

**CITY OF THE DALLES PLANNING COMMISSION MINUTES**  
**Joint Work Session with City of The Dalles City Council**

**Thursday, June 18, 2009**  
Civic Auditorium Ballroom  
323 E 4<sup>th</sup> St  
The Dalles, OR 97058  
*Conducted in a handicap accessible room*

**CALL TO ORDER:**

Vice-Chair Ahlberg called the meeting to order at 6:35pm.

**BOARD**

**MEMBERS PRESENT:** Ron Ahlberg  
Mark Poppoff  
Dean Wilcox  
Chris Zukin  
Benjamin Hoey

**BOARD**

**MEMBERS ABSENT:** Bruce Lavier  
Derek Hiser

**COUNCIL**

**MEMBERS PRESENT:** Nikki Lesich (7:10)  
Carolyn Wood  
Jim Wilcox (left at 7:30)  
Bill Dick  
Brian Ahier (6:45)

**COUNCIL**

**MEMBERS ABSENT:** Dan Spatz

**STAFF PRESENT:**

City Manager Nolan Young  
City Attorney Gene Parker  
Community Development Department Director Dan Durow  
City Engineer Dale McCabe  
Administrative Secretary Brenda Green

**APPROVAL OF AGENDA:**

Vice-Chair Ahlberg added a time for public comment on agenda items immediately following Staff Comments. The agenda was approved by consent as modified.

**PUBLIC COMMENT (non agenda items):** none

**PRESENTATION:** Susan Wright with Kittelson & Associates, Inc gave a presentation on the I-84/Chenoweth Interchange Area Management Plan (IAMP). Wright explained that Kittelson & Associates was hired by ODOT as the consultant for the project. Wright pointed out that the IAMP was triggered by a zone change and clarified that it is not connected with the applicant who initiated the zone change. She stated that an IAMP lays a foundation for transportation. Wright identified the members of the project committee, and then explained what an IAMP is, how it protects the long-term function of the transportation system and how it provides maximum utilization of land. She next described the process and showed the study area. Wright briefly discussed some of the 23 alternatives that were looked at and then explained the Draft Preferred Plan. Wright gave a detailed explanation about roundabouts and described the three phases of the plan, as well as a fourth phase that would extend out past twenty years. In conclusion Wright informed the Commissioners and Councilors what the next steps would be including; receiving feedback at the current meeting, then implementation and working on a funding plan (which might involve another work session), and then finally the adoption hearings forecasted to occur in September 2009.

### **COMMISSIONER & COUNCILOR COMMENTS:**

Councilor Ahier shared his concern that the Walmart project would surpass the needs of phase I. Susan Wright explained that the phases were only meant to be illustrative and are flexible based on the applications that come in. Wright also reminded everyone that Walmart had already received its conditions of approval.

Councilor Wilcox reported that after signing off on two roundabouts, he is unwilling to sign off on any more until he has seen how they will function in The Dalles. Wilcox questioned the feasibility of dropping the grade at Hostetler, pointing out the businesses that would be affected. Wilcox suggested going further North in order to not destroy the current commercial properties.

Commissioner Poppoff described his concern that multiple lane roundabouts will be more complicated. Susan Wright offered that with proper construction, pre-planning and signs, multiple lane roundabouts can be made less complicated.

Commissioner Zukin asked how the plan could be amended after adoption. Susan Wright explained the process, adding that all parties would need to participate in the amendments; the city, the county (if applicable) and ODOT.

Commissioner Hoey shared his concern about the impact to the 10<sup>th</sup> Street residential neighborhood after Hostetler is made into a key intersection. Hoey suggested traffic calming efforts and extra communication with the neighborhood.

Mayor Lesich echoed Councilor Wilcox's concerns for the property owners that will be affected, as well as the concern for planning anymore roundabouts until the East Gateway one is completed. She pointed out that the constituents in The Dalles are fearful of the unknown.

Commissioner Ahlberg agreed that people in The Dalles don't like change. He felt that at least for the short term signaling would work just as well as roundabouts. Ahlberg questioned if land will need to be taken in order to construct roundabouts or if the current right of ways will be adequate. Susan Wright explained that even a signal for that wide of a road will need a large amount of land.

