for a passenger shelter and an underground utility connection to a transit stop if requested by the transit agency.

# Memorandum

**Date:** June 14, 2016, REVISED December 16, 2016

**To:** The Dalles Technical and Community Advisory Committees

**From:** Darci Rudzinski and Clinton "CJ" Doxsee, Angelo Planning Group

**CC:** Susan Wright and Ashleigh Griffin, Kittelson & Associates, Inc.

**Re:** The Dalles Comprehensive Plan Amendments

## Overview

An update to The Dalles Transportation System Plan (TSP) is intended to be adopted in 2016 as the transportation element of the City's Comprehensive Plan, replacing the 2007 TSP. Transportation policies currently reside in the Comprehensive Plan document under Goal 12: Transportation. The Comprehensive Plan policies have been reviewed to ensure that they reflect the goals and objectives of the TSP update, as well as address transportation-related issues that have been raised over the course of the project to date. The following pages include proposed amendments to Goal 12 of the Comprehensive Plan. Modifications are shown in underline/~~strikeout~~ formatting to signify new or deleted text.



## GOAL # 12: TRANSPORTATION

*To provide and encourage a safe, convenient, and economical transportation system.*

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation-disadvantaged by improving transportation services, (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

### *Background*

The Dalles 1982 Comprehensive Plan included a description of highways and streets in The Dalles urban area, including street classification and standards, mass transit, water, rail and air transportation, and bicycle and pedestrian circulation including bike trail and bike lane standards. Also included is was a detailed inventory of existing street capacity and future traffic levels. This data and findings are incorporated into this Plan by reference.

As part of the City of The Dalles periodic review of the 1982 Comprehensive Plan, a Public Facilities Plan was prepared and subsequently adopted as a plan element of The Dalles Comprehensive Plan (Ordinance 93-1163). The Dalles 1991 Public Facilities Plan includes a transportation element, and is incorporated into this Plan by reference.

The City of The Dalles along with Klickitat County, Washington owns The Columbia Gorge Regional Airport, located north of The Dalles in Washington State. While the airport is not located within The Dalles urban growth boundary, it is an important public facility for The Dalles, Klickitat County, and the mid-Columbia Gorge region. A master plan for the airport was prepared in 2004 – Columbia Gorge Regional Airport Layout Plan (Century West Engineering, 2004) – which outlines on-airport and off-airport improvements and plans. The Columbia Gorge Regional Airport – Airport Master Plan, completed in 2010, includes plans for new on-airport and off-airport improvements.

In 1993, The Dalles began a multi-phased update of The Dalles Transportation Plan in the context of preparing a Transportation System Plan (TSP) for the City. This first phase was completed, providing updated traffic counts and a detailed inventory of existing street and transportation improvements. The City's 1993 Bicycle Master Plan was incorporated into this Plan by reference. The Dalles TSP was completed and adopted in 2007, ~~and is incorporated by reference into this Transportation Element.~~

In 2016, The Dalles completed a comprehensive update of the 2007 TSP to ensure the transportation system supports the economic and community goals of the City. The updated TSP, the transportation element of the Comprehensive Plan, plans for a multi-modal transportation system that will support the planned residential, commercial, and industrial growth in the City. The following goals and policies are reprinted from the acknowledged transportation element of The Dalles 1982 Comprehensive Plan along with amendments based on the TSP have been updated to reflect the objectives and recommendations of the 2016 TSP.

## *Transportation Goal*

To provide a transportation system that supports the safety and mobility needs of local residents, business and industry, affords choice between transportation modes, is convenient and affordable to use, and supports planned land uses.

