



IMPROVING OUR COMMUNITY

COLUMBIA GATEWAY URBAN RENEWAL AGENCY

CITY OF THE DALLES

AGENDA

COLUMBIA GATEWAY URBAN RENEWAL ADVISORY COMMITTEE

Conducted in a Handicap Accessible Meeting Room

Tuesday, July 15, 2008

5:30pm

City Hall Council Chambers

313 Court St.

The Dalles, OR

- I. Call to Order
- II. Roll Call
- III. Pledge of Allegiance
- IV. Approval of Agenda
- V. Approval of Minutes of: April 15, 2008
- VI. Public Comment
- VII. Discussion and recommendation on a potential Plan amendment
- VIII. Update on projects
- IX. Next Meeting Date: August 19, 2008
- X. Adjourn



**Joint Meeting
Columbia Gateway Urban Renewal Agency
and
Columbia Gateway Urban Renewal Advisory Committee
Minutes**

Tuesday, April 15, 2008

City Hall Council Chambers
313 Court Street
The Dalles, OR 97058
Conducted in a handicap accessible room.

CALL TO ORDER

Chair Ericksen called the meeting to order at 5:35 p.m.

ROLL CALL

Planning Tech. Denise Ball conducted roll call.

Present members: Jim Wilcox, Gary Grossman, Dick Elkins, Bill Dick, Carolyn Wood, Nikki Lesich, Ken Farner, Dan Ericksen

Absent members: Chris Zukin, Robb Van Cleave, Rob Kovacich

Staff present: Nolan Young, City Manager, Dan Durow, Community Development Director, Gene Parker, City Attorney, Dave Anderson, Public Works Director, and Denise Ball, Planning Tech.

PLEDGE OF ALLEGIANCE

Chair Ericksen lead the group in the Pledge of Allegiance.

APPROVAL OF AGENDA ITEMS

Councilman Wilcox moved to approve the agenda and Mr. Grossman seconded. The motion carried unanimously, Zukin, Van Cleave, and Kovacich absent.

APPROVAL OF MINUTES

Chair Ericksen asked if there were any corrections or additions needed for the minutes of March 18, 2008. Mr. Grossman moved to approve the minutes as submitted and Mr. Farner seconded the motion. The motion passed unanimously, Zukin, Van Cleave, and Kovacich absent.

PUBLIC COMMENT

None.

PRESENTATION AND DISCUSSION

East Gateway/Brewery Grade Street Construction Project – Presented by Greg Jellison and Tom Beggs of Hopper Dennis Jellison P.L.L.C.

Director Durow presented the Staff Report. He updated the Councilors and Committee members on the project status and discussions with property owners James Martin and Curtis Baker in regards to access and parking for their respective properties on either side of the proposed new intersection. Director Durow said the alternatives have incorporated traffic counts into the Matrix (Exhibit 1) to arrive at a comparative cost and level of service for the alternatives. A public open house will be held soon to receive citizen feedback and help in moving toward a final design.

Mr. Beggs and Mr. Jellison began their presentation. Some of the key issues to be resolved in the final design are: getting large trucks up and down Brewery Grade, slowing traffic entering downtown The Dalles, provide access to the flour mill property, and create a low maintenance, sustainable traffic solution.

The new roundabout alternative addresses the majority of the issues, including a 24 foot wide east/west travel lane on the Sunshine Mill property to allow necessary traffic movement on that site. There is still some adjusting to be done to also accommodate the properties belonging to Curtis Baker on the south side of the proposed intersection.

Councilor Wilcox asked if the roundabout would have stop signs or yield signs. Mr. Beggs said the roundabout operates in a yield traffic flow pattern.

Councilor Wood asked if stop signs would be added later should there be increased traffic counts. Mr. Jellison said some of the older traffic circles, which are different than roundabouts, have added stop signs to improve their traffic function. However, this roundabout will not have stop signs.