Councilor Ahier felt that the proposed River Road roundabout would be acceptable, but that Chenoweth would be better served by a signal.

Director Durow pointed out that roundabouts were suggested to enable traffic an easy way to loop back around and have access to businesses on the other side of the road. He explained that once traffic grows to certain levels, all driveways along the main roads will become defacto right in, right out turns. He asked for suggestions to solve that issue.

Susan Wright added that a roundabout will essentially create a U-turn in order to access business on opposite side of a busy street. She stated that a signal would make U-turns impossible. There was a general discussion about if U-turns would work to solve the issue mentioned by Director Durow and how much space they require.

Councilor Wood shared that she had just experienced a lot of roundabouts on a recent trip to Washington DC. Wood acknowledged that they can be confusing at first but pointed out that a large intersection is also confusing until you learn how to navigate them. She stressed that in a large intersection there are a lot more directions to watch, and a lot more chances for accidents than when on a roundabout. Wood predicted that even though The Dalles is not used to roundabouts, the rest of the world is getting used to them and they will eventually be in The Dalles as well. She pointed out that what is currently being discussed is only a forecasted plan; that as businesses and more population are added, the plan can be modified as needed. In conclusion Wood reminded everyone that roundabouts save gas because vehicles do not need to stop and restart.

Vice-Chair Ahlberg asked if there were any pedestrian controls for roundabouts. Susan Wright replied that there are not any current plans for pedestrian controls but that the law requires vehicles to yield to pedestrians. She added that there are ongoing studies about roundabouts and one of the things being observed is the impact on pedestrians and bicycles, consequently when the roundabouts here are installed the standard way to make them might have changed, including adding pedestrian controls.

Commissioner Poppoff reiterated that he felt roundabouts would work more efficiently if they were only single lanes, plus they would be cheaper. Susan Wright explained the issue of bringing a five lane round down into a single lane roundabout.

Councilor Dick asked that when considering the proposed plan, how much the effect to business owners was taken into account? Susan Wright explained that there are always trade offs but that they do try to minimize the impact to businesses.

Councilor Dick brought up the question of utilizing the intersection North of Hostetler as a main thoroughfare. There was a general discussion about the difficulties of that intersection.

Vice-Chair Ahlberg inquired why the at-grade crossing that currently serves the aluminum plant can not continue to be used. Susan Wright explained that it can for a while, but that eventually the Railroad will be attempting to close all crossings at which time the grade would need to be separated.

Director Durow reiterated that the purpose of the Draft Plan is that in order to get 100% development of the land, The Dalles will need to provide the required infrastructure. If the infrastructure is not planned out and put in, The Dalles will not be able to utilize its land to the full capacity.

**PUBLIC COMMENT:**

Jim Shaver, NW Aluminum Specialties, 2929 W 2<sup>nd</sup> St, shared his concern about continued access to his property. He questioned whether a property owner will need to pay towards these improvements if they benefit from it. City Manager Young assured him that only new developments will be charged. Shaver expressed his view that now is not the time to be putting existing businesses under additional financial duress. He also shared that he felt Hostetler is the wrong place to go underground and suggested looking at Webber Street instead.

Jason Corey, 601 Washington St, explained that he had a lot of concerns about the intersection around Hostetler and Second Street. He asked for clarification of how many businesses would be isolated by the proposed plan. Ms. Wright replied that since this is just a preliminary plan she is not able to give an exact number. However, she shared that most likely the retaining wall will just need to go back 150 to 250' and that only the first properties on each side will be affected. Corey asked about the properties at the same intersection going East and West. Wright explained that due to the contours of the land those properties will not be affected.

Mr. Corey next asked if there had been a determination of where the water table was in that area. Ms. Wright replied that it is not below the water table in that area but that if it was, a storm water collection and pump could be accommodated into the design.