### *Goal 12 Policies*

1. Mass transit and supporting transportation improvements for The Dalles Urban Area shall be encouraged.
2. Pedestrian, and bicycle routes ~~and horse trails~~ in the Urban Area shall be encouraged.
3. Develop and maintain a transportation system that supports connections to air, rail, marine, or freight transportation, including services provided by the Columbia Gorge Regional Airport, the Port of The Dalles, and The Dalles Marine Terminal.
4. The Columbia Gorge Regional Airport is a transportation facility of regional importance which shall be properly maintained to meet the needs of the Mid-Columbia Area. ~~Adopt the Columbia Gorge Regional Airport Layout Plan.~~ The City shall regulate uses within the Airport Overlay Zone to ensure that physical hazards to air traffic at the Airport are avoided.
5. Encourage the provision of adequate barge handling facilities to meet present and future barge traffic on the Columbia River.
6. Encourage commercial and recreational use of the Commercial Dock Facility, while respecting tribal fishing rights and access to the river.
7. Develop a safe and efficient arterial and collector street system that provides additional north-south and east-west local access routes, thereby relieving traffic congestion on the street system.
8. Provide an ~~adequate~~ integrated system of arterial and collector streets throughout the city to accommodate future growth needs for all users in ~~of the~~ residential, commercial, and industrial areas of the community.
9. Street standards shall be flexible as to street trees, sidewalks, planting strips, and widths.
10. Commercial and industrial developments shall provide adequate ingress and egress, off-street parking, and adequate landscaping.
11. Develop a street system that improves vehicular access to the downtown area and maintains The Dalles as the hub by providing access for development in outlying areas.
12. Provide adequate transit services to make shopping, health and social services accessible to transportation disadvantaged residents as funds are available.



13. Identify recommended truck routes and Prioritize efficient freight movement on identified freight routes and, in particular, required street improvements to safely accommodate the north-south truck movement from the hillside orchards to the downtown processing plants, and access to the commercial and industrial areas.
14. Support the development of alternatives to the automobile including mass transit, and facilities for bicycles and pedestrians. Plan for and maintain a multi-modal transportation system that incorporates safety and operational improvements for bicyclists and pedestrians.
15. Preserve and maintain the existing transportation system in a good state of repair and prioritize transportation projects that provide the most benefit for the cost, consistent with existing standards and policies.
16. Develop and maintain an environmentally sensitive transportation system.
17. Improve safety and operational components of existing transportation facilities not meeting City standards or industry best practices.
18. Incorporate Transportation Demand Management (TDM) strategies to reduce the number of single occupancy vehicles, maximize the use of existing infrastructure, and reduce parking demands.
19. Incorporate new technologies to enhance the transportation system and extend the useful life of existing facilities.
20. Improve the movement of goods and delivery of services throughout the City while balancing the needs of all users with a variety of travel modes.
21. Support planning for a fixed-route, inner-city public transit system, as described in the Transit Element of the adopted Transportation System Plan.

## *Goal 12 Implementing Measures*

- Identify measures to enhance safety along streets and at street intersections in The Dalles urban area. Implement access spacing standards and access management measures, consistent with the strategies in the adopted TSP, through the development process in order to maintain and/or improve traffic operations and safety along the arterial and collector roadways.
- Develop and implement a system for prioritizing pavement maintenance and rehabilitation.
- Street standards, including street trees, sidewalks, planting strips, and widths, shall be made flexible in the Land Use and Development Ordinance based upon local topographic conditions, traffic demands, and citizen input.
- The Improvements at the Columbia Gorge Regional Airport Layout Plan shall be consistent with the adopted Airport Master Plan and implemented as funds are available.
- Maintain sufficient roadway width and turning radii to ensure safe passage of the

motoring public while integrating with pedestrian and bicycle movement.