Mr. Beggs said the roundabout will be able to handle 30% more traffic than a regular intersection. The Alternative Matrix (Exhibit 1) and a Level of Service description (Exhibit 2) were handed out and discussed. The project is now at the point to go forward with an Open House for public feedback. Staff and HDJ would then report back to the Agency and Advisory Committee.

Councilor Wilcox asked about pedestrian safety. Director Durow pointed out the safety islands for pedestrians and explained that, unlike a standard intersection, the pedestrian only has to look in one direction before crossing the travel lane in a roundabout.

Chair Ericksen asked James Martin his opinion of the proposal. Mr. Martin said this has truly been a joint process and the roundabout is the best alternative. There was a brief discussion regarding the access points to Mr. Martin's site.

Councilor Wilcox asked Mr. Martin about the Silo engineering and Mr. Martin said that project is underway now.

Chair Ericksen asked City Manager Young about the projected cost comparisons. City Manager Young said the cost difference between the T-Intersection with signals and the Roundabout is small enough to make them both viable projects for funding possibilities.

Councilor Wilcox asked if the project had been presented to the Traffic Safety Commission. City Manager Young said he would make sure they were invited to the Open House.

Mr. Beggs pointed out that the project needs to continue to move forward so funding opportunities will not be lost. HDJ will be preparing the final document and needs direction from the Agency and Advisory Committee at this meeting.

Councilor Wood asked if the project would impact the recent improvements along upper Brewery Grade. Director Durow said this project only addresses the lower intersection portion of Brewery Grade. This project will allow for a sidewalk on the north side of Brewery Grade, which will create ADA access at the top of the grade.

Ms. Lesich said she is happy to see the proposal has not lost focus of Mr. Martin's development and that it is proceeding as a joint effort.

Councilor Wilcox reminded Staff again that he wants the Traffic Commission to be involved in the process and was assured by Staff that would happen.

The members of the Urban Renewal Agency and the Urban Renewal Advisory Committee directed Staff and HDJ Engineers to move forward with the project for the roundabout alternative.

FUTURE MEETINGS

The next scheduled meeting is May 20, 2008 but there is no business scheduled at this time.

ADJOURNMENT

The meeting was adjourned at 6:35 P.M.

Respectfully submitted by Denise Ball, Planning Tech.



