

MINUTES OF THE PLANNING COMMISSION MEETING

May 7th , 1998

Northwest Natural Gas
Meeting Room
309 East 2nd Street
The Dalles, OR 97058

CALL TO ORDER:

The regular meeting of the City of The Dalles Planning Commission was called to order by Vice-Chairperson Walter Hoffman at 6:30 P.M.

ROLL CALL:

Present: Walter Hoffman, Jerry Wilson, David Peters, and Jim Coggins.

Absent: Thomas Quinn, Bruce Lavier, and Marianne Barrett.

Staff: Tom Boyatt, Acting Planning Director
Gene Parker, City Attorney
Sandi Mendonca, City Engineer
Bob Paul, Associate Planner
Dawn Marie Hert, Administrative Secretary

PUBLIC COMMENT: No public comment was given.

MINUTES:

Hoffman addressed the minutes of the March 19th , 1998 meeting, and asked if any comments or corrections needed to be made.

Peters moved to approve the minutes of March 19th, 1998. Wilson seconded, and the motion passed unanimously; Coggins abstaining, and Quinn, Barrett , and Lavier absent.

PUBLIC HEARING- QUASI-JUDICIAL

Site Plan review 255-98 of C.H. Urness Motors Company to site and construct a new automobile display and sales lot. Hoffman read the rules for a Quasi-Judicial hearing and asked if any Commissioner wished to declare bias, conflict of interest, or ex-parte contact.

Hearing none, Hoffman asked for the staff report.

Tom Boyatt, Acting Planning Director, summarized the staff report.

The property is lots 4, 5, and 6 of the Columbia Gorge Center Subdivision, located on Cherry Heights Extension, described as 2N-13-33D, tax lots 1300, and 1301, and 2N-13-33DC, tax lot 2101. Property is zoned CG - General Commercial.

Boyatt explained that basically the location is between the new Dairy Queen, and the new Super 8 Motel that is being constructed.

Property owners were notified, and the public hearing notice was published.

Boyatt said that essentially the Site Plan was very nice, but the minimum driveway separations that the City allows were not met with the final plan submission.

Boyatt explained that staff had worked with the applicant on numerous occasions to see if they could get two driveways with the minimum public safety exposure. That turned out to be about a 14% variance to the 200 foot separation standard. This would have placed the westerly driveway about 175 feet from the shared driveway of Motel 8, and approximately 172 feet from the other driveway.

Boyatt explained that after he received the final draft from the applicant's architect, he noticed that changes had not been made. He decided to call the representative and confirm that the copies sent to the City were, in fact, the final draft copies. The representative said that they were the final copies.

Boyatt said that the applicant had contacted him earlier that day regarding the driveways. Boyatt said that there seemed to be some confusion between the applicant and his contractor. The applicant had thought that the changes that the site team had requested would be made on the final plan.

Essentially, the Site Plan could easily meet the criteria with conditions, if the driveways were separated to the compromised 14% reduction. Boyatt said that it is a principle permit in use, it meets and exceeds the development standards, design requirements, and the off street parking requirements are satisfied.

Boyatt said that the ADA parking requirement had also been met.

Boyatt explained that after meeting with Jerry Urness earlier today, staff went out to the site, and looked at the markings for the driveway locations. These were

marks that the Public Works Department had painted on the ground. They then measured the markings out, and found that they met the compromised distance.

Boyatt said that they had decided to draft a list of conditions that needed to be met before recommendation would be given by the City staff. Boyatt said this list was quite extensive, and said that there are some elements in the Site Plan that could be tuned up within the next two weeks. That would be if the Commission chose to continue the hearing to the next meeting date.

Wilson asked if the Draft Conditions were able to be met.

Boyatt said that the conditions were very extensive, but could be met.

Boyatt finished by saying that the Staff was not recommending the plan one way or another at this time.

Hoffman asked if other Commissioners had questions for the staff.

Hoffman said that he was unsure as to what the plan that he had represented. He asked Boyatt if he could give a verbal description of the principle differences.

Boyatt gave a verbal description of the differences.

What essentially is being looked at is sliding the "existing curb cut" over to the 175' mark. Which would be moving it over 65'.

Boyatt said that the applicant was planning to move their entire structure over to make the service entrance be located in front of the driveway.

Boyatt said that there were other issues, the 50' relocated driveway would actually be a 40' relocated driveway. This driveway would line up a little wider than the bicycle lanes across the street.

There is an issue with the wash rack, which is in the upper left hand corner where it reads "adjusted lot 6". This currently is shown as being "tied" into the storm sewer system. The City's pretreatment Ordinance requires that the water from the wash rack be treated, and then be disposed into the sewer system. There will need to be some reconfiguring done for that to be approved.