Mr. Corey inquired about the Railroad track, suggesting that perhaps the track's grade could be changed rather than the road. City Engineer McCabe explained that the grade needed to change the railroad would be way more significant than changing the grade of the road. There was a general discussion about working with the Railroad and things that they are willing or unwilling to do. It was summarized by Ana Jovanovic with Oregon Department of Transportation that all of the plans are presented with the assumption that the railroad will not be making any changes.

Luis Longhenrich, 110 E 2<sup>nd</sup> St, shared her concerns that there is not a plan of how these improvements will be paid for if and when the plan is implemented. She wondered if developers will want to continue with plans to develop in The Dalles after they see the costs they will need to contribute towards these improvements. Director Durow mentioned that if the infrastructure is not planned the developers will not be able to have an option to come to The Dalles.

Ms. Longhenrich presented a series of questions for consideration including; with the current amount of planned development in the area, will phase III be reached sooner than the predicted twenty years and if yes, will the Railroad stop allowing access at that time? Does the thirteen million dollar figure include the cost of buying the displaced businesses at a fair value and if not should it be included? What about zoning the land to include more Industrial than Commercial? Director Durow explained that the amount of Commercial and Industrial land needed is set by State Law and also clarified that the Railroad crossing in question is a private road. The ability to have access on that road depends on how the agreement reads.

Doug Hattenhauer, 3902 W 6<sup>th</sup> expressed his concern regarding the future of his business stating that it survives on freeway and truck traffic. He felt that the IAMP does not consider the impact on exit 63 which he felt will get over used especially by trucks attempting to avoid the roundabouts. Hattenhauer also shared his concern about there not being any left turn lanes planned for W 6<sup>th</sup>. He then stressed

that Chenowith should be the gateway to the new developments rather than Hostetler because of the limited impact it would have on current property owners. Hattenhauer asked that a study be required to look at utilizing Chenowith rather than Hostetler. He then suggested eliminating the roundabout at 6<sup>th</sup> and River Road. In conclusion Hattenhauer declared that he is trying to protect his business and that if properties are devalued that will take income away from the properties, which will in turn take income away from The City through the taxes that his business pays.

Shirley Hovda, 4475 Orchard Rd, submitted a letter stating her concerns about the IAMP. Mrs. Hovda explained that she is one of the property owners that will be affected by the Hostetler interchange. She described her property and the five effects to her property that are listed in her letter, and then went over the section of her letter entitled "Reality" in which she explains that Commercial Property in her area is at a premium and that a Super Walmart is not an appropriate business for a Light Industrial/Commercial zone. Mrs. Hovda suggested three alternate plans including; Use the existing railroad crossing as is, use the freeway interchange built in 1997, and build an under or overpass at the end of West 2<sup>nd</sup> St. In summary Mrs. Hovda stated that she was for development as long as it does not adversely affect existing commercial properties.

John Nelson, 524 W 3<sup>rd</sup> Place, asked for clarification regarding when the phases will kick in. Susan Wright explained that the numbers shown are what each phase can accommodate up to once all of the features in that phase are installed and reiterated that the proportions are only for illustration. Nelson felt the phases were fuzzy and that without better guidelines he predicted there will be arguments once developers begin to put in their applications about who is going to be billed. Mr. Nelson also shared his opinion that there is not enough attention being paid to current business and property owners. He felt that studies need to be done to see the effects.

Councilor Wood asked for a reminder of what the Conditions of Approval were for Walmart. Director Durow responded that without the agreement here he couldn't say, but that he would make sure to get the information for them. Wood asked if he remembered if a signal was part of the agreement. Durow responded yes, they were going to be adding a signal.

Director Durow explained that System Development Charges (SDCs) will need to be incorporated to pay for the improvements. He stated that the SDCs are policy issues that will be decided on by everyone; staff will make suggestions but the public will make the ultimate decision.

Councilor Ahier asked what will be the trigger for the current railroad crossing to be considered no longer adequate. Susan Wright responded that as long as the road is only providing access to the business it was licensed to things will not change, however if another business tries to move in then the situation will be looked at.

Commissioner Wilcox suggested approaching Union Pacific about gaining permission to continue to use the road. He pointed out that it has been in existence this long, and that he can not see any reason where it will be a reason to change it.