Dan Ericksen, Chair

**WASCO COUNTY
SURVEYOR'S OFFICE**

Survey No. _____

Filed _____

By _____

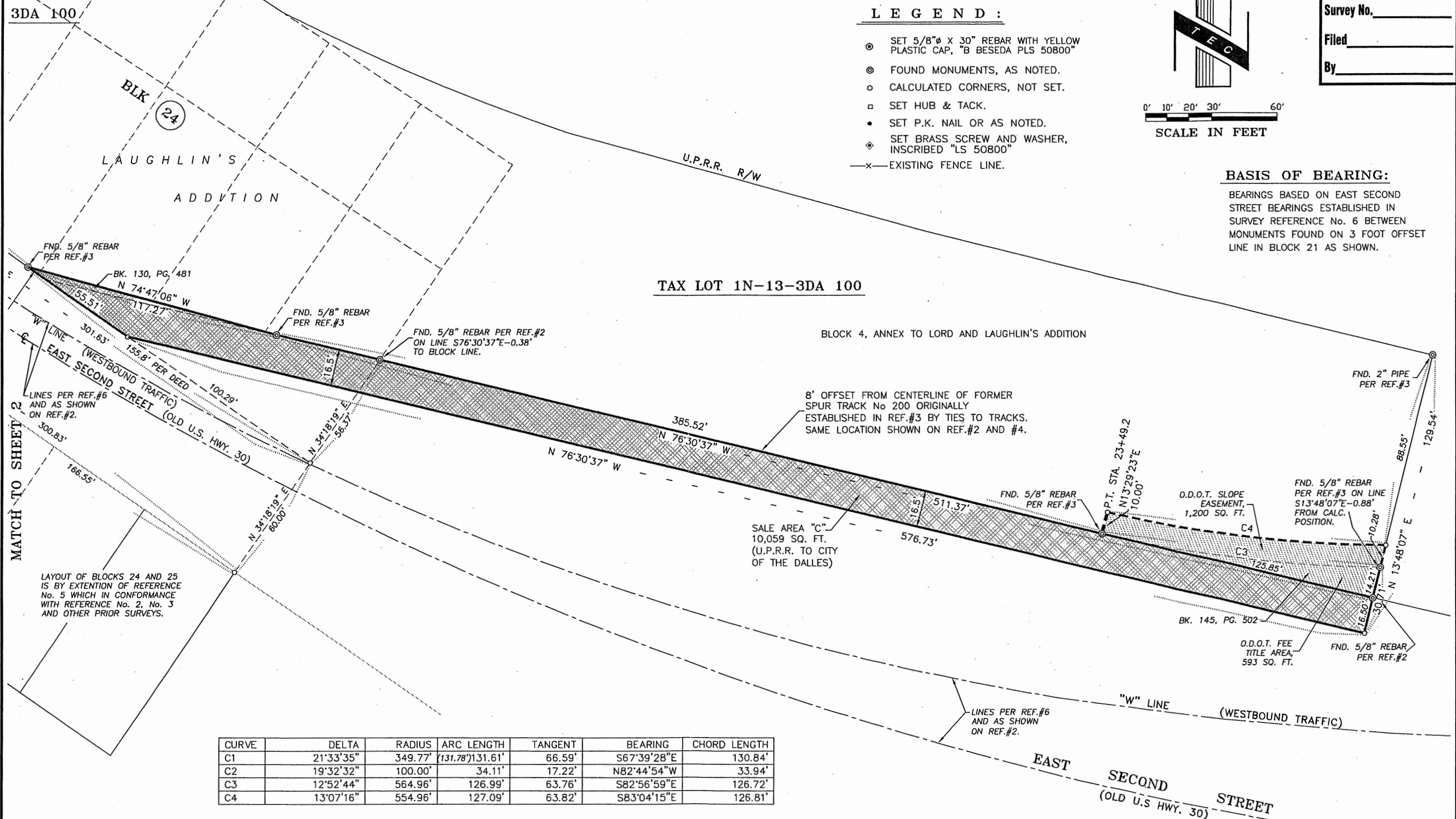
LEGEND :

- ⊙ SET 5/8" Ø X 30" REBAR WITH YELLOW PLASTIC CAP, "B" BESEDA PLS 50800"
- ⊙ FOUND MONUMENTS, AS NOTED.
- CALCULATED CORNERS, NOT SET.
- SET HUB & TACK.
- SET P.K. NAIL OR AS NOTED.
- ◆ SET BRASS SCREW AND WASHER, INSCRIBED "LS 50800"
- X— EXISTING FENCE LINE.

0' 10' 20' 30' 60'
SCALE IN FEET

BASIS OF BEARING:

BEARINGS BASED ON EAST SECOND STREET BEARINGS ESTABLISHED IN SURVEY REFERENCE NO. 6 BETWEEN MONUMENTS FOUND ON 3 FOOT OFFSET LINE IN BLOCK 21 AS SHOWN.