- The City shall maintain on-street parking, specifically in the downtown area, and review all landscaping and off-street parking site plans to ensure conformance with the Zoning Land Use Development Ordinance and the Comprehensive Plan.
- Provide pedestrian and bicycle access, ~~especially when direct motor vehicle access is not possible.~~ consistent with the roadway design standards for City streets in the Transportation System Plan.
- A convenient and economic system of transportation shall be encouraged to be provided for ~~needy~~, senior citizens and the ~~handicapped disabled~~ and other transportation disadvantaged.
- Work with Mid-Columbia Council of Governments to determine optimal transit routes within The Dalles and work collaboratively with the agency to explore and pursue funding sources to pay for a fixed-route transit system. Coordinate with Columbia Area Transit (CAT) to ensure that intercity bus service routes and schedules and the City's planned transit system are mutually supportive.
- Implement the standards and recommendations in Chapter 6 of The Dalles Transportation System Plan, ~~including:~~
  - ~~Figure 11 Proposed Street Classification and Traffic Signals;~~
  - ~~Figure 12 Street Design Standards (Arterial and Major/Minor Collectors);~~
  - ~~Figure 13 Street Design Standards (Industrial and Commercial Collector and Local Streets, and Local Residential Streets and Alleys);~~
  - ~~Table 5 Street Design Standards;~~
  - ~~Table 6 General Access Management Guidelines;~~
  - ~~Figure 14 Street Improvement Projects;~~
  - ~~Figure 15 Proposed Bikeway Plan; and~~
  - ~~Figure 16 Truck Route Plan.~~
- ~~Evaluate the need for additional signals in the city, including at the I-84 interchanges.~~
- Improve intersection operations through the downtown by measures including, but not limited to, coordinating traffic signals.
- Identify improvements to existing policies and standards that address street connectivity and spacing.
- Prioritize transportation projects that provide the most benefit for their cost, consistent with existing standards and policies.
- Implementing ordinances shall consider the following community desires:
  - Integrating new arterial and collector routes into the existing city grid system.
  - Pedestrian and bicycle needs should be considered in all public and private development and redevelopment.
  - Intermodal access to neighborhood parks and neighborhood centers is needed.
  - Additional commercial access to the east side of town is needed, either through the creation of business opportunities or by street improvements.
  - Mixed use areas should be promoted to allow employment and shopping opportunities in residential areas, thereby reducing vehicular trips.
  - The public streets in commercial areas should be developed and redeveloped with aesthetics and people in mind, providing street furniture and shade trees wherever feasible.

*This page intentionally left blank.*

MINUTES  
Regular City Council Meeting  
February 6, 2017  
Page 1

MINUTES

JOINT MEETING OF CITY COUNCIL AND PLANNING COMMISSION

OF

February 6, 2017

5:30 p.m.

THE DALLES CITY HALL  
313 COURT STREET  
THE DALLES, OREGON

**PRESIDING:** Mayor Stephen Lawrence

**COUNCIL PRESENT:** Russ Brown, Tim McGlothlin, Linda Miller, Darcy Long-Curtiss

**VIA TELEPHONE:** Taner Elliott

**COUNCIL ABSENT:** None

**PLANNING**

**COMMISSION PRESENT:** Mark Poppoff, Chris Zukin, Sherry DuFault, John Nelson, Bruce Lavier, Steve Ross

**COMMISSION ABSENT:** Jeff Stiles

**STAFF PRESENT:** City Manager Julie Krueger, City Attorney Gene Parker, City Clerk Izetta Grossman, City Engineer Dale McCabe, Public Works Director Dave Anderson, Planning Director Steve Harris, Police Chief Patrick Ashmore, Assistant to the City Manager Matthew Klebes, Senior Planner Dawn Hert

**CALL TO ORDER**

The meeting was called to order by Mayor Lawrence at 5:30 p.m.

**ROLL CALL**

Roll call was conducted by City Clerk Grossman, all Councilors and Commission members present.

## MINUTES

Regular City Council Meeting

February 6, 2017

Page 2

### APPROVAL OF AGENDA

It was moved by Miller and seconded by Lavier to approve the agenda as submitted. The motion carried unanimously. Stiles absent.

### DISCUSSION ITEMS

#### Review of Transportation System Plan (TSP) Draft

City Engineer Dale McCabe introduced Susie Wright and Ashleigh Ludwig of Kittleson & Associates, Inc and Clinton (CJ) Doxsee from Angelo Planning. They reviewed the draft.

McCabe said if the Council or Commission thought of questions later to contact him.

Wright said the process had taken place over 18 months, including meetings with the public and the taskforce. She said the plan was a 20 year plan, which was important to have in place for grant funding. She said the plan was a flexible document that could address changing needs.

In response to a question Jim Bryant from Oregon Department of Transportation (ODOT) said the plan was a tool to present your priorities to ODOT.