The oil container storage would require a review of it's containment, also an emergency spill plan would need to be written up.

The driveway entrances would be required to follow APWA standards, specifically in drawing #208-A, which shows the ADA by-pass.

An ADA Route needs to be shown on the plan, to connect the public sidewalk and main sales floor.

Hoffman asked if that would be an extension of the item marked "ADA accessible".

Boyatt said that item was actually the landing, it would be sort of a walkway.

Boyatt said that they did as much research a time allowed, and found that automobile sales floors had no exemptions for this ADA standard.

The City is asking that the perimeter curbs that are shown, be kept.

No street cuts will be allowed. This is a brand new street, and the City has a policy to not make any cuts for 10 years.

Boyatt said the remaining conditions were the standard. They include, signage shall be permitted by the Planning Department, proposed lighting shall be arranged to direct light away from adjoining properties and roadways. The final site plan shall be required prior to construction plan review, and finally all conditions of approval shall be met prior to building permit application.

Hoffman asked if the commission could get a copy of the list of conditions.

Boyatt passed a copy to the Commission.

Hoffman asked Parker, if the Commission is asked to deviate from the standards, what basis could the Commission give this latitude.

Mendonca said that the applicant received a letter from Brian Stahl, Public Works Director, authorizing a deviation from the minimum standards.

Boyatt said that what the City is essentially doing is asking for the developer's engineering stamp to show that the deviation still maintains a reasonable standard of public safety. This would be a way to find a compromise and allow two access points to the development.

Hoffman asked if what the City was saying was that this would be safe. And the applicants engineer would also say the same.

Boyatt said that the City would respect the applicant's engineers opinion on the safety of the cuts by allowing the curb cuts to be made.

PROPONENT:

Jerry Urness, 2120 Mount Hood Street, representing the applicant, C.H. Urness Motors Company, explained the need for the building.

Urness said that he had heard "rumblings" earlier in the day that there were problems with the driveways. He said that the engineer had made their Service Center larger, and in doing so inadvertently moved the driveway. This was not what they had agreed on doing.

Now they are planning on moving their entire complex over to accommodate the location of the driveway.

Urness said that the other conditions were minor changes that their engineer needed to make on their drawings.

Urness explained that they were still interested in a type of driveway that would make it easy to get on and off of the lot. He was interested in the driveways similar to the Safeway and Ernst stores.

Urness felt that because there is no parking that is allowed on Cherry Heights Extension, they needed an easy way to get off and on to the street. This is due greatly to their shipment of cars and trucks on convoy trucks (car carriers).

Urness said that they did not want to impede traffic, and would like to keep their traffic off of the street.

Hoffman asked if any of the Commissioners had any questions for Mr. Urness.

Wilson asked if Urness had seen the conditions.

Urness said that he just had received them. He continued by saying that the first condition had been verbally agreed upon earlier that day. And said that it was an obvious oversight on their part.

Urness said that the oil tanks are currently contained, and they do comply with those rules.

Urness said that the ADA bypasses are what they want. As for the ADA sidewalk, Urness asked if that dealt with checkered markings on the walkways.

Boyatt said that it would entail leveling up to the sidewalks.

Urness said that would not be a problem, because the lot would basically be level, except for the drainage areas.

Hoffman said that it looked like the walkway may have to go through their landscaping to get to the sidewalk.

Mendonca said that there may be a grade issue.

Boyatt said that there is a 2% grade to be complied with.

Urness asked about the street cuts, he did not understand that condition.

Mendonca said that Urness had not asked for one, this was just a reminder to them.

Hoffman explained that Urness would need to use existing stubs, and not "cut" into the street for new ones.

Mendonca said that they have been working with their engineers to use the existing stubs, so that should not be an issue. Again it is just a reminder.

Wilson said that it sounds like the proponents are in agreement with the conditions except for the issues with #5.

Mendonca explained that there were several issues with #5. First the City does not have any problem with allowing Urness to do what ever they would like to with the Super 8 entrance, providing they meet City standards. The driveway that is across from the Mount Hood Street intersection needs to be clearly defined as not a continuation of that street. The City has agreed that it would pay for the cost of installation of that driveway, and the least expensive alternative for the City is APWA standard #208A. That was what they had agreed to. If they have to go to the other standard, which would cost the City more money, she said that she was not authorized to commit the City to more dollars than what they have already agreed to.

Peters asked if there was an option where Urness could pay the difference.