CURVE	DELTA	RADIUS	ARC LENGTH	TANGENT	BEARING	CHORD LENGTH
C1	21°33'35"	349.77'	131.78'	66.59'	S67°39'28"E	130.84'
C2	19°32'32"	100.00'	34.11'	17.22'	N82°44'54"W	33.94'
C3	12°52'44"	564.96'	126.99'	63.76'	S82°56'59"E	126.72'
C4	13°07'16"	554.96'	127.09'	63.82'	S83°04'15"E	126.81'

NARRATIVE :

THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH THE LOCATION OF THREE TRACTS OF LAND OWNED BY THE UNION PACIFIC RAILROAD COMPANY, IN PREPARATION FOR A SALES AGREEMENT WITH THE CITY OF THE DALLES. THESE TRACTS OF LAND ARE LOCATED IN BLOCKS 21, 24, AND 25 OF LAUGHLIN'S ADDITION, AND IN BLOCK 4 OF ANNEX TO LORD AND LAUGHLIN'S ADDITION, IN THE CITY OF THE DALLES, SECTION 3, TOWNSHIP 1 NORTH, RANGE 13 EAST, WILLAMETTE MERIDIAN. PRIOR TO CONDUCTING THE FIELDWORK AND CALCULATIONS FOR THIS SURVEY, RESEARCH WAS MADE TO OBTAIN LEGAL DESCRIPTIONS OF THE SUBJECT TRACTS AND TO OBTAIN COPIES OF PRIOR SURVEYS CONDUCTED ON OR IN THE VICINITY OF THESE PROPERTIES. NUMEROUS PRIOR SURVEYS HAD BEEN CONDUCTED ON AND IN THE VICINITY OF THESE PROPERTIES. THOSE USED AS A PART OF THE RESOLUTION SHOWN ARE LISTED AS REFERENCES. THE BASIS OF BEARING OF THIS SURVEY IS THE DALLES CITY REMONUMENTATION SURVEY LISTED AS REFERENCE #5, BETWEEN THE MONUMENTS FOUND ON THE NORTHERLY LINE OF BLOCK 21, AS SHOWN ON THE SURVEY. BLOCKS 21, 24, AND 25 WERE SUBDIVIDED BY EXTENSION OF THE CITY DOWNTOWN MONUMENTATION SURVEY. THIS IS IN SUBSTANTIAL CONFORMANCE WITH PRIOR SURVEYS CONDUCTED IN THESE BLOCKS. SALE AREAS "A" AND "B" WERE LAID OUT PER DESCRIPTIONS CONTAINED WITHIN DEED RECORDED AT BOOK 130, PAGE 481-483, DEED RECORDS OF WASCO COUNTY. SALE AREA "A" IS A METES AND BOUNDS TRACT. SALE AREA "B" IS A 20-FOOT WIDE STRIP, DESCRIBED BY CENTERLINE. SALE AREA "C" IS A COMPILATION OF SEVERAL AREAS. THE PRIMARY AREA IS A 16-1/2-FOOT WIDE STRIP, WHICH WAS THE ORIGINAL LOCATION OF SPUR TRACK #200, AS LOCATED PRIOR TO 1952. THIS LOCATION WAS ESTABLISHED IN SURVEY REFERENCE #3 BY ACTUAL LOCATION OF THE TRACKS. THIS ORIGINAL AREA WAS ADDED TO WHEN THE TRACK WAS RELOCATED IN APPROXIMATELY 1955. THE ADDITIONAL AREAS WERE ESTABLISHED BY DEED, BEING BOOK 130, PAGE 481 FOR THE AREA LYING IN BLOCK 24, AND BOOK 145, PAGE 502 FOR THE EAST END OF THIS SALE AREA. THE DEFINITION OF THIS AREA IS IN CONFORMANCE WITH REFERENCE #3 AND AS WAS REESTABLISHED IN REFERENCE #2 AND #4. SALE AREA "D" IS BOTH AN ODOT SLOPE EASEMENT AND FEE TITLE AREA AND IS DEFINED PER DESCRIPTION IN DEED RECORDED IN BOOK 145, PAGE 502. THIS COMPLETED THE RESOLUTION OF THE BOUNDARY OF THE RAILROAD OWNERSHIPS. UPDATED LEGAL DESCRIPTIONS FOR THESE AREAS WERE CREATED AND PROVIDED TO THE CLIENT UNDER SEPARATE COVER. SALE AREAS "A" AND "B" ARE IN ALMOST IDENTICAL CONFORMANCE WITH ORIGINAL DEED DOCUMENTS. THE DESCRIPTION FOR SALE AREA "C" IS AN UPDATED DESCRIPTION IN CONFORMANCE WITH THE PRIOR DEEDS, BUT WRITTEN BY METES AND BOUNDS AROUND THE SALE AREA. THE DESCRIPTION FOR BOTH OF THE SALE "D" PARCELS IS UPDATED BUT CONFORMS WITH THE ORIGINAL DESCRIPTION.