Dan Durow asked that the Riverfront Trail completion have a high priority in the plan. He said the Riverfront Trail Master Plan was developed 30 years ago and was still in use.

Bruce Lumper, Mill Creek Trail point person, requested that the Mill Creek Trail also have high priority in the plan. He said Urban Renewal had budgeted the engineering for the trail.

Wright said the research showed that The Dalles could support increased public transit. She said the population and current use would support a loop system.

Jim Bryant from ODOT said the plan only says transit is feasible. He said more work would need to be done to develop a plan.

In response to a question McCabe said the bicycle portion of the TSP replaces the stand alone bicycle plan. He said the Bicycle Task Force had developed recommendations that were incorporated into the TSP.

Doxsee said the Transportation System Plan integrated to coordinate with the Comprehensive Plan and Land Use and Development Ordinances (LUDO). He said most changes would be clarifying.

MINUTES

Regular City Council Meeting

February 6, 2017

Page 3

Doxsee said the LUDO Code recommendations were detailed in the handout (attached):

1. Permit outright transportation improvements that are consistent with the adopted TSP.
2. Require ordinance amendments to be consistent with the TSP.
3. Modify site plan review and conditional use permit evaluation criteria to include multi-modal transportation and safety considerations.
4. Develop clear and objective standards for the Airport Approach Zone.
5. Ensure access management requirements are consistent with the updated TSP.
6. Allow for the redevelopment of existing parking areas for transit-oriented uses.
7. Review traffic study requirements and modify to be consistent with the recommendations of the TSP.
8. Update local street standards to be consistent with the updated TSP.
9. Consider incorporating transit-supportive development requirements.

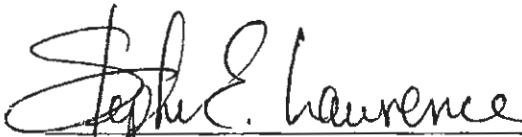
**ADJOURNMENT**

Being no further business, the meeting adjourned at 7:30 p.m.

---

Submitted by/  
Izetta Grossman  
City Clerk

SIGNED:

  
Stephen E. Lawrence, Mayor

ATTEST:

  
Izetta Grossman, City Clerk

*This page intentionally left blank.*



## PLANNING COMMISSION CITY OF THE DALLES

---

### RESOLUTION NO. P.C. 561-17

**A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING CITY COUNCIL APPROVAL OF AN UPDATE TO THE 1999 TRANSPORTATION SYSTEM PLAN, VARIOUS AMENDMENTS TO THE 2011 COMPREHENSIVE LAND USE PLAN, AND THE LAND USE AND DEVELOPMENT CODE, ORDINANCE NO. 98-122, AS AMENDED, PERTAINING TO THE ADOPTION OF THE UPDATED TRANSPORTATION SYSTEM PLAN**

**WHEREAS**, an application was submitted for Comprehensive Plan Amendment No. 42-17 proposing adoption of an update to the 1999 Transportation System Plan and various amendments to the 2011 Comprehensive Land Use Plan; and

**WHEREAS**, an application was submitted for Zoning Ordinance Amendment No. 94-17 proposing various amendments to the Land Use and Development Code pertaining to the adoption of an update to the 1999 Transportation System Plan; and

**WHEREAS**, the City Planning Commission conducted a public hearing on March 16, 2017 to take public testimony on the proposed Comprehensive Plan Amendment No. 42-17 and Zoning Ordinance Amendment No. 94-17; and

**WHEREAS**, the Planning Commission has considered the public testimony and reviewed the proposed legislative amendments set forth in Comprehensive Plan Amendment No. 42-17 and Zoning Ordinance Amendment No. 94-17, and based upon the proposed findings of fact and conclusions of law in Exhibit "A" attached hereto and incorporated herein by this reference, and testimony presented during the hearing, the Planning Commission voted to recommend the legislative amendments be forwarded to the City Council for their review and adoption;

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION AS FOLLOWS:**

Section 1. The Planning Commission recommends that the proposed Comprehensive Plan Amendment No. 42-17 and Zoning Ordinance Amendment No. 94-17 be approved and forwarded to the City Council for its review and adoption.

