



## CITY of THE DALLES

313 COURT STREET  
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125  
PLANNING DEPARTMENT

### CITY OF THE DALLES PLANNING COMMISSION MINUTES

**Thursday, October 16, 2014**

City Hall Council Chambers

313 Court Street

The Dalles, OR 97058

*Conducted in a handicap accessible room*

6:00 PM

#### **CALL TO ORDER:**

Chair Lavier called the meeting to order at 6:00 PM.

#### **BOARD MEMBERS PRESENT:**

Bruce Lavier, Mark Poppoff, Sherry DuFault, Chris Zukin, John Nelson, Jeff Stiles

#### **BOARD MEMBERS ABSENT:**

Dennis Whitehouse

#### **STAFF MEMBERS PRESENT:**

Planning Director Richard Gassman, City Attorney Gene Parker, City Engineer Dale McCabe, Administrative Secretary Carole Trautman

#### **APPROVAL OF AGENDA:**

It was moved by Stiles and seconded by Zukin to approve the agenda as submitted. The motion carried unanimously; Whitehouse absent.

#### **APPROVAL OF MINUTES:**

It was suggested by Chair Lavier to change the words "Delayed Development Agreement" on Page 1 under "Public Comments" to "Delayed Improvement Agreement." It was moved by Nelson and seconded by and seconded by Zukin to approve the October 2, 2014 minutes as amended. The motion carried unanimously; Whitehouse absent.

#### **PUBLIC COMMENT:**

None

#### **WORK SESSION:**

Director Gassman stated there were several topics to discuss that had not been resolved, as follows:

On-Street Parking – Gassman asked the Commission if they wanted to recommend to City Council that residential infill property owners could have an option to install or not install on-street parking lanes. It was the general consensus of the Commission to give residential infill property owners an option for installing parking lanes. It would provide less improvement requirements to the property owner.

Fremont and Thompson Streets - Director Gassman said that there was discussion on the bus tour to not propose street standards for Fremont and Thompson Streets; Fremont due to the topography and the fact that the City would not want to encourage people to travel down to the highway where there was no provision to cross. Thompson Street was a political issue and the street would be developed at whatever time a unique situation arose, which would be determined by City Council, Gassman said.

Fully Improved Streets – Several streets on the street grid were fully developed, Gassman reported. Trevitt, Union and 12<sup>th</sup> Streets were examples. If someone wanted to develop on those streets, Gassman said, street improvements would probably not be required.

Partially Improved Streets – On Chenoweth, Snipes, West 10<sup>th</sup> and Scenic Streets, there were portions of typical cross sections where continued improvements could be installed to match existing improvements.

There was discussion on how to prepare and present street grid network materials, including proposed typical cross sections, to City Council for their consideration. One or more proposed typical cross section would be proposed for each grid street and would be presented at a Planning Commission public hearing. Director Gassman will try to notify the media ahead of time through notice and/or a newspaper article to advise the general public on what streets would be affected by the proposals.

New Streets – Director Gassman asked if the Commission wanted street standards for new streets that would arise in the future from serial minor partitioning developments. One option would be to put in street improvements at the time of development. The other option would be to not require street improvements that would be set at a higher standard than some streets that currently had full development. Gassman pointed out it could be a gravel road, or the neighbors could agree upon an easement access only.

Richard Havig, 3015 East 12<sup>th</sup> Street, The Dalles, Oregon, stated that if improvements are not installed at the time of development, it would never get done.

Jerry Johnson, 3102 East 13<sup>th</sup> Street, The Dalles, Oregon, said if an access in a serial minor partition development decided on an agreed-upon easement, then the City should have no say on street improvements. The property is still private property.

After further discussion, it was the general consensus of the Commission to propose that if a new street, created by serial minor partitioning, became a City street, street improvements would be installed. If the street remained a private street, improvements would be decided upon by the property owner(s). The question of storm water systems to these new streets came up in discussion. City Engineer Dale McCabe advised that the City had something already in place for developments that did not wish to hook up to the City storm water system.

Island Improvements vs. Delayed Development Agreements (DDAs) – Director Gassman stated that if the intent of the City was to have full improvements of residential infill grid streets, then either street improvements would be installed at the time of development, or the property owners would be required to install improvements at some later date (by signing an agreement). Otherwise, the street improvements would not get done, Gassman said. Gassman asked the Commission if they wanted to make a certain recommendation, or give the City Council options from which to choose.