NO MONUMENTS WERE SET IN THIS SURVEY AND THE SURVEY WAS NOT FILED WITH THE WASCO COUNTY SURVEYORS OFFICE.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 13, 1999
BENJAMIN B. BESEDA
50800

EXPIRES: 12/31/2007

Date	No.	Revisions	By	App.
SURVEY OF RAILROAD OWNERSHIPS FOR THE CITY OF THE DALLES IN BLOCKS 21, 24 & 25, LAUGHLIN'S ADD. AND IN BLOCK 4, ANNEX TO LORD & LAUGHLIN'S ADD. IN THE SE1/4, SECTION 3, TWP.1 N., RANGE 13 E. W.M. THE DALLES, WASCO COUNTY, OREGON				
TENNESON ENGINEERING CORP. CONSULTING ENGINEERS 409 LINCOLN STREET THE DALLES, OREGON 97058 541-296-9177 FAX 541-296-6657				
Survey	Calculation	Design	Date	Scale
B.R.H.	B.B.B.		12/4/2007	1"=30'
Drawn	DWG. No.	Checked & App.	Work Order No.	Sheet
S.D.H.	12643svy		12643	1 of 2

APPENDIX A:

ARTERIAL ROADWAY AND INTERSECTION LEVEL OF SERVICE DESCRIPTIONS

The concept of level of service (LOS) uses qualitative and quantitative measures to describe operational conditions within a traffic stream on a given roadway. The levels of service are much like an academic grading system whereby LOS "A" represents the best condition and LOS "F" represents the worst condition. The six levels of service (A-F) presented below describe conditions in terms of average travel speed, traffic volume compared to capacity, freedom to maneuver in traffic and stopped delay at signalized intersections. These descriptions represent typical county arterial units that are urban and are influenced by traffic signals to some degree. These are arterials with low to medium density development along their frontages, have limited pedestrian activity, move traffic at freeflow speeds approaching 40 mph, and may have one to five signals per mile.

LOS "A"

Represents a near free flow condition with an average travel speed of 35 miles per hour or higher. The volume of traffic compared to the practical capacity of the arterial is 37 percent or less. Vehicles are unimpeded within the traffic stream and can be maneuvered easily. Stopped delay at signalized intersections is 10 seconds or less with most vehicles arriving at the intersection on a green phase and not stopping.

LOS "B"

Represents a stable flow condition with an average travel speed of 28 to 34 miles per hour. The volume of traffic compared to the practical capacity of the arterial is 38 to 47 percent. Vehicles are relatively unimpeded within the traffic stream and can be maneuvered with minor restrictions. Stopped delay at signalized intersections is 11-20 seconds, with only some vehicles arriving at the intersections on a yellow-red phase and stopping.

LOS "C"

Represents a stable flow condition, but with a lower average travel speed of 22 to 27 miles per hour. The volume of traffic compared to the practical capacity of the arterial is 48 to 66 percent. Vehicles are significantly impeded within the traffic stream and may be somewhat difficult to maneuver, particularly when changing lanes at mid-block locations. Stopped delay at signalized intersections is 21-35 seconds, with a significant proportion of vehicles queuing at the intersections or arriving on a yellow-red phase and stopping.