Section 2. This Resolution shall be effective upon its passage and approval. The Secretary of the Commission shall (a) certify to the adoption of the Resolution; (b) transmit a copy of the Resolution to the Applicant.

APPROVED AND ADOPTED THIS 16<sup>TH</sup> DAY OF MARCH, 2017.

\_\_\_\_\_  
Bruce Lavier, Chairman  
Planning Commission

I, Steven K. Harris, Planning Director for the City of The Dalles, hereby certify that the foregoing Resolution was adopted at a regular meeting of the City Planning Commission, held on the 16<sup>th</sup> day of March, 2017.

AYES:

NAYS:

ABSENT:

ATTEST:

\_\_\_\_\_  
Steven K. Harris, AICP  
Planning Director  
City of The Dalles

## EXHIBIT "A" FOR RESOLUTION NO. P.C. 561-17

### TRANSPORTATION SYSTEM PLAN AMENDMENTS

#### Comprehensive Plan Amendments

Goal #12 of the City's Comprehensive Plan is "To provide and encourage a safe, convenient, and economical transportation system". This Goal plans for a multi-modal transportation system which will support the planned residential, commercial, and industrial growth in the City. The proposed amendments to Goal #12 include several updates to policies which reflect the objectives and recommendations of the 2016 Transportation System Plan (TSP). The proposed amendments to the policies include the following:

- Develop and maintain a transportation system that supports connections to air, rail, marine, or freight transportation, including services to be provided by the Columbia Gorge Regional Airport, the Port of The Dalles, and The Dalles Marine Terminal.
- Encourage commercial and recreational use of the Commercial Dock Facility, while respecting tribal fishing rights and access to the river.
- Prioritize efficient freight movement on identified truck routes.
- Plan for and maintain a multi-modal transportation system that incorporates safety and operational improvements for bicyclists and pedestrians.
- Preserve and maintain the existing transportation system in a good state of repair and prioritize transportation projects that provide the most benefit for the cost, consistent with existing standards and policies.
- Develop and maintain an environmentally sensitive transportation system.
- Improve safety and operational components of existing transportation facilities not meeting City standards or industry best practices.
- Incorporate Transportation Demand Management (TDM) strategies to reduce the number of single occupancy vehicles, maximize the use of existing infrastructure, and reduce parking demands.
- Incorporate new technologies to enhance the transportation system and extend the useful life of existing facilities.

- Improve the movement of goods and delivery of services throughout the City while balancing the needs of all users with a variety of travel modes.
- Support planning for a fixed-route, inner-city public transit system, as described in the Transit Element of the adopted TSP.

The proposed amendments to Goal #12 also include the following amendments to the Implementing Measures for Goal #12:

- Implement access spacing standards and access management measures, consistent with the strategies in the adopted TSP, through the development process in order to maintain and/or improve traffic operations and safety along the arterial and collector roadways.
- Ensure that improvements at the Columbia Gorge Regional Airport are consistent with the Airport Master Plan and completed as funds are available.
- Provide pedestrian and bicycle access consistent with the roadway design standards for City streets in the TSP.
- Work with Mid-Columbia Council of Governments to determine optimal transit routes within The Dalles and work collaboratively with the agency to explore and pursue funding sources to pay for a fixed-route transit system. Coordinate with Columbia Area Transit (CAT) to ensure that intercity bus service routes and schedules and the City's planned transit system are mutually supportive.
- Implement the standards and recommendations in the TSP.
- Prioritize transportation projects that provide the most benefit for their cost, consistent with existing standards and policies.

The Planning Commission finds and concludes that the proposed amendments to the policies and implementing measures for Goal #12 of the City's Comprehensive Plan are consistent with the provisions of the City's Comprehensive Plan.