Vice-Chair Ahlberg asked for additional comments or questions. There were none.

**NEXT MEETING:** The next scheduled meeting of the Planning Commission is July 2, 2009.

**ADJOURNMENT:** The Planning Commission / City Council joint work session was adjourned at 9:27 p.m.

I-84 Chenoweth  
Interchange Area Management Plan  
The Dalles, Oregon



## Sign-In Sheet

NAME Steve Hunt - K&H Specialties

ADDRESS 3226 WEST 2ND TD

PHONE 541-296-6817

email khspecialties@gorge.net

NAME Steven & Shirley Hude 4475 Orchard Rd

ADDRESS P.O. Box 594 TD

PHONE (541) 296-2651

email

NAME Jim SHAVER

ADDRESS 2929 W 2ND ST

PHONE 541-298-0876

email jshaver@NWALUMINUM.COM

NAME Carolyn Wood

ADDRESS 1709 Liberty Way, TD

PHONE 541-296-8052

email

NAME Debbie Blair

ADDRESS 950 Pomona St #187 TD

PHONE

email dmblair@gorge.net

NAME CHRIS ZUKIN

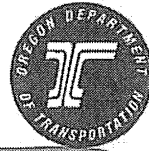
ADDRESS 915 W. 14th St TD OR

PHONE

296-9684

email czukin@meadowoutdoor.com

I-84 Chenoweth  
Interchange Area Management Plan  
The Dalles, Oregon



\*email, too!

## Sign-In Sheet

NAME Bob McNary  
ADDRESS 1525 E 9th St TD OR 97058  
PHONE 541-296-3313 bobginnymcnary@embargoemail.com

NAME Heather & Thurloe McClared  
ADDRESS 920 Richmond St T.D. OR 97058  
PHONE 541-296-1881 thurme@gorge.net

NAME Jim Wilcox  
ADDRESS 416 W 7th St

PHONE 296-2292  
email: Jim@FadnessRecall.com

NAME Nolm Young  
ADDRESS 313 Court St -  
PHONE 298-1865

email:

NAME Bert Hodges  
ADDRESS 605 Hostetler - E W. 2nd

PHONE 541-296-3111 - Cell - 541-980-1240  
email:

NAME Shirley A. Hovda  
ADDRESS P.O. Box 394 T.D.

PHONE (541) 296-2651  
email:



I-84 Chenoweth  
Interchange Area Management Plan  
The Dalles, Oregon



## Sign-In Sheet

NAME Todd Chenoweth

ADDRESS 2705 E. 2nd Pl. D.K.S

PHONE todd@co.wasco.or.us  
email

NAME BRIAN AHREN

ADDRESS 1126 E 8th

PHONE  
email

NAME Luise Langheinrich

ADDRESS 110 E. 2nd St. TD

PHONE 296-4470  
email luise@boulderpathdesigns.com

NAME NIKKI LESICH

ADDRESS PO Box 643 TD

PHONE (541) 993-1001  
email

NAME

ADDRESS

PHONE  
email

NAME

ADDRESS

PHONE  
email

I-84 Chenoweth  
Interchange Area Management Plan  
The Dalles, Oregon



## Sign-In Sheet

\* NAME Brenda Green, Admin Secretary  
ADDRESS 313 Court St / The Dalles

PHONE bgreen@ci.the.dalles.or.us  
email

NAME Dean M. Wilcox MD

ADDRESS 300 W SCENIC DR TD

PHONE 541-296-5927  
email

NAME Kathleen & Sky Schacht

ADDRESS 3302 W 2nd

PHONE 541-506-1600  
email kmsofixauto.com

NAME BILL DICK

ADDRESS 601 WASHINGTON ST TD OR 97058

PHONE 296-2152  
email billdick2@earthlink.net

NAME JASON CORRI

ADDRESS 601 WASHINGTON ST

PHONE 296-2152  
email

NAME Doug Hattenhauer 3902 W 6th

ADDRESS P.O. Box 1397 TD 97058

PHONE bighatt@netnet.net  
email

I-84 Chenoweth  
Interchange Area Management Plan  
The Dalles, Oregon



## Sign-In Sheet

NAME Rodger Nichols THE DALLES CERAMICS

ADDRESS Nichols@thedallesceramics.com

PHONE \_\_\_\_\_

NAME Mike Wacker

ADDRESS 4588 Orchard Rd.