LOS "D"

Represents an unstable flow condition where there can be significant delay, and a lower average travel speed of 14 to 17 miles per hour. The volume of traffic compared to the practical capacity of the arterial is 67 to 82 percent. Vehicles are increasingly impeded within the traffic stream and will be difficult to maneuver, particularly in changing lanes at mid-block locations. Stopped delay at signalized intersections is 36 - 55 seconds, with a large proportion of vehicles queuing at the intersections or arriving on a yellow-red phase and stopping. Some vehicles wait for two or more cycles before clearing intersections.

LOS "E"

Represents an unstable flow condition where there can be significant delay, and a lower average travel speed of 10 to 13 miles per hour. The volume of traffic compared to the practical capacity of the arterial is 83 to 100 percent. Vehicles are increasingly impeded within the traffic stream and will be very difficult to maneuver, particularly in changing lanes at mid-block locations. Stopped delay at signalized intersections is 56-80 seconds, with a large proportion of vehicles queuing at the intersections or arriving on a yellow-red phase and stopping. Many vehicles wait for two or more cycles before clearing intersections.

LOS "F"

Represents a forced flow condition where there can be considerable delay and very low travel speeds of less than 13 miles per hour. The volume of traffic compared to the practical capacity of the arterial is in excess of 100 percent. Vehicles are greatly impeded within the traffic stream and will be very difficult to maneuver when changing lanes at mid-block locations and at intersections. Stopped delay at signalized intersections is in excess of 80 seconds, with a large proportion of vehicles queuing at the intersections. Vehicular backups extend back from signalized intersections through unsignalized intersections with storage that is distributed throughout the arterial unit.

Adapted from: Transportation Research Board, 1997. Special Report 209: Highway Capacity Manual Third Edition, Washington D.C.