### **Land Use and Development Ordinance (LUDO) Amendments**

The proposed LUDO amendments can be summarized in nine different categories:

1. Permit outright transportation improvements that are consistent with the adopted TSP. Specific transportation facilities, services and

improvements are commonly not subject to land use regulation due to the minimal impact upon land use. These facilities, services, and improvements include road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals; dedication of public right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards; and changes in the frequency of transit, rail, and airport services. These transportation system facilities, services and improvements will be listed as permitted outright in individual zones, or made exempt through a provision added to the Application Review Procedures in Chapter 3 of the LUDO or Chapter 10 concerning improvements required with development. The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #3 of the State Transportation System Planning Rule concerning Integration (See OAR 660-012-0045(1)).

2. Require ordinance amendments to be consistent with the TSP. The review criteria for ordinance amendments set forth in Section 3.110.030 of the LUDO are strengthened by directly referencing the TSP as part of the required performance with the Comprehensive Plan. The proposed amendments also include language requiring proposals that “significantly affect” an existing or planned transportation facility (pursuant to the TPR Section 0060) which demonstrate consistency with the identified function, capacity, and performance standards of the facility. The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #3 of the State Transportation System Planning Rule concerning Integration (See OAR 660-012-0045(2)(g) and OAR 660-012-0060).
3. Modify site plan review and conditional use permit evaluation criteria to include multi-modal transportation and safety considerations. Sections 3.030.040(B) and 3.050.040(C) of the LUDO are amended to require consistency with the transportation system as a condition of approval. Requirements in both of these sections are improved to include bicycle and pedestrian access and circulation improvements, as well as reference to TSP access management and spacing standards. The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #3 of the State Transportation System Planning Rule concerning Integration and Goal #4 concerning Economic Development (See OAR 660-012-0045(2)(e)).
4. Develop clear and objective standards for the Airport Approach Zone. The proposed amendments include clear and objective standards which are not currently included in the Airport Approach Zone which is described in Section 5.120 of the LUDO. The Planning Commission finds and

concludes that the proposed amendments are consistent with Goal #4 concerning Economic Development (See OAR 660-012-0045(2)(c)).

5. Ensure access management requirements are consistent with the updated TSP. Section 6.050 has been amended to provide that the LUDO will be consistent with any new or modified access management and spacing standards which are proposed in the updated TSP. The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #2 concerning Accessibility and Connectivity (See OAR 660-012-0045(2)(a)).
6. Allow for redevelopment of existing parking areas for transit-oriented uses. Current provisions in Section 7.020.040(C) of the LUDO allow for existing developments to replace up to 10% of existing parking spaces with landscaping, pedestrian amenities, or bicycle parking. The proposed amendments expand the current provisions to allow for transit amenities, such as bus stops and pullouts, bus shelters, and park and ride stations. The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #2 concerning Accessibility and Connectivity (See OAR 660-012-0045(4)(e)).
7. Review traffic study requirements and modify them to be consistent with the recommendations of the updated TSP. Section 10.060 of the LUDO contains provisions related to traffic studies. The proposed amendments will ensure that development proposals are evaluated for consistency with the TSP findings. These amendments include clarifications to the thresholds and requirements of a "limited traffic study" as compared to a "full traffic study". The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #1 concerning Safety and Mobility (See OAR 660-012-0045(2)(b)).
8. Update local street standards to be consistent with the updated TSP. Section 10.060 will be amended to remove the existing street standards and referencing the updated table from the TSP, and by incorporating the "network streets" from the Residential Street Public Guidelines in the TSP street classifications. An amendment has also been proposed for Section 9.040.040 to address the concern related to "serial" minor partitions, which could result in de facto subdivision which are underserved by city roads and sidewalks. The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #1 concerning Safety and Mobility (See OAR 660-012-0045(2)(b)).
9. Consider incorporating transit-supportive development requirements. Under the current provisions of the LUDO, transit stops are permitted outright as accessory uses, but there are no additional transit supportive provisions in the LUDO. A new section is proposed for Chapter 10 of the

LUDO to coincide with the increased emphasis on multi-modal transportation in the updated TSP. The Planning Commission finds and concludes that the proposed amendments are consistent with Goal #2 concerning Accessibility and Connectivity (See OAR 660-012-0045(4)(a)).