After further discussion, it was the general consensus of the Commission to recommend options for City Council to consider, as follows: 1) the City would pay for the improvements; 2) the property owner would pay for the improvements through a) installing improvements at the time of development; b) signing a Delayed Development Agreement (with a cap and sunset clause); or c) the property owner would pay into the fund. It was also suggested that, under the first option of the City paying for street improvements, a \$2/month fee could be charged that would be applied to street improvements on grid network streets.

Delayed Development Agreement “cap” and “sunset clause” terms – Director Gassman indicated that the City Engineer had information on a dollar cap amount for street improvements that could be provided at a public hearing, and Taner Elliott also had some calculations. It was the general consensus of the Commission that the DDA cap calculations and the sunset clause would be discussed at the public hearing.

Existing Waivers of Remonstrance on Grid Streets – Director Gassman commented that, from a planner’s perspective, a City should have a goal in mind for the future. Then any process accomplished thereafter would be oriented toward that goal. Regarding the Waivers of Remonstrance (Waivers) on the grid streets, Gassman wondered why the Waivers would be cancelled. He handed out a list of 21 currently-existing Waivers located on the proposed grid streets (copy attached). He said if the Planning Commission was committed to improving the grid streets, then they should consider retaining the existing Waivers. Chair Lavier asked if a dollar cap could be placed on the existing Waivers. Gassman said they could not be changed, but he proposed approaching the property owners with existing Waivers on the grid street properties to ask if they would be willing to sign a DDA (that included a cap and sunset clause) in lieu of the existing Waiver. Stiles said that the City needed to determine if they wanted to invest in the community’s growth. Zukin said Waivers become a political issue, but he felt it was the Planning Commission’s responsibility to remind the City Council of the existing Waivers on the grid streets. DuFault commented that the problem with eliminating the Waivers was that it would set a precedent, and she found it to be a bit disturbing that the City had agreements that later were eliminated. After further discussion, it was the general consensus of the Commission to suggest to City Council to make a conscientious decision on Waivers of Remonstrance for the benefit of the entire community.

Discussion followed on plans for the November 6 Planning Commission meeting. It was agreed upon by the Commission to schedule the November 6 meeting as a public hearing with the intent of formulating a recommendation on residential infill policies to present to City Council.

**STAFF COMMENTS:**

City Attorney Parker gave an update on the WalMart project. The last court decision was in favor of WalMart, and the Order was issued on October 10, 2014. The opposition had 60 days from the date of the Order to appeal.

**COMMISSIONER COMMENTS:**

None

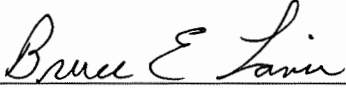
**NEXT MEETING:**

November 6, 2014

**ADJOURNMENT:**

Chair Lavier adjourned the meeting at 7:30 PM.

Respectfully submitted by Administrative Secretary Carole Trautman

A handwritten signature in cursive script, reading "Bruce E. Lavin". The signature is written in dark ink and is positioned above a horizontal line.

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Bruce Lavier, Chairman

List of Properties with Waiver of Remonstrance on  
Potential Network Streets

Richmond & Old Dufur Road – David Kenworthy

2870 Old Dufur Road – Raymond P. Koch

3185 Old Dufur Road – Leroy & Patricia Schumacher

3016 West 10<sup>th</sup> – Don & Betty Bright

2617 West 10<sup>th</sup> – Edman & Nancy Dawkins

3114 Old Dufur Road – Jim & Phyllis Boston

2921 Old Dufur Road – Susan Daly

2910 Old Dufur Road – Edward & Cornelia Kunishi

2529 West 10<sup>th</sup> – Harry & Grace Straughn

2916 West 10<sup>th</sup> – Mary & Bryan Hodges

1350 Thompson – James & Shelly Cyphers

1300 Thompson – Ken & Cindy Vipperman

2113 West 10<sup>th</sup> – Donald & Kathleen Martin

2810 Old Dufur Road – Mark & Kay Fortin

2810 West 10<sup>th</sup> – Todd & Ann Ross

2732 Old Dufur Road – Jim Gray

3015 Old Dufur Road – Richard Jenkins

3002 Old Dufur Road – Lorenzo Kimball

2850 or 2870 Old Dufur Road – Tara Koch

2915 or 2923 Old Dufur Road – Lloyd & Patricia Fowler, Terry Johnston