Mendonca said that the reason that they chose a standard driveway was because it would help to differentiate it as a driveway and not a street extension.

Wilson commented on the large car carriers and their access.

Mendonca said that there isn't anything in that APWA standard that says that you have to have a particular slope grade on that entrance.

Wilson asked if they could construct the driveway in such a way that they would accommodate the means of his business.

Mendonca said that yes, that would work.

Wilson asked if they could include that in the list of conditions.

Mendonca said that they have to get that information from the architect, but we could make a recommendation that it not be any more than three inches.

Wilson asked Mr. Urness if that would be alright.

Urness said that it may be an improvement to that extent, but it may still be a problem with the car carriers. But it would only happen once, and then they would unload on the street the next time.

Wilson asked that Urness direct his architect to provide the city engineer with the grade requirements.

Urness said that he was sure that his architect could do that.

Hoffman asked if they were discussing the depth of the driveway.

Mendonca said that the height of the ramp was what they were talking about. The grade difference between the beginning of the ramp and how high it gets.

Hoffman said it really would depend on the length of the ramp.

Mendonca said that yes, the ramp could be extended.

Hoffman said that if the ramp were to be extended, it then would be quite shallow, and no truck would get "hung up" on it.

Mendonca said that the ramp could be extended. The longer the ramp, of course, the more it will cost. The City has a limit on the cost, but they would be willing to work with Mr. Urness to pay the difference.

Urness showed an aerial picture of the Safeway parking lots. Explaining that this was the way that he wanted his driveway.

Mendonca said that the reason that those driveways were are done that way was because they were done before the August 1996 APWA change in standards.

Boyatt said that the city Attorney had advised him to take a copy of the aerial photo, and mark it as exhibit #5.

Coggins questioned if the secondary driveway could be done any way that they wanted, why didn't they use that one for car delivery.

Urness said they would be more likely to use the entrance that was at ground level, rather than one with a bit more of a grade.

OPPONENT: None.

Hoffman closed the public hearing portion of the meeting.

Hoffman asked how the Commission felt about the conditions.

Wilson felt that with #5 reworded, the plan turns out to be pretty decent.

Peters commented that #5 does not exclude them from modifying the driveway and felt that it could be left the way it was.

Hoffman asked staff if the condition needed to be reworded.

Mendonca said that #5 specifies a particular APWA standard. What Mr. Urness was asking for was an entirely different type of driveway.

Mendonca suggested that #5 be reworded as follows: ADA bypasses on the drive pads per APWA standard drawing #208-A shall be required for the eastern drive and commercial drive standard will be allowed for westerly drive at the developers discretion.

Peters moved to approve Site Plan Review 255-98 as amended, based on the findings of fact. Coggins seconded, and the motion was carried unanimously; Quinn, Barrett, and Lavier absent.

RESOLUTIONS SUBJECT TO COMMISSION APPROVAL:

Resolution No. 396-98 approving Site Plan Review 255-98 of C.H. Urness Motors Company to site and construct a new automobile display and sales lot. The property is lots 4, 5, and 6 of the Columbia Gorge Center Subdivision, located on Cherry Heights Extension, described as 2N-13-33D, tax lots 1300, and 1301, and 2N-13-33DC, tax lot 2101. Property is zoned CG - General Commercial.

Peters moved for approval of Resolution # 396-98 as amended with changes to condition #5. Wilson seconded, and the motion was carried unanimously; Quinn, Barrett, and Lavier absent.

COMMISSION COMMENTS AND CONCERNS:

The Commission discussed the necessity of having a member of the Planning Commission stand before the City Council on May 11th, and read a statement of support for the LUDO.

Wilson felt that the Commission should think about removing or changing the required covered bike section to be optional.

Coggins felt that this needed to be left in the LUDO.

Hoffman suggested that they prepare a statement that basically gave support of the LUDO draft.

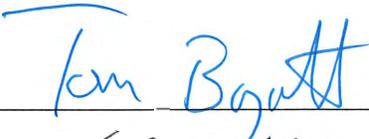
The Commission discussed the time and effort that was involved in the drafting of the LUDO.

The Commission talked about growth, and the necessity of the LUDO to be completed. They felt that giving a general impression of support would show the City Council the importance of this document.

After a long discussion the Planning Commission decided to prepare a statement addressing that not everyone will agree with every aspect of the LUDO, but the Planning Commission feels that this document favorably represents the general population. Therefore they recommend and continue to support the LUDO.

ADJOURNMENT

The regular Planning Commission meeting was adjourned at 7:50 P.M.



Tom Boyatt - Acting Planning Director



Walter Hoffman-Planning Commission Vice-Chair