PHONE 298-2482

NAME John Nelson

ADDRESS 524 W 3rd PL TD

PHONE 296-6019

NAME Rev AHLBARK

ADDRESS 1208 ROBERTS ST.

PHONE 296-2303

NAME MARK POPPOFF

ADDRESS 213 E. 9TH STREET

PHONE 296-1592

NAME BEN HOEY

ADDRESS 608 E. 4th St. The Dalles

PHONE 541 506-2559

EMAIL: benjaminh@co.wasco.or.us

June 18, 2009

City of The Dalles  
Community Development Dept.  
313 Court St.  
The Dalles, Oregon 97058

I. Personal:

My name is Shirley Hovda property owner at 3302 W. 2nd. St. (corner of W. 2nd. & Hostetler). My Husband & I purchased this property in 1970 (aprox. 40,000 S.F.) & constructed commercial buildings (8,920 S.F.) to operate an Auto Body Repair Business, etc.

II. Affects to my property regarding I-84 / Chenoweth Interchange Area Management Plan (presented by Kittelson & Associates:

- (1) Land-Locked
- (2) No Access, Susan Wright of Kittelson & Associates, Inc. stated to me on June 11, 2009 :

"ask my neighbor (K. & H. Specialties, Inc.) for permission to have our customers drive around behind their property to get to my property"

- (3) Sky's Collision (Fix Auto) now Leasing Property for 12 yrs. would have to relocate - affecting 12 employees & their families
- (4) City buy's my property
- (5) City condemn's & takes my property

III. Reality:

- (1) Commercial Property in our area is at a premium - the loss of two commercial properties is in jeopardy (in 2006, City approved a zone change on a 67-acre piece of property east of I-84 Chenowith Intersection for "Light Industrial/Commercial Property" - of which a SUPER WALMART STORE IS NOT!)

Why should a Super Walmart Store or any other Commercial Business take precedence over my established Commercial Property & Business?

- (2) On-going Water Problem's in this area during the rainy season's which affect the 6th. St. Freeway Underpass .

My property - the water level is 3 - 4ft. down .

IV. Alternate Plan:

- (1) Use existing Railroad Crossing at Hostettler as is .  
Webber St. & Post Office Railroad Crossing's now in use to access  
Port Property & Other Commercial Properties .
- (2) Use the Freeway Interchange Built in 1997
- (3) Build Underpass or Overpass at the End of W. 2nd. St.