East Gateway Project, City of The Dalles

Alternative Matrix

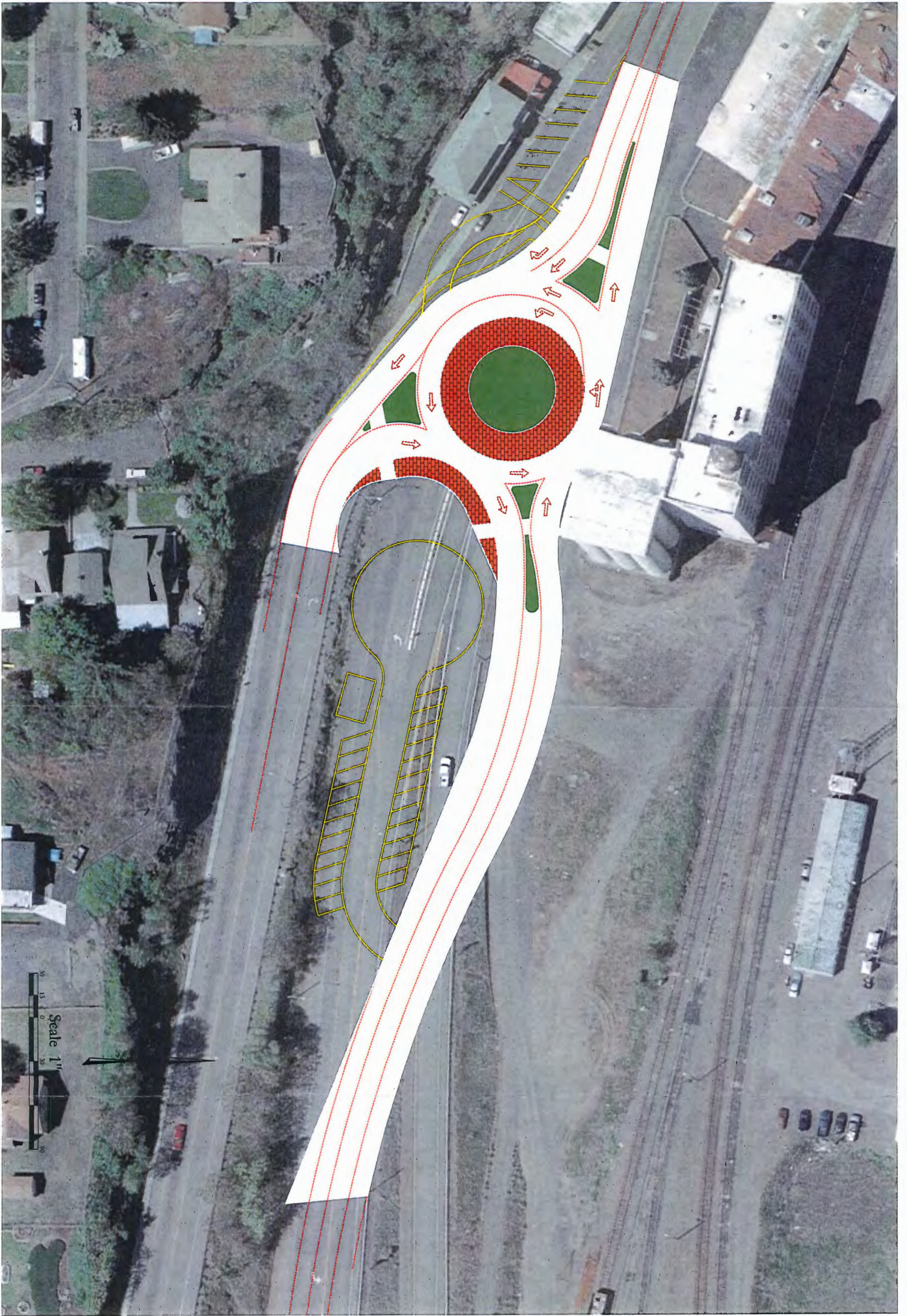
Criteria	Do Nothing	'T' w/Stop Signs	'T' w/Signals	Roundabout	Existing Pref. Alt.
Construction cost	\$0	\$2.95M	\$3.17M	\$3.37M	*\$3.67M
Level of Service, existing (non-peak)	C				
Level of Service, 5 years (non-peak)	C	C-F	B-C	A	C-D
Level of Service, 10 years (non-peak)	D	C-F	B-C	A	C-D
Level of Service, 20 years (non-peak)	F	E-F	C	A-B	D-E***
Level of Service, existing (peak)**	C-F				
Level of Service, 5 years (peak)**	D-F	C-F	C-D	A-B	D-E***
Level of Service, 10 years (peak)**	E-F	D-F	C-D	A-D	E-F***
Level of Service, 20 years (peak)**	F	F	C-F	B-F	F***
Truck Movement/Circulation	Poor	Fair	Good	Very Good	Poor
Economic Development	Poor	Good	Good	Very Good	Good
Accident Rates/Severity	Fair	Fair	Fair	Very Good	Fair
Bicycle Safety	Fair	Good	Good	Very Good	Good
Bicycle Circulation	Fair	Fair	Fair	Good	Good
Pedestrian Safety	Fair	Good	Good	Very Good	Good
Pedestrian Circulation	Fair	Fair	Fair	Good	Good
Sustainability	Poor	Poor	Fair	Good	Fair
Gateway aesthetics	N/A	Fair	Fair	Very Good	Good
Service Life, Signals vs. Roundabouts	N/A	N/A	10 years	25 years	10 years
Additional Yearly Maintenance Costs	N/A	N/A	\$5000/yr.	\$0	\$5000/yr.
Add'l Maintenance Cost, over 25 year service life	N/A	N/A	\$125,000	\$0	\$125,000
Comparative cost over 25 yr. service life	\$0	\$2.95M	\$3.30M	\$3.37M	*\$3.80M

* Includes \$500K for removal of silos

** Based on estimated traffic/truck increases during harvest season received from City staff

*** Estimated, using LOS analysis for 'T' w/Signals and considering restricted truck turn movements

Exhibit 1



Alt 2 Roundabout Exhibit For:

The Dalles East Gateway

A Site Located In The Dalles, Oregon

**HOPPER
DENNIS
JELLISON
P.L.L.C.**

ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS
314 W. 15th Street
Vancouver, WA 98660-2927
(360) 695-3488
(503) 924-4005
FAX (360) 695-8767
Internet: www.hdjengineers.com

DESIGNED: SWG	DRAWN BY: RAD	CHECKED: SWG	SCALE: H: 1"=30' V: N/A	JAN 11 2007 2847	SHEET 2 3
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Exhibit 3



IMPROVING OUR COMMUNITY

COLUMBIA GATEWAY URBAN RENEWAL AGENCY


CITY OF THE DALLES

Agenda Staff Report

URBAN RENEWAL ADVISORY COMMITTEE

JULY 15, 2008

TO: Urban Renewal Advisory Committee

FROM: Dan Durow, Urban Renewal Manager 

SUBJECT: Potential Amendments to the Columbia Gateway/Downtown Urban Renewal Plan

DATE: July 15, 2008

The Urban Renewal Agency Board and the Urban Renewal Advisory Committee (URAC) have discussed amending the Columbia Gateway/Downtown Urban Renewal Plan to allow for the funding of additional projects to support development in the urban renewal area. We previously had advised that the time limits for collection of tax increment revenues –ending by June 30, 2015 - would not allow the Agency to issue the remaining maximum indebtedness for the Plan (\$5.9 million). The Agency directed staff and the consultants to prepare an amendment that would extend the time for tax increment financing to address this issue.

We have reviewed the projections and find that it is likely the remaining borrowing capacity of the Agency could be issued and paid off without extending the tax increment financing beyond 2015. So the anticipated amendment is not necessary at this time.

However, the remaining \$5.9 million does not allow for the completion of the projects that may be essential for the vitality of the urban renewal area. In addition there are some projects that are important but are not located within the current urban renewal area boundary.

For FY 2008/2009, the Agency wishes to review and consider amending the Urban Renewal Plan to allow for critical projects to be accomplished. At the July 15 URAC meeting the committee will be asked to discuss the plan amendment process.

We see the following steps in the process:

1. Inform and involve the public in a discussion of how and why the urban renewal plan *may* need to be changed.

2. Work with the overlapping taxing districts, including the County and the Fire District to make sure their needs are considered carefully in any decision to change the urban renewal plan.
3. Review current and projected urban renewal financing capacity.
4. Review list of currently identified urban renewal projects in terms of importance, cost and location.
5. Prioritize urban renewal project needs in terms of cost and schedule.
6. Evaluate the financing impacts of funding priority projects in terms of the time period for tax increment financing and the revenues foregone by taxing districts
7. Recommend a package of urban renewal plan amendments that may include an increase in the maximum indebtedness, an extension of the time limits for tax increment financing and urban renewal area boundary changes.

This process could take six to eight months including the formal process for presenting and adopting the plan amendment. That adoption process will include presenting the plan amendments to the Planning Commission, working with overlapping taxing districts and holding a public hearing before the City Council.

At the URAC meeting on July 15, staff and the consultants will present more information about a possible urban renewal plan amendment and a preliminary list of projects and estimated costs.



Tashman Johnson LLC
Consultants in Policy, Planning & Project Management

MEMORANDUM

TO: Dan Durow

FROM: Jeff Tashman

SUBJECT: Table for Alternatives for Extending Urban Renewal Plan

DATE: 19-Jun-08

Here's a table for our discussion tomorrow:

Alternative	Current Indebtedness	Maximum Remaining	Additional Indebtedness	Maximum	Total Indebtedness	Maximum	Year Debt is Retired
Current		5,927,149		0	5,927,149		FY 2014/2015
Five Year Exention		5,927,149		8,795,287	14,722,435		FY 2022/2023
Ten Year Extention		5,927,149		16,035,247	21,962,395		FY 2026/2027