V. Summary:

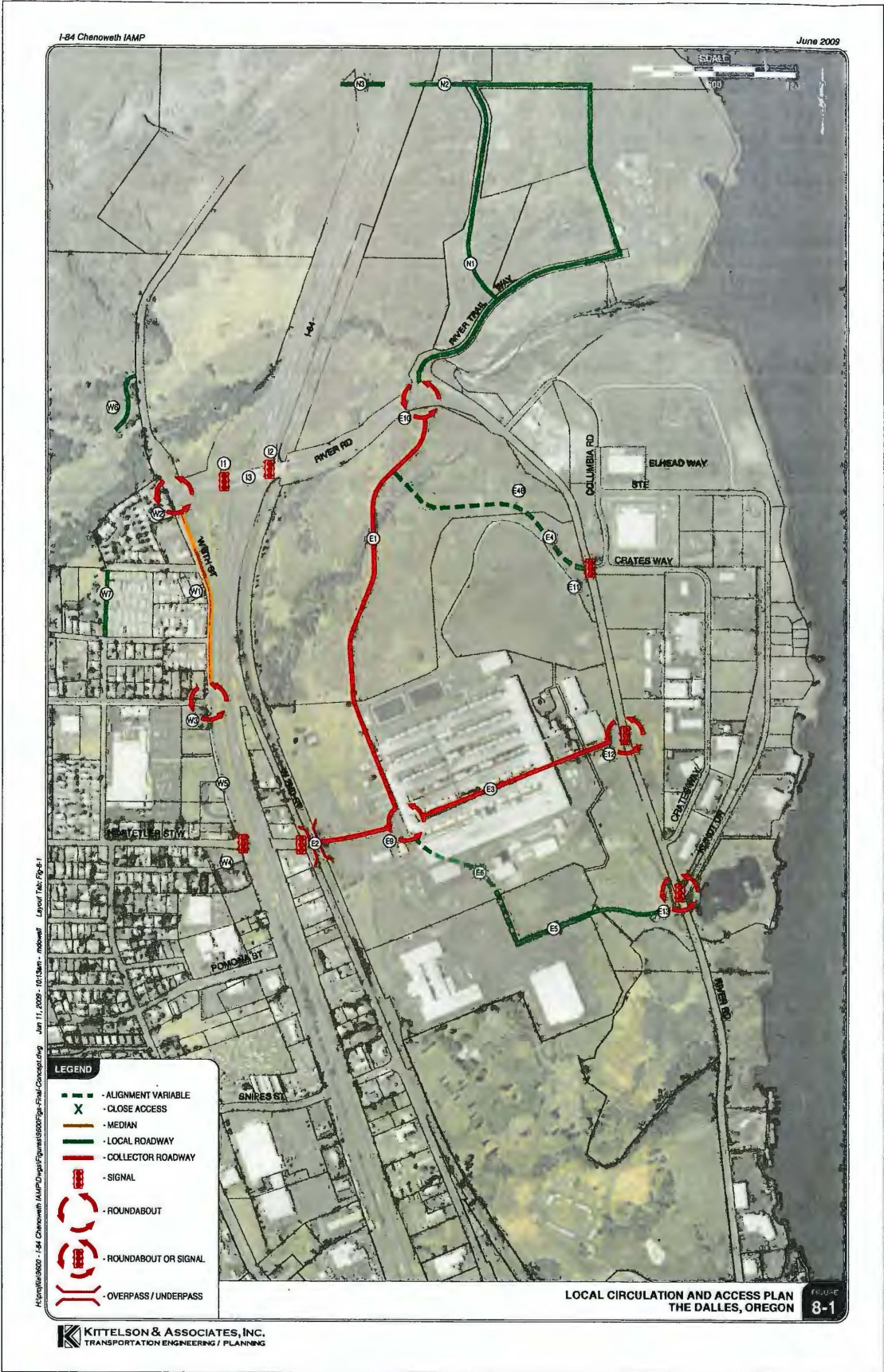
I am for development in our Community as long as it does not adversely affect existing Commercial Properties.

*Shirley A. Hovda*

Shirley A. Hovda  
P. O. Box 394  
The Dalles, Oregon 97058

(541) 296-2651

**PREFERRED PLAN**





## Long-Term Vision (>20 Years)





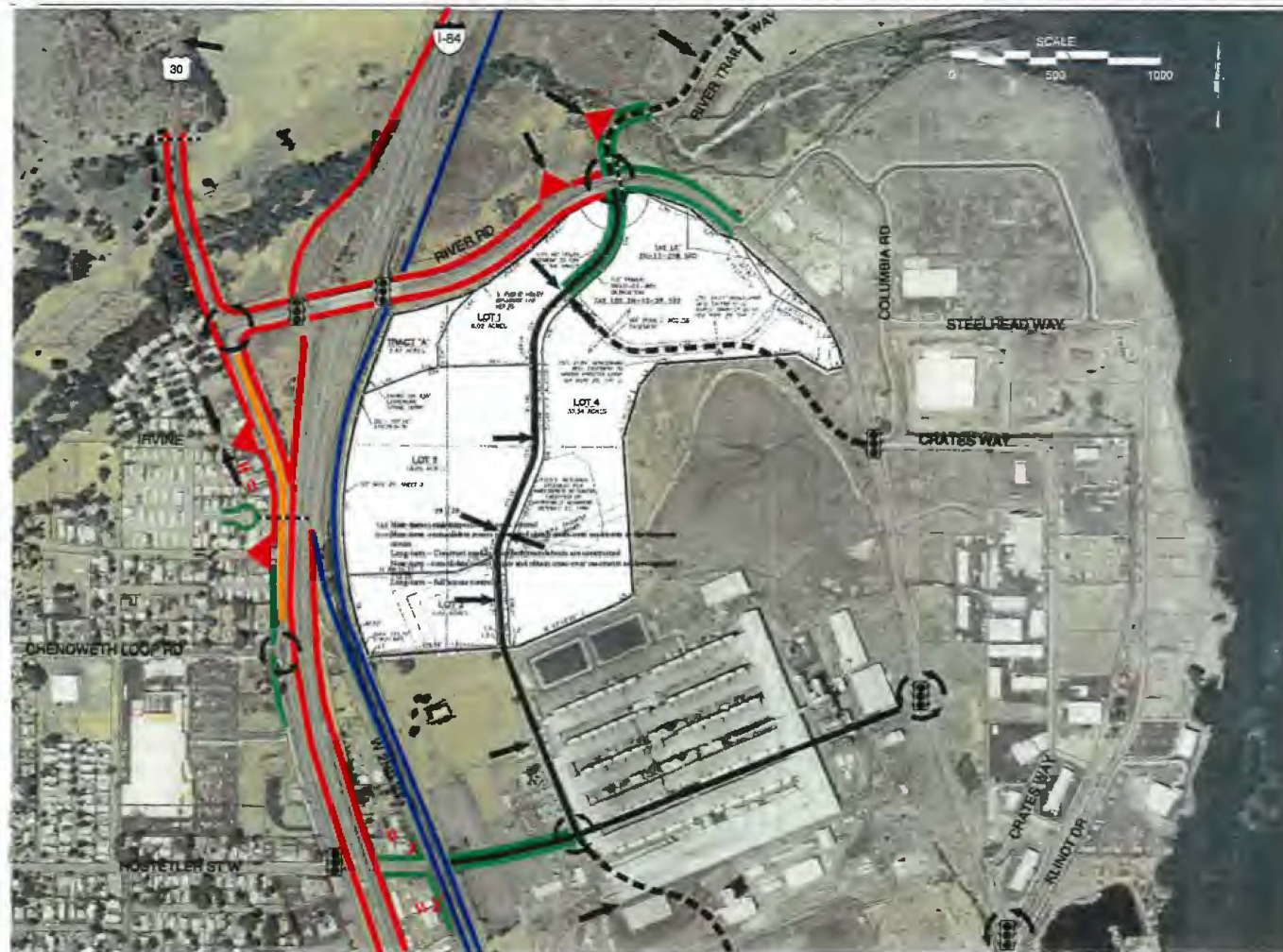
# PREFERRED PLAN — ACCESS MANAGEMENT PLAN

I-84 Chenoweth IAMP

June 2009

H:\proj\84600 - I-84 Chenoweth IAMP\Drawings\Figures\84600FigAccess-Justifications.dwg Jun 11, 2009 - 10:11am - mdown

- LEGEND**
- MINIMUM 1320-FOOT IAMP LIMITS
  - MEDIAN
  - LOCAL ROADWAY
  - COLLECTOR ROADWAY
  - ODOT ACCESS CONTROL
  - ODOT RAIL ACCESS CONTROL
  - LOCAL AGENCY ACCESS CONTROL
  - RIGHT-IN/RIGHT-OUT ONLY
  - ACCESS CLOSED
  - CROSSOVER EASEMENT
  - CUL-DE-SAC
  - ROUNDABOUT
  - TRAFFIC SIGNAL
  - REMOVE BARRIER
  - GENERAL ACCESS LOCATION



ACCESS MANAGEMENT PLAN  
THE DALLES, OREGON

FIGURE  
**A**

**KITTELSON & ASSOCIATES, INC.**  
TRANSPORTATION ENGINEERING / PLANNING

